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## National Land Transport Programme 2012-15

The National Land Transport Programme (NLTP) for 2012-15 contains all the land transport activities, such as public transport services and road construction and maintenance, that the NZ Transport Agency (NZTA) anticipates funding over the next three years.

NLTP 2012-15 focuses on four themes:

- Ensuring value for money
- Supporting economic growth and productivity
- Improving safety
- Providing a range of travel choices.

### National Land Transport Programme 2012-15



► [Read some of the highlights of the 2012-15 NLTP.](#)

### About the 2012-15 National Land Transport Programme

An overview of the issues involved in developing the 2012-15 NLTP, including a look back on the last three years and forward ten years.

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### The investment framework

The framework underpinning the development of the NLTP, and on NZTA's role in the investment process.

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### Encouraging economic growth

Increasing economic growth and productivity is the primary objective for this NLTP.

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### Making journeys safer

New Zealand's road toll dropped by 22.4% under the last NLTP, and serious injuries reduced by 19.7%. This NLTP looks to build on that success.

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- [Safer travel](#)
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### Managing the transport network

Maintaining the network, ensuring route security and optimising investment in existing infrastructure are all vital components in managing the transport network.

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### Providing travel choices

Investment in public transport under this NLTP is up 21% on 2009-12 actual spend, and there is also increased investment to encourage walking



and cycling.

[▶ more](#)

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impacts

## Delivering the National Land Transport Programme in the regions



Learn how this NLTP will be delivered in communities across New Zealand.

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## Introduction

This National Land Transport Programme (NLTP) is a planning and investment partnership between local authorities and the NZ Transport Agency (NZTA). Over the next three years the programme will deliver transport solutions that will help communities across New Zealand thrive. There will be a particular focus on rebuilding and growing Canterbury after the earthquakes, and on Auckland where there are significant transport opportunities to support that city's contribution to the country's economic growth.

The Board of the NZTA has approved this NLTP, and endorsed it as giving effect to the Government's priorities. The programme is targeted to where it is most needed and takes a 'whole of life' view to ensure the best transport system is developed for the long term.

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Chris Moller, Board Chair (left) and Geoff Dangerfield, Chief Executive (right).

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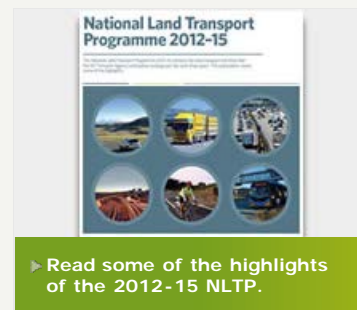
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## Land transport issues

The 2012-15 National Land Transport Programme (NLTP) concentrates in detail on the three year period but also considers the ten years to 2021-22. Over these ten years the land transport system will be impacted by a number of issues.

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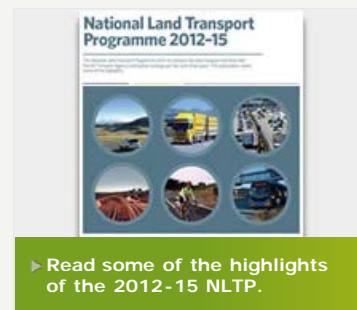
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## Planning for the future

Building on the considerable planning undertaken over the previous National Land Transport Programme (NLTP), the 2012-15 NLTP groups together complementary activities through an integrated, one-network approach to planning. This approach combines transport and land use planning with transport investment and enables us to invest in regional and pan-regional strategies, identify and address key transport issues, and deliver government priorities and outcomes.

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## Investment levels

In the development of this National Land Transport Programme (NLTP), the NZ Transport Agency (NZTA) has considered a range of inputs to arrive at its decisions on the optimal investment level for each activity class. Chief amongst its considerations is giving effect to the Government Policy Statement (GPS). Other considerations included regional land transport programmes, activity management plans, regional public transport plans, council long-term plans and relevant transport strategies. We also consider the actual ability of the sector to deliver activities in the three-year period.



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## Revenue and investment flows

Revenue for the National Land Transport Fund (NLTF) comes from fuel excise duty, road user charges, motor vehicle registration and licensing fees and state highway property.

The NLTF, combined with funding from approved organisations ("the local share") and several supplementary sources, together makes up the National Land Transport Programme that funds New Zealand's transport infrastructure and services.

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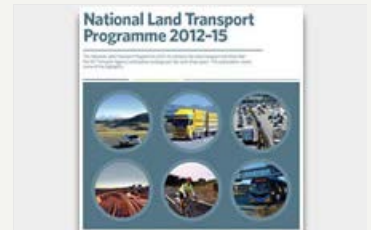
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## Looking back 2009-2012 NLTP

The period of the 2009-2012 National Land Transport Programme (NLTP) has been an eventful three years. Highlights including delivering the first NLTP, the impact of the Canterbury earthquakes on the roading network, progress on construction of the roads of national significance (RoNS), improvements in road safety performance, and and the increased use of public transport.

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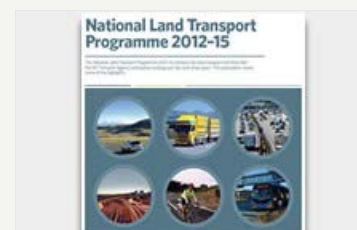
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### Looking forward: a ten year view

A 10-year forecast of its revenue and expenditure for the National Land Transport Programme (NLTP) shows both anticipated revenue and expenditure to within the maximum upper bounds of the [Government Policy Statement on Land Transport Funding 2012-13 - 2021-22 \(GPS\)](#).

The 2012-15 NLTP has been developed on the basis that sufficient revenue will be made available to achieve the GPS expenditure target. Planning for the subsequent seven years has been on the same basis.

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## Introduction

Updated: 29 August 2012

This National Land Transport Programme (NLTP) is a planning and investment partnership between local authorities and the NZ Transport Agency (NZTA). Over the next three years the programme will deliver transport solutions that will help communities across New Zealand thrive. There will be a particular focus on rebuilding and growing Canterbury after the earthquakes, and on Auckland where there are significant transport opportunities to support that city's contribution to the country's economic growth.



Chris Moller, Board Chair (left) and Geoff Dangerfield, Chief Executive (right).

The Board of the NZTA has approved this NLTP, and endorsed it as giving effect to the Government's priorities. The programme is targeted to where it is most needed and takes a 'whole of life' view to ensure the best transport system is developed for the long term.

Four key themes underpin the activities within it:

- ensuring value for money
- supporting economic growth and productivity
- improving safety
- providing a range of travel choices

The NLTP is a forecast of activities and expenditure for the next three years. Actual delivery relies on the revenue generated over that period - in particular from road user charges and fuel excise duty. Revenue received can vary from forecasts for various reasons, including the economic environment, petrol prices and government decisions on transport related levies and charges. During this NLTP these variations may impact on investment levels, particularly for new and improved infrastructure for state highways.

This NLTP represents a significant investment - \$12.28 billion, including \$9.38 billion from the National Land Transport Fund. The total investment in the transport system will be greater again when combined with the additional spending planned by local authorities that lies outside this programme, as well as investment by government in rail and other transport initiatives.

To make the most of all these investments, the NZTA and local authorities increasingly need to work together - to maintain and build improvements to local roads, state highways and public transport and operate all these components safely as "one network".

The NZTA will continue to put a strong emphasis on such 'joined-up thinking' over the next three years - getting around the table with our public and private sector partners to ensure integrated planning and collaboration from the outset, by sharing ideas and pooling our expertise. Together we can find ways to make the current investment in the transport system go further.



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## Land transport issues

Updated: 29 August 2012

The 2012-15 National Land Transport Programme (NLTP) concentrates in detail on the three year period but also considers the ten years to 2021-22. Over these ten years the land transport system will be impacted by a number of issues. The significant forthcoming land transport issues that the NZTA is aware of are summarised below.



### Population dynamics and demographic changes

New Zealand's population is expected to continue to grow. On average it will likely become older, be more intensely urbanised, have a more diverse ethnic mix and be made up of a larger number of smaller families. The main impact of population growth and changes leading to residential and business growth is expected to be in the major urban centres, especially in Auckland and the upper North Island, and in Christchurch. Overall, the demand for transport is expected to increase in terms of absolute quantity and modal choice, although the location of the demand will vary.

The management of levels of service and expectations around allocations of resources in areas/regions with static or declining populations is also an issue for the sector.

### NZTA response

- Invest in transport planning to help influence and plan the land use and transport interventions that will best cater for population growth and changes
- Invest in the operation of the existing transport network to improve its effective capacity in areas subject to growth pressures
- Provide more modal choice, particularly in the main centres to cater for changes in population density and demographically driven travel behaviour changes
- Provide new and improved transport infrastructure in areas where growth pressures are expected to be most intense, particularly in Auckland
- Continue to assess, prioritise and programme investments in the land transport network from a national perspective to optimise delivery of economic growth and productivity and safety outcomes while achieving best value for money
- Invest in the transport network at levels that recognise the different functions and levels of service required of individual network components.

### Economic performance

Official forecasts point to an increase in economic activity over the next ten years, which implies an increase in demand for transport. The dynamics of New Zealand's economy will change over time, which will impact the shape of transport demand in terms of locations, routes, modes and vehicle configurations.

Expected trends toward more intensive land use patterns point to freight in major urban areas comprising smaller, higher frequency shipments. The tension between freight and passenger journeys in major urban areas in road and rail modes is likely to continue. In rural areas freight movements are likely to continue to be dominated by agricultural and forestry products.

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Key areas again will be in the upper North Island, with more moderate freight movement in the lower North Island and the east of the South Island. Ensuring route security and resilience on key freight routes will be of high importance.

Trends and changes in market demand for exports and imports and in logistics, eg ship size, will impact freight transport patterns and modes. The drive through the sector to reduce input costs and improve supply chain and efficiencies will continue in central and local government as well as in private enterprise activities. This will likely see investment more closely aligned with network function, as well as changes in procurement and logistics patterns. A similar drive through the sector will continue to reduce the economic costs to the nation of road crashes.

### **NZTA response**

- Work in partnership with central and local government and with key freight and logistics stakeholders to gain insights to forthcoming trends and changes, and participate in the thinking to develop the best possible supply chain configurations for the country, regardless of mode
- Invest in transport planning to help influence and plan land use and transport interventions to best cater for likely trends and changes from economic drivers
- Continue to assess, prioritise and programme investments in the land transport network from a national perspective to optimise delivery of economic growth and productivity and safety outcomes while achieving best value for money
- Invest in the maintenance and renewal of the transport network to provide resilience and maintain its overall safety performance, at levels that recognise the different functions and levels of service required of individual network components
- Invest in the operation of the existing transport network to improve its supply chain and safety performance
- Invest in new and improved transport infrastructure to deliver economic growth and productivity and safety outcomes, while achieving value for money
- Continue to invest in behavioural interventions and enforcement to improve safety on New Zealand roads.

### **Energy price movements**

Crude oil prices are expected to rise in line with expected improvement in the global economy. We expect that substantial volatility in oil prices will continue in the foreseeable future. The impact of global prices on the New Zealand land transport system very much depends on the \$NZ/\$US exchange rate, with a high rate cushioning the effect of rising oil prices in recent years. Changes in energy prices are likely to result in transport demand changes in modal choice and discretionary travel. The volatility of prices is likely, however, to encourage frequent modal switching for a sizeable component of people and freight transport.

Investment in the rail network and rolling rail stock should improve the effectiveness and reliability of this mode for people and freight movements. Trends in energy efficiency to dampen the impact of rising prices and price volatility are likely to continue with a growing proportion of the fleet comprising more fuel efficient vehicles and investment in a range of solutions to reduce the level of severe urban congestion.

### **NZTA response**

- Invest in the operation of the existing transport network to improve its energy efficiency performance
- Provide and enable modal choice for people and freight movements, where this is affordable, effective and efficient
- Invest in new and improved transport infrastructure to improve the energy efficiency of the network, where this is affordable, effective and efficient.

### **Technological advances**

The pace of technological advancement, underpinned by growth in computer processing power, smart phones, wireless communications and the internet, is expected to grow exponentially. The application of technology to the network in the form of intelligent transport systems is also expected to grow substantially, particularly on high use state highways and urban arterials.

While the growth in technological assets will put more pressure on land transport maintenance budgets, they are warranted where they deliver economic benefits in improving the efficient and safe operation of the network. In some cases the technology will reduce input costs.

Technological advances will continue to impact travel choices, such as improved modal choice from the use of real time information systems for public transport. Whether technology will impact significantly on transport demand by transferring demand for physical travel to the virtual environment is uncertain at this point and will need to be monitored.

## NZTA response

- Invest in technology to assist the efficient and safe operation of the existing transport network
- Invest in technology to provide and enable more modal choice for people
- Invest in technology for new and improved transport infrastructure to reduce input costs and/or generate benefits.

## Construction, labour and other market dynamics

Conditions in the construction industry remain difficult due to the downturn in residential and non-residential building. However, the civil construction segment is performing more strongly as a result of continued investment in infrastructure projects by central and local government. As the focus shifts from responding to the damage caused by the Christchurch earthquake to investing in transport and other infrastructure to grow Canterbury, the construction industry will receive a substantial boost over the medium term. A tightening of capacity is expected and this could result in an increase in unit price increases.

The labour market remains relatively weak although it should grow in line with economic growth. As the economy gathers pace, in part due to Canterbury growth, the construction industry could experience skill shortages.

Low levels of competition in the public transport market have not been conducive to providing people in major urban areas with effective, low cost modal choice. The new Public Transport Operating Model is intended to mitigate some of the market shortcomings.

## NZTA response

- Focus investment on highest priority activities to achieve best value for money
- Apply the most appropriate procurement methodologies, case by case, to purchase outcomes at the right price
- Apply the findings of the Road Maintenance Task Force to gain efficiencies in delivery of NZTA and local government maintenance programmes
- Implement the Public Transport Operating Model to achieve best value for money.

## Transport funding dynamics

Central government funding for the land transport system comes in the form of:

- revenue sourced from fuel excise duty
- road user charges
- motor vehicle registry fees, and
- state highway property revenue into the National Land Transport Fund as well as from Crown appropriations for rail, public transport and Christchurch earthquake recovery.

Local government funding for its components of the system comes from rates and debt. Additional (supplementary) funds for central and local government are derived from debt, eg based on future toll revenue on specific roads, or from contributions from third party beneficiaries, eg developers.

The funding sources are dynamic, being subject to a mix of factors including:

- economic growth and conditions
- energy costs
- financial health of local authorities
- availability of supplementary funding sources
- availability and cost of finance
- central government decisions on fuel excise duty, road user charges, fees, debt arrangements and appropriations
- local government decisions on rates and debt.

Variances from forecast transport funding levels will increase or decrease the level of investment that can be made in the land transport system. Fluctuations in funding revenue can trigger short term responses in investment to manage cash-flows and debt within covenanted levels. Fluctuations in expenditure from unexpected events, eg the Canterbury earthquake, also can require a similar response.

An issue of intergenerational equity is recognised under the current pay-as-you-go funding system. While the



system is appropriate for investments that provide short-term returns, eg maintenance programmes, it is questionable whether it is fair that the current generation funds all the construction costs of very long lived, strategic assets.

## NZTA response

- Utilise NLTP short-term borrowing facilities to help manage short-term fluctuations in cash-flow
- Respond to more significant fluctuations in funding revenue by adjusting NLTP investment levels up or down
- Alert the Minister of Transport to significant variations in funding revenue that are likely to adversely impact the delivery of the NLTP against the GPS expenditure target and government expectations and recommend potential solutions to reduce the effects
- Explore alternative funding sources and financing mechanisms to stabilise investment, particularly in long-term, strategic assets, and to ensure an appropriate level of intergenerational equity in funding the assets.

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## Planning for the future

Updated: 29 August 2012

Building on the considerable planning undertaken over the previous National Land Transport Programme (NLTP), the 2012-15 NLTP groups together complementary activities through an integrated, one-network approach to planning. This approach combines transport and land use planning with transport investment and enables us to invest in regional and pan-regional strategies, identify and address key transport issues, and deliver government priorities and outcomes.



This NLTP prioritises those activities that address the issues of greatest concern and are the best integrated transport strategies, packages and activities. Investment over the next three years will be targeted to:

- Achieve more efficient freight supply chains through integrated land use and transport planning across the Upper North Island in particular, and the rest of the country
- Reduce the number of deaths and serious injuries through the creation of a safe road system
- Ease severe congestion, and improve journey time reliability in our main urban centres
- Ensure that existing capacity is maximised to deliver value for money solutions to transport issues
- Offer more transport mode choices through multi-modal transport planning, including more effective public transport, and walking and cycling
- Realise the full benefits from investment in major network packages, including roads of national significance, through effective linking with the wider network.

### Working with the sector

#### Transport Planning

The NZTA engages in integrated transport planning at national, regional and local levels in partnership with local government, other central government organisations and the private sector to maximise transport investment outcomes across the network. By working with transport decision makers early in the strategy-setting and planning processes, we have the best opportunity to negotiate investment proposals that achieve quantifiable outcomes and are based on sound assumptions.

#### Managing the funding allocation system

Early involvement with transport decision makers also means that we are well placed to provide partners with early certainty of our investment intentions. This gives them assurance to progress their programmes without concern that they will be declined late in the process when much time and effort has already been expended.



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## Investment levels

Updated: 29 August 2012

In developing this National Land Transport Programme (NLTP), the NZ Transport Agency (NZTA) has considered a range of inputs to arrive at its decisions on the optimal investment level for each activity class. Chief amongst its considerations is giving effect to the Government Policy Statement (GPS). Other considerations included regional land transport programmes, activity management plans, regional public transport plans, council long-term plans and relevant transport strategies. We also consider the actual ability of the sector to deliver activities in the three-year period.



The table below provides a summary of the NZTA investment levels by activity class, the key outcomes sought from investment and the key considerations behind the investment levels. The NLTP is dynamic and the NZTA will respond to variations from the plan, which will impact the investment levels as the NLTP is delivered. These variations include:

- revenue movements that differ from the plan due to economic conditions and fuel prices
- government decisions on the rates of fuel excise duty and road user charges
- events such as floods, slips and earthquakes, and
- the performance of the organisations, including the NZTA, in delivering their programmes of work under the NLTP.

Some of the variation will be managed within the short-term borrowing facilities provided by the Government, which mitigate some of the impacts of seasonal variation and unexpected events. Additionally, the extraordinary impact of the Canterbury earthquake on NZTA cash-flows is being softened through top-up funding from the Canterbury Earthquake Recovery Fund and from either government or NZTA borrowing for the NLTP.

Activity class	NZTA investment level relative to GPS 2012 funding range & 2009-12 NLTP spend	Key outcomes/impacts sought	Key considerations
<b>Transport planning (\$50m 2012-15)</b>	<ul style="list-style-type: none"> <li>10% below mid-GPS 2012 range</li> <li>24% under 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>Precursor to future outcomes to be achieved from the NLTP</li> </ul>	<ul style="list-style-type: none"> <li>Investment Revenue Strategy (IRS) direction on integrated planning – and other GPS expectations</li> <li>Quality and priority of proposed activities in RLTPs and NZTA nationally delivered programmes</li> <li>Requirement for quality transport planning for long term delivery of outcomes</li> <li>Outcomes of activity class review in 2009-12</li> <li>Reduced funding assistance rate for 2012-15</li> </ul>
<b>Road safety promotion (\$97m 2012-15)</b>	<ul style="list-style-type: none"> <li>At mid-GPS 2012 range</li> <li>11% under 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>Reductions in deaths and serious injuries from road crashes</li> </ul>	<ul style="list-style-type: none"> <li>IRS direction on road safety</li> <li>Quality and priority of proposed activities in RLTPs</li> </ul>

			<p>and NZTA nationally delivered programmes</p> <ul style="list-style-type: none"> <li>■ Maintaining momentum from 2009-12 NLTP</li> <li>■ Outcomes of activity class review in 2009-12</li> <li>■ Reduced funding assistance rate for 2012-15</li> </ul>
<p><b>Walking &amp; cycling (\$53m 2012-15)</b></p>	<ul style="list-style-type: none"> <li>■ 15% below mid-GPS 2012 range</li> <li>■ 27% above 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>■ More transport mode choices</li> <li>■ Easing of severe urban congestion</li> <li>■ Reduction in adverse environmental effects from transport</li> </ul>	<ul style="list-style-type: none"> <li>■ IRS direction on road safety, and economic growth and productivity</li> <li>■ Quality and priority of proposed activities in RLTPs</li> <li>■ Walking and cycling activities undertaken as part of other proposed quality activities in RLTPs</li> <li>■ Remaining R funds in Nelson</li> <li>■ Maintaining momentum on model communities</li> </ul>
<p><b>Public transport services (\$830m 2012-15)</b></p>	<ul style="list-style-type: none"> <li>■ At mid-GPS 2012 range</li> <li>■ 35% above 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>■ More transport mode choices</li> <li>■ Easing of severe urban congestion</li> <li>■ Reduction in adverse environmental effects from transport</li> </ul>	<ul style="list-style-type: none"> <li>■ IRS direction on economic growth and productivity – especially on making quality investments in public transport</li> <li>■ Quality and priority of proposed activities in RLTPs</li> <li>■ Requirement to increase funding to cover investments in rolling stock and increased track access charges</li> <li>■ Potential to increase momentum from 2009-12 NLTP, in particular in Auckland if proposals demonstrate value for money</li> </ul>
<p><b>Public transport infrastructure (\$115m 2012-15)</b></p>	<ul style="list-style-type: none"> <li>■ 4% below mid-GPS 2012 range</li> <li>■ 31% under 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>■ More transport mode choices</li> <li>■ Easing of severe urban congestion</li> <li>■ Reduction in adverse environmental effects from transport</li> </ul>	<ul style="list-style-type: none"> <li>■ IRS direction on economic growth and productivity – especially on making quality investments in public transport</li> <li>■ Quality and priority of proposed activities in RLTPs</li> <li>■ Funding of major rail infrastructure shifted to public transport services activity class</li> <li>■ Funding of public transport roading infrastructure shifted to new and improved infrastructure for local roads and state highways activity classes</li> </ul>
<p><b>Public transport combined (\$945m 2012-15)</b></p>	<ul style="list-style-type: none"> <li>■ 21% above 2009-12 NLTP spend</li> </ul>		
<p><b>Maintenance &amp; operation of local roads (\$878m 2012-15)</b></p>	<ul style="list-style-type: none"> <li>■ Close to top of GPS 2012 range</li> <li>■ 7% above 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>■ Better use of existing transport capacity</li> <li>■ Reductions in deaths and serious injuries from road crashes</li> </ul>	<ul style="list-style-type: none"> <li>■ IRS direction on economic growth and productivity and on safety</li> <li>■ Quality and priority of proposed activities in RLTPs</li> </ul>

		<ul style="list-style-type: none"> <li>Resilient and secure transport network</li> </ul>	<ul style="list-style-type: none"> <li>Approved organisation long term plans</li> <li>Activity management plans</li> <li>Long term view on asset management</li> <li>Outcomes from the Road Maintenance Task Force</li> <li>Emergency works provision for weather related events and for Canterbury earthquake damage</li> </ul>
<b>Maintenance &amp; operation of State highways (\$989m 2012-15)</b>	<ul style="list-style-type: none"> <li>Close to top of GPS 2012 range</li> <li>1% above 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>Better use of existing transport capacity</li> <li>Reductions in deaths and serious injuries from road crashes</li> <li>Resilient and secure transport network</li> </ul>	<ul style="list-style-type: none"> <li>IRS direction on economic growth and productivity and on safety</li> <li>Quality and priority of proposed activities in RLTPs</li> <li>State highway activity management plan</li> <li>Long term view on asset management</li> <li>Outcomes from the Road Maintenance Task Force</li> <li>Emergency works provision for weather related events and for Canterbury earthquake damage</li> </ul>
<b>Renewal of local roads (\$738m 2012-15)</b>	<ul style="list-style-type: none"> <li>Close to top of GPS 2012 range</li> <li>23% above 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>Better use of existing transport capacity</li> <li>More efficient freight supply chains</li> <li>Resilient and secure transport network</li> </ul>	<ul style="list-style-type: none"> <li>IRS direction on economic growth and productivity</li> <li>Quality and priority of proposed activities in RLTPs</li> <li>Approved organisation long term plans</li> <li>Activity management plans</li> <li>Long term view on asset management</li> <li>Outcomes from the Road Maintenance Task Force</li> </ul>
<b>Renewal of State highways (\$635m 2012-15)</b>	<ul style="list-style-type: none"> <li>Close to top of GPS 2012 range</li> <li>Same as 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>Better use of existing transport capacity</li> <li>More efficient freight supply chains</li> <li>Resilient and secure transport network</li> </ul>	<ul style="list-style-type: none"> <li>IRS direction on economic growth and productivity</li> <li>Quality and priority of proposed activities in RLTPs</li> <li>State highway activity management plan</li> <li>Long term view on asset management</li> <li>Outcomes from the Road Maintenance Task Force</li> </ul>
<b>New &amp; improved infrastructure for local roads (\$515m 2012-15)</b>	<ul style="list-style-type: none"> <li>9% above mid-GPS 2012 range</li> <li>17% above 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>More efficient freight supply chains</li> <li>Resilient and secure transport network</li> <li>Easing of severe urban congestion</li> <li>Reductions in deaths and serious injuries from road crashes</li> </ul>	<ul style="list-style-type: none"> <li>IRS direction on economic growth and productivity and on safety</li> <li>Quality and priority of proposed activities in RLTPs</li> <li>Approved organisation long term plans</li> <li>Provision for new roading in Christchurch</li> </ul>



			<ul style="list-style-type: none"> <li>Auckland Transport starts on projects in 2011/12 during moratorium on new approvals – NZTA payment in 2012-15</li> </ul>
<b>New &amp; improved infrastructure for State highways (\$3,400m 2012-15)</b>	<ul style="list-style-type: none"> <li>7% above mid-point of GPS 2012 range</li> <li>8% above 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>More efficient freight supply chains</li> <li>Resilient and secure transport network</li> <li>Easing of severe urban congestion</li> <li>Reductions in deaths and serious injuries from road crashes</li> </ul>	<ul style="list-style-type: none"> <li>IRS direction on economic growth and productivity and on safety</li> <li>Quality and priority of proposed activities in RLTPs</li> <li>State highway activity management plan</li> <li>NZTA priority to deliver RoNS programme</li> <li>Balancing programme to include minor and small works targeted at safety outcome</li> </ul>
<b>Road policing (\$900m 2012-15)</b>	<ul style="list-style-type: none"> <li>Close to top of GPS 2012 range</li> <li>2% above 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>Reductions in deaths and serious injuries from road crashes</li> </ul>	<ul style="list-style-type: none"> <li>IRS direction on safety</li> <li>Quality and priority of proposed activities in draft programme</li> <li>Road policing activity class review</li> <li>Provision for extra safety cameras if proposals demonstrate value for money (\$10m)</li> </ul>
<b>Sector research (\$15m 2012-15)</b>	<ul style="list-style-type: none"> <li>At top of GPS 2012 range</li> <li>22% above 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>Potential contribution to future outcomes to be achieved from the NLTP</li> </ul>	<ul style="list-style-type: none"> <li>IRS direction on economic growth and productivity and safety</li> <li>Quality and priority of current and proposed activities in programme</li> <li>Transfer of Austroads research contribution from operations budget to sector research</li> </ul>
<b>Management of the funding allocation system (\$89m 2012-15)</b>	<ul style="list-style-type: none"> <li>At top of GPS 2012 range</li> <li>8% below 2009-12 NLTP spend</li> </ul>	<ul style="list-style-type: none"> <li>Contribution to all outcomes to be achieved from the NLTP</li> </ul>	<ul style="list-style-type: none"> <li>GPS direction on value for money</li> <li>NZTA performance measure – hold costs to 1% or less of total NZTA funding in NLTP</li> <li>NZTA Statement of Intent 2012-15</li> </ul>

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## Revenue and investment flows

Updated: 29 August 2012

The following diagram outlines the main sources of revenue for the 2012-15 National Land Transport Programme (NLTP), and broadly how that money will be invested over the next three years.

NLTP investments are spread over 14 activity classes which, for the purposes of this diagram, have been grouped under key investment headings. To get more detail on any area of investment, click on that box to view which of the 14 activity classes are included, and where that revenue has come from.





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## Road policing and road safety promotion

Updated: 29 August 2012

The investments grouped under this area of investment comprise two activity classes.

	Total NLTP Investment \$ million	NZTA Share \$ million	Local Share \$ million
Road policing programme	900	900	-
Road safety programme	126	97	29
<b>Total</b>	<b>1,026</b>	<b>997</b>	<b>29</b>

### Road policing programme

Road policing activities delivered by the New Zealand Police.

### Road safety programme

Activities that promote, educate, advertise or raise awareness of the safe use of transport networks. This includes road user activities that are required to implement the Safer Journey's Action Plan(s). It also includes reimbursement to towage and storage operators for uncollected impounded vehicles.

All the activity class definitions above are sourced from the: [Government Policy Statement on Land Transport Funding 2012-13 – 2021-22](#).
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## Public transport services and infrastructure

Updated: 29 August 2012

The investments grouped under this area of investment comprise two activity classes.

	Total NLTP Investment \$ million	NZTA Share \$ million	Local Share \$ million	SuperGold Card \$ million
Public transport services	1,532	830	679	23 <sup>1</sup>
Public transport infrastructure	199	110	89	-
<b>Total</b>	<b>1,731</b>	<b>940</b>	<b>768</b>	<b>23</b>

### Public transport services

Activities related to managing and delivering contracted public transport services and total mobility transport services.

### Public transport infrastructure

Activities related to managing and delivering the renewal and improvement of infrastructure to support public transport services.

All the activity class definitions above are sourced from the: [Government Policy Statement on Land Transport Funding 2012-13 – 2021-22](#).

<sup>1</sup> SuperGold card appropriation for 2012-2013 only - remaining years' appropriation subject to a review in 2012-13.

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## Road maintenance, operations and renewals

Updated: 29 August 2012

The investments grouped under this area of investment comprise four activity classes.

	Total NLTP Investment \$ million	NZTA Share \$ million	Local Share \$ million	Canterbury Earthquake Recovery Fund \$ million
Local road maintenance & operations <i>Made up of:</i>	1,726	877	694	155
Routine Maintenance	1,200			
Emergency works	526			
Local road renewals	1,476	738	738	-
State highway maintenance & operations <i>Made up of:</i>	989	989	-	-
Routine Maintenance	829			
Emergency works	160			
State highway renewals	635	635	-	-
<b>Total</b>	<b>4,826</b>	<b>3,239</b>	<b>1,432</b>	<b>155</b>

### Local road maintenance & operations

Activities related to managing and delivering local road maintenance and operations. Maintenance activities are for managing the physical condition of assets that is appropriate to the level of use. Operations activities are for managing demand and running services to optimise utilisation across networks. Emergency reinstatement for immediate responses to loss of service is included in this activity class.

### Local road renewals

Activities related to managing and delivering renewal programmes for existing local road infrastructure. Renewal activities are capital expenditure items arising from the deterioration of existing infrastructure assets.

### State highway maintenance & operations

Activities related to managing and delivering State highway maintenance and operations. Maintenance activities are for managing the physical condition of assets that is appropriate to the level of use. Operation activities are for managing demand and running services to optimise utilisation across networks. Emergency reinstatement for immediate responses to loss of service is included in this activity class.

### State highway renewals

Activities related to managing and delivering a renewal programme for existing State highway assets. Renewal activities are capital expenditure items arising from the deterioration of existing infrastructure assets.

All the activity class definitions above are sourced from the: [Government Policy Statement on Land Transport Funding 2012-13 – 2021-22](#).

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## New and improved road, walking and cycling infrastructure

Updated: 29 August 2012

The investments grouped under this area of investment comprise three activity classes.

	Total NLTP Investment \$ million	NZTA Share \$ million	Local Share \$ million	Debt Finance \$ million
New & improved local road infrastructure	855	515	340	-
New & improved state highway infrastructure	3,515	3,400	-	115
Walking & cycling facilities	79	53	26	-
<b>Total</b>	<b>4,449</b>	<b>3,963</b>	<b>366</b>	<b>115</b>

### New and improved local road infrastructure

Activities related to managing and delivering capital improvement programmes for local roads.

### New & improved state highway infrastructure

Activities related to managing and delivering a State highway capital improvement programme.

### Walking & cycling facilities

Activities related to managing and delivering new and improved infrastructure and promotional activities for increasing the use of walking and cycling for transport purposes.

All the activity class definitions above are sourced from the: [Government Policy Statement on Land Transport Funding 2012-13 – 2021-22](#).

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## System development and management

Updated: 29 August 2012

The investments grouped under this area of investment comprise three activity classes.



	Total NLTP Investment \$ million	NZTA Share \$ million	Local Share \$ million
Transport planning	62	50	12
Management of funding allocation system	89	89	-
Sector research	15	15	-
<b>Total</b>	<b>166</b>	<b>154</b>	<b>12</b>

### Transport planning

Activities related to managing and delivering transport planning to improve network, service or asset management plans in response to significant changes in transport demand.

### Management of the funding allocation system

Activities related to managing the National Land Transport Fund through allocation and expenditure through the National Land Transport Programme. This includes developing, managing and/or monitoring:

- Associated funding and procurement procedures, policies and guidelines
- Funding agreements with approved organisations
- Assistance and advice to approved organisations and Regional Land Transport Committees
- Land transport inputs, activities and impacts.

### Sector research

Activities related to managing and delivering research into land transport issues. This activity class also includes **residual training activities** that were agreed as part of the 2009-2012 National Land Transport Programme and previously funded under the Sector training and research activity class.

All the activity class definitions above are sourced from the: [Government Policy Statement on Land Transport Funding 2012-13 – 2021-22](#).



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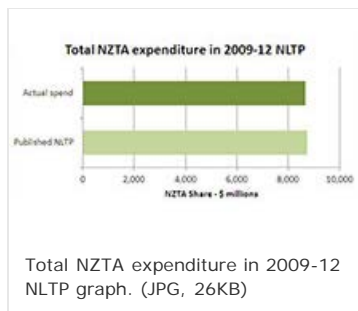
## Looking back 2009-2012 National Land Transport Programme

Updated: 29 August 2012

The period of the 2009-2012 National Land Transport Programme (NLTP) has been an eventful three years. Highlights including delivering the first NLTP, the impact of the Canterbury earthquakes on the roading network, progress on construction of the roads of national significance (RoNS), improvements in road safety performance, and the increased use of public transport.



### Overall highlights 2009-12



Key highlights include:

- the development and delivery of the first three-year NLTP for the land transport sector, with the final spend being a little under (0.7%) the published budget of \$8,710 million
- the impact of the Canterbury earthquake and aftershocks, which caused over \$1 billion of damage to local and state highway transport infrastructure

#### Related links

► [View the 2009-12 National Land Transport Programme](#)

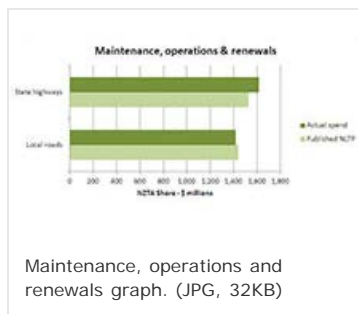
- a strong start to delivery of the **roads of national significance** (RoNS), with completion of **Victoria Park Tunnel** and construction progress made on sections of the **Waikato Expressway**, **Tauranga Eastern Link**, **Christchurch Motorways** and the **Western Ring Route** Completion package in Auckland
- completion of the Government's economic stimulus package for transport
- safety performance on New Zealand roads continued to improve, with the road toll falling by 22.4% over the last three years, and a 19.7% reduction in serious injuries. The NLTP marked the beginning of the world wide 'Decade of action to improve road safety' in 2011 and Safer Journeys, the Government's strategy to guide improvements in road safety over the period 2010–20, was launched
- the use of public transport continued to grow with boardings increasing from 124.1 million in 2009 to 132.4 million in 2012 (up 7%)
- the NZTA supported **Hamilton City Council's** 'Access Hamilton' transport strategy, which gives both parties confidence that the outcomes and direction of both are well aligned
- two pilot walking and cycling model communities were established in New Plymouth and Hastings to concentrate investment to achieve outcomes from growth in walking and cycling in these centres
- NZTA funding assistance rates to apply to the 2012-15 NLTP for transport planning, road safety promotion and some public transport activity classes were adjusted downward to recognise the growing maturity of these activities. This puts them on the same footing as other activity classes
- the Hamilton Southern Links package was endorsed by the NZTA, which provides the strategic platform for developing links between the city and the state highways to the south
- construction started on Auckland Transport's AMETI package in the south eastern suburbs around Panmure, while **Hamilton City Council** made substantial progress in construction of the Hamilton City Ring Road
- NLTP cash-flow difficulties in 2010-11 led to a moratorium on new project approvals, and arrangements with local authorities to continue the physical delivery of projects and programmes, while deferring NZTA payment



through funding assistance rate adjustments. This has meant that the outcomes sought from these investments are being delivered to plan.

- other significant projects progressed during the three years include the **Caversham Corridor improvements** in Dunedin, the lower Hatea River crossing in Whangarei and renewal and upgrade of safety facilities in the **Terrace** and **Mount Victoria** Tunnels in Wellington.

## Activity highlights 2009-12



State highway expenditure was about \$86 million above the published NLTP, due to a one-off increase in allocation to rectify a road renewal issue that should have been included in the NLTP, and a rise in emergency works costs in response to the Canterbury earthquake and major weather events in the last two years, eg **Manawatu Gorge** slip. A change in the methodology for applying NZTA overheads also added to state highway costs.

NZTA expenditure on local roads routine maintenance was slightly above the original allocation, while expenditure on local road renewals was about \$100 million below the published NLTP figure. The latter was the result of the funding assistance rate adjustment arrangement with Auckland Transport (40%) to help manage NLTP cashflows, and lower than expected

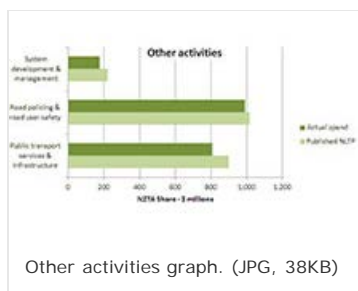
investment by local authorities. This reduction was offset by a substantial increase in emergency works, mostly for the Canterbury earthquake and aftershocks.



Expenditure on state highways improvements was about \$76 million higher than the budget published in the NLTP. The main driver behind the higher spend was the very strong start made on delivery of the **roads of national significance** programme in the first part of the NLTP, which was supported by higher revenue than forecast. State highway expenditure in the last year of the NLTP was pulled back sharply to assist NLTP cashflow management.

Local roads expenditure started slowly and picked up momentum just as the NZTA was experiencing cashflow difficulties in managing the NLTP. This meant that the NZTA expenditure had to be controlled through a moratorium on new funding approvals, which reduced the funding available for local roads and other projects. However, arrangements have been

made with a number of local authorities that have seen construction starts made, and outcomes realised, on high priority projects with the NZTA contribution deferred to the 2012-15 NLTP.



System development and management spend was down due to a review of the Transport Planning activity class that refocused effort and achieved better value for money, and a reduction against budget in NZTA management costs.

Road policing and road user safety expenditure was down a little, as a result of the road policing programme being delivered at lower than budget cost, and a review of the Road User Safety activity class to achieve better value for money from the NZTA investment.

Public transport services and infrastructure spend was down about \$94 million due to the Canterbury earthquake, which meant that a construction of the new Christchurch transport exchange could not commence and that Canterbury bus services were disrupted, as well as projects impacted by the moratorium on new funding approvals to help manage cash-flows in the latter part of the NLTP.

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## Looking forward: a ten year view

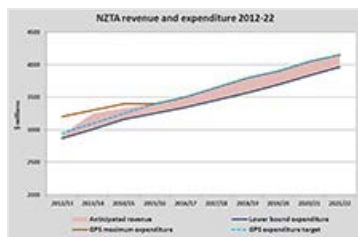
Updated: 3 September 2012

The NZ Transport Agency (NZTA) has developed its view of the 10-year forecast of its revenue and expenditure for the NLTP as shown in the graph below. The graph shows the anticipated revenue and expenditure within the maximum upper bounds of the [Government Policy Statement on Land Transport Funding 2012-13 - 2021-22 \(GPS\)](#). Under the GPS, the expenditure target is also the maximum from 2015-16.



### Revenue forecast

The NLTP revenue forecast has been based on NZTA forecasts for fuel excise duty, road user charges and motor vehicle registry fees, along with a forecast of state highway property revenue. This forecast includes the increases in excise duty and charges signalled in the GPS. Scenarios around this base have assumed possible increases and decreases in fuel excise and road user charges and the anticipated revenue area in the graphs below reflects the range of these scenarios.



NZTA revenue and expenditure 2012-22 graph. (JPG, 56KB)

### Expenditure forecast

The principle set out in the GPS which underlies land transport expenditure is that the NZTA will manage expenditure so that it equals revenue over the NLTP period and matches the GPS target expenditure. The NZTA is expected to plan and approve investment in each activity class so that the total planned expenditure in any one year aims to achieve the expenditure target set out in the GPS.

The 2012-15 NLTP has been developed on the basis that sufficient revenue will be made available to achieve the GPS expenditure target. Planning for the subsequent seven years has been on the same basis.

### Short-term fluctuations

Short-term fluctuations in expenditure of a moderate scale arising from seasonal variability or extraordinary events, such as severe storm events and earthquakes, are intended to be managed through use of the short-term borrowing facility approved by Cabinet. This allows for short-term advances to a maximum of \$250 million. Seasonal fluctuations in revenue are also covered by the short-term borrowing facility.

A draw-down of the facility at the start of an NLTP that is larger than the target debt level at the end of the same NLTP means that, for a given level of revenue, expenditure would need to be reduced by the difference between opening and closing debt levels for the debt to be repaid. Alternatively, for a given expenditure level, revenue would need to be increased by the difference in opening and closing debt levels to achieve both repayment of the debt and target expenditure.

### Significant variations in revenue

The GPS requires the NZTA and [Ministry of Transport](#) to advise the Minister of Transport of significant variations in revenue from expenditure targets, the impact of variance on the NLTP and delivery of the government's strategic objectives and potential solutions to rectify the variance, including amending fuel excise duty and road user charges. The Minister will then advise Cabinet on whether to revise the GPS expenditure target and/or amend fuel excise duty rates and road user charges to meet the target.

Managing increases in revenue is relatively straightforward. They provide the opportunity to advance higher priority activities and deliver their outcomes earlier than planned. While there is a challenge in gearing up capacity to deliver them, the results, in terms of outcome delivery, are positive and motivating.

Managing revenue decreases is more of a challenge. This is especially so for the near-term impacts of 'short-notice' changes, such as when revenue does not follow traditional seasonal patterns and urgent action is required to adjust expenditure to the new revenue levels. Where revenue reductions occur predictably, expenditure can be adjusted down in a planned manner by the deferral of projects or revenue increased by the government amending the rates of fuel excise duty and road user charges to ensure the outcomes sought from the NLTP are delivered to plan.

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## The investment framework

When preparing the National Land Transport Programme (NLTP), the NZ Transport Agency (NZTA) must assess all proposed activities against a framework to determine if they are eligible for funding and their priority.

This assessment includes ensuring that investment in land transport infrastructure and services delivers on the government's desired outcomes and priorities. These are set out in the [Government Policy Statement on Land Transport Funding](#).

As well as funding transport system investments through the NLTP, the NZTA also helps influence and plan investment in the transport system, and monitors such investments.



▶ View our investment level data tables for this NLTP.

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## Investing in the transport system

The NZ Transport Agency makes investments in land transport activities as part of its purpose of 'Creating transport solutions for a thriving New Zealand'.

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## The investment framework

When preparing the National Land Transport Programme (NLTP), the NZ Transport Agency (NZTA) must assess all proposed activities against a framework to determine if they are eligible for funding and their priority.

This assessment includes ensuring that investment in land transport infrastructure and services delivers on the government's desired outcomes and priorities. These are set out in the [Government Policy Statement on Land Transport Funding](#).

As well as funding transport system investments through the NLTP, the NZTA also helps influence and plan investment in the transport system, and monitors such investments.



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## The National Land Transport Programme framework

The National Land Transport Programme (NLTP) is developed within a framework of legislation, statutory documents and non-statutory strategies and programmes.

In developing the NLTP there are specific legislative requirements the NZTA and our investment partners must meet. These requirements are designed to ensure that investment of central government funds follows the direction set by government.

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## NZTA assessment of the National Land Transport Programme

The NZTA has a legislative requirement to provide an assessment against the core requirements for the NLTP.

These requirements include that it gives effect to the Government Policy Statement on Land Transport Funding and takes into account relevant strategies, programmes and plans, including regional land transport programmes.

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## Delivering the National Land Transport Programme

The NZTA delivers the NLTP during the next three years. This involves approving investments and managing variations, as well as monitoring and managing activity class expenditure against planned investment levels. Forecasting, monitoring and managing of cashflows is also required.

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**National Land Transport Programme snapshot and tables**

## National Land Transport Programme snapshot and tables

A series of tables provide information around the investment levels and activities in the 2012-15 NLTP. The tables include an option to view either the NLTP at its original adoption/publication date or in its current, updated form, taking into account new project funding approvals, cost and scope changes to approved activities and cash-flow adjustments.

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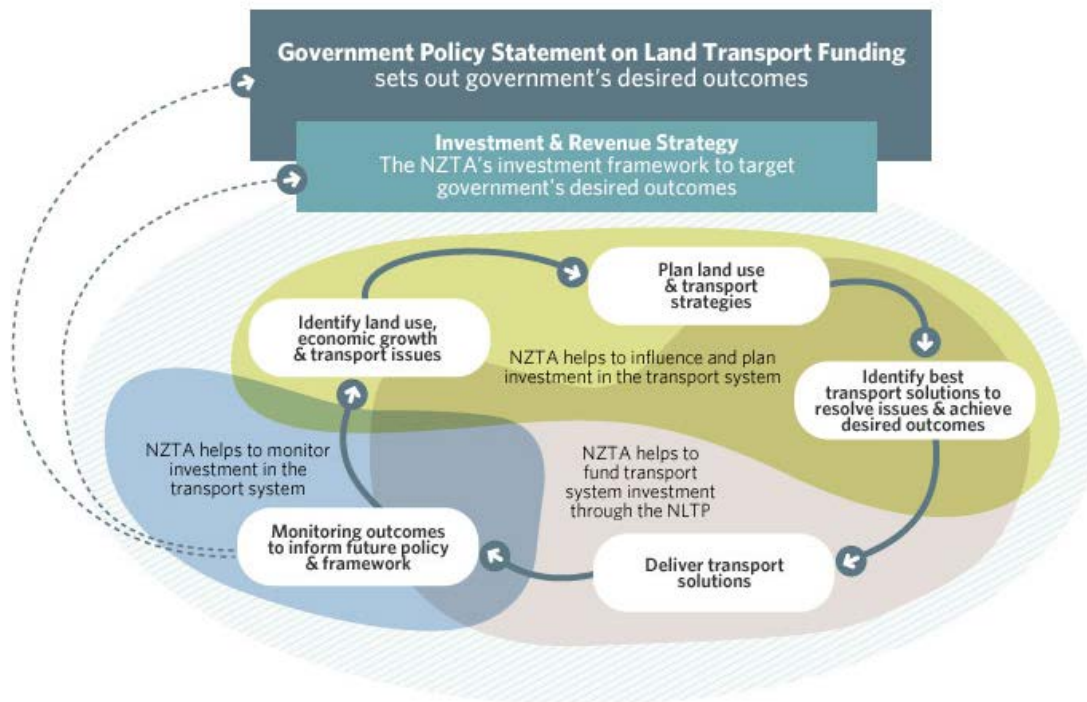
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## Investing in the transport system

Updated: 29 August 2012

The NZ Transport Agency (NZTA) makes investments in land transport activities as part of its purpose of 'Creating transport solutions for a thriving New Zealand'.

NZTA is active in all parts of the land transport system, with particular emphasis on the early part of the investment cycle where the opportunity to influence the outcomes from investment is greatest.





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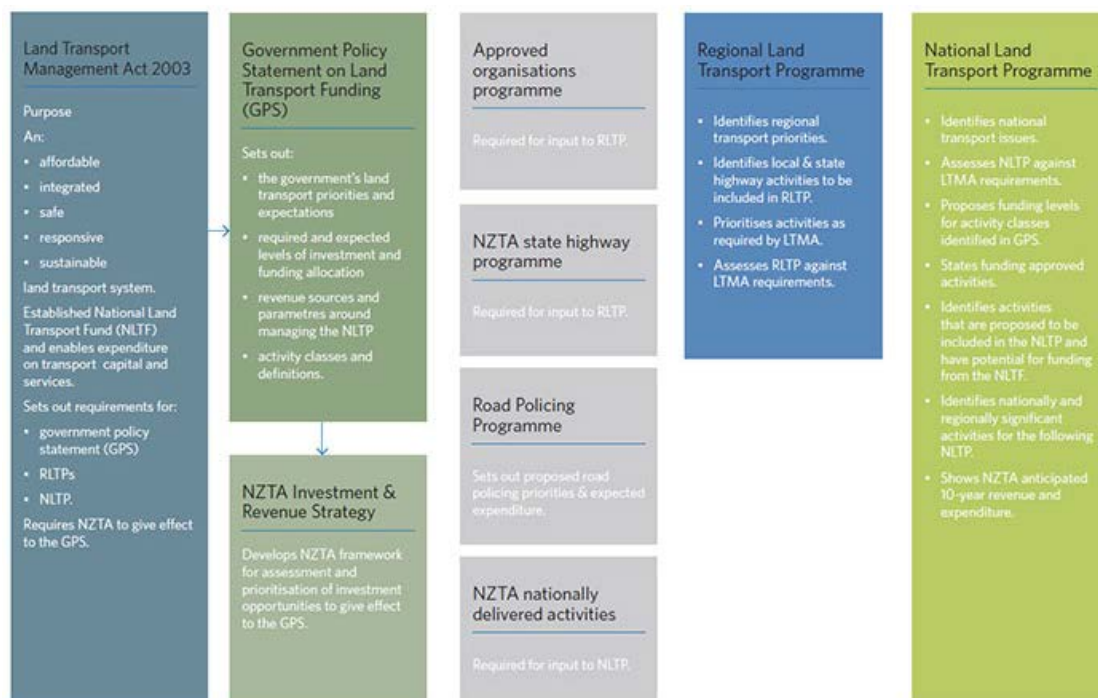
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## The National Land Transport Programme framework

Updated: 29 August 2012

The National Land Transport Programme (NLTP) is developed within a framework of legislation, statutory documents and non-statutory strategies and programmes. A summary is provided here.



In developing the NLTP there are specific legislative requirements the NZTA and our investment partners must meet. These requirements are designed to ensure that investment of central government funds follows the direction set by government.

The key documents are the **Land Transport Management Act 2003** and the **Government Policy Statement on Land Transport Funding (GPS)** .

Under the Act the NZTA must give effect to the GPS in developing the NLTP and take account of the GPS when approving funding for activities. The GPS covers the impacts the government wants from its investment in land transport, how it will achieve these impacts through funding certain activity classes, how much funding will be provided, and how this funding will be raised.

### Land Transport Management Act (2003)



This **act** is the governing legislation for development of the NLTP. An amendment of the act is currently in progress but will not require revisiting the 2012-15 NLTP developed under existing legislation.

## The Government Policy Statement

The **Government Policy Statement (GPS) on Land Transport Funding 2012-13-2021-22** expands on the government's strategic direction and sets out the government's priority focus areas, being:

- economic growth and productivity
- value for money
- road safety.

The **full GPS** can be accessed and includes information on levels of investment and funding allocation, as well as activity class definitions.

The 2012-15 NLTP and Regional Land Transport Programmes (RLTPs) are expected to advance these priorities with the intention that short- to medium-term impacts will be achieved through the allocation of funding from the National Land Transport Fund, being:

- improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
  - improvements in journey time reliability
  - easing of severe congestion
  - more efficient freight supply chains
  - better use of existing transport capacity
- better access to markets, employment and areas that contribute to economic growth
- reductions in deaths and serious injuries as a result of road crashes
- more transport choices, particularly for those with limited access to a car
- a secure and resilient transport network
- reductions in adverse environmental effects from transport
- contributions to positive health outcomes.

The GPS also provides the government's guidance and expectations for how its strategic direction, priorities and impacts will be progressed through the NLTP. These include:

- economic growth and productivity
  - investing in the State highway system – the GPS places particular importance on investment in the state highway network
  - continuing to progress the **roads of national significance** (RoNS)
  - rebuilding the land transport system in **Canterbury** (Growing Canterbury)
  - getting **Auckland's** transport working well
  - making quality investments in public transport
  - improving the local road network
  - investing in walking and cycling
  - considering networks from a national perspective - RLTPs and the NLTP should consider the national aspect of networks
  - continuing to emphasise integrated planning
- sharper and broader focus on value for money – means a culture of continually seeking better and smarter services and ways of operating
- improving road safety – implementing *Safer Journeys* is a priority for 2012-15 by using the Safe System approach.

## Decision making assurances

The NZTA gives effect to the LTMA and the GPS through its Investment Revenue Strategy which sets out clear criteria for prioritisation of investment, drawn from the GPS and other government policies such as the *Safer Journeys* Strategy (refer to '**Giving effect to the GPS**').

Specific requirements that need to be met by the NZTA when adopting the NLTP are:

- inclusion of a statement of significant forthcoming issues
- checking compliance with relevant government strategies
- setting of activity class funding levels
- a list of funded activities from previous years
- identification of any nationally and regionally significant activities proposed
- a statement of anticipated 10 year revenue and expenditure
- noting the application of any government direction.

In terms of process, the NZTA must be satisfied that:

- we are seeking value for money
- there is transparency in accounting for revenue and expenditure
- we have exhibited a sense of social and environmental responsibility
- the NLTP overall contributes to LTMA objectives
- account has been taken of particular government strategies and plans
- there have been opportunities for Māori to contribute
- equal scrutiny has been applied to activities.

## The scrutiny principle

The **Land Transport Management Act** requires that the NZ Transport Agency must give the same level of scrutiny to its own activities as it would give to those of approved organisations. The NZTA call this requirement the 'scrutiny principle'.

This ensures that the NZTA acts transparently in all its decision making, and that, when making decisions about land transport planning and funding we separate the functions of funder (when making funding decisions) and provider (when seeking funding for state highway and other national activities).

The NZTA applies the scrutiny principle to all decisions required in respect of any one of its own activities. Therefore it applies the same level of scrutiny to its own activities as it would to the the activities of an approved organisation.

In making decisions, the NZTA has:

- followed similar processes for similar types of activities
- applied equivalent evaluation criteria
- required an equivalent level of information to support an application
- applied the same level of rigour to the analysis of that information
- applied the same level of tolerance to cost estimate rigour and potential cost overruns
- ensured people of equivalent seniority and experience were involved in the assessment and decision-making process for comparable NZTA/approved organisation activities.

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## NZTA assessment of the National Land Transport Programme

Updated: 29 August 2012

Under the [Land Transport Management Act \(LTMA\)](#), the NZ Transport Agency (NZTA) is required to provide an assessment against the core requirements for the National Land Transport Programme (NLTP). These requirements are that the NLTP:

- contributes to the aim of achieving an affordable, integrated, safe, responsible and sustainable land transport system
- contributes to each of the objectives of economic development, safety and personal security, access and mobility, public health, and environmental sustainability
- gives effect to the GPS
- takes into account relevant strategies, programmes and plans, including regional land transport programmes.



While this section provides a summary of the NLTP assessment, other sections covering [investing in the transport system](#), [encouraging economic growth](#), [making journeys safer](#), [travel choices](#), [managing our network](#), [NLTP in the regions](#) flesh out the contributions that the NLTP makes to the aims and objectives of the LTMA.

### Affordable

Two perspectives of affordability exist:

- that the NLTP is developed and delivered within anticipated available funding:
  - the NLTP meets this requirement in that it has been developed so that investment levels proposed in the 2012-15 NLTP match the expected funding available from all revenue sources and debt funding
  - available funding is based on forecasts, which are themselves based on projections of a range of factors including national economic performance, fuel prices, government decisions on fuel excise duty and road user charges, travel behaviour and responses to policy and regulatory changes, eg the introduction of a new road user charges regime in August 2012
  - the NLTP also will meet this requirement in that it will continue to be delivered under an endorsed cashflow management approach so that expenditure generally will match available funding over time, with seasonal and other fluctuations managed through the use of short-term borrowing facilities from the Crown.
- that the NLTP investment represents value for money:
  - the NLTP meets this requirement in that all activities or combinations of activities included in the NLTP have been assessed under the [NZTA Investment and Revenue Strategy](#) and are intended to deliver on [Government Policy Statement on Land Transport Funding](#) (GPS) outcomes/impacts
  - the [NZTA Planning and Investment Principles](#) will apply to all investment made under the NLTP.

### Integrated

The effectiveness assessment factor under the NZTA Investment and Revenue Strategy (IRS) has been strengthened for the 2012-15 NLTP to place greater emphasis on best practice planning and investment processes. The Planning and Investing for Outcomes approach articulates the NZTA commitment to achieving an [integrated transport system](#). The NLTP has been developed under this approach.

### Safe

Improving road safety is a key priority for the government and the NZTA. On an outcomes basis, about 40% of the proposed expenditure in the NLTP is either targeted specifically to improving safety or else provides safety outcomes as a result of investment in activities where economic

growth and productivity is the targeted priority. This expenditure is across all activity classes.

In addition, the GPS sets out expectations of safety related roading expenditure targeting safety priorities. This table provides the NZTA estimate of the likely safety targeted expenditure against the three year total ranges in the GPS.

Activity classes	GPS range (3 years) \$ million	Likely NLTP expenditure \$ million	Comment
New and improved infrastructure for State highways, Maintenance, operation & renewal of State highways	450 – 720	1326	Within GPS range
New and improved infrastructure for local roads, Maintenance, operation & renewal of local roads	240 – 360	495	Within GPS range

## Responsive

This NLTP responds to the national priorities and funding ranges set out in the GPS. It also responds to regional priorities where:

- these align with national priorities
- NZTA policy on regionally distributed funds (R funds) enables regional priorities to assume a higher weighting in investment decisions in certain regions
- obligations continuing from Crown appropriations prior to full hypothecation (ring-fencing) require the NZTA to direct investment to certain activities or areas.

## Sustainable

Assessment of all activities and combinations of activities under the effectiveness factor of the NZTA Investment and Revenue Strategy and included in the NLTP considers sustainability in terms of their contribution to the purpose and objectives of the LTMA and how enduring are their benefits.

## Economic development

On an outcomes basis, about 60% of the proposed NLTP expenditure will contribute to impacts sought under the economic growth and productivity priority in the GPS. A strong emphasis continues from the 2009-12 NLTP on investment that will:

- improve journey time reliability on key routes
- ease severe urban congestion
- improve access to, through and from major urban centres, ports and airports
- improve the efficiency of freight supply chains
- grow Canterbury.

## Safety and personal security

The contribution this NLTP makes towards road safety has been discussed under [safer travel](#).

The roading network is maintained and operated to service levels appropriate to the function of each part of the network, which includes user safety. Investment under the NLTP will vary from behavioural (road safety promotion) and enforcement (road policing), to maintenance, operation and renewal of the network, and through to infrastructure and service improvements depending on the significance of safety issues, risk factors and the mix of activities needed to create a safe system.

As a rule, NZTA investment approvals for improvements in roading and walking and cycling infrastructure require that the project developer undertake safety audits at key stages to ensure that critical issues are identified and resolved during development. The NLTP will invest in personal security through standards and levels of service around maintaining and improving infrastructure, eg street lighting, and services, eg closed-circuit television monitoring and security at public transport centres.

## Access and mobility

This NLTP will invest in activities that maintain and improve access and mobility for users of the land transport system. In major urban areas, providing transport mode choices to users to make the right travel decision is a key outcome sought from the investment in public transport and walking and cycling.

Investment will continue, particularly in public transport total mobility activities, to maintain the access to transport for and mobility of transport disadvantaged users as required under section 35 of the LTMA.

## Public health

Investment to maintain and improve "healthy" transport choices for users will continue in the 2012-15 NLTP. The most obvious investment is in walking and cycling infrastructure and promotion, with expenditure in the New Plymouth and Hastings model communities continuing from the 2009-

12 NLTP as well as new investments proposed in urban centres such as Auckland and Nelson.

Investment in public transport provides the opportunity for users to make a more healthy choice, in that this mode of travel almost always involves a walking section.

Proposed State highway and local road improvements also need to consider the impacts on public health, eg noise and pollution, in their development and NLTP investment includes measures, such as noise barriers, to ameliorate adverse impacts.

## Environmental sustainability

The NLTP contribution to environmental sustainability is provided in two ways:

- reducing the adverse effects of transport on the environment by considering the potential impacts and investing in appropriate measures to mitigate or eliminate the effects, and
- investment to ease severe urban congestion will improve traffic flow and reduce vehicle emissions, while continued investment in public transport and walking and walking and cycling will reduce the likely growth in emissions.

## Giving effect to the GPS

Under the **Land Transport Management Act (LTMA)**, the NZTA is required to give effect to the GPS. The Investment and Revenue Strategy has been developed to assist the NZTA to meet its statutory requirement. The IRS incorporates the priorities and expected impacts identified in the GPS and provides the framework for its investment decision-making for the NLTP, and into a set of wider NZTA outcomes that it intends to deliver from investment in NLTP and other activities.

NZTA desired outcomes	Part that investment in the NLTP plays in delivering the outcomes	Key national story link
<b>Better use of existing transport capacity</b>	<p><b>Major contribution from</b></p> <ul style="list-style-type: none"> <li>transport planning</li> <li>maintenance, operation and renewal of state highways and local roads.</li> </ul> <p><b>Smaller contribution from</b></p> <ul style="list-style-type: none"> <li>system development and management and public transport.</li> </ul>	<p><b>Planning for the future</b> <b>Optimising the network</b></p>
<b>More efficient freight supply chains</b>	<p><b>Major contribution from</b></p> <ul style="list-style-type: none"> <li>transport planning</li> <li>renewal of state highways and local roads</li> <li>new and improved infrastructure for state highways and local roads</li> </ul> <p><b>Smaller contribution from</b></p> <ul style="list-style-type: none"> <li>system development and management</li> <li>road policing programme</li> <li>maintenance and operation of state highways and local roads.</li> </ul>	<p><b>Planning for the future</b> <b>Moving freight efficiently,</b> <b>Enabling rural NZ, roads of national significance</b></p>
<b>Resilient and secure transport network</b>	<p><b>Major contribution from</b></p> <ul style="list-style-type: none"> <li>transport planning</li> <li>renewal of state highways and local roads</li> <li>new and improved infrastructure for state highways and local roads.</li> <li>maintenance and operation of state highways and local roads.</li> </ul> <p><b>Smaller contribution from</b></p> <ul style="list-style-type: none"> <li>system development and management</li> <li>public transport infrastructure</li> <li>road policing programme</li> </ul>	<p><b>Planning for the future</b> <b>Network resilience,</b> <b>Maintaining the network</b></p>
<b>Easing of severe urban congestion</b>	<p><b>Major contribution from</b></p> <ul style="list-style-type: none"> <li>transport planning</li> <li>public transport services and infrastructure</li> <li>new and improved infrastructure for state highways and local roads.</li> </ul> <p><b>Smaller contribution from</b></p> <ul style="list-style-type: none"> <li>system development and management</li> <li>maintenance, operation and renewal of state highways and local roads</li> </ul>	<p><b>Planning for the future</b> <b>Addressing severe congestion,</b> <b>Optimising the network,</b> <b>Getting more from public transport,</b> <b>Roads of National Significance,</b> <b>Encouraging walking &amp; cycling,</b> <b>Minimising environmental impacts</b></p>

	<ul style="list-style-type: none"> <li>walking &amp; cycling.</li> </ul>	
<b>More efficient vehicle fleets</b>	<p><b>Minor contribution from</b></p> <ul style="list-style-type: none"> <li>sector research</li> </ul> <p>Mostly delivered by activities funded outside of the NLTP.</p>	
<b>Reductions in deaths and serious injuries from road crashes</b>	<p><b>Major contribution from</b></p> <ul style="list-style-type: none"> <li>transport planning</li> <li>road safety promotion</li> <li>road policing programme</li> <li>new and improved infrastructure for state highways and local roads</li> <li>maintenance and operation of state highways and local roads.</li> </ul> <p><b>Smaller contribution from</b></p> <ul style="list-style-type: none"> <li>system development and management</li> <li>public transport</li> <li>walking &amp; cycling.</li> </ul>	<p><b>Making journeys safer</b> <b>Planning for the future</b></p>
<b>More transport mode choices</b>	<p><b>Major contribution from</b></p> <ul style="list-style-type: none"> <li>transport planning</li> <li>public transport</li> <li>walking &amp; cycling.</li> </ul> <p><b>Smaller contribution from</b></p> <ul style="list-style-type: none"> <li>system development and management.</li> </ul>	<p><b>Providing travel choices</b></p>
<b>Reduction in adverse environmental effects from road transport</b>	<p><b>Major contribution from</b></p> <ul style="list-style-type: none"> <li>transport planning</li> <li>public transport.</li> </ul> <p><b>Smaller contribution from</b></p> <ul style="list-style-type: none"> <li>system development and management</li> <li>maintenance and operation of state highways and local roads</li> <li>walking &amp; cycling.</li> </ul>	<p><b>Minimising environmental impacts</b></p>

These outcomes are not specific to any one NLTP; they continue from one NLTP to the next, although the government may change the emphasis on particular outcomes through its priorities and impacts stated in the GPS.

The Investment and Revenue Strategy is articulated through the NZTA Assessment Framework. A summary of the framework is provided below or refer to the [full details](#).

Three key factors to develop an assessment profile to assess and prioritise activities for inclusion in the NLTP and then decide whether NZTA will invest in the activities. These are:

## Strategic fit

Effectively this provides the "line of sight" to the GPS priorities, impacts and expectations. Activities are rated according to their potential to contribute to the outcomes/impacts the government and the NZTA, seek from the GPS. Criteria are quite specific to activity classes reflecting their potential contribution to the GPS outcomes and impacts. Strategic fit has the greatest weighting of the three factors in the assessment profile. It considers the significance of the issue/opportunity from a national perspective.

## Effectiveness

This factor considers the contribution that the proposed solution makes to achieve the potential outcomes identified in the strategic fit assessment. Higher ratings are provided for those proposals that provide long-term, integrated and enduring solutions. Effectiveness is weighted lower than strategic fit but higher than efficiency in the assessment profile.

## Economic efficiency

This factor considers how efficiently resources are used to deliver the solution and whether the proposal represents value for money.

## Assessment profile

An assessment profile is developed from the three factors, each of which is rated High, Medium or Low. For instance, a profile of HMM for an activity represents High strategic fit, Medium effectiveness and Medium economic efficiency. This provides the basis for comparison and prioritisation with other activities nationally. In general, activities with higher rating assessment profiles will be considered ahead of those with lower profiles for inclusion in the NLTP and for NZTA investment.

## Taking account of relevant strategies and plans

In developing the NLTP, account was taken of relevant strategies, plans and programmes as set out in the table below. Account will continue to be taken of these in delivering the NLTP.

Strategy, plan or programme	How it was taken into account in developing the NLTP
Connecting New Zealand	<ul style="list-style-type: none"> <li>By giving effect to the GPS – the GPS has been developed based on the policy direction given in Connecting New Zealand</li> </ul>
National Infrastructure Plan	<ul style="list-style-type: none"> <li>By giving effect to the GPS – the GPS has been developed based on the strategic direction given in the National Infrastructure Plan</li> </ul>
Safer Journeys Road Safety Strategy	<ul style="list-style-type: none"> <li>Through assessment of proposed activities under the NZTA Investment and Revenue Strategy, which assesses the priority of the safety components of activities based on priorities in the Safer Journeys Road Safety Strategy</li> </ul>
New Zealand Energy Efficiency and Conservation Strategy (NEECS)	<ul style="list-style-type: none"> <li>By including in the NLTP proposed activities that will achieve impacts sought in the GPS that contribute to NEECS, such as easing severe urban congestion</li> </ul>
Regional Land Transport Strategies (RLTSs)	<ul style="list-style-type: none"> <li>By including in the NLTP proposed activities that have been included in RLTPs developed by Regional Transport Committees/Auckland Transport consistent with RLTSs or spatial plans. The process for developing the NLTP includes regional discussion and confirmation of regional priorities from RLTSs involving Regional Transport Committees (including the NZTA representative)</li> </ul>
Regional Land Transport Programmes (RLTPs)	<ul style="list-style-type: none"> <li>By including in the NLTP proposed activities that have been included in RLTPs, following regional discussion, consultation and negotiation involving the NZTA</li> </ul>
New Zealand State Highway Classification System	<ul style="list-style-type: none"> <li>Through assessment of proposed activities under the NZTA Investment and Revenue Strategy, which assesses the strategic fit of State highway activities relative to their function within the classification system</li> </ul>
Regional Public Transport Plans (RPTPs)	<ul style="list-style-type: none"> <li>By including in the NLTP proposed activities that have been included in RLTPs developed by Regional Transport Committees/Auckland Transport, taking into account RPTPs. The process for developing the NLTP includes regional discussion and confirmation of priorities from RLTPs involving Regional Transport Committees (including the NZTA representative)</li> </ul>

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## Delivering the National Land Transport Programme

Updated: 29 August 2012

The NZ Transport Agency (NZTA) delivers the National Land Transport Programme (NLTP) during the next three years. This entails:

- approving NZTA investment in activities
- managing variations to the NLTP
- monitoring and managing activity class expenditure against planned investment levels
- forecasting, monitoring and managing NLTP cashflows.



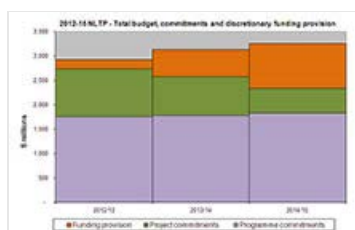
These elements of NLTP delivery are commonly interdependent - a change or response in one will impact on the others.

### Approving NZTA investment in activities

When the NLTP is adopted, each activity class receives a funding budget (the NZTA investment level). This is made up of:

- approved funding for committed activities from the previous NLTP – comprises projects with delivery periods that span the previous and current NLTPs
- approved funding for activities approved when the NZTA Board adopts the NLTP - comprises mostly programmes, eg public transport services programmes, where all the NZTA investment for the three years of the NLTP is approved in one hit
- a discretionary funding provision that enables approvals of new investment proposals or of cost and scope adjustments of committed and approved activities – this is the focus of NZTA management of this NLTP delivery element.

Funding provisions differ amongst activity classes. In many cases the provision is a relatively small part of the activity class budget, which means that the funding available for new investments or for cost-scope adjustments is limited, particularly so in the first year of the NLTP due to a high proportion of committed activities flowing from the previous NLTP. The following graph shows this situation for the whole NLTP.



Total budgets, commitments and discretionary funding provision graph for 2012-2015 NLTP. (JPG, 48KB)

Most approvals of NZTA investment in new projects in the improvements activity classes, i.e. new and improved infrastructure for state highways and local roads, walking and cycling and public transport infrastructure, occur during the course of the NLTP drawing down on the national funding provisions available in the relevant activity class.

These projects will already have been included in the NLTP as potential candidates for NZTA investment. They do not receive investment approval automatically when the NLTP is adopted as their business cases, which provide the evidence to support NZTA approval, have not been fully developed. They are grouped into two funding priority categories, as either:

- **probable** – based on the evidence provided to support inclusion in the NLTP they would likely be approved for NZTA investment on application, provided sufficient funds remain in the activity class funding provision, as they will deliver the [Government Policy Statement on Land Transport Funding](#) (GPS) outcomes the NZTA is

seeking in an effective and efficient manner; or

- **reserve** – of lower priority than probable projects and, as a rule, would be considered after all probable projects that were ready for investment had been approved.

Following an application from the project owner, the NZTA assesses new projects using the **Assessment Framework** under its Investment and Revenue Strategy, which helps the NLTP to give effect to the GPS. Should NZTA assessment of the fully developed business case not support a high investment priority for a project, then it is unlikely to be approved for NZTA investment. New services under the public transport services activity class are considered for investment approval in the same way as a new infrastructure project.

Cost adjustments occur either when the cost of an activity increases over its approved investment level. The NZTA is not obliged to approve cost-scope adjustments and requires evidence-based justification before it does so.

## Managing variations to the NLTP

There are cases where new activities that are currently not in the NLTP are proposed for addition to the NLTP. Provided these have been included in a regional land transport programme (RLTP), the addition of high priority activities is not onerous. Where a new activity is not in an RLTP, it may be necessary for the regional transport committee to approve its inclusion before it can be added to the NLTP. In some cases, public consultation of the activity will also be required.

## Managing activity class expenditure and commitments

While the NLTP is developed on the basis of local authority, state highway, New Zealand Police and NZTA programmes and plans, actual expenditure often varies from plan. Sometimes this is due to economic conditions, eg a tightening of local authority debt availability. It can be caused by market conditions, eg where the price of work tendered means activities are delivered for a lower cost than expected. Fluctuations in NZTA revenue can also mean that activities in the NLTP have to slow down as the NZTA must stay within its funding and debt covenants. In some cases, activities may be delivered earlier or faster than initially planned to utilise revenue increases.

Expenditure is monitored regularly by the NZTA, at an organisational and activity class level. The NZTA does not want to waste good investment opportunities. If an organisation is not spending, or is unlikely to spend, to its budget then the NZTA will look to transfer surplus funds and put them to use in other organisations. The same applies at an activity class level. This is an important part of achieving value for money from the NLTP as a whole.

The NZTA also monitors activity class expenditure against minimum and maximum limits of GPS funding ranges and responds appropriately where these are at risk of being breached. This may involve measures to increase or reduce expenditure in an activity class or else may require an amendment of the GPS funding range in the event that expenditure is unavoidably under or over the range limits.

There is a close link to the management of investment approvals and NLTP variations in that the level of investment commitments that the NZTA makes has a direct impact on the level of expenditure by an organisation or in an activity class. Where the discretionary funding provision for an activity class is limited and demand for NZTA investment approval is high, close management/rationing of approvals is required to avoid expenditure exceeding the provision.

## Managing NLTP cashflows

Prior to the 2009-2012 NLTP, the NZTA had to manage cashflows conservatively as it had to maintain a positive cash balance at all times and had no access to a debt facility to manage cashflows. The conservative management meant that NLTP cash surpluses were held and tight cashflow management was not required. This has changed. Now, the NZTA performance in delivering the NLTP better matches the government's expectations around delivery of its GPS outcomes. The cash surplus was invested in the 2009-2012 NLTP and since then the NLTP has been managed to utilise available cash through the use of a short-term debt facility.

The short-term debt arrangement between the Crown and the NZTA has strict terms and conditions, which govern the NZTA use of the facility. Cashflows are managed tightly to avoid breaching debt limits.

NLTP cashflows display substantial seasonal variability within an annual cycle, due mainly to:

- construction and renewal activities that are weighted toward the drier, summer months
- the claiming behaviour of organisations (mostly territorial and regional authorities), results in more claims in the last month of the year. These are mostly paid in July.
- revenue fluctuations, particularly in fuel excise duty traditionally weighted toward the latter half of the financial year.

On top of this are event-related fluctuations, the most obvious in the last NLTP being the impact of the Canterbury earthquake and the effect of higher than average rainfall events on the Manawatu and Waioeka Gorges.



Forecasting is critical to NLTP cashflow management and is an area that will be given a higher level of focus during the 2012-2015 NLTP.

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## National Land Transport Programme snapshot and tables

Updated: 5 September 2012

This series of tables provides information around the investment levels and activities in the 2012-15 National Land Transport Programme (NLTP). The tables include an option to view either the NLTP at its original adoption/publication date or in its current, updated form, taking into account new project funding approvals, cost and scope changes to approved activities and cash-flow adjustments.



Table	Information provided in table
Allocation of funds to activity classes <ul style="list-style-type: none"> <li>● <a href="#">Current - as at 25 October 2012</a></li> <li>● <a href="#">Published 30 August 2012</a></li> </ul>	Lists activity classes to be funded through the NLTP and the proposed NZTA investment allocation for each activity class. A high level breakdown of some activity classes is provided. The current version is updated daily.
<a href="#">Regional tables of activities</a>	Lists by region and organisation, including NZTA nationally delivered activities, the approved and potential NZTA investment in programmes and projects. The current version is updated daily.
<a href="#">Activity class tables</a>	Lists by activity class and organisation, including NZTA nationally delivered activities, the approved and potential NZTA investment in programmes and projects. The current version is updated daily.
NLTP snapshot <ul style="list-style-type: none"> <li>● <a href="#">Current - as at 25 October 2012</a></li> <li>● <a href="#">Published 30 August 2012</a></li> </ul>	A high level view of actual (for completed years) and forecast expenditure by activity class across the three years of the NLTP. The table is updated each quarter.
<a href="#">Sector research activities</a>	A list of approved Sector research activities at the start of the 2012-15 NLTP.

### Key to information contained in the National Land Transport Programme tables

Phase type	Type of phase
Study	A general phase type for an activity under the transport planning activity class
Investigation	Phase in which the preferred option is determined and the notice of requirement is developed and progressed through the planning process
Design	Phase in which detailed design of the activity is developed
Construction	Phase in which physical construction of the activity takes place – mostly refers to physical assets – equivalent to implementation phase for

	programmes
Implementation	Phase in which the activity is implemented – mostly refers to programmed activities, especially in the road safety promotion activity class - equivalent to construction phase for physical assets
Crown Range	Crown Range Road activities in Queenstown Lakes District
Local Roads	Refers to local roads maintenance, operations & renewals and minor improvements programmes
Operations	Refers to public transport services programmes
PT Improvements	Refers to minor improvements programmes for public transport infrastructure
SPR	Special purpose road activities
State Highways	Refers to state highways maintenance, operations & renewals and minor improvements programmes
Property	Phase in which property purchase occurs
Regional priority	The priority assigned to activities in a Regional Land Transport Programme that have been prioritised by the Regional Transport Committee or Auckland Transport
<b>Profile</b>	A three letter string describing the NZTA assessment of the activity in terms of its strategic fit, effectiveness and economic efficiency H is High, M is Medium, L is Low, _ is not rated
<b>Work category</b>	NZTA work category that describes the output for accounting and reporting
<b>Average FAR</b>	The average NZTA funding assistance rate (percent) applying to the activity for the three years of the 2012-15 NLTP
Total phase cost (\$000)	The total cost of the activity's phase for all years, including local share - in thousands of NZ dollars
201X/1X NZTA (\$000)	The NZTA expected contribution for the activity's phase in the specified year - in thousands of NZ dollars
<b>Funding priority</b>	<b>The NZTA funding priority for the project</b>
Committed	Funding approved for the activity in the previous NLTP and carried forward to the 2012-15 NLTP
Approved	Funding approved for the activity in the 2012-15 NLTP
Probable	Funding has not been approved for the activity in the 2012-15 NLTP but, based on its profile and the evidence provided in developing the NLTP, funding approval is likely when an application is made in 2012-15, subject to funds being available
Reserve	Funding has not been approved for the activity in the 2012-15 NLTP. Based on its profile and the evidence provided in developing the NLTP, funding approval could be given when an application is made in 2012-15, if sufficient funds are available and the approval will not displace higher priority activities that have yet to be approved.
<b>Funding source</b>	<b>Approved or expected funding source for the activity phase</b>
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 <a href="#">general circular 08/12</a> (PDF, 75.7KB)
R	Funds allocated as regionally distributed funding for the specified region in accordance with NZTA policy
N	Funds allocated as nationally distributed funding



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## Allocation of funds to activity classes

Updated: Oct 25 2012 4:35AM

This lists activity classes to be funded through the NLTP and the proposed NZTA investment allocation for each activity class. A high level breakdown of some activity classes is provided. The current version is updated daily.

Return to [National Land Transport Programme snapshot and tables](#)



Activity class	Previous commitments 2012/15 (\$000)	Approved commitments 2012/15 (\$000)	Total commitments 2012/15 (\$000)	Not committed 2012/15 (\$000)	PDF file (\$000)
<b>AC 1 - Transport planning</b>					
Locally delivered programmes	2,176.4	1,576.5	3,752.9		
National programmes	1,301.5	0.0	1,301.5		
State highways programmes	1,794.5	0.0	1,794.5		
Total	5,272.4	1,576.5	6,848.9	43,151.1	50,000.0
<b>AC 2 - Road safety promotion</b>					
Locally delivered programmes	0.0	37,897.9	37,897.9		
National programmes	0.0	56,776.2	56,776.2		
State highways programmes	0.0	1,257.7	1,257.7		
Total	0.0	95,931.8	95,931.8	1,068.3	97,000.1
<b>AC 3 - Walking and cycling</b>					
Locally delivered programmes	6,676.5	10.4	6,686.9		
National programmes	0.0	0.0	0.0		
State highways programmes	1,426.3	0.0	1,426.3		
Total	8,102.8	10.4	8,113.2	44,886.8	53,000.0
<b>AC 4 - Public transport services</b>					
Public transport services	9,903.0	720,052.8	729,955.8		
NZTA costs	0.0	0.0	0.0		
Total	9,903.0	720,052.8	729,955.8	100,044.2	830,000.0
<b>AC 5 - Public transport infrastructure</b>					
Locally delivered programmes	23,832.3	17,978.0	41,810.3		

National programmes	3,128.2	0.0	3,128.2		
State highways programmes	0.0	0.0	0.0		
<b>Total</b>	<b>26,960.5</b>	<b>17,978.0</b>	<b>44,938.5</b>	<b>70,061.5</b>	<b>115,000.0</b>
<b>AC 8 - Maintenance and operation of local roads</b>					
Routine maintenance - Local roads	0.0	587,904.7	587,904.7	12,095.3	600,000.0
Emergency works - Local roads	170,749.6	17,187.4	187,937.0	90,063.0	278,000.0
<b>Total</b>	<b>170,749.6</b>	<b>605,092.1</b>	<b>775,841.7</b>	<b>102,158.3</b>	<b>878,000.0</b>
<b>AC 9 - Maintenance and operation of State highways</b>					
Routine maintenance - State highways	0.0	823,684.8	823,684.8	5,315.2	829,000.0
Emergency works - State highways	55,899.5	5,082.2	60,981.7	99,018.4	160,000.1
<b>Total</b>	<b>55,899.5</b>	<b>828,767.0</b>	<b>884,666.5</b>	<b>104,333.6</b>	<b>989,000.1</b>
<b>AC 10 - Renewal of local roads</b>					
Renewal of local roads	0.0	707,492.7	707,492.7	15,507.3	723,000.0
Preventive maintenance - Local roads	2,345.9	297.5	2,643.4	12,356.6	15,000.0
<b>Total</b>	<b>2,345.9</b>	<b>707,790.2</b>	<b>710,136.1</b>	<b>27,863.9</b>	<b>738,000.0</b>
<b>AC 11 - Renewal of State highways</b>					
Renewal of state highways	0.0	622,592.5	622,592.5	2,407.5	625,000.0
Preventive maintenance - State highways	0.0	0.0	0.0	10,000.0	10,000.0
<b>Total</b>	<b>0.0</b>	<b>622,592.5</b>	<b>622,592.5</b>	<b>12,407.5</b>	<b>635,000.0</b>
<b>AC 12 - New &amp; improved infrastructure for local roads</b>					
New and improved infrastructure for local roads	214,782.8	2,091.2	216,874.0	188,126.1	405,000.1
Minor improvements - Local roads	0.0	101,223.4	101,223.4	8,776.6	110,000.0
<b>Total</b>	<b>214,782.8</b>	<b>103,314.6</b>	<b>318,097.4</b>	<b>196,902.7</b>	<b>515,000.1</b>
<b>AC 13 - New &amp; improved infrastructure for State highways</b>					
Roads of National Significance	1,980,790.2	0.0	1,980,790.2		
New and improved infrastructure for state highways	156,075.2	0.0	156,075.2		
Minor improvements - State highways	0.0	91,918.0	91,918.0		
<b>Total</b>	<b>2,136,865.4</b>	<b>91,918.0</b>	<b>2,228,783.4</b>	<b>1,171,216.7</b>	<b>3,400,000.1</b>
<b>AC 14 - Road policing</b>					
Road policing	0.0	890,000.0	890,000.0	10,000.0	900,000.0
<b>AC 15 - Sector training and research</b>					
Sector training and research	117.5	14,882.5	15,000.0		15,000.0
<b>AC 18 - Management of the funding allocation system</b>					
Management of the funding allocation system	0.0	89,000.0	89,000.0		89,000.0
<b>Summary of all activity classes (excluding AC-31)</b>					
<b>Grand total</b>	<b>2,630,999.4</b>	<b>4,788,906.4</b>	<b>7,419,905.8</b>	<b>1,884,094.6</b>	<b>9,304,000.4</b>

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## Allocation of funds to activity classes

Updated: Aug 30 2012 4:35AM

This lists activity classes to be funded through the NLTP and the proposed NZTA investment allocation for each activity class. A high level breakdown of some activity classes is provided. The current version is updated daily.

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Activity class	Previous commitments 2012/15 (\$000)	Approved commitments 2012/15 (\$000)	Total commitments 2012/15 (\$000)	Not committed 2012/15 (\$000)	PDF file (\$000)
<b>AC 1 - Transport planning</b>					
Locally delivered programmes	2,201.3	0.0	2,201.3		
National programmes	1,301.5	0.0	1,301.5		
State highways programmes	1,794.5	0.0	1,794.5		
Total	5,297.3	0.0	5,297.3	44,702.7	50,000.0
<b>AC 2 - Road safety promotion</b>					
Locally delivered programmes	0.0	37,897.9	37,897.9		
National programmes	0.0	56,776.2	56,776.2		
State highways programmes	0.0	1,257.7	1,257.7		
Total	0.0	95,931.8	95,931.8	1,068.3	97,000.1
<b>AC 3 - Walking and cycling</b>					
Locally delivered programmes	6,600.9	0.0	6,600.9		
National programmes	0.0	0.0	0.0		
State highways programmes	1,426.3	0.0	1,426.3		
Total	8,027.2	0.0	8,027.2	44,972.9	53,000.1
<b>AC 4 - Public transport services</b>					
Public transport services	9,903.0	720,052.8	729,955.8		
NZTA costs	0.0	0.0	0.0		
Total	9,903.0	720,052.8	729,955.8	100,044.2	830,000.0
<b>AC 5 - Public transport infrastructure</b>					
Locally delivered programmes	23,842.6	13,494.8	37,337.4		

National programmes	3,128.2	0.0	3,128.2		
State highways programmes	0.0	0.0	0.0		
<b>Total</b>	<b>26,970.8</b>	<b>13,494.8</b>	<b>40,465.6</b>	<b>74,534.4</b>	<b>115,000.0</b>
<b>AC 8 - Maintenance and operation of local roads</b>					
Routine maintenance - Local roads	0.0	588,224.7	588,224.7	11,775.3	600,000.0
Emergency works - Local roads	19,582.9	1,096.3	20,679.2	257,320.8	278,000.0
<b>Total</b>	<b>19,582.9</b>	<b>589,321.0</b>	<b>608,903.9</b>	<b>269,096.1</b>	<b>878,000.0</b>
<b>AC 9 - Maintenance and operation of State highways</b>					
Routine maintenance - State highways	0.0	823,684.8	823,684.8	5,315.2	829,000.0
Emergency works - State highways	49,223.7	0.0	49,223.7	110,776.3	160,000.0
<b>Total</b>	<b>49,223.7</b>	<b>823,684.8</b>	<b>872,908.5</b>	<b>116,091.5</b>	<b>989,000.0</b>
<b>AC 10 - Renewal of local roads</b>					
Renewal of local roads	0.0	709,054.1	709,054.1	13,945.9	723,000.0
Preventive maintenance - Local roads	2,462.0	0.0	2,462.0	12,538.0	15,000.0
<b>Total</b>	<b>2,462.0</b>	<b>709,054.1</b>	<b>711,516.1</b>	<b>26,483.9</b>	<b>738,000.0</b>
<b>AC 11 - Renewal of State highways</b>					
Renewal of state highways	0.0	622,592.5	622,592.5	2,407.5	625,000.0
Preventive maintenance - State highways	1,052.1	0.0	1,052.1	8,947.9	10,000.0
<b>Total</b>	<b>1,052.1</b>	<b>622,592.5</b>	<b>623,644.6</b>	<b>11,355.4</b>	<b>635,000.0</b>
<b>AC 12 - New &amp; improved infrastructure for local roads</b>					
New and improved infrastructure for local roads	214,804.2	0.0	214,804.2	190,195.8	405,000.0
Minor improvements - Local roads	0.0	100,014.9	100,014.9	9,985.1	110,000.0
<b>Total</b>	<b>214,804.2</b>	<b>100,014.9</b>	<b>314,819.1</b>	<b>200,180.9</b>	<b>515,000.0</b>
<b>AC 13 - New &amp; improved infrastructure for State highways</b>					
Roads of National Significance	1,986,230.3	0.0	1,986,230.3		
New and improved infrastructure for state highways	152,293.7	0.0	152,293.7		
Minor improvements - State highways	0.0	91,918.0	91,918.0		
<b>Total</b>	<b>2,138,524.0</b>	<b>91,918.0</b>	<b>2,230,442.0</b>	<b>1,169,558.0</b>	<b>3,400,000.0</b>
<b>AC 14 - Road policing</b>					
Road policing	0.0	0.0	0.0	900,000.0	900,000.0
<b>AC 15 - Sector training and research</b>					
Sector training and research	117.5	0.0	117.5	14,882.5	15,000.0
<b>AC 18 - Management of the funding allocation system</b>					
Management of the funding allocation system	0.0	0.0	0.0	89,000.0	89,000.0
<b>Summary of all activity classes (excluding AC-31)</b>					
<b>Grand total</b>	<b>2,475,964.7</b>	<b>3,766,064.7</b>	<b>6,242,029.4</b>	<b>3,061,970.8</b>	<b>9,304,000.2</b>

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## Regional tables of activities

Updated: 25 Oct 2012

These tables list the approved and potential NZTA investment in programmes and projects by region and organisation. They include NZTA nationally-delivered activities. The current version is updated daily.

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Northland Highway & Network Operations			
Northland Regional Council			
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Bay of Plenty			

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## All regions

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Northland</b>											
<b>Far North District Council</b>											
<b>Transport planning</b>											
Asset Management Plan Review	Study	1	MM_	3	65	1,400.0	99.7	99.7	166.2	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion FNDC, 2012 - 2015 - High Strategic Fit	Construction	1	HM_	432	65	2,470.4	547.3	547.3	547.3	Approved	N
Road Safety Promotion FNDC 2012 - 2015. Medium Strategic Fit	Construction	2	MM_	432	65	720.5	159.6	159.6	159.6	Approved	N
<b>Maintenance and operation of local roads</b>											
Emergency Works 2011/12	Construction		___	141	59	3,185.0	387.3	0.0	0.0	Committed	N
Emergency Works Repairs July August 2012 event	Construction		___	141	59	1,457.6	879.3	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			27,029.3	4,951.5	5,027.7	5,221.4	Approved	N
Emergency Works 10/11 Carry Over into 12/13	Construction		___	141	59	150.0	90.5	0.0	0.0	Approved	N
Emergency Works Repairs September 2012 event	Construction		___	141		1,218.8	0.0	0.0	0.0		
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			36,023.3	6,345.1	7,025.6	6,887.8	Approved	N
FNDC Preventative Maintenance 2012 - 2022	Construction	2	MMH	241	55	5,575.0	351.5	337.4	244.6	Reserve	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Roading - Wainui Rd (Bridge 125)	Construction		MMM	322	66	166.9	5.1	0.0	0.0	Committed	N
Waimate North Road RP 6108-11087m	Construction		MMH	325	66	1,450.0	32.4	0.0	0.0	Committed	N
Ngapipito Culvert P53 replacement	Construction		HMH	322	66	110.0	5.5	0.0	0.0	Committed	N
Waipapa Road Seal Widening	Construction		LMH	324	66	3,750.0	48.0	0.0	0.0	Committed	N

plus W&C											
Minor improvements 2012/15	Local Roads	1	MMH	341	65	5,734.6	1,273.2	1,019.5	1,518.6	Approved	N
Bridge Replacement West Coast Rd 2012-13	Construction	2	HMH	322	65	450.0	299.1	0.0	0.0	Probable	N
<b>Kaipara District Council</b>											
<b>Transport planning</b>											
Activity Management Planning 2012/15	Study	1	MM_	3	69	200.0	70.6	35.3	35.3	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion High Strategic Fit 2012/15	Implementation	1	HM_	432	69	266.3	61.4	62.6	63.9	Approved	N
Road Safety Promotion 2012/15 - Medium Strategic Fit	Implementation	2	MM_	432	69	20.0	14.1	0.0	0.0	Reserve	N
<b>Maintenance and operation of local roads</b>											
E/W 2011/2012: Various Sites	Construction		___	141	67	1,184.4	628.2	0.0	0.0	Committed	N
E/W 2012/13: Various sites	Construction		___	141	65	160.0	106.3	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			19,534.8	3,918.5	3,910.6	3,966.5	Approved	N
<b>Renewal of local roads</b>											
Preventative Maintenance 2010/11	Construction		MMH	241	60	722.5	4.3	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			20,549.7	4,087.5	4,125.8	4,183.7	Approved	N
Preventative Maintenance 2012/15	Construction	2	MMH	241	59	824.2	0.0	246.1	251.1	Reserve	N
<b>New &amp; improved infrastructure for local roads</b>											
Central Road Bridge 47 Replacement	Construction		HMH	322	70	350.0	0.1	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	1	MML	341	69	2,154.3	510.6	503.6	505.7	Approved	N
Waihue Road Bridge 313 Strengthening	Construction	2	HMH	322	69	370.0	261.0	0.0	0.0	Probable	N
Swamp Road Bridge 263 Replacement	Construction	2	HMH	322	69	540.0	0.0	0.0	381.0	Probable	N
Otamatea Ward Road Reconstructions 2012/15	Construction	4	MMH	324	69	1,000.0	0.0	352.8	352.8	Reserve	N
<b>Northland Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
SH1 Wellsford to Whangarei State Highway Corridor Study	Study	1	HM_	2	100	150.0	103.0	51.5	0.0	Probable	N
Activity management Plan Northland 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
Northland HNO Sub-Regional Corridor Study	Study	1	MM_	2	100	70.0	72.1	0.0	0.0	Reserve	N
HNO - SH 1 Whangarei to Kaitiā State Highway Corridor Study	Study	1	MM_	2	100	250.0	51.5	206.1	0.0	Reserve	N
<b>Road safety promotion</b>											
Community Advertising 12/15 -	Construction	2	HM_	432	100	124.6	42.8	42.8	42.8	Approved	N

Northland											
<b>Maintenance and operation of State highways</b>											
EW Kao Deluge Storm Event SH 10 to 12 Northland July 2011	Construction		---	141	100	1,210.0	301.2	0.0	0.0	Committed	N
EW SH1 Flood Damage Waitiki Landing to Cape Reinga Jan 2011	Construction		---	141	100	32.6	7.9	0.0	0.0	Committed	N
EW Te Kao Deluge Event SH1/10 North and April 11	Construction		---	141	100	370.0	93.1	0.0	0.0	Committed	N
EW Templeton Storm Damage Northland October 2011	Construction		---	141	100	260.0	217.3	0.0	0.0	Committed	N
EW Matauri Bay Underslip Northland 15 Dec 2011	Construction		---	141	100	318.7	305.4	0.0	0.0	Committed	N
EW SH 10 & 1 N Northland 19 March 2012	Construction		---	141	100	835.0	857.3	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			41,560.4	14,340.9	14,352.4	14,305.2	Approved	N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			52,838.0	18,555.7	18,550.2	18,532.6	Approved	N
Preventive Maintenance Northland 12/15	Construction	2	MMM	241	100	866.1	304.0	304.0	304.0	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
09-12 Rooding - Far North District SEDF	Design		MMH	321	100	51.5	2.9	0.0	0.0	Committed	R
09-12 Rooding - Waiotu North NB PL	Design		MMM	324	100	334.7	17.4	0.0	0.0	Committed	N
SH1 Corridor Improvements - Whangarei	Construction		HMM	324	100	5,870.1	5,687.5	71.9	0.0	Committed	N
09-12 Rooding - High Performance Longlife marking Northland	Construction		MMH	321	100	1,400.0	34.0	0.0	0.0	Committed	R
Waitiki Landing to Cape Reinga SE Stg 2	Construction		MMM	325	100	19,882.7	15.5	0.0	0.0	Committed	R
Tarewa I/S Improvements and Tarewa to SH14 4 Lining	Property		HML	331	100	1,472.0	1,442.4	0.0	0.0	Committed	N
09-12 Rooding - Puketona SH11 Int. Impvt	Design		MMM	324	100	200.0	111.3	0.0	0.0	Committed	R
Kamo Bypass Stage 2	Construction		MML	323	100	15,400.0	1,190.1	0.0	0.0	Committed	NR
09-12 Rooding - Kensington to Manse St SE	Investigation		MMM	324	100	380.0	29.9	0.0	0.0	Committed	N
09-12 Rooding - Lily Pond Bridge to Quarry Seal Widening	Construction		MMM	324	100	3,110.0	483.4	0.0	0.0	Committed	N
09-12 Rooding - Old North Rd SB PL	Construction		MMM	324	100	4,385.3	190.2	0.0	0.0	Committed	R
SH1 Akerama Curves Realign & PL	Design		MMM	324	100	1,091.0	137.0	0.0	0.0	Committed	R
Bulls Gorge Realign	Construction		MML	324	100	6,915.8	1,052.0	64.9	0.0	Committed	N
Minor improvements 2012/15	State Highways	1	HMH	341	100	6,633.1	2,278.0	2,278.0	2,278.0	Approved	N
SH1, Springfield to Mata Median Barrier	Investigation	2	HMH	324	100	31.0	31.9	0.0	0.0	Probable	N
SH1, Springfield to Mata Median Barrier	Design	2	HMH	324	100	53.0	0.0	54.6	0.0	Probable	N

SH1N - Brynderwyn North Safe System Project	Construction	2	HMH	324	100	7,868.0	0.0	0.0	8,106.4	Probable	N
SH14 Intersection Improvement	Construction	3	HMM	324	100	7,650.0	0.0	0.0	7,881.8	Probable	N
Property Acquisition Block and Fees - Northland	Construction	6	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
Brynderwyn North Median Barrier (SH1)	Investigation	2	HMH	324	100	34.0	0.0	35.0	0.0	Probable	N
SH1 Kensington to Manse St SE	Design	3	HMH	324	100	412.0	424.5	0.0	0.0	Probable	N
HPMV - SH1 Wilsonville to Portland	Construction	2	HMH	322	100	796.0	0.0	820.1	0.0	Probable	N
HPMV Auckland to Whangarei (Portland)	Construction	2	HMH	322	100	3,300.0	0.0	0.0	3,400.0	Probable	N
Safety Retrofit - Northland	Construction	3	HMM	324	100	3,316.5	1,139.0	1,139.0	1,139.0	Probable	N
SH1 Waipu to Brynderwyn (Combined) Median Barrier	Design	2	HMH	324	100	172.0	0.0	177.2	0.0	Probable	N
Brynderwyn North Median Barrier (SH1)	Construction	2	HMH	324	100	5,000.0	0.0	0.0	5,151.5	Probable	N
SH1N - Brynderwyn North Safe System Project	Property	2	HMH	331	100	250.0	257.6	0.0	0.0	Probable	N
SH1 Kensington to Manse St SE	Construction	3	HMH	324	100	4,999.0	0.0	1,676.3	1,722.7	Probable	N
Brynderwyn North Median Barrier (SH1)	Design	2	HMH	324	100	56.0	0.0	57.7	0.0	Probable	N
HPMV - SH1 Wilsonville to Portland	Design	2	HMH	322	100	52.0	53.6	0.0	0.0	Probable	N
Improved Driver Information - Northland	Construction	2	HMH	321	100	470.0	92.7	247.3	144.2	Probable	N
HPMV Auckland to Whangarei (Portland)	Design	2	HMH	322	100	200.0	0.0	0.0	206.1	Probable	N
SH1, Springfield to Mata Median Barrier	Construction	2	HMH	324	100	3,845.0	0.0	0.0	1,281.7	Probable	N
SH1N - Brynderwyn North Safe System Project	Design	2	HMH	324	100	630.0	0.0	649.1	0.0	Probable	N
SH1 Waipu to Brynderwyn (Combined) Median Barrier	Investigation	2	HMH	324	100	100.0	0.0	103.0	0.0	Probable	N
Selwyn Ave to Fourth Ave 4L Stg 2	Construction	3	HMM	324	100	8,654.0	0.0	6,768.3	2,147.9	Probable	N
Mate Ulrich road Realignment and widening (SH10)	Investigation	4	HLH	324	100	103.0	106.1	0.0	0.0	Reserve	N
Flood Mitigation group	Construction	2	MMH	324	100	4,182.0	2,125.5	2,183.2	0.0	Reserve	N
Mate Ulrich road Realignment and widening (SH10)	Construction	4	HLH	324	100	1,331.0	0.0	0.0	675.9	Reserve	N
SH1 Whangarei Stock Effluent Disposal Facility	Construction	2	MMH	321	100	125.0	0.0	0.0	128.8	Reserve	N
Mate Ulrich road Realignment and widening (SH10)	Design	4	HLH	324	100	106.0	0.0	109.2	0.0	Reserve	N
<b>Northland Regional Council</b>											
<b>Transport planning</b>											
Regional Land Transport Planning Management	Study	1	ML_	1	64.77	206.2	40.0	34.3	59.2	Approved	N
<b>Road safety promotion</b>											



Road Safety Promotion Activity List Medium Strategic Fit	Construction	2	MM_	432	64.77	91.5	19.8	19.8	19.8	Approved	N
Road Safety Promotion Activity List High Strategic Fit	Construction	1	HM_	432	64.77	212.8	45.9	45.9	45.9	Approved	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		MMM			3,822.8	622.8	650.3	659.7	Approved	N
<b>Ministry of Transport</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	95.0	95.0	0.0	0.0	Committed	N
<b>Waitangi Trust</b>											
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			43.7	14.8	14.8	15.0	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			149.0	132.9	0.0	19.4	Approved	N
<b>Whangarei District Council</b>											
<b>Transport planning</b>											
Activity Management Planning 2012/15	Study	1	MM_	3	61	154.9	31.2	32.2	33.3	Reserve	N
Rural Arterial Strategy Study	Study	1	MM_	2	61	62.5	0.0	0.0	39.0	Reserve	N
Crash Reduction Study	Study	1	MM_	2	61	49.8	31.1	0.0	0.0	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion - Medium Strategic Fit 2012/15	Construction	2	MM_	432	61	85.7	17.2	17.8	18.4	Approved	N
Road Safety Promotion - High Strategic Fit 2012/15	Construction	1	HM_	432	61	695.8	139.7	144.6	149.7	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			25,736.4	4,337.0	4,471.5	4,628.0	Approved	N
E/W 2012/13: Various Sites	Construction		---	141	52	983.0	522.7	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
Preventative Maintenance - Mangakahia Road 2011/12	Construction		MMH	241	52	135.0	39.0	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			26,222.9	4,343.8	4,598.7	4,732.1	Approved	N
Preventative Maintenance 2012/15	Construction	2	MMH	241	51	700.4	108.6	112.3	144.4	Reserve	N
<b>New &amp; improved infrastructure for local roads</b>											
Porowini Avenue Extension Construction	Construction		MMM	323	62	7,500.0	31.4	0.0	0.0	Committed	R
09-12 Rooding - Spedding Road Link	Construction		MMH	323	62	3,756.4	9.1	6.3	0.0	Committed	R
Lower Hatea River Crossing	Construction		MMH	323	50	28,520.0	8,533.8	0.0	0.0	Committed	R
09-12 Rooding - Fourth Ave/Kauika Rd & Wilson/Fifth Ave Link	Construction		MML	323	62	650.0	78.5	0.0	0.0	Committed	N

Mill Road/Nixon Street Upgrades	Design		MMH	324	62	350.0	183.8	0.0	0.0	Committed	R
Cherry Road Bridge 271 Upgrade	Construction		HMH	322	62	111.0	3.2	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	1	MMH	341	61	3,268.3	827.9	537.1	673.6	Approved	N
Hayward Road Bridge 131 Upgrade	Construction	2	HMH	322	61	276.9	172.7	0.0	0.0	Approved	N
Rust Avenue Bridge Replacement	Construction	2	HMH	322	61	1,026.5	640.3	0.0	0.0	Approved	N
HPMV Bridge Upgrades 2012/15	Construction	3	HMM	322	61	2,574.5	0.0	0.0	791.0	Probable	N
Old Tokatoka Road Bridge 150 Upgrade	Construction	2	HMH	322	61	296.0	0.0	184.6	0.0	Probable	N
Thompson Road Bridge 129 Upgrade	Construction	2	HMH	322	61	286.3	0.0	0.0	178.6	Probable	N
Mill Road Reconstruction	Construction	4	MML*	324	61	538.2	0.0	335.7	0.0	Reserve	N
Mill Road/Nixon Street Upgrades	Construction	4	MMH	324	61	7,847.1	324.6	0.0	1,848.1	Reserve	N
Kamo Road Reconstruction	Construction	4	MMH	324	61	670.0	417.9	0.0	0.0	Reserve	N
Riverside Drive Reconstruction	Construction	4	MMH	324	61	507.6	0.0	0.0	316.6	Reserve	N
Rust Ave Reconstruction	Construction	4	MMH	324	61	300.0	0.0	187.1	0.0	Reserve	N
Bank Street Reconstruction	Construction	4	MMH	324	61	500.0	311.9	0.0	0.0	Reserve	N

RP\* - Regional priority  
WC\* - Work category  
FAR\* - Average Financial Assistance Rate

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Auckland</b>											
<b>Auckland Council</b>											
<b>Transport planning</b>											
ATM update - Travel Behaviour	Study	10	HH_	2	53	600.0	0.0	0.0	159.0	Probable	N
Mode share survey - CBD and Isthmus	Study	20	HH_	2	53	700.0	53.0	53.0	0.0	Probable	N
Mode share survey -Regional (3 yrly)	Study	8	HH_	2	53	600.0	0.0	0.0	106.0	Probable	N
Regional Land Transport Strategy / Spatial Plan	Study	8	HH_	1	53	400.0	0.0	0.0	53.0	Probable	N
Congestion Monitoring Survey	Study	7	HH_	2	53	1,200.0	63.6	63.6	63.6	Probable	N
ATM update - Airport flight-related and other trip movements	Study	9	HH_	2	53	100.0	53.0	0.0	0.0	Probable	N
ATM update - Census information	Study	3	HH_	2	53	200.0	0.0	53.0	0.0	Probable	N
ATM update - Walk and cycle model module	Study	18	MM_	2	53	100.0	0.0	0.0	53.0	Reserve	N
<b>Auckland Highway &amp; Network Operations</b>											

<b>Transport planning</b>											
South-Western Airport Multi-Modal Project	Study		HH_	2	100	1,400.0	173.6	0.0	0.0	Committed	N
SH16 Kumeu Huapai Transportation Study	Study		HM_	2	100	21.9	22.6	0.0	0.0	Committed	N
Commercial Vehicle Compliance study Auckland	Study		HH_	2	100	45.0	23.6	0.0	0.0	Committed	N
HNO- SH22 State Highway Corridor Study	Study	6	HM_	2	100	100.0	103.0	0.0	0.0	Probable	N
HNO - Integrated Transport Planning for Sub-regional Areas	Study	2	HH_	2	100	3,700.0	721.2	1,545.5	1,545.5	Probable	N
Corridor Optimisation 12/15 Auckland	Study	4	HM_	3	100	500.0	206.1	154.5	154.5	Probable	N
HNO- Auckland State Highway Optimisation Study	Study	2	HM_	2	100	600.0	0.0	206.1	412.1	Probable	N
Activity magement Plan Auckland 12/15	Study	14	HH_	3	100	656.3	225.4	225.4	225.4	Probable	N
<b>Walking and cycling</b>											
SH16 Central Auckland Connection (CMI)	Investigation		HMH	452	100	231.0	4.7	0.0	0.0	Committed	N
SH1 Northern Motorway Cycleway	Investigation	9	HMM	452	100	393.0	404.9	0.0	0.0	Probable	N
SH1 Southern Motorway Cycleway	Construction	7	HMH	452	100	4,897.0	0.0	0.0	2,482.0	Probable	N
SH1 Southern Motorway Cycleway	Investigation	7	HMH	452	100	258.0	265.8	0.0	0.0	Probable	N
SH16 Central Auckland Connection (CMI)	Construction	11	HMH	452	100	10,385.0	10,699.6	0.0	0.0	Probable	N
SH1 Southern Motorway Cycleway	Design	7	HMH	452	100	849.0	0.0	874.7	0.0	Probable	N
SH1 Northern Motorway Cycleway	Construction	9	HMM	452	100	4,507.0	0.0	0.0	2,284.2	Probable	N
SH16 Central Auckland Connection (CMI)	Design	5	HMH	452	100	450.0	463.6	0.0	0.0	Probable	N
SH1 Northern Motorway Cycleway	Design	9	HMM	452	100	716.0	0.0	737.7	0.0	Probable	N
<b>Maintenance and operation of State highways</b>											
EW Dome Valley South Side Auckland North January 2012	Construction		___	141	100	503.5	341.2	0.0	0.0	Committed	N
EW Multiple Sites Damaged Auckland North January 2011	Construction		___	141	100	3,330.0	727.2	0.0	0.0	Committed	N
EW SH17 Waiwera Rockfall Auckland North	Construction		___	141	100	150.0	155.2	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			159,632.1	49,906.1	54,951.6	60,297.7	Approved	N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			128,123.7	40,660.0	44,788.1	49,466.2	Approved	N
Preventive Maintenance Auckland 12/15	Construction	2	HMH	241	100	567.5	199.2	199.2	199.2	Reserve	N

New & improved infrastructure for State highways											
Northern Busway PT (Stag 1 & 2)	Construction		MMM	324	100	190,507.0	180.2	0.0	0.0	Committed	N
SH1 Constellation to Greville - Nthbnd Capacity improvements	Investigation		HMM	323	100	500.0	309.3	0.0	0.0	Committed	N
ALPURT - Sector B2 Toll Road	Construction		MMM	323	100	193,130.3	41.9	0.0	0.0	Committed	N
09-12 Roading - Taupaki Rd/Old Nth Rd I/S Upgrade	Construction		MMM	324	100	4,500.0	13.1	0.0	0.0	Committed	N
SH1 Hill Rd to Takanini Sthbd 3L	Design		HMM	323	100	950.0	767.8	0.0	0.0	Committed	N
Papakura I/C Upgrade	Construction		MMM	324	100	27,750.0	21,176.5	2,077.2	0.0	Committed	N
09-12 Roading - Don Buck Rd to Huapai Lighting Improvement	Construction		MMH	324	100	1,475.0	358.0	0.0	0.0	Committed	N
AHB Extensions Structural Upgrade	Construction		HMH	322	100	78,203.5	231.9	0.0	0.0	Committed	N
Central Motorway Junction, Stage 2	Construction		MMM	323	100	136,713.4	28.3	0.0	0.0	Committed	N
Western Ring Route - RONS	Construction		HHM	323	100	1,821,398.9	296,347.4	460,087.8	356,430.8	Committed	NR
SH1 Puhoi to Warkworth RoNS Detailed Design and Construction	Property		HML	331	100	33,000.0	20,003.5	13,393.9	0.0	Committed	N
SH 1 Waitemata Harbour Crossing	Investigation		HHL	323	100	12,827.9	2,142.1	1,437.8	0.0	Committed	N
Puhoi to Wellsford RoNS Development	Investigation		HML	323	100	60,488.0	5,151.4	17,607.8	21,979.6	Committed	N
Vic Park Tunnel	Construction		HMM	323	100	332,700.0	2,790.8	0.0	0.0	Committed	NR
Newmarket Viaduct to Greenlane Aux	Construction		HMM	324	100	18,900.0	56.4	0.0	0.0	Committed	N
Hobsonville Deviation	Construction		MMM	323	100	217,056.3	1,766.0	2,050.5	875.8	Committed	N
Waiouru Connection I/C	Construction		MMM	323	100	20,787.1	17.6	0.0	0.0	Committed	N
ATMS Stage IV	Construction		HHH	321	100	54,671.3	6,506.6	3,606.1	0.0	Committed	N
AHB - Moveable Lane Barrier	Construction		HHH	321	100	7,374.0	25.8	20.6	0.0	Committed	N
Manukau Hbour. Xing	Investigation		HMM	323	100	450.0	463.6	0.0	0.0	Committed	N
Western Ring Route - RONS	Investigation		HHM	323	100	48,371.5	70.1	0.0	0.0	Committed	C
Western Ring Route - RONS	Property		HHM	331	100	140,000.0	43,425.3	14,768.3	0.0	Committed	NC
Manukau Extension	Construction		MMM	323	100	242,749.3	1,008.4	0.0	0.0	Committed	N
Western Ring Route - RONS	Design		HHM	323	100	22,429.6	1,396.9	30.8	0.0	Committed	C
Papakura I/C Upgrade	Investigation		MMM	324	100	1,031.1	37.0	0.0	0.0	Committed	C
SH1 McKinney Road / Wech Drive Intersection improvements	Design		HMH	323	100	412.3	0.0	9.1	0.0	Committed	N
SH1 Warkworth to Wellsford RoNS - Detailed Design and Const	Property		HHL	331	100	43,000.0	0.0	0.0	2,060.6	Committed	N
Main H/way - EII H/Wy NB Aux	Construction		HMH	324	100	9,620.0	2,320.6	0.0	0.0	Committed	N
ATMS Stage IV	Design		HHH	321	100	2,843.5	371.1	0.0	0.0	Committed	N

Punganui Stream Bridge Replacement	Construction		HMH	322	100	6,600.0	154.3	0.0	0.0	Committed	N
Manukau Hbour. Xing	Construction		HMM	323	100	212,739.4	6,503.3	4,926.0	0.0	Committed	R
Newmarket Viaduct	Construction		HMM	322	100	226,164.3	19,508.1	0.0	0.0	Committed	N
AHB Storm Water Upgrade	Construction		HMH	324	100	4,908.1	378.5	0.0	0.0	Committed	N
Warkworth Stage 1	Construction		MMH	324	100	15,000.0	0.0	6,995.8	0.0	Committed	N
09-12 Roading - Falls Bridge to Waitarere Bridge Safety Impv	Investigation		HML	325	100	340.0	17.5	0.0	0.0	Committed	N
Constellation to Orewa Busway Extension (Designation Only)	Investigation		HHL	324	100	2,448.0	1,048.3	0.0	0.0	Committed	N
Minor improvements 2012/15	State Highways	5	HMH	341	100	11,526.2	3,958.5	3,958.5	3,958.5	Approved	N
Property Acquisition Block and Fees - Auckland	Construction	16	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
SH1 Wayby Valley Rd I/I	Construction	10	HMH	324	100	2,090.0	1,062.2	1,091.1	0.0	Probable	N
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	Investigation	7	HMH	324	100	242.0	249.3	0.0	0.0	Probable	N
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	Design	7	HMH	324	100	2,341.0	1,149.8	1,262.1	0.0	Probable	N
SH1 Constellation to Greville NBD 3-laning	Design	2	HMM	323	100	1,093.0	0.0	1,126.1	0.0	Probable	N
SH1 Takanini to Papakura 6L	Investigation	19	HMM	324	100	1,591.0	0.0	1,639.2	0.0	Probable	N
SH16 Trigg Rd - Factory Rd Median Barrier	Investigation	21	HMM	323	100	110.0	0.0	113.3	0.0	Probable	N
Constellation to Orewa Busway Extension (Designation Only)	Property	14	HHL	331	100	10,000.0	0.0	5,151.5	5,151.5	Probable	N
SH1 McKinney Road / Wech Drive Intersection Improvements	Construction	8	HMH	324	100	11,173.0	0.0	11,511.5	0.0	Probable	N
Seismic Retrofit - Auckland	Construction	13	HMH	322	100	1,866.0	927.3	721.2	274.1	Probable	N
Average Speed Enforcement	Investigation	3	HMH	321	100	754.0	0.0	0.0	776.8	Probable	N
SH1 Takanini to Papakura 6L	Design	19	HMM	324	100	2,185.0	0.0	0.0	2,251.2	Probable	N
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	Property	7	HMH	331	100	250.0	257.6	0.0	0.0	Probable	N
SH1 Constellation to Greville NBD 3-laning	Investigation	2	HMM	323	100	530.0	0.0	546.1	0.0	Probable	N
SH1 Hill Rd to Takanini Sthbd 3L	Construction	17	HMM	323	100	49,170.0	0.0	33,112.8	17,547.0	Probable	N
SH16 Brigham Creek - Railway Rd Median Barrier	Investigation	20	HMM	323	100	110.0	0.0	0.0	113.3	Probable	N
HPMV - SH1 South Auckland to Tauranga - Auckland	Design	1	HMM	322	100	850.0	0.0	875.8	0.0	Probable	N
SH16 St Lukes Road Interchange Upgrade	Investigation	11	HMH	324	100	820.0	0.0	0.0	844.8	Probable	N
SH16 Trigg Rd - Factory Rd Median Barrier	Design	21	HMM	323	100	230.0	0.0	0.0	237.0	Probable	N
Improved Driver Information - Auckland	Construction	4	HMH	321	100	2,269.0	951.0	847.9	538.8	Probable	N

HPMV - SH1 South Auckland to Tauranga - Auckland	Construction	1	HMM	322	100	12,828.6	0.0	0.0	13,217.3	Probable	N
SH1 Takanini to Papakura 6L	Property	19	HMM	331	100	1,000.0	0.0	0.0	1,030.3	Probable	N
SH1 Esmonde to AHB Lane Optimisation	Design	6	HMH	321	100	103.0	106.1	0.0	0.0	Probable	N
SH 1 Waitemata Harbour Crossing	Investigation	15	HHL	323	100	23,002.0	0.0	2,165.7	2,256.4	Probable	N
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	Construction	7	HMH	324	100	20,194.0	0.0	0.0	20,805.9	Probable	N
SH1 Sheepworld Southbound Passing Lane / Dome Valley	Design	18	HMM	324	100	412.0	424.5	0.0	0.0	Probable	N
Safety Retrofit - Auckland	Construction	23	HMM	324	100	4,800.0	1,648.5	1,648.5	1,648.5	Probable	N
SH18 Paul Matthews Drive/ Caribbean Drive	Investigation	12	HLH	324	100	155.0	159.7	0.0	0.0	Reserve	N
SH1 Silverdale Interchange Upgrade	Design	9	HLH	324	100	212.0	0.0	218.4	0.0	Reserve	N
SH1 Silverdale Interchange Upgrade	Investigation	9	HLH	324	100	206.0	212.2	0.0	0.0	Reserve	N
SH1 Silverdale Interchange Upgrade	Construction	9	HLH	324	100	2,251.0	0.0	0.0	750.1	Reserve	N
SH18 Paul Matthews Drive/ Caribbean Drive	Design	12	HLH	324	100	217.0	0.0	70.1	153.5	Reserve	N
<b>Auckland Transport</b>											
<b>Transport planning</b>											
Hibiscus Coast Highway CMP Review and Update	Study		HH_	2	75	90.0	10.0	0.0	0.0	Committed	N
Khyber Pass Road CMP	Study		HM_	2	75	220.0	154.7	0.0	0.0	Committed	N
East Coast Rd (Hibiscus Coast H'way to Forrest Hill Rd) CMP	Study		HM_	2	75	150.0	38.3	0.0	0.0	Committed	N
Great South Road (Drury to Manukau Central) CMP	Study		HM_	2	75	150.0	96.4	0.0	0.0	Committed	N
Integrated Planning Management	Study		HM_	3	50	3,460.8	156.7	0.0	0.0	Committed	N
Integrated Transport Plan	Study		HH_	2	64	605.0	395.9	0.0	0.0	Committed	N
2012-15 Corridor Management Plans	Study	5	HH_	2	53	18,252.0	844.9	902.3	898.0	Probable	N
2012-15 GIS Asset info & Programming Capability	Study	27	HH_	3	53	1,154.3	55.9	55.7	56.7	Probable	N
2012-15 CMPs City Centre	Study	5	HH_	2	53	2,850.0	460.6	541.9	541.9	Probable	N
2012-15 CMPs Northern Group	Study	5	HH_	2	53	760.0	146.3	157.2	108.4	Probable	N
2012-15 CMPs AMETI - Related	Study	5	HH_	2	53	500.0	0.0	0.0	271.0	Probable	N
2012-15 RLTP Management	Study	12	HH_	1	53	2,772.0	410.2	424.0	634.9	Probable	N
2012-15 CMPs Central Isthmus	Study	5	HH_	2	53	810.0	195.1	243.9	0.0	Probable	N
2012-15 Activity Management Planning	Study	13	HM_	3	53	645.5	124.6	111.4	113.8	Probable	N



2012-15 Tactical Plans Workstream	Study	15	HH_	3	53	4,146.0	414.0	573.4	140.9	Probable	N
2012-15 CMPs Western Ring Road Network Plan	Study	5	HH_	2	53	1,500.0	222.2	276.4	314.3	Probable	N
2012-15 Transport Modelling	Study	16	HH_	2	53	6,064.0	320.8	331.7	341.4	Probable	N
2012-15 CMPs Southern Initiative Area	Study	5	HH_	2	53	840.0	227.6	108.4	119.2	Probable	N
Transport and Land Use Integration (TULUI) Studies	Study	1	HM_	2	53	10,821.0	1,005.3	876.3	780.9	Probable	N
2012-15 Asset Management Improvement Activities	Study	13	MM_	3	53	621.2	111.7	111.4	113.5	Reserve	N
<b>Road safety promotion</b>											
2012-15 Community Transport Safe School Travel	Construction	8	HMH	432	53	3,114.0	1,687.6	0.0	0.0	Approved	N
2012-15 Community Transport Alcohol	Construction	1	HM_	432	53	2,438.6	433.5	440.5	447.5	Approved	N
2012-15 Community Transport Pedestrian Safety	Construction	4	HM_	432	53	1,004.4	0.0	0.0	544.3	Approved	N
2012-15 Community Transport Cycling/Cycle Training	Construction	2	HM_	432	53	1,778.0	0.0	963.5	0.0	Approved	N
2012-15 Community Transport Safe School Travel	Construction	8	HMH	432	53	3,214.4	0.0	0.0	1,742.0	Approved	N
2012-15 Community Transport Cycling/Cycle Training	Construction	2	HM_	432	53	1,750.0	948.4	0.0	0.0	Approved	N
2012-15 Community Transport Pedestrian Safety	Construction	4	HM_	432	53	988.6	0.0	535.7	0.0	Approved	N
2012-15 Community Transport Cycling/Cycle Training	Construction	2	HM_	432	53	1,806.4	0.0	0.0	979.0	Approved	N
2012-15 Community Transport Motorcycling	Construction	3	HM_	432	53	914.5	162.6	165.2	167.8	Approved	N
2012-15 Community Transport Pedestrian Safety	Construction	4	HM_	432	53	973.0	527.3	0.0	0.0	Approved	N
2012-15 Community Transport Young Drivers	Construction	11	HM_	432	53	3,033.0	539.2	547.8	556.6	Approved	N
2012-15 Community Transport Speed	Construction	10	HM_	432	53	2,286.2	406.4	412.9	419.6	Approved	N
2012-15 Community Transport Safe School Travel	Construction	8	HMH	432	53	3,163.8	0.0	1,714.6	0.0	Approved	N
2012-15 Community Transport Safe Roads & Roadsides	Construction	6	HM_	432	53	2,438.6	433.5	440.5	447.5	Approved	N
<b>Walking and cycling</b>											
09-12 Walking & Cycling - St Georges Street Scheme	Construction		MMH	452	53	734.9	126.9	0.0	0.0	Committed	N
Safety Around Schools	Construction		HMH	451	54.33	2,190.0	0.0	608.3	608.3	Committed	N
09-12 Walking & Cycling - Station Road Manurewa	Construction		MMH	452	53	1,055.4	328.9	0.0	0.0	Committed	N
09-12 Walking & Cycling - Browns Road Scheme	Construction		MMH	452	53	897.7	142.4	0.0	0.0	Committed	N
09-12 Walking & Cycling - Pt1 Stg3 Albany off-road cyclepath	Construction		MMH	452	54.33	793.6	83.2	0.0	0.0	Committed	N

09-12 Walking & Cycling - Bridge Street Scheme	Construction		MMH	452	53	797.3	262.5	0.0	0.0	Committed	N
2012-15 Cycleway Development & Const (Regional Programme)	Investigation	2	HML*	452	53	7,128.2	502.8	367.6	340.5	Reserve	N
2012-15 Cycleway Development & Const (Regional Programme)	Design	2	HML*	452	53	21,834.9	893.9	1,024.7	1,135.0	Reserve	N
2012-15 Cycleway Development & Const (Regional Programme)	Construction	2	HML*	452	53	86,470.3	4,190.2	4,176.9	4,199.4	Reserve	N
2012-15 Tamaki Dr Boardwalk (Kelly Traltons to Millennium Dr)	Construction	1	MML*	451	53	9,466.0	479.4	1,635.0	1,479.6	Reserve	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		HML			730,711.3	133,030.0	139,087.3	124,157.5	Approved	N
Auckland Integrated Fare Solution (AIFS) Opex	Construction	1	HHM	524	60	72,000.0	4,800.0	4,800.0	4,800.0	Approved	N
2012-15 EMU Depot Capex-Financing Costs	Construction	4	HHM	515	58	317,808.3	2,045.1	3,536.0	3,623.0	Probable	N
2012-15 PT EMU Capex - Rolling Stock Purchase-Financing Cost	Construction	7	HHL*	515	58	1,103,765.9	8,894.1	8,061.4	11,748.1	Probable	N
2012-15 PT Integrated Performance Management (RTPIS)	Investigation	12	HHL*	524	57.5	937.7	0.0	327.8	41.8	Reserve	N
2012-15 PT Integrated Performance Management (RTPIS)	Construction	12	HHL*	524	57.5	17,981.4	0.0	1,937.2	1,402.7	Reserve	N
2012-15 Electronic sign renewals	Construction	27	MML*	524	57	569.5	0.0	0.0	29.8	Reserve	N
2012-15 PT Integrated Performance Management (RTPIS)	Design	12	HHL*	524	57.5	999.5	0.0	119.2	167.1	Reserve	N
<b>Public transport infrastructure</b>											
Rail SUP - Onehunga	Construction		HHH	531	60	729.0	305.8	70.7	70.7	Committed	N
Rail SUP - Papakura	Construction		HHL	531	60	5,476.0	2,691.9	333.8	333.8	Committed	N
Real Time Passenger Information System (RTPIS) capex	Construction		HMH	531	53	12,175.8	759.7	0.0	0.0	Committed	R
Rail SUP - Remuera	Construction		HHM	531	60	697.0	396.0	15.8	15.8	Committed	N
Rail SUP - Greenlane	Construction		HHL	531	60	1,257.0	0.0	14.6	14.6	Committed	N
Auckland Integrated Fare Solution Central System	Construction		HHM	531	100	20,000.0	1,754.9	0.0	0.0	Committed	C
Ferry Terminal Upgrades - Beach Haven 2009/12	Construction		HHM	531	60	1,350.0	795.9	16.2	16.2	Committed	N
New Lynn Rail Station	Construction		HHM	531	60	13,858.0	155.7	0.0	0.0	Committed	C
Rail SUP - Otahuhu	Construction		HHH	531	60	1,088.0	0.0	414.0	12.1	Committed	N
Manukau Transport Interchange (Ex MCC)	Design		HMM	531	60	1,015.7	0.6	0.0	0.0	Committed	N
Auckland Integrated Fare Solution (AIFS) Programme	Construction		HHM	531	60	39,870.0	1,745.5	0.0	0.0	Committed	C
09-12 PT - Pier 1C and 1D	Construction		HHH	531	60	1,750.0	605.6	0.0	0.0	Committed	N

improvements											
Rail SUP - Penrose	Construction		HMM	531	60	993.0	571.3	19.0	19.0	Committed	N
Ferry Terminal Upgrades - Hobsonville 2009/12	Construction		HMM	531	60	3,500.0	1,807.9	0.0	0.0	Committed	N
Park & Ride Station, Silverdale	Construction		MMM	531	50	10,500.0	5,368.1	0.0	0.0	Committed	N
Park & Ride Station, Silverdale	Property		MMM	531	50	2,000.0	1,022.5	0.0	0.0	Committed	N
Manukau City Rail Link - ARTA	Construction		HMM	531	60	5,500.0	696.6	0.0	0.0	Committed	C
Minor improvements 2012/15	PT Improvements	28	HHL	531	50	11,455.1	1,891.0	1,955.3	2,010.1	Approved	N
-2012-15 Mt Albert Station (SUP)	Construction	24	HMM	531	50	8,769.0	2,811.9	1,671.3	0.0	Approved	N
2012-15 Bayswater Ferry Terminal	Investigation	61	HMM	531	50	54.0	27.6	0.0	0.0	Probable	N
2012-15 Newmarket Station	Construction	25	HHL*	531	50	4,502.8	0.0	0.0	2,302.0	Probable	N
2012-15 Triangle Rd - Lincoln Rd Bus Interchange	Construction	15	HHL*	531	50	1,932.1	0.0	987.8	0.0	Probable	N
2012-15 CBD Bus Infrastructure Requirements	Investigation	43	HHL*	531	50	1,037.4	0.0	262.7	267.7	Probable	N
2012-15 Sylvia Park Station	Construction	33	HHL*	531	50	2,202.1	0.0	0.0	160.6	Probable	N
2012-15 Sylvia Park Station	Design	33	HHL*	531	50	264.0	0.0	0.0	25.7	Probable	N
2012-15 PTNP Bus Frequent Network Inf & facilities Gen Inv	Investigation	47	HHL*	531	50	513.8	0.0	262.7	0.0	Probable	N
2012-15 Bayswater Ferry Terminal	Design	61	HMM	531	50	216.0	110.4	0.0	0.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Queen Street	Construction	17	HHL*	531	50	1,449.0	0.0	740.8	0.0	Probable	N
2012-15 Triangle Rd - Lincoln Rd Bus Interchange	Design	15	HHL*	531	50	123.3	0.0	63.0	0.0	Probable	N
2012-15 Massey North TC: Bus Interchange	Construction	3	HHL*	531	50	939.5	0.0	78.8	401.5	Probable	N
2012-15 Manukau Transport Interchange	Construction	11	HMM	531	50	18,603.1	7,934.7	1,576.2	0.0	Probable	N
2012-15 Sylvia Park Station	Investigation	33	HHL*	531	50	109.1	0.0	0.0	6.4	Probable	N
2012-15 Newmarket Station	Design	25	HHL*	531	50	586.4	0.0	0.0	299.8	Probable	N
2012-15 Bayswater Ferry Terminal	Construction	61	HMM	531	50	2,300.0	0.0	1,175.9	0.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Queen Street	Design	17	HHL*	531	50	92.5	0.0	47.3	0.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Fanshawe Streets	Construction	45	HHL*	531	50	14,627.6	0.0	3,463.2	4,015.2	Probable	N
2012-15 AMETI NZTA Pk1 At Pk1 Panmure Phase 1	Construction	1	HHL	531	50	16,090.0	0.0	4,113.0	4,113.0	Probable	N
2012-15 Newmarket Station	Investigation	25	HHL*	531	50	146.6	0.0	0.0	75.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Fanshawe Streets	Design	45	HHL*	531	50	933.7	0.0	477.3	0.0	Probable	N

2012-15 Pukekohe Station Upgrade	Design	38	HML*	531	50	143.9	0.0	73.6	0.0	Reserve	N
2012-15 Downtown Ferry Terminal Pier 2	Construction	8	HML*	531	50	822.1	0.0	420.3	0.0	Reserve	N
2012-15 PT Customer Info. Infrastructure	Construction	26	MML*	531	50	3,112.3	0.0	788.1	803.0	Reserve	N
2012-15 Puhinui Park and Ride	Construction	34	MML*	531	50	523.6	0.0	0.0	267.7	Reserve	N
2012-15 Pukekohe Station Upgrade	Investigation	38	HML*	531	50	61.7	0.0	31.5	0.0	Reserve	N
2012-15 Downtown Ferry Terminal Pier 3 and 4	Design	9	HHL*	531	50	205.5	0.0	105.1	0.0	Reserve	N
2012-15 Waitakere Station Upgrade	Design	41	MML*	531	50	377.0	0.0	0.0	192.7	Reserve	N
2012-15 Station Amenity Improvement	Investigation	18	MHL*	531	50	420.5	0.0	21.0	21.4	Reserve	N
2012-15 Puhinui Station Upgrade	Construction	32	HML*	531	50	822.1	0.0	420.3	0.0	Reserve	N
2012-15 Puhinui Park and Ride	Property	34	MML*	531	50	523.6	0.0	0.0	267.7	Reserve	N
2012-15 Otahuhu Bus Interchange	Property	10	HHL*	531	50	205.5	0.0	105.1	0.0	Reserve	N
2012-15 Downtown Ferry Terminal Pier 2	Investigation	8	HML*	531	50	205.5	0.0	105.1	0.0	Reserve	N
2012-15 Otahuhu Bus Interchange	Design	10	HHL*	531	50	123.3	0.0	63.0	0.0	Reserve	N
2012-15 Downtown Ferry Terminal Pier 3 and 4	Investigation	9	HHL*	531	50	51.4	0.0	26.3	0.0	Reserve	N
2012-15 Northern Busway AIFS Ticketing Machines	Construction	22	HML*	531	50	1,027.7	0.0	525.4	0.0	Reserve	N
2012-15 Station Amenity Improvement	Construction	18	MHL*	531	50	17,385.0	0.0	420.3	428.3	Reserve	N
2012-15 Papakura Bus Rail Interchange	Construction	16	HML*	531	50	1,047.2	0.0	0.0	535.4	Reserve	N
2012-15 Parnell Station Upgrade	Construction	6	HML*	531	50	7,412.3	2,108.3	1,681.3	0.0	Reserve	N
2012-15 Takanini Park and Ride	Construction	35	HML*	531	50	628.3	0.0	0.0	321.2	Reserve	N
2012-15 Downtown Ferry Terminal Pier 3 and 4	Construction	9	HHL*	531	50	1,541.5	0.0	788.1	0.0	Reserve	N
2012-15 Railway Station Gateway Installation	Design	2	HML*	531	50	417.1	0.0	46.2	167.0	Reserve	N
2012-15 IT HOP Phase 2	Design	19	HML*	531	50	305.8	156.3	0.0	0.0	Reserve	N
2012-15 Takanini Park and Ride	Design	35	HML*	531	50	117.3	0.0	0.0	60.0	Reserve	N
2012-15 IT HOP Phase 2	Investigation	19	HML*	531	50	76.5	39.1	0.0	0.0	Reserve	N
2012-15 Otahuhu Bus Interchange	Investigation	10	HHL*	531	50	82.2	0.0	42.0	0.0	Reserve	N
2012-15 Downtown Ferry Terminal P1 Integrated Ticketing Gate	Construction	21	HHL*	531	50	1,541.5	0.0	788.1	0.0	Reserve	N
2012-15 Pukekohe Station Upgrade	Construction	38	HML*	531	50	9,563.5	0.0	0.0	2,409.1	Reserve	N
2012-15 Takanini Park and	Property	35	HML*	531	50	272.3	0.0	0.0	139.2	Reserve	N

Ride											
2012-15 Waitakere Station Upgrade	Investigation	41	MML*	531	50	94.2	0.0	0.0	48.2	Reserve	N
2012-15 Pukekohe Bus- Rail Interchange	Construction	48	HML*	531	50	1,047.2	0.0	0.0	535.4	Reserve	N
2012-15 Otahuhu Bus Interchange	Construction	10	HHL*	531	50	1,541.5	0.0	788.1	0.0	Reserve	N
2012-15 Takanini Park and Ride	Investigation	35	HML*	531	50	29.3	0.0	0.0	15.0	Reserve	N
2012-15 Britomart additional ticketing machines (VRDs) AIFS	Construction	20	HML*	531	50	308.3	0.0	157.6	0.0	Reserve	N
2012-15 Railway Station Gateway Installation	Construction	2	HML*	531	50	3,826.5	0.0	0.0	556.8	Reserve	N
2012-15 New Rail Station & Electrification Extension	Investigation	46	HML*	531	50	415.0	0.0	105.1	107.1	Reserve	N
2012-15 Rail Revenue Protection - Handheld Device Checker	Construction	23	HML*	531	50	395.7	0.0	202.3	0.0	Reserve	N
2012-15 Railway Station Gateway Installation	Investigation	2	HML*	531	50	104.3	0.0	11.6	41.8	Reserve	N
2012-15 Station Amenity Improvement	Design	18	MHL*	531	50	1,682.0	0.0	84.1	85.7	Reserve	N
2012-15 Albany Busway Station Platform Extension	Construction	42	MML*	531	50	256.9	0.0	131.4	0.0	Reserve	N
2012-15 PT Bus Stop Construction and Improvement	Construction	30	MML*	531	50	33,347.3	0.0	2,101.6	3,319.2	Reserve	N
<b>Maintenance and operation of local roads</b>											
E/W 170 Mountain Rd (West) July 2011	Construction		---	141	43	138.5	53.9	0.0	0.0	Committed	N
E/W Various 2012/13	Construction		---	141	43	445.4	195.8	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMH			248,129.6	35,831.4	36,377.1	36,922.7	Approved	N
E/W 3-4 July 2012 Storm, North Auckland	Construction		---	141	43	120.3	52.9	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
P/M Pakiri Road RP 13,400 North Auckland	Construction		MMH	241	44.33	242.0	54.8	0.0	0.0	Committed	N
P/M- Pakiri Road (North Auckland)- RP 14200	Construction		MMH	241	44.33	365.0	102.8	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMH			328,036.5	47,355.3	69,912.2	70,631.7	Approved	N
P/M South Titirangi Road RP 1240- August 2012	Construction		HHL	241	43	294.0	129.3	0.0	0.0	Approved	N
P/M Sabulite Road RP 480-Slip Repair- Aug 2012	Construction		HHM	241	43	122.8	54.0	0.0	0.0		N
<b>New &amp; improved infrastructure for local roads</b>											
Mill Road Corridor	Investigation		HMM	323	53	909.0	0.5	0.0	0.0	Committed	N
AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Construction		HHL	324	54.33	81,410.0	21,465.6	15,612.7	8,146.8	Committed	N
Taharoto/Wairau Corridor LP	Construction		MMM	332	53	4,200.0	141.7	0.0	0.0	Committed	N

Flat Bush School Rd Upgrade _ Stage 1	Property		MMH	332	53	241.5	79.2	0.0	0.0	Committed	N
Flat Bush School Rd Upgrade _ Stage 2	Property		MHH	332	54.33	250.0	138.9	0.0	0.0	Committed	N
New Lynn ToD Project - Stage 1 and 2	Construction		HMM	324	53	25,400.0	2,791.4	0.0	0.0	Committed	N
2011-12 Te Atatu Road Corridor Improvements	Design		HHH	324	54.33	850.0	51.9	210.1	210.1	Committed	N
Cavendish Drive Reconstruction	Construction		HHH	324	54.33	1,596.0	0.0	443.3	443.3	Committed	N
Grafton Road Reconstruction	Construction		MHH	324	54.33	995.0	0.0	276.4	276.4	Committed	N
2009/12 Taharoto/Wairau Corridor	Design		HMH	324	53	1,300.0	4.1	0.0	0.0	Committed	N
Waiuru Peninsula to SH1 (Land)	Construction		MMM	332	53	4,000.0	38.8	0.0	0.0	Committed	N
Tiverton-Wolverton Stage 2 Upgrade	Construction		HMH	324	53	39,092.0	5,586.9	6,342.7	7,672.9	Committed	N
09-12 Rooding - HPMV Study	Investigation		HMH	324	100	150.0	67.3	43.0	43.0	Committed	N
2009/12 Anzac Street Corridor	Construction		HMM	332	53	2,434.7	65.6	0.0	0.0	Committed	N
New Lynn ToD Project - Stage 1 and 2	Construction		HMM	332	53	3,330.0	514.3	0.0	0.0	Committed	N
New Lynn ToD Project - Stage 1 and 2	Construction		HMM	332	53	5,712.0	817.7	0.0	0.0	Committed	C
Warkworth SH1 Intersection Improvements	Construction		MMH	324	58	5,470.0	590.3	0.0	0.0	Committed	N
Flat Bush School Rd Upgrade _ Stage 3	Construction		MHH	324	54.33	641.0	172.1	92.0	92.0	Committed	N
AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Property		HHL	332	54.33	36,729.0	0.0	10,201.9	10,201.9	Committed	N
Great North Road Pavement Reconstruction	Construction		HHH	324	54.33	1,952.0	0.0	542.2	542.2	Committed	N
Neilson Phase 2 & 3 Corridor Improvements	Construction		HMH	324	54.33	4,324.0	0.0	1,201.0	1,201.0	Committed	N
Montgomerie Rd/Richard Pearse Dr Roundabout reconstruction	Construction		MHH	324	54.33	969.0	0.0	269.2	269.2	Committed	N
AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Construction		HHL	322	54.33	9,200.0	1,584.8	749.2	2,776.8	Committed	N
Neilson Phase 2 & 3 Corridor Improvements	Property		HMH	324	54.33	1,300.5	0.0	361.4	361.1	Committed	N
2009/12 Taharoto/Wairau Corridor	Construction		HMH	324	54.33	9,102.0	4,152.2	818.2	86.0	Committed	N
AMETI Notice of Requirement and AEE	Investigation		HML	324	53	44,100.0	2,119.1	2,709.6	2,709.6	Committed	NR
AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Construction		HHL	323	54.33	65,100.0	17,165.1	12,484.8	6,514.7	Committed	N
Flat Bush School Rd Upgrade _ Stage 3	Property		MHH	332	54.33	130.0	34.9	18.7	18.7	Committed	N
AMETI - AT Package 1 Panmure (Phase 2)	Design		HHL	324	53	1,472.0	353.9	0.0	0.0	Committed	N
New Lynn ToD Project - Stage 1 and 2	Construction		HMM	323	53	25,085.0	1,134.0	0.0	0.0	Committed	C



Whangaparaoa Rd Widening (HBC H'way to Red Beach Rd)	Design		HMH	324	54.33	1,592.3	427.8	329.5	127.3	Committed	N
Glenfield Rd (Bentley-Sunset) 06/07	Construction		MMH	324	53	37,000.0	839.9	4,232.4	4,237.2	Committed	N
Sturges Road Bridge Replacement and Widening	Construction		MMM	322	53	4,344.6	54.8	0.0	0.0	Committed	N
SWAMMCP (Southwestern multimodal corridor)	Investigation		HHL*	324	54.33	3,480.0	945.0	802.2	186.0	Committed	N
West Coast Road Pavement Reconstruction	Construction		HMH	324	54.33	1,400.0	0.0	388.9	388.9	Committed	N
AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Design		HHL	323	53	7,820.0	178.2	0.0	0.0	Committed	N
May Road Reconstruction	Construction		MMH	324	54.33	1,300.0	0.0	361.1	361.1	Committed	N
Marua Road Reconstruction (#198 to Ballarat Street)	Construction		MMH	324	54.33	1,549.0	0.0	430.3	430.3	Committed	N
Regional Traffic Signal Route Optimisation	Implementation		MHH	321	54.33	1,280.0	5.3	352.9	352.9	Committed	N
Onehunga Harbour Road (Recon) stage 2	Construction		HHH	324	54.33	310.0	0.0	86.1	86.1	Committed	N
AMETI - AT Package 2 Sylvia Park	Design		HHL	324	53	920.0	174.1	0.0	0.0	Committed	C
Minor improvements 2012/15	Local Roads	6	HHL	341	53	41,864.6	7,531.0	7,507.1	7,649.4	Approved	N
2012-15 Flat Bush School Rd- Stage 4 Murphys	Construction	17	MHH	324	53	3,699.6	0.0	2,004.9	0.0	Probable	N
2012-15 Flat Bush School Rd- Stage 4 Murphys	Investigation	17	MHH	324	53	4.1	0.0	2.2	0.0	Probable	N
2012-15 Network Performance - Route Optimisation	Construction	16	MHH	321	53	9,317.3	1,676.1	1,670.8	1,702.4	Probable	N
2012-15 Mill Road Corridor Upgrade	Property	29	HMM	332	53	66,554.6	0.0	0.0	3,121.1	Probable	N
2012-15 Albany Highway North Upg (Schnapper Rock to SH17)	Construction	60	HMH	324	53	56,623.4	449.8	16,729.2	8,597.1	Probable	N
2012-15 Murphys Rd Bridge Imp (Manukau)	Design	14	MHH	324	53	379.9	0.0	124.8	22.7	Probable	N
2012-15 AMETI NZTA Pk1 AT Pk2 Sylvia Park Bus Lanes	Design	5	HHL	324	53	343.9	186.4	0.0	0.0	Probable	N
2012-15 Mill Road Corridor Upgrade	Construction	29	HMM	324	53	22,282.1	0.0	0.0	567.5	Probable	N
2012-15 Great North Rd Corridor Imp	Investigation	21	HML*	324	53	1,222.0	0.0	0.0	283.7	Probable	N
2012-15 Lincoln Road Corridor Imp	Design	61	HHM	324	53	390.5	0.0	211.6	0.0	Probable	N
2012-15 Silverdale TC bus to bus on-road interchange	Construction	49	HML*	324	53	966.0	0.0	523.5	0.0	Probable	N
2012-15 Flat Bush to Manukau City Bus Priority Impvts.	Design	48	MHH	324	53	123.3	0.0	66.8	0.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Symonds Streets	Construction	44	HHL*	324	53	738.3	0.0	0.0	400.1	Probable	N
2012-15 Taharoto Rd/	Construction	30	HHH	324	53	9,190.2	3,989.1	991.3	0.0	Probable	N

Wairau Rd Upgrade (Shakespeare to Bvd)											
2012-15 Albany Highway South Upgrade (Sunset to SH18)	Design	37	HML*	324	53	2,646.0	510.5	493.2	384.2	Probable	N
2012-15 Te Atatu Motorway Bus Interchange	Design	13	HHL*	324	53	314.1	0.0	0.0	170.2	Probable	N
2012-15 Ormiston Rd Widening (Te Irirangi Dr- Chapel Road)	Construction	19	MHH	324	53	1,466.0	0.0	0.0	794.5	Probable	N
2012-15 Lincoln Road Corridor Imp	Property	61	HHM	324	53	10,343.8	0.0	556.9	1,702.4	Probable	N
2012-15 Lincoln Road Corridor Imp	Investigation	61	HHM	324	53	97.6	0.0	52.9	0.0	Probable	N
2012-15 Dominion Road Corridor Upgrade	Construction	26	HHL	324	53	81,712.0	0.0	0.0	11,896.0	Probable	N
2012-15 Dominion Road Corridor Upgrade	Property	26	HHL	332	53	3,083.0	0.0	1,670.8	0.0	Probable	N
2012-15 Whangaparaoa Rd Upg (Hibiscus Coast to Red Beach)	Property	64	HMH	332	53	1,374.6	0.0	369.0	376.0	Probable	N
2012-15 Flat Bush to Manukau City Bus Priority Impvts.	Construction	48	MHH	324	53	17,232.1	0.0	751.8	0.0	Probable	N
2012-15 Bus Lane Priorities	Investigation	67	HHL*	324	53	100.0	0.0	54.2	0.0	Probable	N
2012-15 SWAMMCP Detailed design	Investigation	58	HHL*	324	53	5,472.3	185.8	582.2	0.0	Probable	N
2012-15 Mill Road Corridor Upgrade	Investigation	29	HMM	324	53	515.8	0.0	222.8	56.7	Probable	N
2012-15 Te Atatu Road Corridor Imp	Property	62	HHM	332	53	5,876.4	3,184.5	0.0	0.0	Probable	N
2012-15 HPMV routes	Construction	59	HHH	324	53	8,151.1	0.0	0.0	1,135.0	Probable	N
2012-15 SWAMMCP Detailed design	Construction	58	HHL*	324	53	29,377.6	0.0	0.0	2,992.5	Probable	N
2012-15 Mill Road Corridor Upgrade	Design	29	HMM	324	53	2,063.1	0.0	891.1	227.0	Probable	N
2012-15 Chapel Rd Realignment & New Bridge	Investigation	18	MHH	324	53	79.5	0.0	0.0	22.7	Probable	N
2012-15 Murphys Rd Bridge Imp (Manukau)	Property	14	MHH	332	53	513.8	0.0	278.5	0.0	Probable	N
2012-15 Ormiston Rd Widening (Te Irirangi Dr- Chapel Road)	Property	19	MHH	332	53	1,151.9	0.0	0.0	624.2	Probable	N
2012-15 Multi Modal East West Corridor (SH1- SH20)	Investigation	20	HML*	324	53	2,866.7	0.0	0.0	425.6	Probable	N
2012-15 Chapel Rd Realignment & New Bridge	Design	18	MHH	324	53	318.1	0.0	0.0	90.8	Probable	N
2012-15 Safety Speed Management	Construction	4	HML*	324	53	6,448.7	312.1	311.1	317.0	Probable	N
2012-15 Brigham Creek Road Corridor Imp	Design	9	HHM	324	53	837.7	0.0	0.0	454.0	Probable	N
2012-15 Brigham Creek Road Corridor Imp	Investigation	9	HHM	324	53	466.4	0.0	139.2	113.5	Probable	N
2012-15 Te Atatu Road Corridor Imp	Construction	62	HHM	324	53	17,694.9	0.0	2,979.5	3,688.6	Probable	N

2012-15 Flat Bush School Rd- Stage 4 Murphys	Design	17	MHH	324	53	16.4	0.0	8.9	0.0	Probable	N
2012-15 SWAMMCP Detailed design	Design	58	HHL*	324	53	21,889.1	743.2	2,328.8	0.0	Probable	N
2012-15 Warkworth SH1 / Hill / Hudson Intersections	Construction	13	HHL*	324	53	7,385.7	0.0	735.1	2,957.0	Probable	N
2012-15 Dominion Road Corridor Upgrade	Design	26	HHL	324	53	4,335.8	0.0	1,782.2	567.5	Probable	N
2012-15 Flat Bush School Rd- Stage 4 Murphys	Property	17	MHH	332	53	924.9	0.0	501.2	0.0	Probable	N
2012-15 Bus Lane Priorities	Design	67	HHL*	324	53	200.0	0.0	108.4	0.0	Probable	N
2012-15 AMETI NZTA Pk 1 AT Pk 1 Panmure Phase 2	Design	1	HHL	324	53	7,019.3	1,505.6	0.0	0.0	Probable	N
2012-15 AMETI NZTA Pk1 AT Pk4 Pakuranga TiRakau Reeves	Property	22	HHL	332	53	144,169.1	0.0	0.0	9,961.1	Probable	N
2012-15 Te Atatu Motorway Bus Interchange	Construction	13	HHL*	324	53	4,921.7	0.0	0.0	2,667.2	Probable	N
2012-15 AMETI NZTA Pk1 AT Pk2 Sylvia Park Bus Lanes	Property	5	HHL	332	53	6,166.1	0.0	3,341.5	0.0	Probable	N
2012-15 Albany Highway North Upg (Schnapper Rock to SH17)	Design	60	HMH	324	53	3,673.6	1,990.8	0.0	0.0	Probable	N
2012-15 Botany to Manukau RTN	Investigation	25	HHL*	324	53	1,047.2	0.0	0.0	567.5	Probable	N
2012-15 Murphys Rd Upgrade	Design	10	MHH	324	53	423.3	0.0	89.1	13.6	Probable	N
2012-15 AMETI NZTA Pk1 AT Pk2 Sylvia Park Bus Lanes	Construction	5	HHL	324	53	9,081.4	0.0	2,437.6	2,483.8	Probable	N
2012-15 Crash Reduction Implementation	Construction	39	HML*	324	53	5,474.3	265.0	264.1	269.1	Probable	N
2012-15 Murphys Rd Bridge Imp (Manukau)	Investigation	14	MHH	324	53	95.0	0.0	31.2	5.7	Probable	N
2012-15 Murphys Rd Upgrade	Investigation	10	MHH	324	53	105.8	0.0	22.3	3.4	Probable	N
2012-15 Lincoln Road Corridor Imp	Construction	61	HMM	324	53	22,520.9	0.0	0.0	454.0	Probable	N
2012-15 Regional Safety Programme	Construction	38	HML*	324	53	18,557.9	1,676.1	1,670.8	851.2	Probable	N
2012-15 Whangaparaoa Rd Upg (Hibiscus Coast to Red Beach)	Construction	64	HMH	324	53	16,815.3	0.0	0.0	9,112.6	Probable	N
2012-15 HPMV routes	Design	59	HHH	324	53	976.6	0.0	0.0	149.8	Probable	N
2012-15 Tamaki Drive & Ngapipi Intersection Safety Imp	Construction	63	HMM	324	53	1,746.8	389.7	556.9	0.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Symonds Streets	Design	44	HHL*	324	53	47.1	0.0	0.0	25.5	Probable	N
2012-15 Bus Lane Priorities	Construction	67	HHL*	324	53	3,112.3	0.0	835.4	851.2	Probable	N
2012-15 Glenbrook Road / Kingseat Road Intersection Imp	Construction	49	HMH	324	53	1,276.0	691.5	0.0	0.0	Probable	N
2012-15 Flat Bush to	Property	48	MHH	332	53	16,109.1	0.0	0.0	1,135.0	Probable	N

Manukau City Bus Priority Impvts.											
2012-15 Silverdale TC bus to bus on-road interchange	Design	49	HML*	324	53	61.7	0.0	33.4	0.0	Probable	N
2012-15 CCTV New	Construction	31	MML*	321	53	7,267.3	0.0	0.0	329.2	Reserve	N
2012-15 Smales/Allens/Harris/Springs Rd widening and Int Upg	Property	52	MML*	332	53	1,496.1	0.0	0.0	810.8	Reserve	N
2012-15 Long Bay Glenvar Ridge Road	Property	47	MML*	332	53	2,752.7	0.0	0.0	31.2	Reserve	N
2012-15 North Area Bus Improvement Programme	Design	57	MML*	324	53	310.6	0.0	32.1	0.0	Reserve	N
2012-15 North Area Bus Improvement Programme	Construction	57	MML*	324	53	3,325.8	0.0	0.0	419.9	Reserve	N
2012-15 Ormiston/Preston/East Tamaki Rd Int Upg	Investigation	51	MML*	324	53	29.6	0.0	0.0	11.3	Reserve	N
2012-15 East Coast Rd-Lonely Track Rd-Glenvar Rd Int Imp	Property	56	MML*	332	53	269.1	0.0	0.0	6.8	Reserve	N
2012-15 Takapuna Auburn St / Burns Ave Upgrade	Investigation	43	MML*	324	53	341.3	0.0	0.0	68.1	Reserve	N
2012-15 Safety around schools	Construction	32	MMH	324	53	55,570.7	4,538.8	4,524.5	4,610.2	Reserve	N
2012-15 Tamaki Drive/Takaparawha Pt Safety Imp	Construction	53	MML*	324	53	2,594.3	447.0	959.0	0.0	Reserve	N
2012-15 Manuroa/Takanini School Rd Int Upg	Investigation	8	MML*	324	53	193.7	0.0	0.0	85.1	Reserve	N
2012-15 Linwood Rd Route Improvements	Construction	11	MML*	324	53	2,183.1	0.0	0.0	283.7	Reserve	N
2012-15 Regionwide RTN and Corridor Land Purchase	Property	40	MHL*	332	53	37,725.7	0.0	1,392.3	1,418.7	Reserve	N
2012-15 Safety around schools (investment proposal)	Construction	36	MMH	324	53	21,472.7	0.0	873.3	1,197.0	Reserve	N
2012-15 Lunn Ave/Marua Rd/Harding - Int Upg	Construction	55	MML*	324	53	1,235.1	0.0	0.0	85.1	Reserve	N
2012-15 Long Bay Okura / Vaughans Rd Upgrade	Investigation	42	MML*	324	53	291.2	0.0	0.0	26.7	Reserve	N
2012-15 Long Bay Glenvar Road Upgrade	Property	41	MML*	332	53	521.3	0.0	0.0	6.8	Reserve	N
2012-15 Long Bay Ashley Avenue Upgrade	Property	46	MML*	332	53	104.7	0.0	0.0	56.7	Reserve	N
2012-15 Long Bay Okura / Vaughans Rd Upgrade	Design	42	MML*	324	53	438.9	0.0	0.0	106.7	Reserve	N
2012-15 North Area Bus Improvement Programme	Investigation	57	MML*	324	53	467.4	0.0	48.1	0.0	Reserve	N
2012-15 Ormiston/Preston/East Tamaki Rd Int Upg	Property	51	MML*	332	53	806.9	0.0	0.0	437.3	Reserve	N
2012-15 East Coast Road Widening	Design	45	MML*	324	53	1,360.4	0.0	0.0	127.7	Reserve	N
2012-15 Regional Road Reconst.	Investigation	54	MML*	324	53	3,232.1	156.4	155.9	158.9	Reserve	N
2012-15 Long Bay Glenvar	Investigation	41	MML*	324	53	262.6	0.0	0.0	33.8	Reserve	N

Road Upgrade											
2012-15 Takapuna Auburn St / Burns Ave Upgrade	Design	43	MML*	324	53	933.9	0.0	0.0	272.4	Reserve	N
2012-15 Ormiston/Preston/East Tamaki Rd Int Upg	Design	51	MML*	324	53	118.3	0.0	0.0	45.4	Reserve	N
2012-15 Smales/Allens/Harris/Springs Rd widening and Int Upg	Investigation	52	MML*	324	53	40.4	0.0	0.0	17.0	Reserve	N
2012-15 East Coast Road Widening	Investigation	45	MML*	324	53	340.1	0.0	0.0	31.9	Reserve	N
2012-15 Long Bay Glenvar Road Upgrade	Design	41	MML*	324	53	1,050.5	0.0	0.0	135.3	Reserve	N
2012-15 Regional Road Reconst.	Design	54	MML*	324	53	12,928.5	625.7	623.8	635.6	Reserve	N
2012-15 Long Bay Ashley Avenue Upgrade	Investigation	46	MML*	324	53	58.7	0.0	0.0	12.3	Reserve	N
2012-15 Long Bay Ashley Avenue Upgrade	Design	46	MML*	324	53	234.9	0.0	0.0	49.3	Reserve	N
2012-15 Regional Road Reconst.	Construction	54	MML*	324	53	214,706.1	10,391.7	10,358.8	10,555.1	Reserve	N
2012-15 East Coast Road Widening	Property	45	MML*	332	53	1,533.4	0.0	0.0	6.8	Reserve	N
2012-15 Long Bay Glenvar Ridge Road	Investigation	47	MML*	323	53	72.3	0.0	0.0	39.2	Reserve	N
2012-15 Takapuna Lake Rd Upgrade (Hauraki to Bayswater)	Investigation	12	MML*	324	53	1,032.9	0.0	0.0	163.4	Reserve	N
2012-15 Safety around schools (investment proposal)	Investigation	36	MMH	324	53	103.9	56.3	0.0	0.0	Reserve	N
2012-15 East Coast Rd-Lonely Track Rd-Glenvar Rd Int Imp	Design	56	MML*	324	53	733.0	0.0	0.0	309.8	Reserve	N
2012-15 Great South Rd - Park Estate to Slippery	Construction	44	MHL*	324	53	2,453.7	0.0	0.0	181.6	Reserve	N
2012-15 Safety around schools (investment proposal)	Design	36	MMH	324	53	415.6	225.2	0.0	0.0	Reserve	N
2012-15 East Coast Rd-Lonely Track Rd-Glenvar Rd Int Imp	Investigation	56	MML*	324	53	183.3	0.0	0.0	77.5	Reserve	N
2012-15 Corridor and Int Imps	Construction	31	MML*	324	53	35,888.0	0.0	0.0	567.5	Reserve	N
2012-15 Smales/Allens/Harris/Springs Rd widening and Int Upg	Design	52	MML*	324	53	161.5	0.0	0.0	68.1	Reserve	N
2012-15 Long Bay Glenvar Ridge Road	Design	47	MML*	323	53	289.0	0.0	0.0	156.6	Reserve	N
Walmsley Road Pavement Reconstruction	Construction		HHH	324	53	661.0	358.2	0.0	0.0		N
Reconstruction of Green Lane East Road	Construction		HHH	324	53	1,856.0	1,005.8	0.0	0.0		N
Rosebank Road Pavement Reconstruction	Construction		HHH	324	53	2,587.5	1,402.2	0.0	0.0		N
Great South Road Pavement Reconstruction.	Construction		HHH	324	53	801.0	434.1	0.0	0.0		N

Great North Road Pavement Reconstruction	Construction		HHH	324	53	1,519.2	823.3	0.0	0.0		N
<b>Ministry of Transport</b>											
SuperGold Card Allocation	Construction		MMM	522	100	10,600.0	10,600.0	0.0	0.0	Committed	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Waikato</b>											
<b>Hamilton City Council</b>											
<b>Transport planning</b>											
Safety Management System update 2009-2012	Study		MM_	3	55	32.0	8.6	0.0	0.0	Committed	N
AMP Review	Study		MH_	3	55	60.0	6.1	0.0	0.0	Committed	N
2012 Access Hamilton Strategy and Strategic Network Review	Study	2	HH_	2	55	492.0	143.4	0.0	36.0	Probable	N
2012 Hamilton Accessibility Mapping	Study	26	MM_	2	55	196.0	11.0	11.0	11.0	Reserve	N
2012 Waikato Regional Traffic Model - Hamilton Urban aspects	Study	4	MM_	2	55	206.0	57.4	58.5	0.0	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion 2012-15	Construction	1	HM_	432	55	931.0	174.5	174.5	174.5	Approved	N
<b>Walking and cycling</b>											
2012 Te Awa National Cycleway - Hamilton Section	Design		MHM	452	55	89.0	50.1	0.0	0.0	Reserve	N
2012 Te Awa National Cycleway - Hamilton Section	Construction		MHM	452	55	500.0	281.2	0.0	0.0	Reserve	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			19,200.9	2,853.9	2,971.5	3,029.3	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			18,372.4	2,735.4	2,764.4	2,953.8	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Hamilton Ring Road - Peachgrove, Te Aroha, Ruakura Upgrade	Design		HMH	324	55	290.0	163.1	0.0	0.0	Committed	N
SH1 Te Rapa Road/Eagle Way Intersection	Construction		HMH	321	55	2,175.0	1,223.2	0.0	0.0	Committed	N
Hamilton Ring Road - Peachgrove, Te Aroha, Ruakura Upgrade	Property		HMH	332	55	450.0	253.1	0.0	0.0	Committed	N
Hamilton Ring Road - Peachgrove, Te Aroha, Ruakura Upgrade	Construction		HMH	324	55	5,300.0	2,980.6	0.0	0.0	Committed	N



Hamilton Ring Road(Crosby to Cambridge)	Property		MMM	332	55	19,731.0	56.2	0.0	0.0	Committed	N
Hamilton Ring Road - 4 laning and Extension	Construction		HMM	323	12.35	67,000.0	3,365.0	529.2	0.0	Committed	N
Southern Links Designation - Hamilton Arterials	Investigation		HHL	323	55	2,250.0	506.1	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	55	7,816.7	1,465.3	1,465.3	1,465.3	Approved	N
<b>Hauraki District Council</b>											
<b>Transport planning</b>											
Activity Management Plans 2012 - 2015	Study	1	HH_	3	63	77.3	9.6	23.1	17.1	Probable	N
<b>Maintenance and operation of local roads</b>											
Emergency Work 2012/13	Construction		---	141	62	943.0	597.8	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			9,566.4	1,728.1	1,728.1	1,728.1	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			6,964.8	1,258.1	1,258.1	1,258.1	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	63	1,366.0	315.6	175.2	389.1	Approved	N
<b>Matamata-Piako District Council</b>											
<b>Transport planning</b>											
Roading Activity Plan	Study		MM_	3	58	82.7	4.9	0.0	0.0	Committed	N
Asset Management Plan 2012-2015	Study	1	HH_	3	58	120.0	17.8	35.6	17.8	Probable	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			14,299.1	2,349.3	2,349.9	2,350.9	Approved	N
Emergency works 2012/2013	Construction		---	141	48	36.0	17.7	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			15,649.4	2,560.2	2,560.2	2,560.2	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	58	1,647.2	325.6	325.6	325.6	Approved	N
<b>Otorohanga District Council</b>											
<b>Transport planning</b>											
Asset Management plan 2014/15	Study	1	HH_	3	62	36.8	0.0	0.0	23.4	Probable	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			7,788.7	1,382.5	1,382.6	1,382.5	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			7,726.1	1,369.3	1,369.3	1,369.3	Approved	N

<b>New &amp; improved infrastructure for local roads</b>											
Pavement Smoothing 08/09	Construction		MMH	324	63	391.0	4.6	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	62	852.0	180.0	180.0	180.0	Approved	N
<b>South Waikato District Council</b>											
<b>Transport planning</b>											
AMP Improvements 2012/15	Study	1	HH_	3	60	73.0	8.6	14.7	21.5	Probable	N
<b>Road safety promotion</b>											
Road Safety Promotion 2012-2015	Construction	1	HM_	432	60	229.2	46.3	46.3	48.1	Approved	N
<b>Maintenance and operation of local roads</b>											
Washout of Helcor culverts during the 12 August 2012 Storm	Construction		---	141	50	180.0	92.0	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			6,756.3	1,157.4	1,152.9	1,173.8	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			7,000.8	1,168.7	1,184.6	1,225.9	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	60	691.3	139.7	140.4	144.1	Approved	N
<b>Taupo District Council</b>											
<b>Road safety promotion</b>											
Road Safety Promotion - Medium Strategic	Implementation	1	MM_	432	53	150.0	27.1	27.1	27.1	Approved	N
Road Safety Promotion - High Strategic	Implementation	1	HM_	432	53	468.0	84.5	84.5	84.5	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			8,507.2	1,246.8	1,246.8	1,246.8	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMH			18.5	6.3	6.3	6.3	Approved	N
Heu Heu Parade, Oruatua - July 2012	Construction		---	141	43	64.0	28.1	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			4,939.4	723.9	723.9	723.9	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	53	1,242.0	208.6	260.1	204.3	Approved	N
<b>Thames-Coromandel District Council</b>											
<b>Transport planning</b>											
Activity management Plans 2012-2015	Study	1	HH_	3	53	75.0	13.5	13.5	13.5	Probable	N
<b>Road safety promotion</b>											

East Waikato Road Safety Promotion High 2012-15	Implementation	1	HM_	432	58	552.0	109.1	109.1	109.1	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			11,749.7	1,722.0	1,722.0	1,722.0	Approved	N
<b>Renewal of local roads</b>											
Preventive Maintenance 2010/11	Construction		MHH	241	43	111.0	2.4	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			19,071.8	2,795.1	2,795.1	2,795.1	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	53	3,254.7	598.6	605.5	559.7	Approved	N
Hot Water Beach Road Flood Mitigation	Construction		MML*	324	53	493.6	11.5	256.0	0.0	Reserve	N
<b>Waikato District Council</b>											
<b>Transport planning</b>											
Waikato Regional Transportation Model Development (WRTM)	Construction		HMH	2		112.5	0.0	0.0	0.0	Committed	N
Network Strategy Development	Study		HH_	2	75	120.0	83.9	0.0	0.0	Committed	N
AMP Development	Study		HH_	3	62	60.0	1.3	0.0	0.0	Committed	N
Asset Management Plan Development	Study	1	HH_	3	63	300.0	32.2	64.4	96.6	Probable	N
<b>Road safety promotion</b>											
Road Safety Promotion Medium 2012-15	Implementation	1	MM_	432	63	29.7	6.4	6.4	6.4	Approved	N
Road Safety Promotion High 2012-15	Implementation	1	HM_	432	63	624.0	134.0	134.0	134.0	Approved	N
<b>Maintenance and operation of local roads</b>											
E/W 2010/11	Construction		---	141	53	1,356.5	7.6	0.0	0.0	Committed	N
Emergency Works Storm Event 2012	Construction		---	141	54	1,425.8	787.3	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			29,053.6	5,301.3	5,299.6	5,298.9	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			48,349.4	8,720.7	8,720.7	8,760.3	Approved	N
RONs Heavy construction traffic pavement protection	Construction		HHH	241	53	1,250.0	135.5	135.5	135.5	Reserve	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	63	8,384.5	1,760.9	1,821.8	1,818.4	Approved	N
Tamahere East - West Connection	Property		HHL	323	63	500.0	0.0	322.1	0.0	Probable	N
Tamahere East - West Connection	Investigation		HHL	323	63	125.0	80.5	0.0	0.0	Probable	N
State Highway 1/ Horotiu Bridge Rd Intersection Improvements	Construction		MML*	321	63	1,600.0	1,030.7	0.0	0.0	Reserve	N
Mangatawhiri Stock Effluent Disposal Facility	Investigation		MMH	321	63	20.0	0.0	0.0	12.9	Reserve	N

<b>Waikato Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
SH 5 Corridor Study Tirau to Taupo	Study	15	HM_	2	100	300.0	103.0	206.1	0.0	Probable	N
SH 5 Taupo to Napier Corridor Study	Study	16	HM_	2	100	300.0	103.0	206.1	0.0	Probable	N
Corridor Optimisation 12/15 Waikato	Study	14	HM_	2	100	300.0	103.0	103.0	103.0	Probable	N
SH3 Hamilton to New Plymouth Corridor Study	Study	17	HM_	2	100	500.0	103.0	412.1	0.0	Probable	N
Waikato/BOP HNO Sub-regional Corridor Study	Study	18	HM_	2	100	400.0	206.1	206.1	0.0	Probable	N
Waikato/BOP Network Plan	Study	2	HH_	2	100	400.0	206.1	206.1	0.0	Probable	N
Activity mangement Plan Waikato 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion 12/15 - Waikato HNO	Construction	1	HM_	432	100	500.0	154.5	154.5	206.1	Approved	N
<b>Walking and cycling</b>											
Cobham Drive Pedestrian Facility	Investigation		MMM	451	100	90.0	13.6	0.0	0.0	Committed	N
Kahikatea Dr./Greenwood St. Walking & Cycling Facilities	Investigation		HMM	452	100	67.1	14.1	0.0	0.0	Committed	N
Kahikatea Dr./Greenwood St. Walking & Cycling Facilities	Construction	3	HMM	452	100	1,400.0	618.2	824.2	0.0	Probable	N
Ohaupo Rd W&C (Lorne to Dixon)	Construction	2	HMH	452	100	980.0	0.0	1,009.7	0.0	Probable	N
Ohaupo Rd W&C (Lorne to Dixon)	Design	1	HMH	452	100	77.0	79.3	0.0	0.0	Probable	N
<b>Maintenance and operation of State highways</b>											
(E) 12/004/3 SH 39 Bedford Road Carriageway Collapse	Construction		___	141	100	165.3	159.4	0.0	0.0	Committed	N
EW (08/027/3) SH23 Gully Slip Aug 08	Construction		___	141	100	852.2	2.3	0.0	0.0	Committed	N
EW (09/015/3) Taupiri Gorge North (West Waikato)	Construction		___	141	100	1,335.9	257.0	0.0	0.0	Committed	N
(E) 11/020/3 Arorangi Reserve Slump	Construction		___	141	100	830.0	41.7	0.0	0.0	Committed	N
EW EW (11/008/4) SH25, 25A, 27 Storm Event 26-28 Jan 11	Construction		___	141	100	4,900.0	252.8	0.0	0.0	Committed	N
EW CW Storm Event 23-31st Jan 11/010/3	Construction		___	141	100	823.0	10.0	0.0	0.0	Committed	N
EW EW SH25, SH25A -Slips - 10/029/3 & 10/030/3	Construction		___	141	100	935.0	256.5	0.0	0.0	Committed	N
EW EW SH25 - Tararu Thames - Mine Shaft Hole 12-002/3	Construction		___	141	100	450.0	130.0	0.0	0.0	Committed	N
EW EW SH25 1st Stage Tairua & Tararu Slips 10/02/3	Construction		___	141	100	975.0	132.0	0.0	0.0	Committed	N
EW WW 12/012/03 SH1 Fergusson Gully RP574/11.05	Construction		___	141	100	375.2	388.2	0.0	0.0	Approved	N

EW WW 12/011/3 Meads & Pukenui Overslip SH3 RP76/6.1-6.83	Construction		---	141	100	246.0	254.5	0.0	0.0	Approved	N
EW WW 13/010/03 Raglan Rd 2012 SH31 RP47/5.36	Construction		---	141	100	340.0	351.8	0.0	0.0	Approved	N
EW Central Waikato 2012/13	Construction		---	141	100	85.0	87.9	0.0	0.0	Approved	N
EW East Waikato SH2, SH25 Storm Event July 2012	Construction		---	141	100	2,000.0	1,862.3	206.9	0.0	Approved	N
EW 13/009/3 Awakino Pub Overslip SH3 RP140/8.65	Construction		---	141	100	240.0	248.3	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			101,435.2	35,354.1	34,505.1	35,085.7	Approved	N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			81,957.1	28,846.7	29,080.8	28,373.4	Approved	N
Preventive Maintenance Waikato 12/15	Construction		MHH	241	100	2,673.2	938.3	938.3	938.3	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
Cambridge Section (Waikato Expressway)	Design		HHL	323	100	6,017.6	654.7	0.0	0.0	Committed	NR
Long Swamp Section	Investigation		HHL	324	100	2,600.0	180.3	0.0	0.0	Committed	R
09-12 Rooding - SH26/27 Intersection Improvements	Construction		MMM	324	100	4,064.0	513.8	0.0	0.0	Committed	N
09-12 Rooding - Limmer Rd Realignment	Investigation		MMH	324	100	190.0	45.8	0.0	0.0	Committed	N
Te Rapa Section	Design		HHL	323	100	3,999.0	30.9	72.5	0.0	Committed	N
Rangiriri Section	Construction		HHL	324	100	9,200.0	5,040.1	978.8	0.0	Committed	N
Rangiriri Section	Property		HHL	331	100	4,982.4	1,329.1	0.0	0.0	Committed	N
Maramarua Deviation (SH2)	Design		HML	324	100	3,378.0	37.3	2,197.8	0.0	Committed	C
Ngaruawahia Section	Design		HML	323	100	4,409.5	204.8	0.0	0.0	Committed	NR
Hamilton Section	Investigation		HHL	324	100	8,912.6	3,451.5	1,835.2	0.0	Committed	R
Piarere - Oak Tree Bend Realign	Construction		MML	324	100	9,382.5	30.9	0.0	0.0	Committed	R
Waikato Expressway RoNS Programme Office	Investigation		HML	323	100	12,500.0	1,421.9	2,575.8	2,717.3	Committed	N
Hamilton Southern Links	Investigation		HML	323	100	5,250.0	2,414.4	0.0	0.0	Committed	N
Tamahere Section	Property	9	HHL	324	100	6,558.0	2,311.0	2,173.3	0.0	Committed	N
Te Rapa Section	Property		HHL	331	100	34,000.0	1,318.2	0.0	0.0	Committed	N
Maramarua Deviation (SH2)	Property		HML	331	100	8,621.0	3,965.9	0.0	0.0	Committed	NC
Tamahere Section	Investigation		HHL	324	100	3,200.0	2,123.8	0.0	0.0	Committed	R
09-12 Rooding - Mangatarata Double PLs	Investigation		MMM	324	100	136.0	58.9	0.0	0.0	Committed	N
Long Swamp Section	Design		HHL	324	100	2,500.0	1,234.9	1,150.0	0.0	Committed	N
09-12 Rooding - Safety Improvements : SH39	Construction		MMM	324	100	4,200.0	1,143.6	0.0	0.0	Committed	N
Huntly Section	Investigation		HHL	323	100	12,532.0	4,547.3	649.1	123.6	Committed	R
Kopuku Realignment	Investigation		HML	324	100	1,360.8	74.9	45.3	0.0	Committed	R
Mangatawhiri Deviation	Construction		MMM	324	100	42,996.5	4.2	0.0	0.0	Committed	N
Rangiriri Section	Design		HHL	324	100	5,105.5	51.3	0.0	0.0	Committed	N

09-12 Roading - Laxon Rd Realignment	Investigation		MMH	324	100	240.0	99.7	0.0	0.0	Committed	N
Te Rapa Section	Construction		HHL	323	100	131,027.8	25,209.2	10,775.5	0.0	Committed	C
Kopu Bridge Replacement	Design		MMH	322	100	2,326.8	6.9	0.0	0.0	Committed	N
Atiamuri Bridge Replacement	Construction		HHH	322	100	24,300.0	14,532.3	361.4	0.0	Committed	NR
Ngaruawahia Section	Property		HML	331	100	26,380.0	8,857.1	0.0	0.0	Committed	NR
Hamilton Section	Property		HHL	331	100	65,000.0	33,752.6	19,656.8	0.0	Committed	NR
09-12 Roading - Pats Corner Realignment	Investigation		MMH	324	100	135.0	63.0	0.0	0.0	Committed	N
Cambridge Section (Waikato Expressway)	Property		HHL	331	100	33,555.0	25,030.5	0.0	0.0	Committed	NR
Ngaruawahia Section	Construction		HML	323	100	168,795.1	62,538.7	44,405.9	0.0	Committed	NC
Kopu Bridge Replacement	Construction		MMH	322	100	39,276.6	1,004.9	470.2	0.0	Committed	N
Huntly Section	Property		HHL	331	100	15,000.0	10,302.1	0.0	0.0	Committed	NR
Minor improvements 2012/15	State Highways	12	HMH	341	100	14,857.1	5,102.4	5,102.4	5,102.4	Approved	N
Cambridge Section (Waikato Expressway)	Construction	11	HHL	323	100	172,272.1	0.0	88,064.4	89,427.6	Probable	N
SH1 Cambridge to Piarere Safe System Improvements	Investigation	41	HMM	324	100	910.0	0.0	580.1	357.5	Probable	N
Kahikatea Dr Ext/Greenwood St Int Impvt	Investigation	44	HMM	324	100	170.0	0.0	175.2	0.0	Probable	N
Tirau SH1/5 Improvements	Design	3	HMH	324	100	124.0	127.8	0.0	0.0	Probable	N
SH2/25 IS At Grade Interim	Design	40	HMM	324	100	278.0	0.0	0.0	141.2	Probable	N
Improved Driver Information - Waikato	Construction	20	HMH	321	100	1,449.0	497.6	461.6	533.7	Probable	N
Southern Coromandel Motorcycle Safety Demonstration Project	Construction	18	HMH	324	100	1,202.0	0.0	0.0	1,238.4	Probable	N
SH2 Pokeno - Mangatarata Safe System Demonstration Project	Design	14	HHM	324	100	893.0	0.0	920.1	0.0	Probable	N
Piarere Junction Safety Improvements	Construction	2	HMH	324	100	4,918.0	0.0	1,639.2	1,688.7	Probable	N
Property Acquisition Block and Fees - Waikato	Construction	51	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
SH1 Cambridge to Piarere Safe System Improvements	Design	42	HMM	324	100	706.0	0.0	0.0	358.5	Probable	N
Kahikatea Dr Ext/Greenwood St Int Impvt	Design	45	HMM	324	100	120.0	0.0	0.0	123.6	Probable	N
Piarere Junction Safety Improvements	Design	1	HMH	324	100	258.0	265.8	0.0	0.0	Probable	N
Seismic Retrofit - Waikato	Construction	21	HMH	322	100	295.0	200.9	103.0	0.0	Probable	N
SH2 Pokeno - Mangatarata Safe System Demonstration Project	Investigation	13	HHM	324	100	1,004.0	0.0	1,034.4	0.0	Probable	N
SH2 Pokeno - Mangatarata Safe System Demonstration Project	Construction	15	HHM	324	100	48,171.4	0.0	0.0	49,631.0	Probable	N
HPMV - SH1/SH29 Auckland to Tauranga	Construction	60	HMH	323	100	222.0	0.0	0.0	112.3	Probable	N
Southern Coromandel Motorcycle Safety Demonstration Project	Design	17	HMH	324	100	212.0	0.0	218.4	0.0	Probable	N

Southern Coromandel Motorcycle Safety Demonstration Project	Investigation	16	HMH	324	100	206.0	212.2	0.0	0.0	Probable	N
Hillcrest & Morrinsville Rd IS	Construction	19	HMM	324	100	4,452.0	1,485.7	1,530.0	1,571.2	Probable	N
HPMV - SH1/SH29 Auckland to Tauranga	Investigation	58	HMH	322	100	31.0	31.9	0.0	0.0	Probable	N
HPMV - SH1/SH29 Auckland to Tauranga	Design	59	HMH	323	100	38.0	0.0	39.2	0.0	Probable	N
SH2/25 IS At Grade Interim	Investigation	39	HMM	324	100	188.0	0.0	95.8	97.9	Probable	N
Rangiriri Section	Construction		HHL	323	100	81,687.7	0.0	54,197.5	29,965.3	Probable	N
Tirau SH1/5 Improvements	Construction	4	HMH	324	100	2,907.0	0.0	1,477.5	1,517.6	Probable	N
Tamahere Section	Construction	10	HHL	323	100	65,563.6	0.0	0.0	67,550.2	Probable	N
Safety Retrofit - Waikato	Construction	43	HMM	324	100	5,000.0	2,551.2	1,300.1	1,300.1	Probable	N
Putaruru SEDF	Construction	65	MMH	321	100	200.0	0.0	0.0	206.1	Reserve	N
Kaimais to Piarere SI SH29 NSC	Construction	5	MMH	324	100	3,233.0	796.4	820.1	844.8	Reserve	N
Kautatahi Stream Northbd PL (SH5)	Construction	62	HLH	324	100	1,061.0	0.0	1,093.1	0.0	Reserve	N
Link Road Curves Realignment (SH1)	Investigation	53	HLH	324	100	124.0	127.8	0.0	0.0	Reserve	N
Rangipo SVB	Design	29	HLH	323	100	93.0	95.8	0.0	0.0	Reserve	N
Rotopua Southbd PL	Design	31	HLH	324	100	77.0	79.3	0.0	0.0	Reserve	N
Kaimais to Piarere SI SH29 NSC	Design	6	MMH	324	100	72.0	74.2	0.0	0.0	Reserve	N
Te Kuiti SEDF	Design	66	MMH	321	100	100.0	0.0	0.0	103.0	Reserve	N
Limmer Rd Realignment (SH39)	Design	7	HLH	324	100	98.0	101.0	0.0	0.0	Reserve	N
Link Road Curves Realignment (SH1)	Design	54	HLH	324	100	95.0	0.0	97.9	0.0	Reserve	N
Ngutuwera Bridge Northbd PL	Design	25	HLH	324	100	95.0	0.0	97.9	0.0	Reserve	N
Ngutuwera Bridge Northbd PL	Construction	26	HLH	324	100	1,442.0	0.0	0.0	731.5	Reserve	N
Pat's Corner SVB	Construction	28	HLH	323	100	770.0	0.0	562.5	230.8	Reserve	N
Limmer Rd Realignment (SH39)	Construction	8	HLH	324	100	754.0	0.0	383.3	393.6	Reserve	N
Motuopa Southbd PL	Construction	23	HLH	324	100	117.0	0.0	120.5	0.0	Reserve	N
Waikato SEDF	Investigation	68	MMH	321	100	100.0	0.0	103.0	0.0	Reserve	N
Ngutuwera Bridge Northbd PL	Investigation	24	HLH	324	100	134.0	138.1	0.0	0.0	Reserve	N
Waipakihi Southbd PL	Construction	58	HLH	324	100	969.0	0.0	0.0	492.5	Reserve	N
Five Mile Bay PL	Construction	55	HLH	324	100	689.0	0.0	0.0	709.9	Reserve	N
Rangitaiki Northbd PL	Design	63	HLH	324	100	72.0	74.2	0.0	0.0	Reserve	N
Walnut Rd PL	Investigation	36	HLH	323	100	77.0	79.3	0.0	0.0	Reserve	N
Tokoroa Golf Course Southbd PL	Construction	35	HLH	324	100	1,543.0	0.0	0.0	1,126.1	Reserve	N
Pat's Corner SVB	Design	27	HLH	324	100	57.0	58.7	0.0	0.0	Reserve	N
Rangitaiki Northbd PL	Construction	64	HLH	324	100	1,391.0	0.0	1,015.9	417.3	Reserve	N
Walnut Rd PL	Design	37	HLH	323	100	106.0	0.0	109.2	0.0	Reserve	N
Waikato SEDF	Design	69	MMH	321	100	100.0	0.0	0.0	103.0	Reserve	N
Tokoroa Golf Course Southbd PL	Design	34	HLH	324	100	106.0	0.0	109.2	0.0	Reserve	N



Kautatahi Stream Northbd PL (SH5)	Design	61	HLH	324	100	103.0	106.1	0.0	0.0	Reserve	N
Rangipo SVB	Construction	30	HLH	323	100	1,284.0	0.0	937.6	385.3	Reserve	N
Walnut Rd PL	Construction	38	HLH	323	100	1,708.0	0.0	0.0	866.5	Reserve	N
Motuoapa Southbd PL	Design	22	HLH	324	100	82.0	84.5	0.0	0.0	Reserve	N
Rotopua Southbd PL	Construction	32	HLH	323	100	1,077.0	0.0	547.1	562.5	Reserve	N
Tokoroa Golf Course Southbd PL	Investigation	33	HLH	324	100	144.0	148.4	0.0	0.0	Reserve	N
Waipakihi Southbd PL	Design	57	HLH	324	100	72.0	74.2	0.0	0.0	Reserve	N
<b>Waikato Regional Council</b>											
<b>Transport planning</b>											
PT Strategic Network Review ? 2012/13	Study		MM_	2	59.6	150.0	65.6	23.8	0.0	Committed	N
RLTS Road Safety Action Plan 2012-15	Study		MM_	2	59.6	100.0	59.6	0.0	0.0	Committed	N
Regional Passenger Transport Studies	Study		HM_	2	75	180.0	0.0	45.0	0.0	Committed	N
Regional Public Transport Plan	Study		HH_	2	75	600.0	0.0	135.0	0.0	Committed	N
Regional Public Transport Plan 2015-18	Study	13	HH_	3	59.6	300.0	0.0	89.4	89.4	Probable	N
Upper North Island Transport Network Plan	Study	2	HH_	2	59.6	200.0	59.6	59.6	0.0	Probable	N
Regional Administration for Waikato RLTP and RLTS	Study	1	HH_	1	59.6	1,617.3	302.9	316.7	344.3	Probable	N
Waikato Regional Transport Model 2013/14 Census Update	Study	10	MM_	2	59.6	250.0	0.0	29.8	119.2	Reserve	N
RLTS Road Safety Investigations 2012-15	Study	19	MM_	2	59.6	225.0	44.7	44.7	44.7	Reserve	N
Regional land use and infrastructure integration (Future Pr)	Study	9	MM_	2	59.6	200.0	14.9	59.6	44.7	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion Activities 2012-15	Construction	1	HM_	432	59.6	925.0	0.0	0.0	551.3	Approved	N
Road Safety Promotion Activities 2012-15	Construction	1	HM_	432	59.6	925.0	551.3	0.0	0.0	Approved	N
Road Safety Promotion Activities 2012-15	Construction	1	HM_	432	59.6	925.0	0.0	551.3	0.0	Approved	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		MMM			50,518.5	8,250.3	8,551.4	8,789.1	Approved	N
<b>Public transport infrastructure</b>											
Minor improvements 2012/15	PT Improvements		MLM	531	50	558.0	91.0	93.0	95.0	Approved	N
Electronic Ticketing System Enhancements for PT	Implementation		MML*	531	50	600.0	100.0	100.0	100.0	Reserve	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		LLL			910.0	148.8	148.8	153.8	Approved	N

Ministry of Transport											
SuperGold Card Allocation	Construction		MML*	522	100	700.0	700.0	0.0	0.0	Committed	N
<b>Waipa District Council</b>											
<b>Transport planning</b>											
Crash Reduction Study 09	Study		LM_	2	75	35.0	19.2	0.0	0.0	Committed	N
Intergrated Traffic Studies (WITS)	Study	6	MH_	2	59	50.0	0.0	0.0	30.2	Probable	N
Te Awamutu Heavy Traffic Routes Study	Study	25	MM_	2	59	25.0	15.1	0.0	0.0	Reserve	N
Cambridge Post Bypass Traffic Options Plan	Study	5	MM_	2	59	85.0	51.3	0.0	0.0	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion (2012-2015)	Construction	1	MM_	432	59	43.8	8.8	8.8	8.8	Approved	N
Road Safety Promotion (High) 2012-15	Construction	1	HM_	432	59	367.2	71.4	73.8	76.3	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			13,481.8	2,253.6	2,253.6	2,253.6	Approved	N
Storm Damage July 2012	Construction		---	141	50	520.0	265.9	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			21,192.2	3,539.3	3,539.3	3,539.3	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Roading - HPMV Route Assessment	Investigation		MMH	322	100	80.0	17.3	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	59	1,843.2	358.1	373.2	380.6	Approved	N
Cambridge Bypass - Hautapu Interchange	Construction		HHL	323	59	1,600.0	181.0	542.9	241.3	Probable	N
Cambridge Bypass Old State Highway Intersection Improvements	Construction		MML*	321	59	2,200.0	0.0	0.0	60.3	Reserve	N
Cambridge Third Bridge	Investigation		MML*	323	59	200.0	0.0	120.7	0.0	Reserve	N
<b>Waitomo District Council</b>											
<b>Transport planning</b>											
Activity Management Plan	Study	1	HH_	3	69	16.2	0.0	0.0	11.4	Probable	N
<b>Road safety promotion</b>											
Road Safety Promotion	Construction	1	MM_	432	65.5	106.2	0.0	0.0	71.1	Approved	N
Road Safety Promotion	Construction	1	MM_	432	65.5	98.8	0.0	66.2	0.0	Approved	N
Road Safety Promotion	Construction	1	MM_	432	65.5	95.9	64.2	0.0	0.0	Approved	N
<b>Maintenance and operation of local roads</b>											
Emergency Works 2011-12	Construction		---	141	61	773.0	97.9	0.0	0.0	Committed	N
Emergency Works 2012-2013	Construction		---	141	61	356.5	222.4	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			12,922.5	2,500.9	2,587.5	2,716.8	Approved	N

<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			12,982.0	2,404.7	2,466.5	2,960.5	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Rooding - Te Kuiti Stock Effluent Disposal Facility	Construction		MMM	321	50	172.0	87.9	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	69	1,098.2	238.2	264.0	272.6	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Bay of Plenty</b>											
<b>Bay of Plenty Regional Council</b>											
<b>Transport planning</b>											
Bay of Plenty Regional Land Transport Programme, 2012-15	Study	2	HH_	1	56.2	465.1	74.3	81.5	105.7	Probable	N
Bay of Plenty Regional Public Transport Plan, 2012 -15	Study	17	HH_	3	56.02	203.2	16.6	54.0	43.3	Probable	N
RLTS - Regional Land Transport Strategy, 2012 -15	Study	1	HH_	1	56.2	493.9	102.4	96.5	78.6	Probable	N
<b>Road safety promotion</b>											
Road Safety Promotion 2012-15	Construction	70	HM_	432	56.2	659.9	119.2	123.7	128.0	Approved	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		MMM			30,625.3	5,081.5	5,265.9	5,468.7	Approved	N
Tauranga School Bus Services	Implementation	26	MHL*	511	50	35,156.0	114.9	396.2	964.7	Reserve	N
<b>Public transport infrastructure</b>											
Minor improvements 2012/15	PT Improvements		MLM	531	50	1,119.0	188.3	186.2	185.0	Approved	N
Tauranga City Real Time Passenger Information System	Construction	41	HMM	531	50	697.8	0.0	348.9	0.0	Probable	N
Tauranga City Real Time Passenger Information System	Investigation	41	HMM	531	50	51.9	25.9	0.0	0.0	Probable	N
Bay of Plenty Regional Electronic Ticketing System	Construction	56	MMH	531	50	1,050.8	0.0	134.2	277.0	Reserve	N
Bay of Plenty Regional Electronic Ticketing System	Investigation	56	MMH	531	50	51.9	25.9	0.0	0.0	Reserve	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		LLL			12.5	1.9	1.9	1.9	Approved	N
<b>Ministry of Transport</b>											
SuperGold Card Allocation	Construction		LLL	522	100	565.0	565.0	0.0	0.0	Committed	N

<b>BOP Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
Rotorua Integrated Network Strategy (RINS)	Study		HH_	2	100	160.0	61.8	0.0	0.0	Committed	N
Upper North Island Network Plan	Study	3	HH_	2	100	200.0	103.0	103.0	0.0	Probable	N
Activity mangement Plan Bay of Plenty 12/15	Study	7	HH_	3	100	656.3	225.4	225.4	225.4	Probable	N
Corridor Optimisation 12/15 BOP	Study	14	HM_	2	100	200.0	103.0	51.5	51.5	Probable	N
<b>Road safety promotion</b>											
Road Safety Promotion 12/15 - Bay of Plenty	Construction	68	HM_	432	100	315.0	108.2	108.2	108.2	Approved	N
<b>Maintenance and operation of State highways</b>											
EW (09/006/04) Flood Events 4th & 12th October 09	Construction		___	141	100	218.0	0.0	0.0	0.0	Committed	N
EW Rotorua SH36 January 2011 wind & rain event Permanent	Construction		___	141	100	160.0	165.5	0.0	0.0	Committed	N
EW SH2 Emergency Works Omokoroa 26 April 2011	Construction		___	141	100	440.0	16.1	0.0	0.0	Committed	N
EW 11/004/4 Emergency Restoration work following heavy rain	Construction		___	141	100	1,822.0	367.5	0.0	0.0	Committed	N
EW January 23 and 31st 2011 heavy rain events BOP East SH2	Construction		___	141	100	1,289.0	0.0	0.0	0.0	Committed	N
EW (3873 & 3877) Matata & TCC Event BOP R4 18 May 05	Construction		___	141	100	1,189.5	434.6	0.0	0.0	Committed	N
Heavy rain events 11th & 12th October 2011 BoP east	Construction		___	141	100	436.9	353.6	0.0	0.0	Committed	N
EW Bay of Plenty East remedials and clean up costs 2011/12	Construction		___	141	100	323.0	266.1	0.0	0.0	Committed	N
EW SH35 Maraenui bluff Drop out August 2010	Construction		___	141	100	12,267.0	1,761.2	0.0	0.0	Committed	N
EW Waioeka Gorge Slip March 2012	Construction		___	141	100	11,500.0	6,013.6	3,103.8	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			69,340.6	23,776.9	23,890.8	24,072.1	Approved	N
EW Bay Of Plenty East 2012/13	Construction		___	141	100	353.7	365.9	0.0	0.0		N
EW SH35 Ruato Bay Rock Fall 12 August 2012	Construction		___	141	100	240.0	248.3	0.0	0.0		N
EW SH35 Torere Bridge August 2012	Construction		___	141	100	720.0	331.1	413.8	0.0		N
EW SH30 Anaputa Point Slip July 2012	Construction		___	141	100	115.0	119.0	0.0	0.0		N
EW SH2 & 29 Athenree/ Stokes Rd / Ruahihi Bluff August 2012	Construction		___	141	100	645.0	667.3	0.0	0.0		N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			46,065.2	17,731.5	15,083.2	15,691.9	Approved	N
Preventive Maintenance Bay of Plenty 12/15	Construction		MHH	241	100	728.8	255.8	255.8	255.8	Reserve	N

New & improved infrastructure for State highways											
Hairini Link - Stage 4	Investigation		HMM	324	100	3,370.0	156.8	0.0	0.0	Committed	R
Reids Canal Bridge Replacement (Large Project)	Construction		MMH	322	100	5,705.1	292.5	0.0	0.0	Committed	C
Rotorua Eastern Arterial	Investigation		MMM	323	100	1,900.0	106.4	0.0	0.0	Committed	C
09-12 Rooding - Arden Cottage Curves Realignment	Investigation		MMH	323	100	340.9	53.4	0.0	0.0	Committed	R
09-12 Rooding - Pekatahi Road/Rail Bridge Upgrade	Investigation		MMH	322	100	400.8	277.5	0.0	0.0	Committed	NR
Pyes Pa Bypass	Construction		MML	323	100	5,958.1	112.3	0.0	0.0	Committed	R
TEL Tauranga Eastern Link	Construction		HHL	323	100	340,000.0	66,145.1	65,678.0	35,673.2	Committed	NRC
Maunganui Rd/Girven Rd I/S	Investigation		HHH	324	100	1,400.0	574.5	0.0	0.0	Committed	N
09-12 Rooding - Kauri Point PL	Design		MML	324	100	157.5	7.7	0.0	0.0	Committed	N
09-12 Rooding - Tuapiro Rd PL	Design		MML	324	100	216.1	6.3	0.0	0.0	Committed	N
TEL Tauranga Eastern Link	Construction		HHL	323	100	34,105.9	4,148.3	2,148.2	5,151.5	Committed	R
Bethlehem to Route J - Four laning (SH2)	Design		MMH	324	100	198.0	180.3	23.7	0.0	Committed	N
09-12 Rooding - Strategic Plan Initiatives 9/12	Construction		MMM	321	100	2,587.8	1,590.8	0.0	0.0	Committed	N
Soldiers Road Realignment + IS	Design		HMM	324	100	300.0	57.8	0.0	0.0	Committed	N
Tauranga Central Corridor Improvements	Construction		MHH	324	100	4,225.7	631.2	0.0	0.0	Committed	N
Bethlehem to Route J - Four laning (SH2)	Property		MMH	331	100	1,370.0	476.0	0.0	0.0	Committed	N
Harbour Link Construction	Construction		MMM	323	100	168,638.0	172.2	0.0	0.0	Committed	NC
Tauranga Northern Link	Investigation		MML	324	100	3,700.1	174.7	906.9	0.0	Committed	R
Tauriko Upgrade	Investigation		HML	323	100	1,500.0	401.9	0.0	0.0	Committed	N
Katikati Bypass	Investigation		MML	324	100	935.2	71.7	170.2	0.0	Committed	R
Minor improvements 2012/15	State Highways	39	HMH	341	100	8,748.9	3,004.7	3,004.7	3,004.7	Approved	N
HPMV - SH2/SH33/SH30/SH5 Port of Tauranga to Taupo	Construction	52	HMH	322	100	656.0	0.0	0.0	675.9	Probable	N
Hairini Link - Stage 4	Construction	21	HMM	323	100	57,586.7	0.0	0.0	59,331.6	Probable	N
SH 2 Northern Corridor Safe System Programme	Investigation	40	HMH	324	100	2,333.0	0.0	1,597.0	0.0	Probable	N
HPMV - SH2/SH33/SH30/SH5 Port of Tauranga to Taupo	Investigation	52	HMH	322	100	52.0	53.6	0.0	0.0	Probable	N
SH 29 Eastern Kamai Safe System Corridor	Design	37	HMH	324	100	160.0	164.8	0.0	0.0	Probable	N
Safety Retrofit - Bay of Plenty	Construction	16	HMM	324	100	4,374.4	1,502.3	1,502.3	1,502.3	Probable	N
Sun Valley Realignment	Construction	32	HMH	324	100	4,356.0	1,453.8	1,497.0	1,537.2	Probable	N
Improved Driver Information - Bay of Plenty	Construction	61	HMH	321	100	621.0	213.3	197.8	228.7	Probable	N
Maunganui Rd/Girven Rd I/S	Design	11	HHH	324	100	1,720.0	978.8	793.3	0.0	Probable	N
Bethlehem to Waihi Road SI SH2	Design	45	HMM	323	100	155.0	0.0	0.0	78.3	Probable	N
SH 29 Eastern Kamai Safe System Corridor	Construction	37	HMH	324	100	3,231.0	0.0	1,642.3	1,686.6	Probable	N
SH2 Apata Station Rd to	Construction	63	HMH	323	100	4,624.0	0.0	1,541.3	1,587.7	Probable	N

Sargent Drive Median Barrier											
SH 2 Northern Corridor Safe System Programme	Construction	40	HMH	324	100	35,346.5	0.0	0.0	5,684.5	Probable	N
Minden Te Puna Intersection Improvements	Design	66	HMH	321	100	106.0	0.0	109.2	0.0	Probable	N
SH 2 Northern Corridor Safe System Programme	Design	40	HMH	324	100	2,133.0	0.0	512.1	252.4	Probable	N
Hairini Link - Stage 4	Design	21	HMM	323	100	4,310.0	0.0	2,895.1	1,545.5	Probable	N
Property Acquisition Block and Fees - Bay of Plenty	Construction	4	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
SH2 Route Security Kukumoa Rooding Improvements	Investigation	31	MHH	324	100	1,133.0	1,167.3	0.0	0.0	Probable	N
Hairini Link - Stage 4	Property	21	HMM	323	100	5,000.0	0.0	2,060.6	3,090.9	Probable	N
Seismic Retrofit - Bay of Plenty	Construction	53	HMH	322	100	352.0	206.1	103.0	53.6	Probable	N
SH2 Apata Station Rd to Sargent Drive Median Barrier	Design	63	HMH	323	100	143.0	0.0	147.3	0.0	Probable	N
Maunganui Rd/Girven Rd I/S	Construction	11	HHH	324	100	41,014.0	0.0	0.0	21,631.6	Probable	N
Minden Te Puna Intersection Improvements	Investigation	66	HMH	321	100	103.0	106.1	0.0	0.0	Probable	N
HPMV - SH2/SH33/SH30/SH5 Port of Tauranga to Taupo	Design	52	HMH	322	100	53.0	0.0	54.6	0.0	Probable	N
Maunganui Rd/Girven Rd I/S	Property	11	HHH	324	100	4,002.0	0.0	3,070.3	1,053.0	Probable	N
Bethlehem to Waihi Road SI SH2	Investigation	45	HMM	323	100	146.0	74.2	76.2	0.0	Probable	N
SH2 Apata Station Rd to Sargent Drive Median Barrier	Investigation	63	HMH	323	100	139.0	143.2	0.0	0.0	Probable	N
Maketu/Rangiuru Intersection Upgrade	Investigation	43	MMH	323	100	340.0	0.0	350.3	0.0	Reserve	N
No3 Road Intersection Upgrade	Design	44	MMH	324	100	212.0	0.0	218.4	0.0	Reserve	N
Maketu/Rangiuru Intersection Upgrade	Design	43	MMH	323	100	700.0	0.0	0.0	721.2	Reserve	N
SH2 Takitimu Dr Elizabeth St Intersection - Interim	Construction	24	MMH	323	100	2,841.0	0.0	946.8	975.7	Reserve	N
SH29 SEDF	Design	77	MMH	321	100	20.0	0.0	20.6	0.0	Reserve	N
SH29 SEDF	Construction	77	MMH	321	100	600.0	0.0	0.0	618.2	Reserve	N
Taneatua Rail Overbridge	Construction	46	MMH	322	100	3,800.0	1,174.5	2,740.6	0.0	Reserve	N
No3 Road Intersection Upgrade	Investigation	44	MMH	324	100	318.0	327.6	0.0	0.0	Reserve	N

#### Kawerau District Council

##### Maintenance and operation of local roads

Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			684.3	153.9	151.6	146.9	Approved	N
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##### Renewal of local roads

Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			788.0	177.3	174.6	169.2	Approved	N
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##### New & improved infrastructure for local roads

Minor improvements 2012/15	Local Roads		MMH	341	74.67	80.4	20.8	20.6	20.0	Approved	N
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Opotiki District Council											
<b>Maintenance and operation of local roads</b>											
Minor Events 2012	Construction		---	141	51	110.0	57.4	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			4,189.4	713.9	713.9	713.9	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			2,252.2	383.8	383.8	383.8	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	60	314.0	68.7	62.6	61.4	Approved	N
<b>Rotorua District Council</b>											
<b>Transport planning</b>											
Rotorua Integrated Network Strategy	Study		HH_	2	75	50.0	19.2	0.0	0.0	Committed	N
<b>Road safety promotion</b>											
Road Safety Promotion 2012-2015 - Medium priority	Construction	72	MM_	432	57	331.9	64.5	64.5	64.5	Approved	N
Road Safety Promotion 2012-2015 - High priority	Construction	71	HM_	432	57	778.1	151.2	151.2	151.2	Approved	N
<b>Walking and cycling</b>											
CBD To Ngongotaha Cycling Route	Construction		HMH	452	56	1,032.0	75.6	0.0	0.0	Committed	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			14,089.5	2,260.0	2,260.0	2,260.0	Approved	N
Emergency Works 2012/2013	Construction		---	141	48	777.8	381.8	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			15,530.1	2,487.8	2,487.8	2,487.8	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Lake Rd 4-Laning	Construction		HMH	324	56	9,530.0	3,059.1	0.0	0.0	Committed	R
Lake Rd 4-Laning	Property		HMH	332	56	1,300.0	0.0	744.4	0.0	Committed	R
Minor improvements 2012/15	Local Roads		MMH	341	57	1,609.5	302.8	312.7	322.6	Approved	N
<b>Tauranga City Council</b>											
<b>Transport planning</b>											
TCC/WBOPDC/NZTA Tauranga Transport Model	Study	10	MM_	2	53	175.0	31.6	31.6	31.6	Reserve	N
<b>Road safety promotion</b>											
TCC/WBOPDC Road Safety promotion	Construction	69	HM_	432	53	1,280.0	227.6	233.0	233.0	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			17,271.9	2,616.2	2,553.5	2,553.4	Approved	N
<b>Renewal of local roads</b>											



Coastal Roading Protection (Beach Rd West) Prev Mtce	Construction		LLH	241	43	358.0	157.4	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			18,049.9	2,645.4	2,645.4	2,645.4	Approved	N
Coastal Roading protection (Beach Rd East)	Construction		LLH	241	43	500.0	0.0	219.8	0.0	Probable	N
<b>New &amp; improved infrastructure for local roads</b>											
TCC Tara Rd 4 laning	Construction		HMH	324	53	3,210.0	1,170.6	569.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	53	2,949.0	532.7	532.7	532.7	Approved	N
TCC/NZTA TEL Mangatawa Interchange (SH2)	Construction	29	HHL	323	53	6,120.0	0.0	0.0	3,316.6	Probable	N
<b>Western BoP District Council</b>											
<b>Transport planning</b>											
Transportation Activity Management Plan - 2013 Update	Study	8	HH_	3	56	300.0	57.3	57.3	57.3	Probable	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMH			36,547.9	5,701.9	5,701.9	5,950.1	Approved	N
Emergency Works 2012/2013	Construction		---	141	46	1,000.0	470.4	0.0	0.0		N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Roading - Welcome Bay Road Reconstruction 2011 3.4km-4	Construction		MMH	324	55	776.7	184.9	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	56	2,923.8	558.1	558.1	558.1	Approved	N
<b>Whakatane District Council</b>											
<b>Transport planning</b>											
WDC Coastal Arterial Route Study 2010/11	Study		MM_	2	75	121.3	3.8	0.0	0.0	Committed	N
Activity Management Plan Improvements	Study	9	HH_	3	58	100.0	0.0	59.3	0.0	Probable	N
<b>Road safety promotion</b>											
Road Safety Promotion 2012-15	Construction	73	HM_	432	64.2	1,234.6	270.6	270.6	269.3	Approved	N
<b>Maintenance and operation of local roads</b>											
EW July 2008 Storm Events Local Roads	Construction		---	141	47	690.0	46.8	0.0	0.0	Committed	N
WDC Emergency Works 2011/12	Construction		---	141	47	2,015.3	134.6	0.0	0.0	Committed	N
WDC Emergency Works SPR 2011/12	Construction		---	141	100	1,181.9	350.7	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMH			1,379.0	468.3	473.4	468.3	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			11,662.0	1,917.1	1,909.3	1,898.4	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMH			1,860.0	735.2	638.0	528.6	Approved	N

Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			11,631.0	1,843.0	1,886.6	1,980.1	Approved	N
WDC Maraetotara Rd Preventative Maintenance 2012-13	Construction		---	241	47	35.0	16.8	0.0	0.0		N
<b>New &amp; improved infrastructure for local roads</b>											
MacDonald Road Pavement Smoothing 08/09	Construction		MMH	324	55	180.8	19.2	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	58	2,020.2	392.9	397.3	407.8	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	259.0	96.1	89.0	79.8	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Gisborne</b>											
<b>Gisborne District Council</b>											
<b>Transport planning</b>											
Regional Land Transport Planning	Study	2	MM_	1	68	180.0	40.8	40.8	40.8	Probable	N
Gisborne City Heavy Freight Route Transportation Study	Study	2	MM_	2	68	50.9	35.4	0.0	0.0	Reserve	N
<b>Road safety promotion</b>											
Community Programmes 2012/2015 - Medium Risk	Implementation	1	MM_	432	68	276.1	62.9	64.0	65.1	Approved	N
Community Programmes 2012/2015 -High Risk	Construction	1	HM_	432	68	390.0	89.0	90.4	91.8	Approved	N
<b>Walking and cycling</b>											
Awapuni Pedestrian Link 2012-2015	Design	1	MMH	452	68	15.0	10.4	0.0	0.0	Approved	R
Awapuni Pedestrian Link 2012-2015	Construction	1	MMH	452	68	265.6	0.0	184.7	0.0	Probable	R
Walking and Cycling - Customhouse Street to Midway 2012-2015	Design	3	MML	451	68	15.4	0.0	10.7	0.0	Reserve	R
Walking and Cycling - Customhouse Street to Midway 2012-2015	Construction	3	MML	452	68	385.0	0.0	0.0	267.7	Reserve	R
Walking and Cycling - Customhouse Street to Midway 2012-2015	Construction	3	MML	452	68	235.0	163.4	0.0	0.0	Reserve	R
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		LMM			1,060.1	182.6	197.0	192.4	Approved	N
<b>Public transport infrastructure</b>											
Minor improvements 2012/15	PT Improvements	1	MMM	531	50	39.6	6.7	6.7	6.7	Approved	N
<b>Maintenance and operation of local roads</b>											

Emergency Works - April 11/12 Rainfall Event	Construction		---	141	71	1,990.6	726.0	0.0	0.0	Committed	N
Emergency Works 12/13	Construction		---	141	71	1,800.0	1,306.8	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			29,312.2	5,580.4	5,816.8	5,993.1	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			24,596.6	4,674.7	4,885.7	5,026.6	Approved	N
Preventative Maintenance 2012/15	Construction	2	MMM	241	58	615.7	118.6	121.7	124.9	Reserve	N
<b>New &amp; improved infrastructure for local roads</b>											
HPMV Bridge Strengthening 2012	Construction		MMM	322	68	100.0	69.5	0.0	0.0	Approved	R
Minor improvements 2012/15	Local Roads	1	MMM	341	68	2,700.0	625.8	625.8	625.8	Approved	N
HPMV Bridge Strengthening 2012-2015	Construction	2	MMH	322	68	600.9	0.0	417.8	0.0	Probable	R
HPMV Bridge Strengthening 2012-2015	Construction	2	MMH	322	68	600.0	417.2	0.0	0.0	Probable	R
HPMV Bridge Strengthening 2012-2015	Construction	2	MMH	322	68	616.6	0.0	0.0	428.7	Probable	R
<b>Ministry of Transport</b>											
SuperGold Card Allocations	Implementation		HMM	522	100	19.0	19.0	0.0	0.0	Committed	N
<b>Gisborne Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
Activity mangement Plan Gisborne 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
<b>Road safety promotion</b>											
Community Advertising 12/15 - Gisborne	Construction	1	MM_	432	100	45.0	15.5	15.5	15.5	Reserve	N
<b>Walking and cycling</b>											
Gisborne - Wainui Cycleway SH 35	Design	3	LLL*	452	100	90.0	92.7	0.0	0.0	Reserve	R
Gisborne - Wainui Cycleway SH 35	Construction	3	LLL*	452	100	633.0	0.0	652.2	0.0	Reserve	R
<b>Maintenance and operation of State highways</b>											
E/W Gisb Storm Event October 2010	Construction		---	141	100	3,813.0	649.5	0.0	0.0	Committed	N
E/W Gisborne March & April 2012 Storm Events	Construction		---	141	100	2,000.0	1,574.4	0.0	0.0	Committed	N
E/W March 2012 Goldsmiths Scour	Construction		---	141	100	240.0	248.3	0.0	0.0	Committed	N
EW Gisb Storm March 2011	Construction		---	141	100	1,379.5	924.0	0.0	0.0	Committed	N
E/W Gisb. Storm Event July 2010	Construction		---	141	100	736.0	252.4	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMH			24,019.7	8,670.0	8,161.7	8,019.0	Approved	N
E/W Gisborne Storm Events 12/13	Construction		---	141	100	110.0	113.8	0.0	0.0		N
<b>Renewal of State highways</b>											
Maintenance, Operations and	State Highways		HMH			20,569.7	7,284.7	7,063.9	7,311.3	Approved	N

Renewals Programme 2012/15											
Preventive Maintenance Gisborne 12/15	Construction	2	MLL	241	100	1,646.0	577.7	577.7	577.7	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
09-12 Rooding - SH2 Pilmer & Farmer Roads I/S	Design		MMM	324	100	95.0	1.1	0.0	0.0	Committed	R
09-12 Rooding - Panikau Hill Slow Vehicle Bays	Design		MMH	324	100	25.0	4.6	0.0	0.0	Committed	NR
09-12 Rooding - Gisborne Napier Passing Opportunities -Gisbo	Design		MMH	324	100	85.0	59.9	0.0	0.0	Committed	R
09-12 Rooding - Kopuaroa No 3 Bridge Replacement	Construction		MMM	322	100	1,492.2	195.8	0.0	0.0	Committed	N
09-12 Rooding - Safety Retrofit 9/12	Construction		MML	324	100	555.0	28.3	0.0	0.0	Committed	NR
09-12 Rooding - Curve Nth of Makarika Rd	Construction		MMH	324	100	489.6	14.5	0.0	0.0	Committed	R
SH35 Tolaga - Gisborne Seal Widening	Construction		LMM	324	100	2,066.7	46.6	103.0	0.0	Committed	R
Minor improvements 2012/15	State Highways	1	MMH	341	100	1,995.6	685.4	685.4	685.4	Approved	N
Safety Retrofit - Gisborne	Construction	1	HMH	323	100	997.8	342.7	342.7	342.7	Probable	R
Improved Driver Information - Gisborne	Construction	1	MMH	321	100	292.0	99.9	36.1	164.8	Probable	R
Gisborne Stock Effluent Facility	Construction	2	MMH	323	100	300.0	0.0	309.1	0.0	Probable	R
HPMV SH35 Gisborne Route 1- Tolaga Bay/Matawhero to Port	Construction	2	MMH	323	100	7,780.2	0.0	0.0	8,015.9	Probable	R
HPMV SH35 Gisborne Route 1- Tolaga Bay/Matawhero to Port	Design	2	MMH	323	100	422.0	0.0	434.8	0.0	Probable	R
HPMV SH35 Gisborne Route 1- Tolaga Bay/Matawhero to Port	Property	2	MMH	323	100	200.0	0.0	206.1	0.0	Probable	R
HPMV SH35 Gisborne Route 1- Tolaga Bay/Matawhero to Port	Investigation	2	MMH	323	100	170.0	175.2	0.0	0.0	Probable	R
Property Acquisition Block and Fees - Gisborne	Construction	2	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Panikau Hill Slow Vehicle Bays	Construction	1	LLH	323	100	779.0	0.0	665.6	137.0	Reserve	R
Gisborne Napier Passing Opportunities -Gisborne	Construction	1	MLM	323	100	927.0	0.0	0.0	472.9	Reserve	R
SH35 Slow Vehicle Bays Stage 1	Construction	1	LLH	324	100	149.0	0.0	153.5	0.0	Reserve	R
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Hawkes Bay</b>											
<b>Central Hawkes Bay District Council</b>											
<b>Maintenance and operation of local roads</b>											
E/Works 11/12	Construction		---	141	89	1,530.0	591.5	0.0	0.0	Committed	N

Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			10,459.1	2,076.2	2,076.2	2,064.3	Approved	N
E/Works 12/13	Construction		---	141	89	4,439.4	4,039.9	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			19,451.2	3,853.1	3,841.2	3,841.2	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	68	1,597.5	370.3	370.3	370.3	Approved	N
<b>DOC (Hawkes Bay)</b>											
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			87.0	29.7	29.7	29.7	Approved	N
<b>Hastings District Council</b>											
<b>Transport planning</b>											
Area Wide Traffic Management Plans 2012/15	Study		MM_	2	61	154.5	32.1	32.1	32.1	Reserve	N
Activity Management Plans 2012/15	Study		MM_	3	61	580.6	96.6	137.8	127.7	Reserve	N
Safety Management System 2012/15	Study		MM_	2	61	283.5	58.9	58.9	58.9	Reserve	N
Accessibility Study 2012/15	Study		MM_	2	61	50.0	31.2	0.0	0.0	Reserve	N
Corridor Planning Studies 2012/15	Study		MM_	2	61	180.0	37.4	37.4	37.4	Reserve	N
<b>Walking and cycling</b>											
09-12 Walking & Cycling - Trip End & Wayfinding Facilities	Construction		HMM	452	61	468.0	109.4	0.0	0.0	Committed	N
Cycling -Crosses Rd/St Georges Rd	Construction		HMM	452	61	1,035.0	20.5	0.0	0.0	Committed	N
09-12 Walking & Cycling - Whakatu/Clive Arterial	Design		HMM	452	61	997.0	55.8	0.0	0.0	Committed	N
09-12 Walking & Cycling - Havelock Collectors	Construction		HMM	452	61	79.0	43.7	0.0	0.0	Committed	R
Model Communities: Walking and Cycling 2012/15	Construction	18	HMH	452	61	1,749.0	112.9	112.9	112.9	Probable	N
Model Communities: Walking and Cycling 2012/15	Construction	18	HMH	452	61	5,433.0	422.3	988.0	823.9	Probable	N
Model Communities: Walking and Cycling 2012/15	Construction	18	HMH	452	61	631.5	73.9	35.6	35.6	Probable	N
<b>Maintenance and operation of local roads</b>											
Emergency Works 11/12	Construction		---	141	51	1,100.0	204.1	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			19,106.8	3,202.0	3,350.7	3,461.4	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			26,323.5	4,392.1	4,560.8	4,774.1	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Taihape Road, Seal Extension -	Construction		LMH	325	61	3,000.0	3.2	0.0	0.0	Committed	R

Updated											
Major Safety Improvements - Middle Road & Kereru Road 2012	Construction		MMH	324	61	250.0	23.7	0.0	0.0	Committed	R
Major Safety Improvements - Nelson Street 2012	Construction		MMH	324	61	250.0	125.8	0.0	0.0	Committed	NR
Minor improvements 2012/15	Local Roads		MMH	341	61	3,370.0	670.5	714.2	717.3	Approved	N
Whakatu Arterial Link 2012/15	Design	1	MMH	323	61	520.0	0.0	162.2	162.2	Probable	R
Whakatu Arterial Link 2012/15	Investigation	1	MMH	323	61	399.0	124.4	124.4	0.0	Probable	R
Model Communities: Walking and Cycling 2012/15	Property	18	HMH	332	61	4,500.0	0.0	1,403.4	1,403.4	Probable	N
Whakatu Arterial Link 2012/15	Property	1	MMH	323	61	1,946.0	0.0	606.9	606.9	Probable	R
Puketitri Rd High Risk Rural Corridor Safety Project 2012/15	Construction		MML*	324	61	538.0	0.0	0.0	165.3	Reserve	R
<b>Hawkes Bay Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
Activity mangement Plan Hawkes Bay 12/15	Study		MH_	3	100	656.3	225.4	225.4	225.4	Probable	N
Corridor Optimisation 12/15 Hawkes Bay	Study	19	ML_	2	100	150.0	0.0	77.3	77.3	Reserve	N
<b>Road safety promotion</b>											
Community Advertising 12/15 - Hawkes Bay	Construction	19	MM_	432	100	105.0	36.1	36.1	36.1	Reserve	N
<b>Walking and cycling</b>											
Waitangi Stream Bridge Cycleway	Construction		HHH	452	100	1,621.3	27.3	0.0	0.0	Committed	N
SH Model Communities Connectivity	Investigation	20	HMH	452	100	200.0	206.1	0.0	0.0	Probable	N
SH Model Communities Connectivity	Construction	20	HMH	452	100	5,000.0	0.0	2,575.8	2,575.8	Probable	N
SH Model Communities Connectivity	Design	20	HMH	451	100	130.0	0.0	133.9	0.0	Probable	N
<b>Maintenance and operation of State highways</b>											
E/W H-B Storm Event July 2010	Construction		___	141	100	753.6	13.7	0.0	0.0	Committed	N
EW Hawkes Bay March & April 2012 Storm Events	Construction		___	141	100	1,500.0	507.6	0.0	0.0	Committed	N
E/W H-B Storm Event April 2011	Construction		___	141	100	2,039.8	9.4	0.0	0.0	Committed	N
E/W H-B Storm Event January 2011	Construction		___	141	100	1,360.0	1.9	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMH			30,676.2	10,269.4	10,664.7	10,803.4	Approved	N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMH			31,617.1	10,989.3	11,134.5	11,169.1	Approved	N
Preventive Maintenance Hawkes Bay 12/15	Construction	19	LLL	241	100	378.2	132.8	132.8	132.8	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
HB Expressway Southern Extension	Construction		MMM	323	100	12,000.0	193.8	0.0	0.0	Committed	R

09-12 Rooding - Corkscrew Gully Northbound Passing Lane	Design		MMH	324	100	100.0	10.5	19.1	0.0	Committed	NR
09-12 Rooding - Corkscrew Gully Southbound Passing lane	Design		MMM	324	100	100.0	15.9	0.0	0.0	Committed	R
09-12 Rooding - SH2 South of SH50 Passing Lane	Construction		MMH	324	100	1,055.0	76.9	0.0	0.0	Committed	R
09-12 Rooding - College Road to Silverstream Realignment & P	Design		MMM	324	100	205.0	4.2	0.0	0.0	Committed	R
09-12 Rooding - Bay View to SH2/SH5 Intersection Seal Wideni	Investigation		MMH	324	100	95.8	13.1	0.0	0.0	Committed	R
09-12 Rooding - Poukawa Swamp Sth Passing Lane	Construction		MMM	324	100	750.0	752.1	20.6	0.0	Committed	N
09-12 Rooding - SH2 Napier to Gisborne Passing Opportunities	Design		MMM	324	100	311.8	8.1	0.0	0.0	Committed	R
09-12 Rooding - Te Mahanga Nth Passing Lane	Construction		MMH	324	100	1,123.0	221.5	0.0	0.0	Committed	N
09-12 Rooding - VDM Projects - Hawke's Bay & Gisborne	Investigation		MMM	322	100	150.0	62.7	0.0	0.0	Committed	N
Matahorua Gorge Realignment	Construction		MML	324	100	19,211.9	286.5	92.7	0.0	Committed	NR
Tarawera Hill Realignment and PL's	Investigation		MMH	323	100	126.1	0.1	0.0	0.0	Committed	R
Waipukurau Overbridge Realignment	Construction		HMM	324	100	5,424.2	112.2	0.0	0.0	Committed	N
Minor improvements 2012/15	State Highways	19	MLH	341	100	4,424.0	1,519.4	1,519.4	1,519.4	Approved	N
Safety Retrofit - Hawke's Bay	Construction	13	HMM	324	100	2,212.0	759.7	759.7	759.7	Probable	R
HB Expressway Pakowhai & Links Rd Intersection	Investigation	2	MMH	323	100	103.0	106.1	0.0	0.0	Probable	R
HB Expressway Pakowhai & Links Rd Intersection	Property	2	MMH	323	100	1,500.0	0.0	0.0	1,545.5	Probable	R
Te Mahanga Sth -Passing Lane	Construction	11	HMH	323	100	1,623.0	1,672.2	0.0	0.0	Probable	N
Property Acquisition Block and Fees - Hawkes Bay	Construction	19	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
HB Expressway Pakowhai & Links Rd Intersection	Construction	2	MMH	323	100	4,800.0	0.0	0.0	4,247.9	Probable	R
Seismic Retrofit - Hawkes Bay	Construction	14	HMH	322	100	1,500.0	515.2	515.2	515.2	Probable	R
SH2 Napier Road Intersection	Construction	2	HMH	324	100	3,743.0	0.0	929.3	2,927.1	Probable	R
Improved Driver Information - Hawkes Bay	Construction	19	HMH	321	100	876.8	301.1	107.9	494.3	Probable	R
HB Expressway Pakowhai & Links Rd Intersection	Design	2	MMH	323	100	80.0	0.0	82.4	0.0	Probable	R
Wairoa SEDF (North of Napier SEDF)	Investigation	7	MMH	321	100	60.0	61.8	0.0	0.0	Reserve	R
Wairoa SEDF (North of Napier SEDF)	Design	7	MMH	323	100	85.0	87.6	0.0	0.0	Reserve	R
HB Expressway Kennedy Rd to Meeanee Rd	Investigation	8	MMH	323	100	162.0	0.0	82.4	84.5	Reserve	R
Prebensen Drive / Hyderabad Rd Intersection Upgrade	Construction	4	MMH	323	100	2,295.0	0.0	0.0	2,364.5	Reserve	R

### Hawkes Bay Regional Council

#### Transport planning



Regional Public Transport Plan	Study		MM_	2	75	50.0	15.7	0.0	0.0	Committed	N
Regional Land Transport Planning Management	Study		HH_	1	64.98	215.6	40.2	45.0	54.9	Approved	N
<b>Road safety promotion</b>											
Road Safety Promotion Medium Strategic 2012/15	Implementation		MM_	432	64.98	151.8	32.9	32.9	32.9	Approved	N
Road Safety Promotion - High Strategic Fit	Implementation		HM_	432	64.98	1,234.2	267.3	267.3	267.3	Approved	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		MMH			10,677.5	1,860.5	1,924.6	2,020.1	Approved	N
<b>Public transport infrastructure</b>											
Minor improvements 2012/15	PT Improvements		LLL	531	50	287.4	51.1	45.0	47.6	Approved	N
<b>Ministry of Transport</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	214.0	214.0	0.0	0.0	Committed	N
<b>Napier City Council</b>											
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			9,674.4	1,597.6	1,578.4	1,651.5	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			8,835.9	1,376.0	1,446.8	1,513.9	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	58	879.0	173.8	173.8	173.8	Approved	N
Ford Rd Extension	Construction	3	MMH	324	58	3,571.4	2,118.0	0.0	0.0	Probable	N
Prebensen Drive Four Laning	Construction	4	MMH	323	58	6,400.0	3,795.5	0.0	0.0	Reserve	R
<b>Wairoa District Council</b>											
<b>Transport planning</b>											
Bridge Asset Management Plan	Study		MM_	2	75	50.0	38.3	0.0	0.0	Reserve	N
Unsealed Road Metal Loss Lifecycle Study	Study		MM_	2	75	75.0	19.2	15.3	23.0	Reserve	N
<b>Maintenance and operation of local roads</b>											
E/Works March 2012 Storm Events	Construction		___	141	94	1,955.6	1,393.9	0.0	0.0	Committed	N
E/Works 10/11	Construction		___	141	94	7,706.0	2,855.8	0.0	0.0	Committed	N
E/Works April 2012 Storm Event	Construction		___	141	94	3,677.1	2,483.1	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			1,013.0	345.6	348.7	341.5	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			12,987.5	2,910.4	2,831.9	2,897.0	Approved	N
Emergency Works SPR 12/13	Construction		___	141	100	597.7	611.1	0.0	0.0	Approved	N
Emergency Works 2012/13	Construction		___	141	94	1,087.9	1,045.6	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											

Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			335.5	135.5	78.2	129.3	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			8,473.0	1,856.8	1,887.4	1,887.2	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	75	700.0	191.7	191.7	153.4	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	53.8	17.2	20.8	17.0	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Taranaki</b>											
<b>New Plymouth District Council</b>											
<b>Walking and cycling</b>											
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	390.0	86.1	0.0	0.0	Committed	N
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	200.0	14.3	0.0	0.0	Committed	N
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	1,809.0	851.2	0.0	0.0	Committed	NR
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	554.0	141.9	0.0	0.0	Committed	NR
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	240.0	33.4	0.0	0.0	Committed	N
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	580.1	282.6	0.0	0.0	Committed	NR
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	40.0	24.2	0.0	0.0	Committed	N
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	125.0	24.7	0.0	0.0	Committed	N
Walking and Cycling Infrastructure Construction	Construction	5	HHH	452	60	4,911.8	85.0	598.0	656.0	Probable	N
Model Communities Education and Encouragement	Construction	5	HHH	452	60	4,619.1	251.8	258.3	265.0	Probable	N
<b>Maintenance and operation of local roads</b>											
Emergency Works Programme 2011/12	Construction		---	141	50	1,180.0	45.3	0.0	0.0	Committed	N
Emergency Works 2012/13	Construction		---	141	50	400.0	204.5	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			115.3	38.3	39.3	40.3	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			16,523.2	2,830.2	2,830.2	2,830.2	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			139.7	47.6	47.6	47.6	Approved	N
Maintenance, Operations and	Local Roads		MHH			20,395.0	3,475.6	3,475.6	3,475.6	Approved	N

Renewals Programme 2012/15											
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	60	1,870.2	376.8	381.3	389.3	Approved	N
<b>South Taranaki District Council</b>											
<b>Transport planning</b>											
Asset Management Planning	Study		MM_	3	60	40.0	1.0	0.0	0.0	Committed	N
<b>Road safety promotion</b>											
Community Road Safety Programme	Construction	4	MM_	432	61	748.2	153.1	155.2	158.3	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			16,258.6	2,838.5	2,838.5	2,838.5	Approved	N
Emergency Work 12/13	Construction		---	141	51	225.0	117.3	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			17,736.6	3,083.1	3,083.1	3,083.1	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	61	1,847.3	376.9	383.8	391.4	Approved	N
HPMV projects	Construction	8	HMH	324	61	980.0	187.1	205.8	218.3	Probable	R
<b>Stratford District Council</b>											
<b>Maintenance and operation of local roads</b>											
E/W Minor Events 2012/13	Construction		---	141	53	160.0	86.7	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			211.9	69.1	72.2	75.4	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			4,885.2	871.1	871.1	871.1	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			139.1	43.5	47.3	51.5	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			7,768.0	1,376.7	1,376.7	1,376.7	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
HPMV Regional Project - Local Road Funding	Investigation		HHH	322	100	223.7	20.0	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	62	752.3	150.2	158.8	167.9	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	17.6	5.6	6.0	6.3	Approved	N
<b>Taranaki Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
SH3/3a New Plymouth to Woodville Corridor Study	Study	15	HL_	2	100	400.0	103.0	309.1	0.0	Reserve	N
Activity management Plan Taranaki 12/15	Study	16	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
Taranaki HNO Sub-regional	Study	19	ML_	2	100	70.0	0.0	72.1	0.0	Reserve	N

Corridor Study												
<b>Road safety promotion</b>												
Community Advertising 12/15 - Taranaki	Construction	14	HL_	432	100	77.4	26.6	26.6	26.6	Reserve	N	
<b>Walking and cycling</b>												
New Plymouth City Cycling & Walking Improvements	Construction		HHL*	452	100	982.5	884.3	0.0	0.0	Committed	N	
New Plymouth City Cycling & Walk Impvts (Model Communities)	Construction	5	HHH	452	100	1,300.0	1,339.4	0.0	0.0	Probable	N	
<b>Maintenance and operation of State highways</b>												
EW West Wanganui 10/11 Region 7 (Taranaki)	Construction		---	141	100	3,305.0	1,298.5	0.0	0.0	Committed	N	
E/W West Wanganui 11/12 - Region 7	Construction		---	141	100	1,249.0	531.0	0.0	0.0	Committed	N	
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			37,369.0	12,854.5	12,882.3	12,925.1	Approved	N	
E/W West Wanganui 12/13-Region 7	Construction		---	141	100	256.0	264.9	0.0	0.0		N	
<b>Renewal of State highways</b>												
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			40,966.4	14,287.7	14,564.7	14,285.2	Approved	N	
Preventive Maintenance Taranaki 12/15	Construction	12	MML	241	100	246.4	86.5	86.5	86.5	Reserve	N	
<b>New &amp; improved infrastructure for State highways</b>												
09-12 Rooding - Bridge Widening Strategy West Wanganui (6#)	Design		MMM	322	100	120.0	57.5	0.0	0.0	Committed	R	
09-12 Rooding - Muggeridge South Real	Construction		MMM	324	100	4,640.0	199.9	0.0	0.0	Committed	R	
Normanby Overbridge Realignment	Design		LMH	324	100	506.0	16.7	0.0	0.0	Committed	N	
Rugby Road Underpass	Construction		HMM	324	100	11,209.8	7.6	0.0	0.0	Committed	R	
Bell Block By-Pass	Construction		MHM	324	100	22,830.0	197.9	0.0	0.0	Committed	NR	
09-12 Rooding - VDM Projects - Taranaki	Investigation		MMM	322	100	279.0	11.3	0.0	0.0	Committed	N	
Vickers Road to New Plymouth City	Investigation		MMM	324	100	885.0	245.8	0.0	0.0	Committed	R	
Minor improvements 2012/15	State Highways	3	HMH	341	100	5,475.6	1,880.5	1,880.5	1,880.5	Approved	N	
Vickers Road to New Plymouth City	Property	6	MMM	324	100	1,500.0	0.0	1,545.5	0.0	Probable	R	
Safety Retrofit - Taranaki	Construction	9	HMM	324	100	2,737.8	940.3	940.3	940.3	Probable	R	
HPMV - South Taranaki to Port Taranaki	Construction	8	HHH	324	100	3,388.0	0.0	1,129.2	1,163.2	Probable	R	
HPMV - South Taranaki to Port Taranaki	Design	8	HHH	324	100	160.0	164.8	0.0	0.0	Probable	R	
Vickers Road to New Plymouth City	Construction	6	MMM	324	100	12,000.0	0.0	0.0	4,121.2	Probable	R	
Improved Driver Information - Taranaki	Construction	17	MMH	321	100	748.5	237.7	373.0	160.5	Probable	R	
Vickers Road to New Plymouth City	Design	6	MMM	324	100	700.0	0.0	721.2	0.0	Probable	R	

Property Acquisition Block and Fees - Taranaki	Construction	18	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Seismic Retrofit - Taranaki	Construction	10	MMH	322	100	80.0	82.4	0.0	0.0	Probable	R
Mokau - NP P/L's	Construction	7	MMM	324	100	3,165.0	0.0	1,659.8	1,601.1	Reserve	R
Mokau - NP P/L's	Design	7	MMM	324	100	206.0	212.2	0.0	0.0	Reserve	R
Normanby Overbridge Realignment	Construction	6	LMH	322	100	13,631.1	0.0	0.0	7,303.0	Reserve	R
<b>Taranaki Regional Council</b>											
<b>Transport planning</b>											
Regional Public Transport Plan for Taranaki	Study		MM_	3	61	70.0	15.3	0.0	0.0	Committed	N
Planning Management W/C 001	Study		MM_	1	60.69	285.9	48.3	57.5	67.7	Probable	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		LLL			6,974.0	1,222.8	1,223.4	1,256.8	Approved	N
<b>Public transport infrastructure</b>											
Minor improvements 2012/15	PT Improvements		LLL	531	50	242.4	40.4	40.4	40.4	Approved	N
<b>Ministry of Transport</b>											
SuperGold Card Allocations	Construction		MMM	522	100	115.0	115.0	0.0	0.0	Committed	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Manawatu/Wanganui</b>											
<b>DOC (Manawatu-Wanganui)</b>											
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			505.0	174.8	166.7	174.8	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			300.0	0.0	306.8	0.0	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	SPR		MMH	341	100	56.2	24.5	8.4	24.5	Approved	N
<b>Horizons Manawatu</b>											
<b>Transport planning</b>											
Joint Strategic Roading Study	Study		HM_	2	75	72.5	7.9	0.0	0.0	Committed	N
RLTS/RLTP development	Study		HH_	1	65.98	514.0	94.2	95.5	149.4	Approved	N
<b>Road safety promotion</b>											

Road Safety & Community Programmes High Fit	Implementation	3	HM_	432	65.98	1,593.7	343.6	351.1	356.8	Approved	N
Road Safety and Communities Programme - Medium Fit	Implementation	6	MM_	432	65.98	746.5	161.0	164.4	167.2	Approved	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		MMH			13,370.6	2,370.4	2,419.2	2,501.2	Approved	N
<b>Public transport infrastructure</b>											
Minor improvements 2012/15	PT Improvements		LLL	531	50	525.0	87.5	87.5	87.5	Approved	N
<b>Ministry of Transport</b>											
SuperGold Card Allocation	Implementation		MMM	522	100	140.0	140.0	0.0	0.0	Committed	N
<b>Horowhenua District Council</b>											
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			6,038.6	1,141.6	948.8	941.6	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			6,281.0	996.0	1,015.8	1,006.7	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	57	472.9	87.4	91.8	96.4	Approved	N
<b>Manawatu District Council</b>											
<b>Transport planning</b>											
Joint Strategic Roding Study	Study		HM_	2	75	72.5	2.2	0.0	0.0	Committed	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			10,669.1	1,934.5	1,934.5	1,934.5	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			17,954.9	3,243.4	3,243.4	3,243.4	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	63	1,563.0	335.6	335.6	335.6	Approved	N
<b>Manawatu/Wanganui Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
Activity mangement Plan Manawatu/Wanganui 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
<b>Road safety promotion</b>											
Community Advertising 12/15 - Manawatu/Wanganui	Construction	3	MM_	432	100	135.1	46.4	46.4	46.4	Reserve	N
<b>Walking and cycling</b>											
Manawatu River Bridge SH3 Ashhurst Cycle/walkway	Investigation		LLL*	452	100	500.0	0.0	0.0	515.2	Reserve	R
Manawatu River Bridge SH3 Ashhurst Cycle/walkway	Design		LLL*	452	100	500.0	0.0	0.0	515.2	Reserve	R

Manawatu River Bridge SH3 Ashhurst Cycle/walkway	Construction		LLL*	452	100	2,000.0	0.0	0.0	1,030.3	Reserve	R
<b>Maintenance and operation of State highways</b>											
EW SH4 Braeburn Riverbank West Wanganui	Construction		---	141	100	3,256.0	10.1	0.0	0.0	Committed	N
E/W West Wanganui 11/12 - Region 8	Construction		---	141	100	875.0	93.9	0.0	0.0	Committed	N
EW Manawatu Gorge Slip 2011	Construction		---	141	100	21,400.0	6,914.4	0.0	0.0	Committed	N
EW West Wanganui 10/11 Region 8 (Wanganui)	Construction		---	141	100	1,978.6	32.6	0.0	0.0	Committed	N
EW East Wanganui 11/12	Construction		---	141	100	270.0	150.8	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			25,237.0	8,922.9	8,643.6	8,543.7	Approved	N
E/W West Wanganui 12/13 - Region 8	Construction		---	141	100	200.0	206.9	0.0	0.0		N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			19,270.3	7,512.8	6,367.0	6,411.8	Approved	N
Preventive Maintenance Manawatu/Wanganui 12/15	Construction	12	LLL	241	100	466.0	163.6	163.6	163.6	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
Papatawa Realignment	Construction		MMM	324	100	12,346.3	6,021.9	638.8	281.3	Committed	R
09-12 Rooding - Marangai Road South P/L	Construction		MMM	324	100	1,585.0	11.0	0.0	0.0	Committed	NR
09-12 Rooding - Corby Road South Curves	Construction		MMM	324	100	4,470.0	1,065.2	0.0	0.0	Committed	R
09-12 Rooding - SH3 SH54 Intersection	Design		MMM	324	100	130.0	44.8	0.0	0.0	Committed	R
09-12 Rooding - SH56/57 Drainage Safety Profiling	Design		MMM	321	100	115.8	46.2	0.0	0.0	Committed	R
09-12 Rooding - Waiauti Bridge Realignment	Construction		HMM	324	100	3,800.0	148.0	0.0	0.0	Committed	R
Manawatu Hill Realignment	Property		MMM	331	100	96.0	53.6	0.0	0.0	Committed	N
Whakaruatapu Stream Bridge Replacement & Realignment	Design		HMM	324	100	199.2	13.8	0.0	0.0	Committed	R
09-12 Rooding - Rangitikei Line JFKennedy Drive Intersection	Construction		MMH	321	100	551.2	2.4	0.0	0.0	Committed	R
Manawatu Hill Realignment	Design		MMM	324	100	350.0	23.8	0.0	0.0	Committed	R
Ohingaiti-Makohine Realignment	Construction		MML	324	100	14,245.9	90.8	0.0	0.0	Committed	R
09-12 Rooding - Millrick-Kendall Realignment	Design		MMM	324	100	240.0	48.6	0.0	0.0	Committed	R
Wellington RoNS - 9. Otaki to Levin	Investigation		HHL	323	100	5,438.0	2,205.8	2,163.9	0.0	Committed	NR
Minor improvements 2012/15	State Highways	2	HMH	341	100	4,755.6	1,633.2	1,633.2	1,633.2	Approved	N
HPMV - SH1 with Foxton to Shannon Diversion	Construction	2	HMH	324	100	2,652.0	0.0	2,732.4	0.0	Probable	R
HPMV - SH3 Heads Rd to SH1 Bulls	Construction	3	HMH	324	100	123.0	126.7	0.0	0.0	Probable	R
Whakaruatapu Stream Bridge Replacement & Realignment	Construction	4	HMM	324	100	6,578.0	0.0	3,947.0	2,830.3	Probable	R



HPMV - SH1 with Foxton to Shannon Diversion	Design	2	HMH	324	100	129.0	132.9	0.0	0.0	Probable	R
HPMV - SH3 Heads Rd to SH1 Bulls	Design	3	HMH	324	100	6.0	6.2	0.0	0.0	Probable	R
Tahoraiti Railway Crossing	Investigation	4	HMM	324	100	84.0	0.0	86.5	0.0	Probable	R
Shannon North S/W	Construction	6	MMH	324	100	2,364.0	0.0	0.0	788.2	Probable	R
HPMV - Feilding Awahuri Rd to SH3	Design	6	MMH	324	100	2.0	2.1	0.0	0.0	Probable	R
Property Acquisition Block and Fees - Manawatu / Wanganui	Construction	12	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Tahoraiti Railway Crossing	Design	4	HMM	324	100	254.0	0.0	0.0	261.7	Probable	R
Woodville SE Disposal facility	Construction	5	MMH	324	100	200.0	206.1	0.0	0.0	Probable	R
Otamaraho Curve P/L Extension	Construction	6	HMH	324	100	3,136.0	1,593.9	1,637.1	0.0	Probable	N
Rangitikei Line Tremaine Ave Intersection Improvement	Construction	6	MHH	324	100	4,881.0	1,628.9	1,677.3	1,722.7	Probable	R
Golf Road South Passing Lane	Construction	6	HLH	324	100	1,077.0	0.0	547.1	562.5	Probable	R
HPMV - Feilding Awahuri Rd to SH3	Construction	6	MMH	324	100	24.0	24.7	0.0	0.0	Probable	R
Seismic Retrofit - Manawatu/Wanganui	Construction	10	HMH	322	100	3,480.0	1,195.1	1,195.1	1,195.1	Probable	R
Improved Driver Information - Manawatu/Wanganui	Construction	12	HMH	321	100	1,095.0	298.8	582.1	247.3	Probable	R
HPMV SH56/57/1 Palmerston North to Centreport Wellington	Construction	2	HMH	324	100	1,051.0	0.0	0.0	1,082.8	Probable	R
Safety Retrofit - Manawatu / Wanganui	Construction	9	HMM	324	100	2,377.8	816.6	816.6	816.6	Probable	R
Waiouru SE Disposal facility	Construction	5	MMH	324	100	200.0	0.0	0.0	206.1	Probable	R
SH3 Manawatu Gorge Alternative Route	Design	5	MMH	324	100	250.0	257.6	0.0	0.0	Probable	R
SH3 Manawatu Gorge Alternative Route	Construction	5	MMH	324	100	4,500.0	0.0	2,060.6	2,575.8	Probable	R
Shannon North S/W	Investigation	6	MMH	324	100	72.0	74.2	0.0	0.0	Probable	R
Shannon North S/W	Design	6	MMH	324	100	95.0	0.0	97.9	0.0	Probable	R
HPMV SH56/57/1 Palmerston North to Centreport Wellington	Design	2	HMH	324	100	53.0	0.0	54.6	0.0	Probable	R
National Park SE Disposal facility	Construction	5	MMH	324	100	200.0	0.0	206.1	0.0	Probable	R
Sanson South P/L	Construction	9	MLH	324	100	824.0	849.0	0.0	0.0	Reserve	R
Manawatu Hill Realignment	Construction	7	MMM	324	100	11,221.5	0.0	0.0	6,565.0	Reserve	R

### Palmerston North City Council

#### Transport planning

Joint Strategic Roading Study	Study		MM_	2	75	72.5	5.5	0.0	0.0	Committed	N
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#### Walking and cycling

Manawatu River Sealed Cycle Path	Construction		LLH	452	57	743.3	213.3	219.9	0.0	Reserve	R
Manawatu River Cycle Path - Ashhurst Section	Implementation		LLH	452	57	1,029.1	233.1	220.5	146.2	Reserve	N

#### Maintenance and operation of local roads

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Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			12,245.1	1,886.4	1,956.0	2,098.4	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			12,365.6	1,703.1	1,967.5	2,271.9	Approved	N
Milson Line Overbridge Seismic Retrofit	Construction		MML	241	47	735.1	192.2	161.0	0.0	Reserve	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Rooding - HPMV Manawatu Wanganui	Investigation		MMH	322	100	370.0	124.1	0.0	0.0	Committed	N
New Bridge Manawatu River	Investigation		MMM	323	56	100.0	51.7	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	57	2,040.0	396.3	396.3	396.3	Approved	N
Rangitikei Tremaine Signal Upgrade - Local Share	Construction	6	MHH	321	57	823.0	479.7	0.0	0.0	Probable	R
Bourke Walding Intersection Upgrade - Signalisation	Construction		MMH	324	57	894.2	0.0	0.0	521.2	Probable	R
<b>Rangitikei District Council</b>											
<b>Transport planning</b>											
Asset Management Plan Improvement	Study		MM_	3	69	150.0	22.0	0.0	0.0	Committed	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			12,811.7	2,546.4	2,546.4	2,546.4	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			17,979.0	3,554.1	3,554.1	3,554.1	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Taihape Napier Road Seal Extension (R)	Construction		LMH	325	85	11,850.0	54.0	0.0	0.0	Committed	NR
Minor improvements 2012/15	Local Roads		MMH	341	68	1,593.9	369.4	369.4	369.4	Approved	N
<b>Ruapehu District Council</b>											
<b>Maintenance and operation of local roads</b>											
E/Works Ruapehu 11/12	Construction		___	141	78	2,915.4	305.7	0.0	0.0	Committed	N
E/Works Ruapehu 12/13	Construction		___	141	78	1,206.8	962.5	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			1,209.0	399.8	412.1	424.3	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			10,489.0	2,184.3	2,148.7	2,148.7	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			1,221.0	360.9	570.6	317.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			15,126.0	3,144.8	3,093.3	3,093.3	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	70.33	2,202.2	517.3	525.2	541.0	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	235.7	81.3	78.6	81.1	Approved	N

Tararua District Council											
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			12,733.9	2,529.7	2,572.2	2,630.5	Approved	N
Emergency Works 2012-13	Construction		---	141	65	740.0	491.8	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			17,553.0	3,441.7	3,527.3	3,620.3	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	69	1,521.8	349.9	357.5	366.3	Approved	N
<b>Wanganui District Council</b>											
<b>Transport planning</b>											
Crash Reduction Study	Study	1	MM_	2	72	70.0	51.5	0.0	0.0	Reserve	N
<b>Walking and cycling</b>											
Walking and Cycling	Construction		LLH	452	72	1,253.0	300.4	307.7	314.4	Reserve	R
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			14,316.8	3,059.3	2,955.8	3,130.9	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			15,370.2	3,023.9	3,275.6	3,444.4	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	72	2,417.0	596.3	592.6	590.4	Approved	N
Heads Rd / Beach Rd / Prince St Intersection	Construction		MLH	324	72	1,300.0	957.1	0.0	0.0	Reserve	R
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Wellington</b>											
<b>Carterton District Council</b>											
<b>Transport planning</b>											
Review of the Rooding Asset Management Plan	Study	100	MM_	3	63	60.0	3.2	3.2	32.2	Probable	N
<b>Maintenance and operation of local roads</b>											
Emergency Works 12/13	Construction		---	141	59	402.8	243.0	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			3,698.9	656.8	674.9	699.7	Approved	N
<b>Renewal of local roads</b>											

Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			3,944.4	685.5	715.6	736.4	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads	50	MMH	341	63	822.0	154.6	207.4	167.5	Approved	N
<b>Greater Wellington</b>											
<b>Transport planning</b>											
Wgtn-Strategic Transport Model Upgrade	Study		HM_	2	75	1,261.9	22.1	0.0	0.0	Committed	N
Wellington Public Transport Spine Study	Study		HM_	2	75	1,000.0	268.8	0.0	0.0	Committed	N
Maintaining the Strategic Transport Models	Study	200	HM_	2	75	329.2	183.8	23.2	39.9	Probable	N
Transport Model Application & Analysis	Study	200	HM_	2	56.62	1,005.7	186.4	188.5	194.5	Probable	N
Regional Land Transport Programme	Study	100	HH_	1	56.62	586.6	14.2	14.5	303.5	Probable	N
Regional Land Transport Strategy	Study	100	HH_	1	56.62	1,301.5	153.0	327.2	256.7	Probable	N
Regional Public Transport Plan Revision	Study	100	HH_	3	56.62	72.9	11.3	5.8	24.1	Probable	N
Review of Trolley Bus Operations	Study	200	HM_	3	56.62	154.8	0.0	87.6	0.0	Probable	N
Regional Rail Plan Update	Study	200	HH_	3	56.62	209.7	0.0	58.4	60.3	Probable	N
Wellington PT Spine Scheme Assessment	Study	200	HM_	2	56.62	4,950.0	0.0	141.6	1,245.6	Probable	N
Freight Supply Chain Study	Study	200	HM_	2	56.62	75.1	0.0	42.5	0.0	Probable	N
Asset Management Plan Updates	Study	100	HH_	3	56.62	135.3	11.3	32.1	33.2	Probable	N
Hutt Corridor Climate Change/Natural Hazards Impact Study	Study	200	MM_	2	56.62	282.4	99.2	60.7	0.0	Reserve	N
<b>Road safety promotion</b>											
Regional School Travel Plan Programme - Road User Safety	Construction	200	MMH	432	56.62	1,247.1	218.8	237.9	249.3	Approved	N
Regional Road Safety - Road User Safety	Construction	200	MM_	432	56.62	582.6	105.7	110.3	113.9	Approved	N
<b>Public transport services</b>											
Real Time Passenger Information System	Implementation		HML	514	60	4,315.6	334.8	345.5	356.6	Committed	N
Matangi trains and rail upgrades debt servicing (\$23M)	Construction		HHH	515	60	42,506.8	568.7	1,137.3	1,137.3	Committed	N
Ganz Mavag refurbishment or replacement	Construction		HHL	515	57.5	113,901.0	0.0	1,071.7	4,667.0	Committed	N
Public Transport Programme 2012/15	Operations		HHH			307,333.2	54,268.9	55,973.5	57,463.7	Approved	N
Electronic/Integrated Ticketing System	Implementation	305	HHL*	524	57	2,609.3	0.0	0.0	1,487.3	Reserve	N
<b>Public transport infrastructure</b>											
09-12 PT - Petone Carpark	Construction		MMM	531	60	257.0	12.0	0.0	0.0	Committed	N

Real Time Passenger Information System	Construction		HML	531	80	8,750.0	1,744.9	0.0	0.0	Committed	RC
Stations - Platform, Buildings, Carparks and Security	Construction		HML	531	90	7,713.2	23.3	0.0	0.0	Committed	NC
Stations - Kapiti Stations Upgrade and Modifications	Construction		HHL	531	90	4,766.2	69.0	0.0	0.0	Committed	NC
Minor improvements 2012/15	PT Improvements	200	HHH	531	50	11,747.5	1,862.5	2,118.2	1,893.1	Approved	N
Conversion of carriages for operation on Wairarapa Line	Construction	200	HHL*	531	50	540.0	270.0	0.0	0.0	Probable	N
Electronic/Integrated Ticketing System	Construction	305	HHL*	531	50	39,000.0	0.0	1,850.0	8,750.0	Probable	N
Porirua Station Parking	Construction	200	HMM	531	50	1,450.0	725.0	0.0	0.0	Probable	N
Electronic/Integrated Ticketing System	Investigation	305	HHL*	531	50	1,019.2	200.0	309.6	0.0	Probable	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHM			1,457.3	218.9	229.1	231.3	Approved	N
<b>Ministry of Transport</b>											
SuperGold Card Allocations	Implementation		MML	522	100	6,145.0	6,145.0	0.0	0.0	Committed	N
<b>Hutt City Council</b>											
<b>Transport planning</b>											
Seaview / Gracefield Multimodal Transport Needs Study	Study	200	HM_	2	58	100.0	59.3	0.0	0.0	Probable	N
Activity Management Plan	Study	100	MM_	3	58	68.0	3.6	3.6	33.2	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion - High Strategic Fit	Implementation	200	HM_	432	58	459.1	90.8	90.8	90.8	Approved	N
<b>Walking and cycling</b>											
Wainuiomata Hill Road Shared Path	Construction	200	MMH	452	58	620.0	367.7	0.0	0.0	Reserve	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			18,620.0	2,956.1	3,050.0	3,144.1	Approved	N
<b>Renewal of local roads</b>											
Preventive Maintenance - Connolly Street Stopbank	Construction		MMH	241	47	640.0	0.9	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			19,577.9	3,280.0	3,163.1	3,165.7	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads	50	MMH	341	58	3,399.5	660.1	740.1	615.9	Approved	N
Pavement Smoothing 2012-15	Construction	50	MML*	324	58	375.0	74.1	74.1	74.1	Reserve	N
<b>Kapiti Coast District Council</b>											
<b>Transport planning</b>											
Major community connector studies	Study	200	HM_	2	53	411.7	71.7	74.5	76.9	Probable	N

<b>Road safety promotion</b>											
Road Safety Promotion 2012 - 15 - High Strategic Fit	Implementation	200	HM_	432	53	247.4	43.4	43.9	46.8	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			7,437.1	1,036.8	1,096.3	1,148.4	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			7,153.0	998.9	1,052.9	1,093.2	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Western Link Road ALP	Construction		MMM	333	90	21,288.5	5,681.0	0.0	0.0	Committed	RC
09-12 Rooding - Kapiti/Rimu intersection property purchase	Property		MMH	332	53	339.0	7.0	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	50	MLH	341	53	1,355.3	266.6	240.2	227.6	Approved	N
Kapiti Road intersection improvements	Construction	50	HML*	324	53	1,900.0	1,029.7	0.0	0.0	Probable	N
Kapiti Road intersection improvements	Design	50	HML*	324	53	62.5	33.9	0.0	0.0	Probable	N
<b>Masterton District Council</b>											
<b>Road safety promotion</b>											
Road Safety Promotion - High strategic fit	Implementation	200	MM_	432	62	441.0	90.0	93.2	96.4	Approved	N
<b>Maintenance and operation of local roads</b>											
E/works 08/09	Construction		---	141	61	741.0	202.7	0.0	0.0	Committed	N
Emergency Works 12/13	Construction		---	141	61	800.0	499.0	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			8,360.0	1,495.2	1,550.3	1,601.1	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			9,688.0	1,748.1	1,818.2	1,782.9	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Manawa Bridge No3 Replacement	Construction		MMH	322	65	535.0	355.6	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	50	MMH	341	64	1,013.0	215.3	223.2	224.5	Approved	N
<b>Porirua City Council</b>											
<b>Transport planning</b>											
Seismic screening and assessment of roading structures	Study	100	MM_	3	54	120.0	66.3	0.0	0.0	Reserve	N
AMP Forward Works Programme development	Study	100	MM_	3	54	300.0	55.2	55.2	55.2	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion 2012-15 - Medium Strategic Fit	Implementation	200	MM_	432	54	240.0	44.2	44.2	44.2	Probable	N
<b>Maintenance and operation of local roads</b>											

Emergency Works 12/13	Construction		—	141	44	45.9	20.7	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			6,247.0	922.3	935.9	955.8	Approved	N
<b>Renewal of local roads</b>											
Preventive Maintenance 2009-2012	Construction		MMH	241	44	90.0	3.1	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			3,795.6	552.5	569.1	586.1	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Airlie Road Bridge	Construction		MMH	322	54	1,484.0	819.4	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	50	MLH	341	54	450.0	82.8	82.8	82.8	Approved	N
<b>South Wairarapa District Council</b>											
<b>Transport planning</b>											
Asset Management Plan Update	Study	50	MM_	3	59	51.2	15.1	0.0	15.8	Reserve	N
<b>Maintenance and operation of local roads</b>											
E/Works SPR 10/11	Construction		—	141	100	426.0	148.3	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			556.1	185.1	189.5	194.1	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			5,271.5	862.2	883.4	898.7	Approved	N
<b>Renewal of local roads</b>											
Preventative Mtce SPR 11/13	Construction		MMH	241	100	790.0	767.9	0.0	0.0	Committed	N
Preventive Maint SPR 10/11	Construction		MHH	241	100	389.9	162.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			465.3	154.8	158.5	162.4	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			3,333.8	507.3	559.3	603.8	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads	50	MMH	341	59	494.0	94.6	98.9	104.5	Approved	N
Minor improvements 2012/15	SPR	50	MMH	341	100	51.0	17.0	17.4	17.8	Approved	N
<b>Upper Hutt City Council</b>											
<b>Transport planning</b>											
Activity Management Plan	Study	100	MM_	3	56	497.6	92.6	94.9	97.3	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion 2012 - 2015 - High Strategic Fit	Implementation	200	HM_	432	56	196.2	36.5	37.4	38.4	Approved	N
Road Safety Promotion 2012 - 2015 - Medium Strategic Fit	Implementation	200	MM_	432	56	119.8	22.2	22.9	23.6	Approved	N
<b>Walking and cycling</b>											
Railway Corridor - Cycling/walking	Construction	200	MML*	452	56	1,297.9	0.0	371.6	371.6	Reserve	N
Hutt River Trail - Cycling/walking	Construction	200	MML*	452	56	641.6	367.4	0.0	0.0	Reserve	N
<b>Maintenance and operation of local roads</b>											



Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			5,942.0	895.5	912.3	1,029.4	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			5,156.5	782.5	806.4	836.4	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Roading - Akatarawa Road Bridge Replacement B1/4	Construction		MMM	322	55	5,210.0	149.7	0.0	0.0	Committed	NR
Minor improvements 2012/15	Local Roads	50	MMH	341	56	981.8	232.4	236.5	93.2	Approved	N
<b>Wellington City Council</b>											
<b>Transport planning</b>											
Wgtn-Airport PT Feasibility Study	Study		HM_	2	54	250.0	138.0	0.0	0.0	Probable	N
Activity Management Plan Development 2012/2115	Study	100	MM_	3	53	495.0	132.8	54.2	81.3	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion - 2012-15 Medium Strategic Fit	Implementation	200	MM_	432	54	662.0	118.7	115.4	131.4	Approved	N
Road Safety Promotion - 2012-15 High Strategic Fit	Implementation	200	HM_	432	54	1,100.0	201.5	198.8	207.1	Approved	N
<b>Walking and cycling</b>											
09-12 Walking & Cycling - Tawa walkway alongside Porirua Str	Construction		MMM	452	53	2,700.0	487.8	139.0	0.0	Committed	NR
Island Bay to City - Cycleway	Investigation	200	HLL*	452	54	50.0	0.0	27.6	0.0	Reserve	N
Island Bay to City - Cycleway	Design	200	HLL*	452	54	100.0	0.0	0.0	55.2	Reserve	N
Island Bay to City - Cycleway	Construction	200	HLL*	452	54	2,000.0	0.0	0.0	552.2	Reserve	N
<b>Maintenance and operation of local roads</b>											
Emergency Works 10/11	Construction		---	141	43	750.0	70.4	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			37,508.1	5,406.1	5,629.3	5,865.4	Approved	N
<b>Renewal of local roads</b>											
Preventative Maintenance Walls	Construction		MMH	241	43	1,393.6	21.2	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			35,837.6	5,195.2	5,389.1	5,539.0	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Small Bus Priority Phase 1	Construction		LLL*	324	53	10,645.0	743.1	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	50	MMH	341	54	0.0	0.0	0.0	0.0	Approved	
WCC HPMV	Construction	50	HMH	322	54	350.0	193.3	0.0	0.0	Probable	N
Road Risk Mitigation	Construction	50	HMH	322	54	900.0	496.9	0.0	0.0	Probable	N
Johnsonville Triangle Roading Improvements	Construction	308	MML*	322	54	4,640.0	0.0	82.8	2,479.2	Reserve	N
Pavement Smoothing 2012-2015	Construction	50	MMH	324	54	4,950.0	883.4	911.0	938.7	Reserve	N
<b>Wellington Highway &amp; Network Operations</b>											

<b>Transport planning</b>											
Wellington Network Operating Plan	Study	200	HM_	2	100	500.0	257.6	257.6	0.0	Probable	N
Activity Management Plan Wellington 12/15	Study	100	MH_	3	100	656.3	225.4	225.4	225.4	Probable	N
Corridor Optimisation 12/15 Wellington	Study	100	ML_	3	100	600.0	257.6	206.1	154.5	Reserve	N
<b>Walking and cycling</b>											
Ngauranga to Petone Cycleway/walkway	Investigation	302	HMM	452	100	870.0	896.4	0.0	0.0	Probable	N
Ngauranga to Petone Cycleway/walkway	Construction	302	HMM	452	100	15,450.0	0.0	0.0	3,979.5	Probable	N
Ngauranga to Petone Cycleway/walkway	Design	302	HMM	452	100	725.0	0.0	747.0	0.0	Probable	N
<b>Maintenance and operation of State highways</b>											
E/Works Wellington 11/12	Construction		---	141	100	645.6	151.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			56,209.8	18,961.6	19,328.3	19,864.7	Approved	N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			18,828.5	7,057.9	6,690.9	6,077.6	Approved	N
Preventive Maintenance Wellington 12/15	Construction	50	LLL	241	100	142.4	50.0	50.0	50.0	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
SH1/SH2 Petone to Grenada Link Road	Design		HHL	323	100	11,193.0	0.0	0.0	578.8	Committed	N
Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication	Design		HHL	323	100	11,604.0	0.0	0.0	1,545.5	Committed	N
Dowse to Petone I/C	Property		HMM	331	100	385.0	284.1	0.0	0.0	Committed	N
Transmission Gully Early Planting	Construction		MMM	323	100	2,870.2	119.8	0.0	0.0	Committed	N
Wellington RoNS (5) - Transmission Gully	Property		HHL	331	100	60,773.0	16,944.4	14,012.1	10,303.0	Committed	C
Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication	Investigation		HHL	323	100	7,000.0	1,706.6	0.0	0.0	Committed	N
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway	Investigation		HHL	323	100	24,311.8	494.6	0.0	0.0	Committed	N
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway	Property		HHL	331	100	49,600.0	31,106.8	0.0	0.0	Committed	C
Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway	Investigation		HHL	323	100	6,000.0	1,744.5	0.0	0.0	Committed	N
SH2 Moonshine Hill Rd - Silverstream Safety Improvements	Construction		MMM	324	100	4,350.0	172.0	0.0	0.0	Committed	R
Wellington RoNS (2)- Wellington Inner-City (Tunnel to Tunnel)	Design		HHL	324	100	2,200.0	1,713.2	103.0	0.0	Committed	N
Wellington RoNS (5) - Transmission Gully	Investigation		HHL	323	100	12,086.2	9.9	0.0	0.0	Committed	C
09-12 Rooding - SH2 Buchanans Road I/S	Investigation		MMH	323	100	118.4	36.6	0.0	0.0	Committed	R

Wellington RoNS (2)- Wellington Inner-City (Tunnel to Tunnel)	Property	307	HHL	331	100	7,500.0	4,399.4	0.0	0.0	Committed	N
Dowse to Petone I/C	Construction		HMM	324	100	78,515.2	28.5	0.0	0.0	Committed	N
Wellington RoNS (5) - Transmission Gully	Design		HHL	323	100	30,633.0	2,703.1	17,493.9	11,364.2	Committed	C
Wellington RoNS 4 Ngauranga to Aotea Quay: Active Traffic Mgt	Design		HHL	323	100	1,600.0	1,648.5	0.0	0.0	Committed	N
Wellington RoNS (2)- Wellington Inner-City (Tunnel to Tunnel)	Investigation		HHL	323	100	7,000.0	981.6	0.0	0.0	Committed	N
RH : Muldoon's Corner Easing	Construction		MML	324	100	15,858.4	683.6	0.0	0.0	Committed	NR
Mt Victoria Tunnel - Safety Improvements	Design		HML*	322	100	4,955.0	79.9	0.0	0.0	Committed	R
Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway	Design		HHL	323	100	9,046.0	0.0	0.0	4,636.4	Committed	N
Wellington RoNS 4 Ngauranga to Aotea Quay: Active Traffic Mgt	Investigation		HHL	323	100	4,800.0	898.8	0.0	0.0	Committed	N
Wellington RoNS (3) - SH1 Terrace Tunnel Duplication	Investigation		HHL	323	100	3,300.0	1,826.5	1,175.6	397.9	Committed	N
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway	Design		HHL	323	100	18,088.2	11,927.7	330.1	0.0	Committed	N
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway	Construction		HHL	323	100	4,217.1	639.2	0.0	0.0	Committed	C
Mt Victoria Tunnel - Safety Improvements	Construction		HML*	322	100	14,100.0	243.7	0.0	0.0	Committed	R
Seismic Retrofit 9/12 Wellington	Construction		HMH	322	100	120.1	123.7	0.0	0.0	Committed	N
09-12 Rooding - SH1 Johnsonville to Tawa lighting	Design		HMM	321	100	180.0	7.5	0.0	0.0	Committed	R
SH1/SH2 Petone to Grenada Link Road	Investigation		HHL	323	100	5,579.0	772.7	2,694.4	1,606.2	Committed	N
Terrace Tunnel - Safety Improvements	Construction		HMH	322	100	47,412.9	441.8	0.0	0.0	Committed	R
SH2 Melling Interchange	Investigation		HMM	323	100	1,191.6	621.5	0.0	0.0	Committed	N
SH2/58 Intersection Improvement	Design		HMM	324	100	1,473.8	110.8	0.0	0.0	Committed	R
Wellington RoNS - Programme Management (Internal Resource)	Investigation		HHL	323	100	19,479.6	2,124.4	2,112.1	2,112.1	Committed	N
Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway	Property		HHL	331	100	18,500.0	10,005.0	0.0	0.0	Committed	C
Minor improvements 2012/15	State Highways	50	HMH	341	100	5,948.5	2,042.9	2,042.9	2,042.9	Approved	N
Safety Retrofit - Wellington	Construction	50	HMM	324	100	2,599.2	892.7	892.7	892.7	Probable	N
HPMV Route - Port of Wellington to Piarere (Southern)	Design	50	HMH	322	100	85.0	0.0	87.6	0.0	Probable	N
Wellington RoNS (2)- Wellington Inner-City (Tunnel to Tunnel)	Construction	307	HHL	323	100	82,188.5	0.0	14,791.5	46,335.0	Probable	NC
Seismic Retrofit - Wellington	Construction	50	HMH	322	100	160.0	82.4	82.4	0.0	Probable	N

Wellington RoNS 4 Ngauranga to Aotea Quay: Active Traffic Mgt	Construction	310	HHL	323	100	74,834.1	0.0	18,546.5	58,555.0	Probable	C
SH1 Otaihangā to Waikanae Safety Improvements Stage 3	Design	50	HMH	324	100	25.0	0.0	25.8	0.0	Probable	N
SH1 Inner City Bypass Intersection Optimisation	Design	306	HHH	323	100	515.0	0.0	0.0	309.1	Probable	N
SH1 Widening of Ruahine Street/Wellington Road	Property	304	HHL	331	100	440.0	0.0	0.0	453.3	Probable	N
HPMV Route - Port of Wellington to Piarere (Southern)	Investigation	50	HMH	322	100	52.0	53.6	0.0	0.0	Probable	N
Wellington RoNS 4 Ngauranga to Aotea Quay: Active Traffic Mgt	Property	310	HHL	331	100	1,400.0	722.2	720.2	0.0	Probable	N
HPMV Route - Port of Wellington to Piarere (Southern)	Construction	50	HMH	322	100	554.0	0.0	0.0	281.3	Probable	N
Property Acquisition Block and Fees - Wellington	Construction	50	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
SH1 Widening of Ruahine Street/Wellington Road	Investigation	304	HHL	324	100	570.0	0.0	587.3	0.0	Probable	N
SH2 Carterton to Masterton Safety Improvements	Property	309	HMM	331	100	180.0	0.0	0.0	185.5	Probable	N
SH58 Haywards Substation Curves Safety Improvements	Design	50	HMM	324	100	207.0	0.0	213.3	0.0	Probable	N
SH2 Carterton to Masterton Safety Improvements	Design	309	HMM	324	100	242.0	0.0	0.0	249.3	Probable	N
SH58 Haywards Substation Curves Safety Improvements	Investigation	50	HMM	324	100	149.0	153.5	0.0	0.0	Probable	N
SH2 Carterton to Masterton Safety Improvements	Investigation	309	HMM	324	100	140.0	0.0	144.2	0.0	Probable	N
SH1 Inner City Bypass Intersection Optimisation	Property	306	HHH	323	100	1,155.0	0.0	1,190.0	0.0	Probable	N
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway	Construction	311	HHL	323	100	589,599.7	0.0	270,898.7	336,565.8	Probable	NRC
SH1 Widening of Ruahine Street/Wellington Road	Design	304	HHL	324	100	536.0	0.0	0.0	425.5	Probable	N
SH2 Active Traffic Management System - Ngauranga to SH58	Investigation	312	MHM	321	100	113.0	0.0	116.4	0.0	Reserve	N
SH2 Active Traffic Management System - Ngauranga to SH58	Design	312	MHM	321	100	390.0	0.0	0.0	401.8	Reserve	N
Mt Victoria Tunnel - Safety Improvements	Construction	301	HML*	322	100	37,672.0	0.0	38,813.5	0.0	Reserve	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Nelson</b>											

Nelson City Council											
Transport planning											
Regional Land Transport Planning	Study		MH_	1	53	160.0	18.6	10.6	55.7	Probable	N
Parking Strategy	Study		MM_	2	53	100.0	54.2	0.0	0.0	Reserve	N
ATS outcome - Issues Definition Report	Study		MM_	2	53	50.0	27.1	0.0	0.0	Reserve	N
Activity Management Planning 2012/15	Study		MM_	3	53	375.0	89.4	100.3	13.5	Reserve	N
Road safety promotion											
Road Safety Promotion 2012/15 - Medium Strategic Fit	Implementation		MM_	432	53	441.0	79.7	79.7	79.7	Approved	N
Walking and cycling											
Maitai Shared Path (Akerston St to Nile St)	Design	5	MMM	452	53	50.0	0.0	0.0	27.1	Probable	R
Other walk/cycle projects	Investigation	5	MMM	452	53	150.0	81.3	0.0	0.0	Probable	R
Rocks Rd shared path	Investigation	5	MMM	452	53	100.0	54.2	0.0	0.0	Probable	R
School approach and frontage treatments	Construction	5	MMM	451	53	400.0	0.0	108.4	108.4	Probable	R
Rocks Rd shared path	Design	5	MMM	452	53	250.0	0.0	135.5	0.0	Probable	R
Walkway connections	Construction	5	MMM	451	53	955.1	29.9	54.2	54.2	Probable	R
Bishopdale to The Ridgeway shared path	Design	5	MMM	452	53	40.0	21.7	0.0	0.0	Probable	R
Bishopdale to The Ridgeway shared path	Construction	5	MMM	452	53	350.4	189.9	0.0	0.0	Probable	R
Integration activities	Construction	5	MMM	452	53	900.0	162.6	162.6	162.6	Probable	R
Bishopdale shared path / Princes Dr extension crossing	Design	5	MMM	452	53	100.0	27.1	27.1	0.0	Probable	R
City/Maitai to Dun Mountain trail start	Investigation	5	MMM	452	53	30.0	16.3	0.0	0.0	Probable	R
Poormans Stream walk/cycle connection	Construction	5	MMM	452	53	53.0	28.7	0.0	0.0	Probable	R
Maitai Shared Path (Akerston St to Nile St)	Construction	5	MMM	452	53	450.0	0.0	0.0	243.9	Probable	R
Rocks Rd shared path	Construction	5	MMM	452	53	2,500.0	0.0	0.0	1,354.8	Probable	R
City/Maitai to Dun Mountain trail start	Design	5	MMM	452	53	50.0	27.1	0.0	0.0	Probable	R
Bishopdale shared path / Princes Dr extension crossing	Construction	5	MMM	452	53	400.0	0.0	0.0	216.8	Probable	R
Maitai Shared Path (Akerston St to Nile St)	Construction	5	MMM	452	53	1,300.0	0.0	541.9	0.0	Probable	R
Other walk/cycle projects	Design	5	MMM	452	53	50.0	27.1	0.0	0.0	Probable	R
School approach and frontage treatments	Design	5	MMM	451	53	50.0	27.1	0.0	0.0	Probable	R
Waterfront to Annesbrook roundabout cycle connection	Investigation	5	MMM	452	53	50.0	0.0	27.1	0.0	Probable	R
City/Maitai to Dun Mountain trail start	Construction	5	MMM	452	53	450.0	0.0	243.9	0.0	Probable	R
Maitai Shared Path (Akerston St to Nile St)	Design	5	MMM	452	53	95.0	51.5	0.0	0.0	Probable	R
Other walk/cycle projects	Construction	5	MMM	452	53	750.0	0.0	162.6	243.9	Probable	R

Poormans Stream walk/cycle connection	Design	5	MMM	452	53	30.0	0.0	0.0	16.3	Probable	R
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		LMH			2,161.8	430.1	419.1	426.5	Approved	N
<b>Public transport infrastructure</b>											
Minor improvements 2012/15	PT Improvements		MMH	531	50	108.1	18.4	18.4	18.4	Approved	N
<b>Maintenance and operation of local roads</b>											
E/Works Cable Bay Road Dec 2011	Construction		---	141	54	3,550.0	1,794.5	0.0	0.0	Committed	N
E/Works - 14th Dec 2011	Construction		---	141	54	1,819.0	500.2	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			7,818.6	1,145.7	1,130.8	1,161.1	Approved	N
<b>Renewal of local roads</b>											
Preventative Maintenance 14th December 2011	Construction		HHH	241	43	873.0	324.5	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			5,516.6	804.1	1,002.8	618.5	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	53	666.8	120.4	120.4	120.4	Approved	N
Waimea Rd / The Ridgeway Intersection	Construction	4	MMH	321	53	800.0	0.0	0.0	433.5	Probable	R
SH6 Whakatu Drive/Saxton Field roundabouts	Investigation	8	MMH	324	53	60.0	32.5	0.0	0.0	Probable	R
Waimea Rd widening at Snows Hill	Design	4	MMH	324	53	50.0	0.0	0.0	27.1	Probable	R
Waimea / Motueka St Intersection Improvements	Construction	4	MMH	321	53	1,224.0	663.3	0.0	0.0	Probable	R
Schools variable speed signs	Construction	5	MMM	321	53	370.0	200.5	0.0	0.0	Probable	R
Schools variable speed signs	Construction	5	MMM	321	53	360.0	195.1	0.0	0.0	Probable	R
Waimea Rd / Market Rd Intersection	Design	4	MMH	321	53	140.0	27.1	0.0	48.8	Probable	R
Streetlighting Improvements	Construction	5	MMM	321	53	750.0	135.5	135.5	135.5	Probable	R
Waimea Rd / The Ridgeway Intersection	Design	4	MMH	321	53	135.0	32.5	40.6	0.0	Probable	R
Minor Improvements using R funding	Construction	6	MMH	322	53	906.0	103.5	133.9	253.6	Probable	R
<b>Ministry of Transport</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	78.0	78.0	0.0	0.0	Committed	N
<b>Nelson Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
Activity management Plan Nelson 12/15	Study		MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
Nelson HNO Sub-regional Corridor Study	Study		ML_	2	100	100.0	0.0	103.0	0.0	Reserve	N
<b>Walking and cycling</b>											
SH6 Atawhai WC Project	Construction		HML	452	100	1,199.2	7.3	0.0	0.0	Committed	N

SH6 Rocks Rd Offroad Shared Pathway	Construction	5	MMM	452	100	2,500.0	0.0	0.0	2,575.8	Probable	R
SH6 Rocks Rd Offroad Shared Pathway	Design	5	MMM	452	100	250.0	0.0	257.6	0.0	Probable	R
SH6 Rocks Rd Offroad Shared Pathway	Investigation	5	MMM	452	100	110.0	0.0	113.3	0.0	Probable	R
SH6 Clifton Tce to The Glen Offroad Shared Pathway	Investigation	5	MML*	452	100	151.0	155.6	0.0	0.0	Reserve	R
<b>Maintenance and operation of State highways</b>											
Emergency Works Nelson December Storm Events 11/12	Construction		---	141	100	4,609.0	2,108.4	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			9,159.0	3,172.5	3,180.4	3,122.9	Approved	N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			3,363.4	1,185.1	1,182.7	1,173.8	Approved	N
Preventive Maintenance Nelson 12/15	Construction		LLL	241	100	314.9	110.5	110.5	110.5	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
09-12 Rooding - SH6 Cable Bay Road Intersection	Design		MMM	324	100	100.0	11.1	0.0	0.0	Committed	R
09-12 Rooding - SH6 Rai Saddle Second Curve Realignment	Design		MMM	324	100	357.1	257.6	0.0	0.0	Committed	R
09-12 Rooding - SH6 Teal River Bridge	Design		MML	324	100	227.9	1.3	0.0	0.0	Committed	R
Minor improvements 2012/15	State Highways		HMH	341	100	1,440.0	494.5	494.5	494.5	Approved	N
SH6 Nelson Stock Effluent Facility Improvements	Design	2	MLH	321	100	80.0	0.0	82.4	0.0	Probable	R
SH6 Quarantine Road I/S	Design	9	MLH	324	100	212.0	0.0	218.4	0.0	Probable	R
SH6 Nelson Stock Effluent Facility Improvements	Construction	2	MLH	321	100	468.0	0.0	0.0	482.2	Probable	R
SH6 Quarantine Road I/S	Construction	9	MLH	324	100	1,202.0	0.0	0.0	1,238.4	Probable	R
Safety Retrofit - Nelson	Construction	1	HMM	324	100	720.0	247.3	247.3	247.3	Probable	R
SH6 Rai Saddle Second Curve Realignment	Construction	11	MLH	324	100	4,798.0	0.0	2,441.8	2,501.6	Probable	R
Property Acquisition Block and Fees - Nelson	Construction	7	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
SH6 Whakatu Drive Northbound Capacity Improvements	Design	15	MLM	324	100	212.0	0.0	218.4	0.0	Reserve	R
SH6 Atawhai Drive Intersections	Construction	16	MML*	324	100	1,808.0	0.0	0.0	1,862.8	Reserve	R
SH6 Whakatu Drive Northbound Capacity Improvements	Construction	15	MLM	324	100	1,100.0	0.0	0.0	1,133.3	Reserve	R
SH6 Whakatu Drive Northbound Capacity Improvements	Investigation	15	MLM	324	100	155.0	159.7	0.0	0.0	Reserve	R
SH6 Whakatu Drive/Saxton Fields Roundabout	Investigation	8	MML*	324	100	206.0	212.2	0.0	0.0	Reserve	R
Improved Driver Information - Nelson	Construction		LLL*	321	100	669.0	92.4	143.9	453.0		N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											



	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Marlborough</b>											
<b>Marlborough District Council</b>											
<b>Transport planning</b>											
AMP Review	Study		MM_	3	56	93.0	18.9	15.5	18.9	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion 2012/15 - Medium Strategic Fit	Implementation	4	MM_	432	56	381.0	72.7	72.7	72.7	Approved	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		LML			797.7	163.8	160.4	161.5	Approved	N
<b>Public transport infrastructure</b>											
Minor improvements 2012/15	PT Improvements		MMH	531	50	16.3	2.8	2.8	2.8	Approved	N
<b>Maintenance and operation of local roads</b>											
E/Works 10/11	Construction		___	141	51	1,196.9	80.8	0.0	0.0	Committed	N
Emergency Works 11/12	Construction		___	141	51	617.6	130.4	0.0	0.0	Committed	N
Emergency Works 12/13	Construction		___	141	51	1,765.0	920.4	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			14,205.0	2,211.7	2,226.8	2,320.1	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			99.0	33.7	33.7	33.7	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			14,165.0	2,219.1	2,222.4	2,221.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			73.0	72.6	1.0	1.0	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	SPR		MMH	341	100	5.0	1.7	1.7	1.7	Approved	N
Minor improvements 2012/15	Local Roads		MMH	341	56	2,542.8	493.2	485.0	477.8	Approved	N
Northbank Road HPMV Route	Construction	8	HMH	322	56	740.0	0.0	423.7	0.0	Probable	R
Storeys Bridge Replacement	Construction	22	MMH	322	56	85.0	0.0	0.0	48.7	Reserve	R
Beauchamps Bridge Replacement	Construction	24	MMH	322	56	125.0	0.0	0.0	71.6	Reserve	R
Bluff Creek Bridge Replacement	Construction	20	MMH	322	56	120.0	68.7	0.0	0.0	Reserve	R
Stafford Creek Bridge Replacement	Construction	21	MMH	322	56	265.0	151.7	0.0	0.0	Reserve	R
Pine Valley No 2 Bridge Replacement	Construction		MMH	322	56	460.0	0.0	263.4	0.0	Reserve	R
Northbank No 8 Bridge Replacement	Construction		MMH	322	56	100.0	0.0	0.0	57.3	Reserve	R
Kaka Bridge Replacement	Construction	24	MMH	322	56	230.0	131.7	0.0	0.0	Reserve	R
Weavers Bridge Replacement	Construction	23	MMH	322	56	80.0	0.0	0.0	45.8	Reserve	R

Ministry of Transport											
SuperGold Card Allocations	Implementation		MMM	522	100	17.0	17.0	0.0	0.0	Committed	N
<b>Marlborough Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
Activity mangement Plan Marlborough 12/15	Study		MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
SH62/SH6/SH60 Blenheim to Motueka Corridor Study	Study		ML_	2	100	350.0	128.8	231.8	0.0	Reserve	N
Marlborough HNO Sub-regional Corridor Study	Study		ML_	2	100	50.0	0.0	51.5	0.0	Reserve	N
<b>Maintenance and operation of State highways</b>											
Emergency Works Event Of Dec 2010	Construction		---	141	100	1,200.0	148.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			15,094.0	5,201.6	5,225.1	5,189.6	Approved	N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			9,129.3	3,163.7	3,219.8	3,229.6	Approved	N
Preventive Maintenance Marlborough 12/15	Construction		LLL	241	100	245.5	86.2	86.2	86.2	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
09-12 Rooding - SH6 Sneider's Creek Realignment	Construction		MMH	324	100	2,100.3	147.3	0.0	0.0	Committed	R
09-12 Rooding - VDM Projects - Region 10 Marlborough	Investigation		MMM	322	100	142.7	116.1	0.0	0.0	Committed	N
Committed block programme - Marlborough	Construction		MMM	324	100	1,480.5	119.3	0.0	0.0	Committed	NR
Lions Back Safety Improvements	Construction		MMH	324	100	4,520.0	158.0	0.0	0.0	Committed	R
09-12 Rooding - SH1S Pukapuka Stream - Realignment	Investigation		MMH	324	100	25.1	6.1	0.0	0.0	Committed	R
09-12 Rooding - SH6 Bells Road / St Leonards Road I/S	Investigation		MMM	323	100	80.0	1.8	0.0	0.0	Committed	R
09-12 Rooding - SH62 Rapaura - Wratts to SH1	Construction		MMM	324	100	4,237.3	465.3	0.0	0.0	Committed	NR
Lions Back Safety Improvements	Property		MMH	331	100	637.7	216.4	0.0	0.0	Committed	R
Dashwood Overbridge	Design		HMM	323	100	332.4	10.1	0.0	0.0	Committed	R
Minor improvements 2012/15	State Highways		HMH	341	100	1,645.5	565.1	565.1	565.1	Approved	N
Safety Retrofit - Marlborough	Construction		HMM	324	100	822.7	282.6	282.6	282.6	Probable	R
HPMV - SH1 - MDC19 (Port Marlborough to SH1 Boundary)	Construction		HMH	324	100	1,373.0	0.0	0.0	1,414.6	Probable	R
HPMV - SH1 - MDC19 (Port Marlborough to SH1 Boundary)	Design		HMH	322	100	334.0	0.0	344.1	0.0	Probable	R
Property Acquisition Block and Fees - Marlborough	Construction		HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Dashwood Overbridge	Construction		HMM	324	100	6,774.9	0.0	0.0	6,980.2	Probable	R
HPMV - SH1 - MDC19 (Port Marlborough to SH1 Boundary)	Investigation		HMH	322	100	314.0	323.5	0.0	0.0	Probable	R
SH1S Picton to Blenheim Roadside hazard protection	Construction		HLH	324	100	1,379.0	0.0	1,420.8	0.0	Reserve	R

Seismic Retrofit - Marlborough	Construction		MMH	322	100	450.0	257.6	206.1	0.0	Reserve	R
SH1 Weld Pass Realignment	Investigation		HLH	324	100	867.0	0.0	409.0	484.2	Reserve	R
SH1 Weld Pass Realignment	Design		HLH	324	100	459.0	0.0	0.0	472.9	Reserve	R
SH1S Picton to Blenheim Roadside hazard protection	Investigation		HLH	324	100	52.0	53.6	0.0	0.0	Reserve	R
Improved Driver Information - Marlborough	Construction		MML*	321	100	469.0	92.4	143.9	246.9	Reserve	R
SH1S Picton to Blenheim Roadside hazard protection	Design		HLH	324	100	52.0	53.6	0.0	0.0	Reserve	R
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Tasman</b>											
<b>Tasman District Council</b>											
<b>Transport planning</b>											
Regional Land Transport Planning	Study		MH_	1	59	100.0	11.8	11.8	35.4	Probable	N
Network Optimisation Study	Study		MM_	2	59	100.0	3.0	54.3	3.0	Reserve	N
Three Roundabouts - Champion Road Upgrade	Study		MM_	2	59	60.0	36.2	0.0	0.0	Reserve	N
Activity Management Review	Study		MM_	3	59	166.8	15.4	42.1	43.1	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion 2012 - 2015 - Medium Strategic Fit	Implementation		MM_	432	59	504.0	101.4	101.4	101.4	Approved	N
<b>Maintenance and operation of local roads</b>											
Emergency Works SPR Tootaranui Road Dec 2011	Construction		___	141	100	726.8	56.2	0.0	0.0	Committed	N
Emergency Work December 2011	Construction		___	141	58	5,520.0	1,771.7	0.0	0.0	Committed	N
Emergency Works 12/13	Construction		___	141	50	1,100.0	562.4	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			399.9	137.3	136.3	135.3	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			16,459.0	2,592.5	2,837.6	2,816.3	Approved	N
Emergency Works SPR 12/13	Construction		___	141	100	14.0	14.3	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
Preventive Maintenance ((Turners Bluff))	Construction		MMH	241	49	300.0	150.3	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			19,059.8	3,132.9	3,200.4	3,216.2	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			154.5	77.2	40.4	40.4	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Roding - Yellow Pine	Construction		MMH	322	59	250.0	44.2	0.0	0.0	Committed	N

Bridge Replacement											
Awaroa Bridge Replacement	Construction		MMM	322	59	90.5	17.5	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MLH	341	59	3,249.3	641.7	653.2	665.4	Approved	N
Minor improvements 2012/15	SPR		MLH	341	100	22.9	7.9	7.8	7.8	Approved	N
Richmond Construction - Lower Queen/Lansdowne Intersection	Design		MMH	324	59	122.7	0.0	0.0	74.0	Reserve	N
Richmond Construction - Moutere Highway/Waimea West	Design		MMH	324	59	191.4	0.0	0.0	115.5	Reserve	N
Richmond Construction - Queen/Salisbury Intersection	Design		MMH	324	59	99.0	0.0	0.0	59.7	Reserve	N
Richmond Construction - Moutere Highway/Waimea West	Investigation		MMH	324	59	31.3	0.0	18.9	0.0	Reserve	N
Richmond Construction - Lower Queen/Lansdowne Intersection	Property		MMH	333	59	65.9	0.0	39.8	0.0	Reserve	N

### Tasman Highway & Network Operations

#### Transport planning

Tasman HNO Sub-regional Corridor Study	Study		ML_	2	100	100.0	0.0	103.0	0.0	Reserve	N
Activity mangement Plan Tasman 12/15	Study		MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N

#### Maintenance and operation of State highways

Emergency Works Tasman HNO 2011/12	Construction		---	141	100	1,423.0	1,412.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			26,877.0	9,272.0	9,283.3	9,251.6	Approved	N
EW Nelson Tasman July 2012 Storm Event	Construction		---	141	100	626.0	647.7	0.0	0.0	Approved	N
EW Nelson Tasman July 2012 Storm Event	Construction		---	141	100	626.0	647.7	0.0	0.0		N

#### Renewal of State highways

Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			17,528.3	6,170.1	6,161.2	6,126.0	Approved	N
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#### New & improved infrastructure for State highways

Committed block programme - Tasman	Construction		MMM	324	100	680.0	279.8	0.0	0.0	Committed	N
SH60 Ruby Bay Bypass	Construction		LML	323	100	27,645.7	64.5	41.2	0.0	Committed	NR
Minor improvements 2012/15	State Highways		HMH	341	100	1,440.0	494.5	494.5	494.5	Approved	N
Property Acquisition Block and Fees - Tasman	Construction		HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N

RP\* - Regional priority

WC\* - Work category

FAR\* - Average Financial Assistance Rate

[▲ top](#)

	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Canterbury</b>											

<b>Ashburton District Council</b>											
<b>Transport planning</b>											
Crash Reduction Studies	Study	2	MM_	2	56	11.3	0.0	0.0	6.5	Reserve	N
<b>Road safety promotion</b>											
Road safety promotion 2012/15 high fit	Implementation	2	MM_	432	56	369.0	68.4	70.4	72.5	Approved	N
<b>Walking and cycling</b>											
Cycleway, West St to Havelock St, Stage 2	Construction		HMH	452	57	50.0	20.4	0.0	0.0	Committed	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			9,233.6	1,477.3	1,471.9	1,452.5	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			17,914.8	2,824.5	2,796.6	2,805.0	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
New Ashburton Bridge, Ashburton River	Investigation		MMH	323	57	710.0	292.2	0.0	0.0	Committed	N
09-12 Rooding - Bridge Replacement, Br 48 (Jacobs Stream)	Construction		MMH	322	57	87.8	0.9	0.0	0.0	Committed	N
09-12 Rooding - Dobson St Extension	Construction		MMH	323	57	242.2	0.6	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	56	1,549.8	298.5	289.9	298.9	Approved	N
<b>Canterbury Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
Activity mangement Plan Canterbury 12/15	Study	2	HH_	3	100	656.3	225.4	225.4	225.4	Probable	N
Christchurch City Optimisation	Study		HH_	2	100	500.0	0.0	206.1	309.1	Probable	N
Corridor Optimisation 12/15 Canterbury	Study	2	MM_	2	100	300.0	0.0	154.5	154.5	Reserve	N
Canterbury HNO Sub-regional Corridor Study	Study	2	MM_	2	100	150.0	0.0	154.5	0.0	Reserve	N
SH73 Corridor Study	Study	2	MM_	2	100	200.0	0.0	206.1	0.0	Reserve	N
Canterbury Integrated transport and land use studies	Study	2	MM_	2	100	300.0	206.1	103.0	0.0	Reserve	N
<b>Road safety promotion</b>											
Community Advertising 12/15 - Canterbury	Construction	2	MM_	432	100	120.0	41.2	41.2	41.2	Approved	N
<b>Maintenance and operation of State highways</b>											
EW Earthquake September 2010	Construction		___	141	100	4,900.0	701.3	0.0	0.0	Committed	N
EW Christchurch Earthquake Feb 11	Construction		___	141	100	27,800.0	10,907.5	9,311.4	0.0	Committed	N
EW Rainfall Event North Canterbury December 2010	Construction		___	141	100	138.0	42.7	0.0	0.0	Committed	N
EW Rainfall Event July 2010	Construction		___	141	100	840.0	263.8	0.0	0.0	Committed	N

Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			68,323.4	23,515.0	23,580.0	23,592.4	Approved	N
EW Rainfall Event July 2012	Construction		---	141	100	1,233.0	1,275.7	0.0	0.0		N
EW Snowfall - tree damage June 2012	Construction		---	141	100	422.0	436.6	0.0	0.0		N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			42,329.1	14,675.8	14,863.1	15,033.7	Approved	N
Preventive Maintenance Canterbury 12/15	Construction	4	MMM	241	100	223.0	78.3	78.3	78.3	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
09-12 Rooding - Dyers Road Improvements - Metro to Maces	Design		MMM	324	100	124.7	16.1	0.0	0.0	Committed	N
09-12 Rooding - Improvement to the Shingle Fans	Construction		MMM	324	100	3,444.9	258.6	0.0	0.0	Committed	N
Western Belfast By-Pass	Property		HMM	331	100	11,084.5	4,646.0	2,486.6	2,362.3	Committed	R
Christchurch Southern Motorway Extension (Stage 1)	Construction		MMM	323	100	115,919.0	17,774.3	2,096.7	0.0	Committed	R
CHCH Northern Arterial Rural with QE2	Property		HMM	331	100	5,529.9	2,899.4	0.0	0.0	Committed	N
CHCH Northern Arterial Rural with QE2	Design		HMM	323	100	6,042.8	6,225.9	0.0	0.0	Committed	N
Groynes to Sawyers Arms 4L	Design		HMM	324	100	1,051.0	140.2	0.0	0.0	Committed	R
CHC Southern Mwy HJR to Rolleston (Stage 2 & 3)	Property		HMM	331	100	30,000.0	8,242.4	8,550.5	0.0	Committed	R
Western Belfast By-Pass	Investigation		HMM	323	100	920.6	1.1	0.0	0.0	Committed	R
QE2 Four Laning NArt to Hills Rd 4L	Property		HMM	331	100	2,202.5	1,726.6	0.0	0.0	Committed	N
09-12 Rooding - VDM Projects - Christchurch & West Coast	Investigation		MMM	322	100	245.0	25.4	0.0	0.0	Committed	N
CHC Southern Mwy HJR to Rolleston (Stage 2 & 3)	Design		HMM	323	100	5,403.5	3,620.8	1,431.3	0.0	Committed	R
Christchurch RoNS Programme Management	Investigation		HMM	323	100	2,981.5	481.8	824.2	0.0	Committed	R
SH1 - Tennyson St Intersection Safety Improvement	Investigation		MMM	323	100	150.1	2.8	0.0	0.0	Committed	N
Mingha Bluff to Rough Creek	Design		MML	324	100	864.0	219.5	0.0	0.0	Committed	N
Sawyers Arms to Wairakei Rd 4L	Design		HMM	324	100	830.0	201.8	0.0	0.0	Committed	N
Groynes to Sawyers Arms 4L	Property		HMM	331	100	4,643.2	4,131.5	0.0	0.0	Committed	NR
Wairakei Rd to Yaldhurst Rd 4 Laning	Construction		HMM	324	100	20,990.0	10,103.6	0.0	0.0	Committed	R
Wairakei Rd to Yaldhurst Rd 4 Laning	Design		HMM	322	100	6,265.0	2,960.9	0.0	0.0	Committed	R
Yaldhurst Rd to Waterloo Rd 4L	Construction		HMM	324	100	14,850.0	7,981.3	6,078.8	463.6	Committed	NR
Waitaki Bridges No1 And 2 Replacement	Design		LMH	322	100	2,250.0	428.3	20.6	0.0	Committed	N
CHC Southern Mwy HJR to Rolleston (Stage 2 & 3)	Investigation		HMM	323	100	7,236.5	3,739.4	0.0	0.0	Committed	R
CHCH Northern Arterial Rural with QE2	Investigation		HMM	323	100	3,000.0	948.3	0.0	0.0	Committed	R

QE2 Four Lining NArt to Hills Rd 4L	Investigation		HMM	324	100	200.0	4.2	0.0	0.0	Committed	R
09-12 Roading - Dyers Road Improvements - Metro to Maces	Construction		MMM	324	100	120.0	120.2	0.0	0.0	Committed	N
09-12 Roading - Inmans Bridge and Elliots Bridge Widening	Construction		MMH	324	100	742.0	113.6	0.0	0.0	Committed	N
Western Belfast By-Pass	Design		HMM	323	100	2,679.8	1,919.0	618.2	0.0	Committed	R
Yaldhurst Rd to Waterloo Rd 4L	Property		HMM	331	100	2,035.0	454.4	0.0	0.0	Committed	R
Woodend SH1 Corridor Improvements	Investigation		HML	323	100	1,292.0	354.8	0.0	0.0	Committed	N
Christchurch Bus Priority Measures (State Highway Component)	Construction		HMM	324	100	4,389.0	561.4	364.7	0.0	Committed	N
Minor improvements 2012/15	State Highways	4	HMH	341	100	8,988.8	3,087.1	3,087.1	3,087.1	Approved	N
Groynes to Sawyers Arms 4L	Construction	4	HMM	323	100	27,780.0	14,723.0	11,555.8	2,342.9	Probable	N
Western Belfast By-Pass	Construction	4	HMM	323	100	119,967.0	0.0	0.0	19,773.8	Probable	N
Safety Retrofit - Canterbury	Construction	4	HMM	324	100	4,494.4	1,543.5	1,543.5	1,543.5	Probable	N
Lyttelton Tunnel Safety Retrofit (Deluge) System	Construction	4	HMH	321	100	32,781.2	0.0	0.0	33,774.5	Probable	N
HPMV-SH1-Timaru to Christchurch	Design	4	HMH	322	100	212.0	0.0	218.4	0.0	Probable	N
HPMV-SH1-Timaru to Christchurch	Construction	4	HMH	322	100	1,577.0	0.0	0.0	525.5	Probable	N
Yaldhurst Rd to Waterloo Rd 4L	Construction	4	HMM	324	100	9,338.0	5,666.7	3,954.3	0.0	Probable	N
Wairakei Rd to Yaldhurst Rd 4 Laning	Construction	4	HMM	324	100	38,502.2	0.0	13,701.1	25,967.7	Probable	N
Okarahia to Conway Side Protection	Construction	4	HMM	324	100	679.0	0.0	699.6	0.0	Probable	N
Sawyers Arms to Wairakei Rd 4L	Construction	4	HMM	324	100	13,800.0	7,937.4	6,280.7	0.0	Probable	N
Improved Driver Information - Canterbury	Construction	4	HMH	321	100	1,788.0	854.5	545.4	442.3	Probable	N
Curletts Rd Optimisation - Earthquake Recovery	Construction	4	HMH	321	100	500.0	103.0	412.1	0.0	Probable	N
Okarahia to Conway Side Protection	Design	4	HMM	324	100	103.0	106.1	0.0	0.0	Probable	N
Curletts Rd Optimisation - Earthquake Recovery	Design	4	HMH	321	100	200.0	206.1	0.0	0.0	Probable	N
Seismic Retrofit - Canterbury	Construction	4	HMH	322	100	1,650.0	772.7	515.2	412.1	Probable	N
North Ashburton Safety Works	Construction	4	HMH	324	100	834.0	859.3	0.0	0.0	Probable	N
Waitaki Bridges No1 And 2 Replacement	Construction	4	LMH	322	100	16,971.0	8,606.1	8,879.1	0.0	Probable	N
Lyttelton Tunnel Safety Retrofit (Deluge) System	Design	4	HMH	321	100	2,048.0	0.0	1,303.3	806.7	Probable	N
Property Acquisition Block and Fees - Canterbury	Construction	4	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
North Ashburton Safety Works	Design	4	HMH	324	100	103.0	106.1	0.0	0.0	Probable	N
HPMV-SH1-Timaru to Christchurch	Investigation	4	HMH	322	100	206.0	212.2	0.0	0.0	Probable	N
Lineside Rd On-Ramp	Construction	4	HLH	323	100	3,367.0	1,711.3	1,757.7	0.0	Reserve	N
Sawyers Arms to Harewood 4L	Construction		MMM	324	100	10,500.0	7,624.2	3,193.9	0.0		N



Christchurch City Council											
Transport planning											
Sawyers Arms Road - Corridor Management Strategy	Study		HM_	2	75	62.0	21.4	0.0	0.0	Committed	R
Belfast & Upper Styx & Northern Roding Transport Assessment	Study		HM_	2	53	1,431.0	250.8	0.0	0.0	Committed	N
RoNS Connections	Study		HM_	2	54	200.0	55.2	55.2	0.0	Probable	N
Central City Plan	Study		MM_	2	54	8,520.0	2,488.4	2,050.3	165.6	Reserve	N
Built Environment Recovery Programme	Study		MM_	2	54	735.0	267.8	82.8	55.2	Reserve	N
Earthquake Recovery	Study		MM_	2	54	225.0	82.8	41.4	0.0	Reserve	N
Road safety promotion											
Road Safety-School Travel Plans	Construction	2	HM_	432	54	601.3	107.7	110.6	113.7	Approved	N
Road Safety Promotion	Construction	2	HM_	432	54	1,389.6	250.7	255.7	260.9	Approved	N
Road Safety Promotion - Cycle Safe	Construction	2	HML*	432	54	507.4	280.2	0.0	0.0	Reserve	N
Walking and cycling											
CSM Cycleway and Auxiliaries	Construction		MMM	452	53	9,350.0	2,083.5	0.0	0.0	Committed	R
Public transport infrastructure											
Christchurch Transport Interchange	Property		HML	531	60	28,126.0	1,487.2	0.0	0.0	Committed	R
Maintenance and operation of local roads											
EW - Earthquake Events NLTP funding	Construction		---	141	83	236,987.1	50,000.0	50,000.0	50,000.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			60,946.4	9,291.7	9,254.4	9,243.0	Approved	N
EW Banks Peninsula Flood Damage July - August 2012	Construction		---	141	83	1,616.5	1,371.9	0.0	0.0		N
Renewal of local roads											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			34,153.6	4,623.3	5,032.7	5,709.8	Approved	N
New & improved infrastructure for local roads											
Wigram Magdala Grade Separated Link	Property		HMM	323	53	4,700.0	0.0	2,547.0	0.0	Committed	R
Wigram Magdala Grade Separated Link	Investigation		HMM	323	53	340.0	156.3	0.0	0.0	Committed	R
Wigram Magdala Grade Separated Link	Construction		HMM	323	53	4,000.0	61.7	0.0	0.0	Committed	R
Ferrymead Bridge	Construction		MMM	322	53	11,342.4	3,280.4	0.0	0.0	Committed	N
09-12 Roding - McCormacks Bay Causeway Culvert & Walls Rene	Construction		MMH	322	53	1,240.0	653.9	0.0	0.0	Committed	N
Main Road Sumner 3-Laning	Design		MMM	324	53	210.0	3.5	0.0	0.0	Committed	N
Aidenfield Drive and HJR Upgrades	Construction		LMM	323	53	2,930.0	585.5	0.0	0.0	Committed	R
CNAP - Hills Rd Extension	Investigation		HHM	323	53	305.0	28.8	0.0	0.0	Committed	N

Main Road Sumner 3-Laning	Construction		MMM	324	53	2,000.0	1,083.9	0.0	0.0	Committed	N
Wigram Magdala Grade Separated Link	Design		HMM	323	53	858.0	449.0	0.0	0.0	Committed	R
CNAP - Cranford Street Upgrade	Investigation		HHM	324	53	285.0	55.6	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	54	6,522.8	1,104.3	1,214.7	1,282.5	Approved	N
A68 Little Akaloa Beach Bridge Renewal	Construction		LMH	322	54	312.0	172.3	0.0	0.0		N
<b>DOC (Mt Cook)</b>											
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			162.5	104.8	20.5	40.9	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Tasman Valley Road realignment and sealing	Design		MMH	325	100	190.0	36.7	0.0	0.0	Committed	N
Minor improvements 2012/15	SPR		MMH	341	100	7.0	2.0	2.6	2.6	Approved	N
Tasman Valley Road realignment and sealing	Construction		MMH	324	100	3,100.0	1,022.5	2,147.3	0.0	Probable	N
<b>Environment Canterbury</b>											
<b>Transport planning</b>											
Canterbury RPTP Review 2010/11 - 003 Activity Mngmt Plan	Study		MM_	3	60	194.0	25.6	0.0	0.0	Committed	N
Canterbury Regional Land Transport Administration 2012-2015	Study	1	HH_	1	57.05	619.4	93.9	139.6	119.8	Probable	N
<b>Road safety promotion</b>											
Canterbury Regional Road Safety (medium fit) 2012-2015	Construction	2	MM_	432	57.05	388.8	73.5	70.7	77.6	Approved	N
Canterbury Regional Road Safety (High Fit) 2012 - 2015	Construction	2	HM_	432	57.05	328.1	57.1	61.3	68.8	Approved	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		HHM			121,034.4	21,726.9	20,550.4	20,539.9	Approved	N
<b>Public transport infrastructure</b>											
Electronic ticketing upgrade	Construction		HHH	531	60	4,950.0	48.6	0.0	0.0	Committed	N
<b>Ministry of Transport</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	2,200.0	2,200.0	0.0	0.0	Committed	N
<b>Hurunui District Council</b>											
<b>Transport planning</b>											
Activity Plan, Valuations & Development Procurement Strategy	Study	2	LL_	3	60	60.0	18.4	9.2	9.2	Reserve	N
<b>Road safety promotion</b>											
Road Safety Promotion	Construction	2	HM_	432	60	168.0	34.4	34.4	34.4	Approved	N
<b>Maintenance and operation of local roads</b>											

Snow Fall June 2012	Construction		---	141	50	99.1	29.0	0.0	0.0	Committed	N
Snow Fall June 2012	Construction		---	141		56.8	0.0	0.0	0.0	Committed	
Emergency Works 2012/13	Construction		---	141	52	240.1	127.6	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			327.4	123.5	105.6	105.6	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			8,348.0	1,426.9	1,425.9	1,425.9	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			123.2	55.4	40.3	30.2	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			9,352.0	1,619.1	1,535.3	1,626.8	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	SPR		MMH	341	100	24.0	8.2	8.2	8.2	Approved	N
Minor improvements 2012/15	Local Roads		MMH	341	60	1,000.0	184.1	214.7	214.7	Approved	N
<b>Kaikoura District Council</b>											
<b>Road safety promotion</b>											
Road Safety Promotion - 2012-15	Construction	2	HM_	432	55	120.0	22.9	22.5	22.1	Approved	N
<b>Maintenance and operation of local roads</b>											
Emergency Works 2012/13	Construction		---	141	55	310.0	174.3	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			1,466.7	215.2	224.7	236.4	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			1,039.7	72.8	293.1	111.6	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	55	127.8	18.7	31.7	21.4	Approved	N
<b>Mackenzie District Council</b>											
<b>Transport planning</b>											
Activity Management Plan Improvements	Study	2	MM_	3	63	45.0	9.7	0.0	19.3	Reserve	N
<b>Maintenance and operation of local roads</b>											
Emergency Works 2012/2013 Mackenzie	Construction		---	141	82	1,000.0	838.5	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			3,674.0	656.6	673.6	660.8	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			3,642.0	657.9	657.9	657.9	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	63	750.0	161.0	161.0	161.0	Approved	N
<b>Selwyn District Council</b>											

<b>Transport planning</b>											
Selwyn Road Safety Strategy and SMS Strategy	Study		MM_	2	75	53.7	0.0	0.0	18.2	Committed	N
003 Activity Management Plans	Study		MM_	3	58	169.9	18.8	6.9	17.6	Committed	N
Selwyn District Transport Strategy	Study	2	MM_	2	57	70.0	40.8	0.0	0.0	Reserve	N
<b>Road safety promotion</b>											
2012-15 Road Safety High Strategic Fit	Construction	2	HM_	432	57	530.8	99.1	103.1	107.2	Approved	N
2012-15 Road Safety Medium Strategic Fit	Construction	2	MM_	432	57	78.1	14.6	15.2	15.8	Approved	N
<b>Walking and cycling</b>											
Little River Cycleway	Construction		HMM	452	58	282.0	2.9	0.0	0.0	Committed	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			13,200.0	2,114.9	2,129.8	2,147.6	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			12,000.0	1,927.1	1,927.1	1,912.7	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Roading - Byron Street Extension	Construction		MMH	323	58	752.1	21.1	0.0	0.0	Committed	N
09-12 Roading - Selwyn/Shands Road Arterial Route Upgrade	Construction		MMM	324	58	2,990.0	330.8	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	57	1,340.0	250.4	260.2	270.4	Approved	N
<b>Timaru District Council</b>											
<b>Transport planning</b>											
Timaru District Active Transport Strategy Review	Study		HH_	2	75	82.0	2.0	0.0	0.0	Committed	N
Activity Management Plan Improvements	Study	2	HM_	3	63	160.0	38.7	25.8	38.7	Probable	N
Travel Behaviour Change Plan	Study	2	MM_	2	63	30.0	0.0	0.0	19.3	Reserve	N
Freight Impact Mitigation Strategy	Study	2	MM_	2	63	60.0	38.7	0.0	0.0	Reserve	N
<b>Road safety promotion</b>											
Road Safety South Canterbury 2012-15	Implementation	2	HM_	432	63	640.0	132.1	135.3	144.9	Approved	N
Road safety around schools 2012-15	Implementation	2	MM_	432	63	137.0	29.0	29.0	30.3	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			11,651.3	2,177.2	2,107.2	2,118.7	Approved	N
Timaru Emergency works	Construction		---	141	57	1,100.0	641.1	0.0	0.0		N
<b>Renewal of local roads</b>											
Arundel Bridge Preventative maintenance works	Construction		MMH	241	52	250.0	26.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			20,321.0	3,635.4	3,633.6	3,743.5	Approved	N

<b>New &amp; improved infrastructure for local roads</b>											
Reconstruction North, Selwyn, Wai-iti Roads	Construction		LMH	324	62	600.0	190.2	0.0	0.0	Committed	N
Factory Road Bridge Widening	Design		HHL	322	62	300.0	182.3	0.0	0.0	Committed	N
09-12 Rooding - Washdyke Industrial Area; Network Link Impro	Construction		MMH	323	62	1,980.0	1,253.8	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	63	2,250.0	467.0	483.1	499.2	Approved	N
Factory Road Bridge Widening	Construction		HHL	322	63	3,500.0	64.4	2,190.2	0.0	Probable	N
Manse Bridge Renewal/Upgrade	Construction		MML*	322	63	1,500.0	0.0	0.0	966.3	Reserve	N
Reconstruction of Rangitata Island Road	Construction		MML*	324	63	800.0	0.0	0.0	515.3	Reserve	N
Timaru Port Southern Access	Design		MML*	323	63	350.0	0.0	0.0	225.5	Reserve	N
<b>Waimakariri District Council</b>											
<b>Road safety promotion</b>											
Community Road Safety Promotion 2012 -2015	Construction	2	HM_	432	60	340.2	67.5	69.6	71.7	Approved	N
<b>Maintenance and operation of local roads</b>											
Canterbury Earthquake 2010	Construction		---	141	64	8,560.0	1,973.9	2,390.9	1,288.4	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			12,306.3	2,041.6	2,111.8	2,184.2	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			12,751.3	2,087.9	2,180.2	2,250.9	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Replacement of Ashley River Bridge	Design	4	MMH	322	60	850.0	521.5	0.0	0.0	Approved	N
Minor improvements 2012/15	Local Roads		MMH	341	60	1,307.2	257.7	267.7	276.6	Approved	N
Southbrook Road/South Belt Intersection Upgrade	Construction		MML*	324	60	965.0	0.0	0.0	592.0	Reserve	N
Flaxton Lineside Intersection Realignment	Construction		MML*	324	60	312.0	0.0	191.4	0.0	Reserve	N
Replacement of Ashley River Bridge	Construction	4	MMH	322	60	9,254.1	0.0	2,549.7	3,127.7	Reserve	N
<b>Waimate District Council</b>											
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			4,184.0	709.6	732.6	758.2	Approved	N
Waimate Emergency Work 2012-13	Construction		---	141	54	268.0	148.0	0.0	0.0		N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			5,636.0	864.1	1,021.8	1,053.1	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	61	524.3	87.1	117.5	122.4	Approved	N

RP\* - Regional priority  
 WC\* - Work category  
 FAR\* - Average Financial Assistance Rate

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>West Coast</b>											
<b>Buller District Council</b>											
<b>Road safety promotion</b>											
W C Road Safety Promotion 2012-15 - Buller District	Construction	2	HM_	432	68.33	81.2	18.4	18.8	19.5	Approved	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		LMM			155.6	25.0	26.0	26.8	Approved	N
<b>Maintenance and operation of local roads</b>											
Emergency Works SPR 12/13	Construction		---	141	100	300.0	306.8	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			1,050.0	357.9	357.9	357.9	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			6,310.3	1,270.3	1,248.8	1,248.8	Approved	N
Emergency Works 12/13	Construction		---	141	61	180.0	112.3	0.0	0.0	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			1,000.0	340.8	340.8	340.8	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			3,610.0	725.9	713.6	713.6	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	68.33	543.6	127.0	125.8	127.0	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	122.1	40.1	41.7	43.0	Approved	N
<b>DOC (Hokitika)</b>											
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			955.0	333.5	366.6	276.4	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			450.0	392.6	33.7	33.7	Approved	N
Fox Glacier Access Road Terminal Raising 2012-15	Construction	1	HMM	241	100	300.0	102.3	102.3	102.3	Probable	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	SPR	1	MMH	341	100	124.6	62.6	36.9	27.9	Approved	N
<b>Grey District Council</b>											
<b>Road safety promotion</b>											

W C Road Safety Promotion 2012-15 - Grey District	Implementation	2	HM_	432	70.33	83.8	19.5	20.0	20.7	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			5,930.0	1,244.6	1,218.3	1,218.3	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			7,381.7	1,530.6	1,511.6	1,511.6	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Roading - Atarua Road Strengthening and Widening	Construction		MMM	324	72	577.5	1.5	0.0	0.0	Committed	R
Minor improvements 2012/15	Local Roads		MMM	341	70.33	904.2	211.3	216.1	222.7	Approved	N
Rough River Bridge Replacement Atarau Road	Construction	3	HML*	322	71	3,859.1	2,801.6	0.0	0.0	Probable	R
[64.324.58.1] Atarua Rd strengthening/widening	Construction	4	HML*	324	70	623.1	0.0	0.0	223.0	Probable	R
[64.324.59.1] Taylorville-Blackball Rd strengthen	Construction	2	MML*	324	70.33	1,148.9	211.6	193.6	193.6	Reserve	NR
<b>West Coast Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
Activity mangement Plan West Coast12/15	Study	2	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
<b>Road safety promotion</b>											
Community Advertising 12/15 - West Coast	Construction	2	HL_	432	100	31.5	10.8	10.8	10.8	Approved	N
<b>Maintenance and operation of State highways</b>											
(E) West Coast June 12 Snow	Construction		___	141	100	760.0	526.7	0.0	0.0	Committed	N
(E) West Coast Dec 10 Flooding	Construction		___	141	100	3,447.6	7.5	0.0	0.0	Committed	N
EW West Coast February 2011	Construction		___	141	100	7,794.8	350.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			36,937.8	12,739.8	12,750.6	12,725.4	Approved	N
(E) West Coast Flooding July 12	Construction		___	141	100	1,000.0	1,034.6	0.0	0.0	Approved	N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			19,885.0	6,988.0	6,983.2	6,967.7	Approved	N
Preventive Maintenance West Coast12/15	Construction	2	MMM	241	100	1,344.0	471.8	471.8	471.8	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
09-12 Roading - Seismic Retrofit 9/12	Construction		MMM	322	100	350.0	278.2	0.0	0.0	Committed	R
Gates of Haast Realign	Design		HML	324	100	1,800.0	1,439.5	0.0	0.0	Committed	R
Arahura BR	Construction		HMM	322	100	21,744.2	658.2	0.0	0.0	Committed	N
09-12 Roading - McKendries Corner Curve Improvements	Construction		MMM	324	100	1,676.4	47.1	0.0	0.0	Committed	NR
Minor improvements 2012/15	State Highways	2	MMH	341	100	2,918.9	1,002.5	1,002.5	1,002.5	Approved	N
Taramakau Bridge Safety Improvement	Design	2	MMM	324	100	53.0	0.0	54.6	0.0	Probable	R



Taramakau Bridge Safety Improvement	Investigation	2	MMM	324	100	52.0	53.6	0.0	0.0	Probable	R
Safety Retrofit - West Coast	Construction	2	MMM	324	100	1,459.5	501.2	501.2	501.2	Probable	R
Property Acquisition Block and Fees - West Coast	Construction	4	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Seismic Retrofit - West Coast	Construction	2	MMH	322	100	410.0	257.6	103.0	61.8	Probable	R
Taramakau Bridge Safety Improvement	Construction	2	MMM	324	100	1,000.0	0.0	0.0	1,030.3	Probable	R
Jacksons Stock Truck Effluent Disposal	Construction	3	LML*	321	100	750.0	0.0	772.7	0.0	Reserve	N
<b>West Coast Regional Council</b>											
<b>Transport planning</b>											
Transport Planning	Study	1	HH_	1	69.01	95.0	17.4	20.6	27.5	Probable	N
<b>Road safety promotion</b>											
West Coast Road Safety Promotion 2012/15 High Fit - WCRC	Implementation	2	HM_	432	69.01	45.8	10.2	10.4	11.0	Approved	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		LMM			272.2	47.0	48.3	50.1	Approved	N
<b>Westland District Council</b>											
<b>Road safety promotion</b>											
West Coast Road Safety Promotion 2012/15	Implementation	2	HM_	432	68	81.4	18.1	18.9	19.5	Approved	N
<b>Public transport services</b>											
Public Transport Programme 2012/15	Operations		LMM			93.3	15.0	15.6	16.1	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			5,471.0	1,048.0	1,089.5	1,119.8	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			906.8	298.1	309.7	319.5	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			4,510.9	859.9	893.4	921.8	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			665.0	219.3	226.4	234.3	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	SPR		MMM	341	100	78.7	25.9	26.9	27.7	Approved	N
Minor improvements 2012/15	Local Roads		MMM	341	68	504.8	112.8	117.2	120.9	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase	RP*	Profile	WC*	FAR*	Total	2012/13	2013/14	2014/15	Funding	Funding
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	type					phase cost (\$000)	NZTA (\$000)	NZTA (\$000)	NZTA (\$000)	priority	source
<b>Chatham Islands</b>											
<b>Chatham Islands Council</b>											
<b>Transport planning</b>											
Chatham Islands AMP 2009/12	Study		HL_	3	94	87.0	60.7	0.0	0.0	Committed	N
CIC AMP and Assesst Valuation	Study	1	LM_	3	94	28.1	8.9	9.0	9.1	Probable	N
CIC RLTP Management	Study	1	HL_	1	94	9.4	1.0	1.0	6.9	Probable	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			3,932.6	1,121.6	1,188.3	1,270.2	Approved	N
<b>Renewal of local roads</b>											
Waitangi Wharf Road Cliff Face	Construction		MMH	241	87	100.0	5.0	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			6,067.4	1,867.2	1,871.3	1,781.5	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Whangate Bridge Renewal (T funds)	Construction		MMH	322	97	473.7	16.2	0.0	0.0	Committed	T
Te One Bridge replacement	Design		MMH	322	94	49.6	44.1	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	1	MMH	341	94	835.0	259.5	288.3	254.7	Approved	N
Te One Bridge replacement	Construction	1	MMH	322	94	475.7	457.2	0.0	0.0	Reserve	NR
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Otago</b>											
<b>Central Otago District Council</b>											
<b>Transport planning</b>											
Activity Management Planning 2012 LTP	Study	1	MM_	3	61	719.2	53.3	72.9	55.8	Probable	N
<b>Road safety promotion</b>											
2012-14 Community Road Safety Program	Construction	1	MM_	432	60	296.2	59.6	62.5	59.7	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			7,960.0	1,386.8	1,360.1	1,322.7	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			9,880.0	1,734.2	1,662.1	1,654.9	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MMH	341	60	975.0	199.4	199.4	199.4	Approved	N

<b>Clutha District Council</b>											
<b>Transport planning</b>											
Clutha Transportation Activity Management Plan 2012/15	Study	1	MM_	3	69	304.0	29.6	18.4	19.1	Probable	N
<b>Road safety promotion</b>											
Road User Safety 2012/15	Construction	1	MM_	432	69	112.1	25.5	26.3	27.2	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			340.0	107.7	109.8	112.8	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			13,101.0	2,554.7	2,698.6	2,701.5	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			40.0	31.0	3.9	3.9	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			23,318.8	4,676.2	4,658.3	4,733.1	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Roading - Replacement of Bridge 239, Morris Saddle Roa	Construction		MMH	322	70	59.6	17.2	0.0	0.0	Committed	N
09-12 Roading - Replacement of Bridge 452, Waipori Road	Construction		MMH	322	70	350.0	24.3	0.0	0.0	Committed	R
Minor improvements 2012/15	Local Roads		HMM	341	69	2,003.1	471.1	471.1	471.1	Approved	N
Minor improvements 2012/15	SPR		HMM	341	95	20.9	6.8	6.8	6.8	Approved	N
Clydevale Bridge Strengthening	Construction		HMH	322	69	974.0	687.2	0.0	0.0	Approved	N
<b>Dunedin City Council</b>											
<b>Transport planning</b>											
2009-2012 Dunedin City - Transp't Plan'g - Activity Mgmt Plan	Study		MH_	3	65	20.0	13.3	0.0	0.0	Committed	N
Strategic Corridors: Warehouse Precinct Improvements	Investigation		MMM	2	75	50.0	2.1	0.0	0.0	Committed	N
Household Travel Survey	Study	1	HH_	2	66	250.0	67.5	101.2	0.0	Probable	N
<b>Road safety promotion</b>											
Dunedin City Council Road Safety Promotion Programme 2012/15	Construction	1	HM_	432	66	1,717.0	382.9	386.2	389.6	Approved	N
<b>Walking and cycling</b>											
Southern Commuter Route F	Construction	3	HMH	452	66	750.0	0.0	0.0	506.1	Probable	R
Southern Commuter Route D	Construction	3	HMH	452	66	750.0	0.0	506.1	0.0	Probable	R
Southern Commuter Route E	Construction	3	HMH	452	66	750.0	0.0	0.0	506.1	Probable	R
Southern Commuter Route B	Construction	3	HMH	452	66	750.0	506.1	0.0	0.0	Probable	R
Southern Commuter Route C	Construction	3	HMH	452	66	750.0	0.0	506.1	0.0	Probable	R
Southern Commuter Route A	Construction	2	HMH	452	66	750.0	506.1	0.0	0.0	Probable	R
<b>Maintenance and operation of local roads</b>											
E/W 2012/13	Construction		---	141	56	356.5	204.1	0.0	0.0	Approved	N

Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMM			32,840.0	6,204.5	6,297.7	6,400.6	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMM			33,300.0	6,237.7	6,354.9	6,475.0	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Roading - Bridge 48 and 49 Taieri Mouth Rd	Construction		MMH	322	65	600.0	4.1	0.0	0.0	Committed	R
Minor improvements 2012/15	Local Roads		MML	341	66	3,637.7	809.8	816.6	828.5	Approved	N
Peninsula Roading - Harington Point Rd	Construction	3	HMM	324	66	3,200.0	0.0	2,159.5	0.0	Probable	R
Pavement Smoothing	Construction		MMH	324	66	960.0	202.5	216.0	229.4	Reserve	N
<b>Otago Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
Activity mangement Plan Otago 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
Otago HNO Sub-regional Corridor Study	Study	1	MM_	2	100	100.0	0.0	103.0	0.0	Reserve	N
<b>Road safety promotion</b>											
Community Advertising 12/15 - Otago	Construction	1	MM_	432	100	64.8	22.3	22.3	22.3	Approved	N
<b>Walking and cycling</b>											
SH88 Cycling & Pedestrian Facilities	Construction		MMH	452	100	1,280.0	458.5	0.0	0.0	Committed	R
SH88 Cycling & Pedestrian Facilities	Investigation		MMH	452	100	256.0	16.5	0.0	0.0	Committed	R
SH 88 Cycling and Pedestrian Facilities	Construction	1	MMH	452	100	5,584.7	767.6	3,268.8	1,717.5	Reserve	N
<b>Maintenance and operation of State highways</b>											
E/W 2010/11 Central Otago	Construction		___	141	100	209.0	0.0	0.0	0.0	Committed	N
EW Omarama Flood Event 17 May 2009	Construction		___	141	100	160.0	24.5	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			49,566.1	16,671.9	17,130.4	17,478.7	Approved	N
(E) Central Otago SH6 Daves Slip 6 Sept 2012	Construction		___	141	100	450.0	465.6	0.0	0.0		N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			37,675.6	13,200.9	13,229.1	13,242.4	Approved	N
Preventive Maintenance Otago 12/15	Construction	6	LLL	241	100	657.9	230.9	230.9	230.9	Reserve	N
<b>New &amp; improved infrastructure for State highways</b>											
09-12 Roading - SH6A Multi-Modal Corridor Stage 1	Investigation		MML	324	100	120.0	86.7	0.0	0.0	Committed	R
Caversham Highway Improvements: Stage 1	Property		HML	331	100	4,600.0	290.0	0.0	0.0	Committed	NR
Kawarau Falls Bridge	Design		HML	322	100	1,099.6	274.4	0.0	0.0	Committed	R
09-12 Roading - Deborah Realignment	Investigation		MMM	324	100	170.0	13.0	0.0	0.0	Committed	R

09-12 Roading - Peninsula Road (SH6) Intersection Improvemen	Construction		MMM	323	100	1,310.3	144.7	0.0	0.0	Committed	R
09-12 Roading - SH6A Multi-Modal Corridor Stage 1	Design		MML	324	100	100.0	87.6	0.0	0.0	Committed	R
Caversham Highway Improvements: Stage 1	Construction		HML	324	100	20,000.0	2,118.8	0.0	0.0	Committed	R
09-12 Roading - Safety Retrofit 9/12	Construction		MMM	324	100	1,008.7	60.7	0.0	0.0	Committed	N
Minor improvements 2012/15	State Highways	2	HMH	341	100	4,797.0	1,647.4	1,647.4	1,647.4	Approved	N
HPMV-SH1-Edendale to Stirling to Oamaru to Clandeboye	Design	1	HMH	322	100	255.0	0.0	262.7	0.0	Probable	R
Glenda Drive Intersection and Associated Roads	Design	6	HMM	324	100	185.0	190.6	0.0	0.0	Probable	R
Caversham Highway Improvements: Stage 2	Construction		HMM	323	100	21,000.0	11,333.3	10,303.0	0.0	Probable	R
Property Acquisition Block and Fees - Otago	Construction	6	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
HPMV-SH6&&79-Invercargill to Queenstown to Christchurch	Investigation	1	HMH	322	100	361.0	371.9	0.0	0.0	Probable	R
Glenda Drive Intersection and Associated Roads	Construction	6	HMM	323	100	1,061.0	0.0	1,093.1	0.0	Probable	R
HPMV-SH6&&79-Invercargill to Queenstown to Christchurch	Design	1	HMH	322	100	583.0	0.0	600.7	0.0	Probable	R
HPMV-SH6&&79-Invercargill to Queenstown to Christchurch	Construction	1	HMH	322	100	2,529.0	0.0	0.0	1,283.8	Probable	R
HPMV-SH1-Edendale to Stirling to Oamaru to Clandeboye	Investigation	1	HMH	322	100	310.0	319.4	0.0	0.0	Probable	R
HPMV-SH1-Edendale to Stirling to Oamaru to Clandeboye	Construction	1	HMH	322	100	1,257.0	0.0	0.0	1,295.1	Probable	R
Beaumont bridge replacement	Investigation	2	MMH	322	100	395.0	0.0	407.0	0.0	Reserve	N
Seismic Retrofit - Otago	Construction	2	MMH	322	100	446.0	229.8	229.8	0.0	Reserve	N
Beaumont bridge replacement	Design	2	MMH	322	100	1,531.0	0.0	0.0	887.1	Reserve	N
<b>Otago Regional Council</b>											
<b>Transport planning</b>											
Otago regional land transport strategy, 2012-15	Study	1	HH_	1	63.42	568.8	124.1	119.2	117.4	Approved	N
Otago regional land transport programme, 2012-15	Study	1	HH_	1	63.42	172.2	20.2	4.1	85.1	Approved	N
Otago Regional Public Transport Plan, 2012-15	Study	1	HH_	3	63.18	328.3	43.1	56.9	107.4	Approved	N
<b>Public transport services</b>											
Queenstown Lakes Public Transport	Implementation		HHM	514	59	804.0	177.0	0.0	0.0	Committed	N
Queenstown Lakes Public Transport	Implementation		HHM	511	50	2,645.9	107.2	0.0	0.0	Committed	N
Public Transport Programme 2012/15	Operations		MMM			24,000.0	4,325.3	4,159.8	4,299.0	Approved	N
<b>Public transport infrastructure</b>											
Queenstown Lakes Public Transport - Realtime	Construction		HHM	531	60	393.8	233.7	0.0	0.0	Committed	N

Minor improvements 2012/15	PT Improvements	3	HML	531	50	419.2	87.1	56.5	66.1	Approved	N
<b>Ministry of Transport</b>											
SuperGold Card Allocation	Construction		HHH	522	100	690.0	690.0	0.0	0.0	Committed	N
<b>Queenstown-Lakes District Council</b>											
<b>Transport planning</b>											
Activity Management Plans Crown Range	Study		HM_	3	100	1.8	1.2	0.0	0.0	Committed	N
Walking & Cycling Audits	Study		HH_	2	75	90.0	30.5	0.0	0.0	Committed	N
Activity Management Plans Glenorchy SPR	Study		MM_	3	100	4.4	3.0	0.0	0.0	Committed	N
Activity Management Plans Local Roads	Study		MM_	3	53	33.8	6.6	0.0	0.0	Committed	N
Transport strategies and plans (incl district plan review)	Study	1	HM_	2	54	1,017.4	27.6	145.1	63.7	Probable	N
Asset management planning - Glenorchy Rd SPR	Study	1	HM_	3	75	58.9	3.6	3.8	4.0	Probable	N
Asset management planning - local roads	Study	1	HM_	3	54	452.5	19.9	21.0	22.0	Probable	N
Asset management planning - Crown Range SPR	Study	1	HM_	3	75	25.1	1.5	1.6	1.7	Probable	N
<b>Road safety promotion</b>											
Road Safety Activities	Construction	1	MM_	432	55	90.0	16.6	16.9	17.2	Approved	N
<b>Walking and cycling</b>											
Walking & Cycling Project Scoping	Investigation		HMM	451	53	100.0	19.1	0.0	0.0	Committed	N
Walking and cycling facilities 2012-2021	Construction	3	MML*	452	55	486.0	23.0	24.3	25.5	Reserve	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MML			1,340.0	433.4	457.5	479.2	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MML			13,034.0	1,845.3	2,002.4	2,154.4	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Crown Range		MMM			1,400.0	407.2	430.2	450.9	Approved	N
<b>Renewal of local roads</b>											
Preventative: Removal of High Risk Trees	Construction		MMM	241	43	196.0	17.8	0.0	0.0	Committed	N
Preventative: Crown Range Land Instability	Construction		MLL	241	100	512.0	485.8	0.0	0.0	Committed	N
The Narrows- Rock bolting	Construction		HHH	241	100	49.5	20.9	0.0	0.0	Committed	N
Preventive Maintenance Glenorchy SPR: Rees River Bridge	Construction		MMH	241	100	100.0	16.0	0.0	0.0	Committed	N
Preventive: Glenorchy SPR slope hazard assessments	Investigation		HMM	241	100	146.0	64.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MML			2,017.5	603.9	647.4	811.6	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MML			28,260.0	4,228.5	4,822.2	3,942.0	Approved	N

Maintenance, Operations and Renewals Programme 2012/15	Crown Range		MMM			1,700.0	1,400.9	103.1	60.5	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Ardmore/Brownston project completion	Construction		MMH	324	53	635.9	344.6	0.0	0.0	Committed	N
Malaghans Road 2011-12	Construction		MMH	324	53	1,669.3	246.9	0.0	0.0	Committed	N
09-12 Roading - Malaghans Rd Site 5 Reconstruction	Construction		MMH	324	53	517.0	18.1	0.0	0.0	Committed	R
09-12 Roading - Malaghans Road rehab and realignment 08/09 -	Construction		MMH	324	53	863.3	3.6	0.0	0.0	Committed	R
McChesney Bridge widening	Construction		MHH	322	53	513.6	44.0	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MHM	341	55	2,271.2	411.4	421.8	444.4	Approved	N
Minor improvements 2012/15	SPR		MHM	341	100	341.4	158.3	91.2	99.6	Approved	N
Queenstown Inner Links, Stage 1 - Melbourne Henry Link	Design	3	HHL*	323	54	267.0	147.4	0.0	0.0	Probable	R
Queenstown Inner Links, Stage 1 - Melbourne Henry Link	Property	3	HHL*	332	55	920.0	0.0	517.4	0.0	Probable	R
Queenstown Inner Links, Stage 2 - Henry Man Link	Design	3	HHL*	323	54	285.8	157.8	0.0	0.0	Probable	R
Frankton Flats Arterials - Western end	Design		MML*	323	54	104.3	57.6	0.0	0.0	Reserve	N
Frankton Flats Road 2	Construction		HML*	323	54	3,479.4	1,921.2	0.0	0.0	Reserve	R
Wanaka CBD intersection improvements	Construction		MMH	321	54.5	646.5	279.3	79.1	0.0	Reserve	N
Eastern Access Road	Design	8	MML*	323	55	610.1	0.0	169.0	174.1	Reserve	N
<b>Waitaki District Council</b>											
<b>Transport planning</b>											
Tactical Planning (Strategic) 2012/15	Study	1	MH_	3	66	156.0	33.7	35.1	36.4	Probable	N
<b>Road safety promotion</b>											
Road Safety Programmes 2012/15	Construction	1	MM_	432	66	300.0	67.5	67.5	67.5	Approved	N
<b>Walking and cycling</b>											
Walk and Cycle 2012/15 - Waitaki Ave to Pukeuri	Construction	2	MML*	452	66	754.0	0.0	508.8	0.0	Reserve	N
Walk & Cycle 2012/15 - Humber Street Oamaru	Construction	3	MML*	452	66	430.0	0.0	0.0	290.2	Reserve	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			10,608.9	2,019.1	2,109.0	2,178.3	Approved	N
E/W - 2011/12 - WDC - Local 22 February 2012	Construction		---	141		111.8	0.0	0.0	0.0		
<b>Renewal of local roads</b>											
Avon Street Retaining Wall 2009/12	Construction		MMM	241	57	45.2	26.4	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			11,403.0	2,262.8	2,100.2	2,166.4	Approved	N
Haven Street stabilisation and	Construction		MMM	241	56	900.0	515.3	0.0	0.0	Probable	N

rehabilitation 2012/15											
Waianakarua Road Realignment 2012/15	Construction		MMM	241	56	400.0	229.0	0.0	0.0	Probable	N
Coastal Road Strategy Implementation 2012/15	Construction		MMM	241	56	992.0	329.8	238.2	0.0	Probable	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Roading - Harbourside Project - Wansbeck Street extens	Construction		MMH	323	67	811.9	13.4	0.0	0.0	Committed	R
Minor improvements 2012/15	Local Roads		MMH	341	66	1,089.2	242.9	243.5	248.5	Approved	N
Holcim Roading Improvements 2012/15	Construction		HMM	324	66	1,488.3	296.7	707.6	0.0	Probable	R
Harbourside Roading Projects 2012/15	Construction		MML*	323	66	432.0	291.5	0.0	0.0	Reserve	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>Southland</b>											
<b>Environment Southland</b>											
<b>Transport planning</b>											
RTC & RLTP Administration and Managment	Study	1	HH_	1	64.61	442.9	84.4	81.4	120.4	Approved	N
Southland Strategic Transport Network Project	Study	1	HM_	2	64.61	200.0	64.6	64.6	0.0	Probable	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMM			300.0	54.6	54.6	54.6	Approved	N
<b>Gore District Council</b>											
<b>Transport planning</b>											
Gore Growth Strategy 2011 - Transport Modelling	Study		HM_	2	75	65.0	3.7	0.0	0.0	Committed	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			4,210.0	771.2	790.1	812.0	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			6,370.0	1,161.5	1,179.5	1,241.3	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2012/15	Local Roads		MHH	341	65	550.6	114.9	119.6	131.4	Approved	N
<b>Invercargill City Council</b>											
<b>Public transport services</b>											



Public Transport Programme 2012/15	Operations		MLL			6,078.1	1,049.5	1,052.3	1,226.8	Approved	N
<b>Public transport infrastructure</b>											
Minor improvements 2012/15	PT Improvements		MMH	531	50	206.0	35.1	35.1	35.1	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			9,040.0	1,770.8	1,831.0	1,893.7	Approved	N
<b>Renewal of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			15,610.0	2,960.9	3,203.4	3,252.8	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
11 Yr Streetlighting Renewal Programme for Invercargill City	Construction		MMH	324	70	2,478.0	316.5	295.6	295.6	Committed	R
Tiwai Bridge - Structural Replacement	Construction		HMH	322	85	10,419.9	939.9	0.0	0.0	Committed	NR
Minor improvements 2012/15	Local Roads		MMH	341	69	1,355.7	317.5	324.5	314.5	Approved	N
<b>Ministry of Transport</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	22.0	22.0	0.0	0.0	Committed	N
<b>Southland District Council</b>											
<b>Transport planning</b>											
ENP Deployment (Stage 3)	Study		HH_	2	75	73.5	2.0	0.0	0.0	Committed	N
Vulnerable user infrastructure study	Study	1	HH_	2	63	100.0	64.4	0.0	0.0	Probable	N
Southland Strategic Gravel study	Study	1	MM_	2	63	200.0	128.8	0.0	0.0	Reserve	N
<b>Road safety promotion</b>											
Road Safety Southland 'Road User' Programmes	Construction	1	HM_	432	63	1,591.1	327.9	341.7	355.4	Approved	N
<b>Maintenance and operation of local roads</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HHH			27,740.0	5,106.1	4,957.8	5,004.5	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			370.0	124.0	125.9	128.4	Approved	N
<b>Renewal of local roads</b>											
P/M Piano flat stage 1	Construction		MMH	241	54	110.0	5.8	0.0	0.0	Committed	N
P/M Weir Road stabilisation stage 1	Construction		HHH	241	54	80.0	11.1	0.0	0.0	Committed	N
P/M Waiarikiki Mimihau & Collis Rd Slip trtmt	Construction		HHH	241	54	234.3	23.5	0.0	0.0	Committed	N
P/M Chewings Road	Construction		MMH	241	54	60.0	8.7	0.0	0.0	Committed	N
Moray Terrace Foreshore Protection	Construction		MMH	241	53	20.0	10.8	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HHH			37,750.0	6,934.6	6,850.0	6,673.0	Approved	N
<b>New &amp; improved infrastructure for local roads</b>											
09-12 Rooding - Fairlight Bridge upgrade/replacement	Construction		MMH	322	64	124.5	6.4	0.0	0.0	Committed	R

09-12 Rooding - VDM HPMV investigation (Southland/otago)	Investigation		MMH	322	100	305.0	52.8	0.0	0.0	Committed	N
09-12 Rooding - Bridge Replacements 09/10	Construction		MMH	322	64	129.6	2.4	0.0	0.0	Committed	R
Minor improvements 2012/15	SPR	1	MMH	341	100	20.4	6.9	7.0	6.9	Approved	N
Minor improvements 2012/15	Local Roads	1	MMH	341	63	3,600.0	789.6	760.1	769.3	Approved	N
New Bridge	Construction	1	MML*	322	63	750.6	0.0	241.8	241.8	Reserve	N
<b>Southland Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
Activity mangement Plan Southland 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
Southland HNO Sub-regional Corridor Study	Study	1	MM_	2	100	100.0	0.0	103.0	0.0	Reserve	N
<b>Road safety promotion</b>											
Community Advertising 12/15 - Southland	Construction	1	MM_	432	100	64.8	22.3	22.3	22.3	Approved	N
<b>Maintenance and operation of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			44,701.2	15,197.5	15,481.6	15,568.7	Approved	N
<b>Renewal of State highways</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			21,109.2	7,413.8	7,302.8	7,511.4	Approved	N
<b>New &amp; improved infrastructure for State highways</b>											
Homer Tunnel Safety Improvements	Investigation		HMH	323	100	1,069.9	149.7	0.0	0.0	Committed	R
09-12 Rooding - Kennington Curve Realignment	Investigation		MMM	324	100	54.6	10.3	0.0	0.0	Committed	NR
09-12 Rooding - Tay Street/Racecourse Road (SH1) Intersectio	Design		MMH	323	100	89.8	8.6	0.0	0.0	Committed	R
09-12 Rooding - Gill Road Realignment	Construction		MMH	324	100	1,223.1	29.2	0.0	0.0	Committed	R
Minor improvements 2012/15	State Highways	1	HMH	341	100	3,620.0	1,243.2	1,243.2	1,243.4	Approved	N
HPMV-SH96- Winton to Ohai	Design	1	HMH	322	100	106.0	0.0	109.2	0.0	Probable	R
Homer Tunnel Safety Improvements	Design	1	HMH	322	100	1,881.0	0.0	1,088.0	850.0	Probable	R
Safety Retrofit - Southland	Construction	1	MMM	324	100	1,956.8	672.0	672.0	672.0	Probable	R
Edendale Realignment	Design	1	MMM	324	100	263.0	0.0	114.4	156.6	Probable	R
Edendale Realignment	Construction	1	MMM	324	100	8,278.1	0.0	0.0	5,604.8	Probable	R
HPMV-SH96- Winton to Ohai	Investigation	1	HMH	322	100	103.0	106.1	0.0	0.0	Probable	R
HPMV-SH96- Winton to Ohai	Construction	1	HMH	322	100	437.0	0.0	0.0	450.2	Probable	R
Property Acquisition Block and Fees - Southland	Construction	1	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Southland Stock Effluent Sites	Construction	1	MMH	321	100	110.0	0.0	0.0	113.3	Probable	N
Gore to Matura Stock Effluent Disposal Site	Construction	1	MMH	321	100	150.0	0.0	0.0	154.5	Probable	R
Homer Tunnel Safety Improvements	Investigation	1	HMH	322	100	1,000.0	515.2	515.2	0.0	Probable	R

Woodlands Passing Lanes	Construction	1	MLM	324	100	2,561.0	2,638.6	0.0	0.0	Reserve	R
Seismic Retrofit - Southland	Construction	1	MML*	322	100	546.0	267.9	175.2	119.5	Reserve	R
Kennington Curve Realignment	Construction	1	MLH	324	100	974.0	0.0	1,003.5	0.0	Reserve	R
SH94 - Falls Creek Bridge Widening	Design	1	MLM	324	100	79.0	81.4	0.0	0.0	Reserve	R
SH94 - Falls Creek Bridge Widening	Construction	1	MLM	324	100	1,379.0	0.0	1,420.8	0.0	Reserve	R
Kennington Curve Realignment	Investigation	1	MLH	324	100	10.0	10.3	0.0	0.0	Reserve	R
Tay Street/Racecourse Road (SH1) Intersection improvements.	Construction	1	MLH	323	100	1,238.0	1,275.5	0.0	0.0	Reserve	R
Kennington Curve Realignment	Design	1	MLH	324	100	73.0	75.2	0.0	0.0	Reserve	R

RP\* - Regional priority

WC\* - Work category

FAR\* - Average Financial Assistance Rate

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>National</b>											
<b>National Office Highway &amp; Network Operations</b>											
<b>Transport planning</b>											
State Highway Strategic Studies	Study		HM_	2	100	3,385.0	1,513.0	0.0	0.0	Committed	N
<b>NZ Transport Agency</b>											
<b>Transport planning</b>											
Long Term Pavement Performance Monitoring Project	Study		MH_	3	100	2,570.8	651.5	650.0	0.0	Committed	N
Transport Planning Activity Class - Internal Costs	Study		HH_	2	100	13,394.5	4,464.8	4,464.8	4,464.8	Probable	N
Long Term Pavement Performance Monitoring Project	Study		HM_	3	100	650.0	0.0	0.0	650.0	Probable	N
<b>Road safety promotion</b>											
Young Driver - National Network User Behaviour Programme	Construction		HHH	432	100	10,438.0	3,720.8	3,014.3	3,702.9	Approved	N
Research and monitoring of the NZTA Advertising Programme	Implementation		HHH	432	100	1,800.0	600.0	600.0	600.0	Approved	N
Vehicles - National Network User Behaviour	Construction		MHH	432	100	2,148.8	716.0	716.1	716.6	Approved	N
Tactical Advertising - National Network User Behaviour	Construction		HH_	432	100	749.4	249.7	249.8	249.9	Approved	N
Operator Rating System (ORS)	Construction		MMH	432	100	1,274.0	0.0	637.0	637.0	Approved	N
Cycling - Network User Behaviour National Programme	Construction		HHH	432	100	2,759.4	1,081.0	859.1	819.3	Approved	N
Alcohol and Drugs - National	Construction		HHH	432	100	18,059.8	6,022.4	5,961.2	6,076.2	Approved	N

Network User Behaviour Program											
Restraints - Network User Behaviour National Programme	Construction		HH_	432	100	409.1	136.0	136.2	136.9	Approved	N
Speed - National Network User Behaviour	Construction		HHH	432	100	12,057.0	3,768.5	4,517.1	3,771.4	Approved	N
Safer Journeys First Action - Motorcycle Package	Implementation		HM_	432	100	480.0	480.0	0.0	0.0	Approved	N
Fatigue and Distraction - National Network User Behaviour	Construction		HHH	432	100	4,442.9	1,480.4	1,480.7	1,481.8	Approved	N
Older Drivers - Network User Behaviour Programme	Construction		HH_	432	100	336.8	112.0	112.2	112.7	Approved	N
Access and Use Vehicle Impoundment	Construction		MM_	432	100	600.0	200.0	200.0	200.0	Approved	N
Improving Safety of Light Vehicle Fleet	Construction		MHH	432	100	1,221.0	407.0	407.0	407.0	Approved	N
<b>Public transport infrastructure</b>											
NZTA - National Integrated Ticketing Programme	Construction		HHM	531	100	5,450.0	3,128.2	0.0	0.0	Committed	N
NZ Transport Ticketing Ltd	Construction		HHL*	531	100	2,776.1	0.0	1,088.9	1,687.2	Probable	N
Public Transport Technology Programme inc NITP	Implementation		MHL*	531	100	4,034.3	0.0	2,212.0	1,822.3	Reserve	N
<b>Road policing</b>											
Road Policing Programme	Implementation		MML*	711	100	890,000.0	296,900.0	296,550.0	296,550.0	Approved	N
Road Policing Programme	Implementation		MML*	711	100	10,000.0	4,000.0	3,000.0	3,000.0	Probable	N
<b>Sector training and research</b>											
Safe System Training	Implementation		HM_	813	100	235.0	117.5	0.0	0.0	Committed	N
Sector Research	Implementation		HM_	811	100	14,882.5	4,882.5	5,000.0	5,000.0	Approved	N
<b>Management of the funding allocation system</b>											
Management of the Funding Allocation System (MoFAS)	Implementation		HHH	911	100	89,000.0	29,000.0	30,000.0	30,000.0	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>1 - Transport planning</b>											
<b>Auckland</b>											
<b>Auckland Highway &amp; Network Operations</b>											
Commercial Vehicle Compliance study Auckland	Study		HH_	2	100	45.0	23.6	0.0	0.0	Committed	N
SH16 Kumeu Huapai Transportation Study	Study		HM_	2	100	21.9	22.6	0.0	0.0	Committed	N
South-Western Airport Multi-Modal Project	Study		HH_	2	100	1,400.0	173.6	0.0	0.0	Committed	N
HNO - Integrated Transport Planning for Sub-regional Areas	Study	2	HH_	2	100	3,700.0	721.2	1,545.5	1,545.5	Probable	N
Corridor Optimisation 12/15 Auckland	Study	4	HM_	3	100	500.0	206.1	154.5	154.5	Probable	N
HNO- SH22 State Highway Corridor Study	Study	6	HM_	2	100	100.0	103.0	0.0	0.0	Probable	N
Activity magement Plan Auckland 12/15	Study	14	HH_	3	100	656.3	225.4	225.4	225.4	Probable	N
HNO- Auckland State Highway Optimisation Study	Study	2	HM_	2	100	600.0	0.0	206.1	412.1	Probable	N
<b>Auckland Transport</b>											
Great South Road (Drury to Manukau Central) CMP	Study		HM_	2	75	150.0	96.4	0.0	0.0	Committed	N
Integrated Transport Plan	Study		HH_	2	64	605.0	395.9	0.0	0.0	Committed	N
East Coast Rd (Hibiscus Coast H'way to Forrest Hill Rd) CMP	Study		HM_	2	75	150.0	38.3	0.0	0.0	Committed	N
Integrated Planning Management	Study		HM_	3	50	3,460.8	156.7	0.0	0.0	Committed	N
Khyber Pass Road CMP	Study		HM_	2	75	220.0	154.7	0.0	0.0	Committed	N
Hibiscus Coast Highway CMP Review and Update	Study		HH_	2	75	90.0	10.0	0.0	0.0	Committed	N
2012-15 Tactical Plans Workstream	Study	15	HH_	3	53	4,146.0	414.0	573.4	140.9	Probable	N
2012-15 Activity Management Planning	Study	13	HM_	3	53	645.5	124.6	111.4	113.8	Probable	N
2012-15 CMPs Northern Group	Study	5	HH_	2	53	760.0	146.3	157.2	108.4	Probable	N

2012-15 RLTP Management	Study	12	HH_	1	53	2,772.0	410.2	424.0	634.9	Probable	N
2012-15 CMPs Central Isthmus	Study	5	HH_	2	53	810.0	195.1	243.9	0.0	Probable	N
2012-15 CMPs AMETI-Related	Study	5	HH_	2	53	500.0	0.0	0.0	271.0	Probable	N
2012-15 Corridor Management Plans	Study	5	HH_	2	53	18,252.0	844.9	902.3	898.0	Probable	N
2012-15 GIS Asset info & Programming Capability	Study	27	HH_	3	53	1,154.3	55.9	55.7	56.7	Probable	N
2012-15 CMPs City Centre	Study	5	HH_	2	53	2,850.0	460.6	541.9	541.9	Probable	N
2012-15 CMPs Western Ring Road Network Plan	Study	5	HH_	2	53	1,500.0	222.2	276.4	314.3	Probable	N
2012-15 Transport Modelling	Study	16	HH_	2	53	6,064.0	320.8	331.7	341.4	Probable	N
2012-15 CMPs Southern Initiative Area	Study	5	HH_	2	53	840.0	227.6	108.4	119.2	Probable	N
Transport and Land Use Integration (TULUI) Studies	Study	1	HM_	2	53	10,821.0	1,005.3	876.3	780.9	Probable	N
2012-15 Asset Management Improvement Activities	Study	13	MM_	3	53	621.2	111.7	111.4	113.5	Reserve	N
<b>Auckland Council</b>											
Regional Land Transport Strategy / Spatial Plan	Study	8	HH_	1	53	400.0	0.0	0.0	53.0	Probable	N
Congestion Monitoring Survey	Study	7	HH_	2	53	1,200.0	63.6	63.6	63.6	Probable	N
ATM update - Airport flight-related and other trip movements	Study	9	HH_	2	53	100.0	53.0	0.0	0.0	Probable	N
ATM update - Census information	Study	3	HH_	2	53	200.0	0.0	53.0	0.0	Probable	N
ATM update - Travel Behaviour	Study	10	HH_	2	53	600.0	0.0	0.0	159.0	Probable	N
Mode share survey - CBD and Isthmus	Study	20	HH_	2	53	700.0	53.0	53.0	0.0	Probable	N
Mode share survey -Regional (3 yrly)	Study	8	HH_	2	53	600.0	0.0	0.0	106.0	Probable	N
ATM update - Walk and cycle model module	Study	18	MM_	2	53	100.0	0.0	0.0	53.0	Reserve	N
<b>Bay of Plenty</b>											
<b>Rotorua District Council</b>											
Rotorua Integrated Network Strategy	Study		HH_	2	75	50.0	19.2	0.0	0.0	Committed	N
<b>Tauranga City Council</b>											
TCC/WBOPDC/NZTA Tauranga Transport Model	Study	10	MM_	2	53	175.0	31.6	31.6	31.6	Reserve	N
<b>Western BoP District Council</b>											
Transportation Activity Management Plan - 2013 Update	Study	8	HH_	3	56	300.0	57.3	57.3	57.3	Probable	N
<b>Whakatane District Council</b>											
WDC Coastal Arterial Route Study 2010/11	Study		MM_	2	75	121.3	3.8	0.0	0.0	Committed	N
Activity Management Plan Improvements	Study	9	HH_	3	58	100.0	0.0	59.3	0.0	Probable	N
<b>Bay of Plenty Regional Council</b>											

RLTS - Regional Land Transport Strategy, 2012 -15	Study	1	HH_	1	56.2	493.9	102.4	96.5	78.6	Probable	N
Bay of Plenty Regional Public Transport Plan, 2012 -15	Study	17	HH_	3	56.02	203.2	16.6	54.0	43.3	Probable	N
Bay of Plenty Regional Land Transport Programme, 2012-15	Study	2	HH_	1	56.2	465.1	74.3	81.5	105.7	Probable	N
<b>BOP Highway &amp; Network Operations</b>											
Rotorua Integrated Network Strategy (RINS)	Study		HH_	2	100	160.0	61.8	0.0	0.0	Committed	N
Upper North Island Network Plan	Study	3	HH_	2	100	200.0	103.0	103.0	0.0	Probable	N
Corridor Optimisation 12/15 BOP	Study	14	HM_	2	100	200.0	103.0	51.5	51.5	Probable	N
Activity management Plan Bay of Plenty 12/15	Study	7	HH_	3	100	656.3	225.4	225.4	225.4	Probable	N
<b>Canterbury</b>											
<b>Ashburton District Council</b>											
Crash Reduction Studies	Study	2	MM_	2	56	11.3	0.0	0.0	6.5	Reserve	N
<b>Christchurch City Council</b>											
Sawyers Arms Road - Corridor Management Strategy	Study		HM_	2	75	62.0	21.4	0.0	0.0	Committed	R
Belfast & Upper Styx & Northern Rooding Transport Assessment	Study		HM_	2	53	1,431.0	250.8	0.0	0.0	Committed	N
RoNS Connections	Study		HM_	2	54	200.0	55.2	55.2	0.0	Probable	N
Central City Plan	Study		MM_	2	54	8,520.0	2,488.4	2,050.3	165.6	Reserve	N
Built Environment Recovery Programme	Study		MM_	2	54	735.0	267.8	82.8	55.2	Reserve	N
Earthquake Recovery	Study		MM_	2	54	225.0	82.8	41.4	0.0	Reserve	N
<b>Hurunui District Council</b>											
Activity Plan, Valuations & Development Procurement Strategy	Study	2	LL_	3	60	60.0	18.4	9.2	9.2	Reserve	N
<b>Mackenzie District Council</b>											
Activity Management Plan Improvements	Study	2	MM_	3	63	45.0	9.7	0.0	19.3	Reserve	N
<b>Selwyn District Council</b>											
Selwyn Road Safety Strategy and SMS Strategy	Study		MM_	2	75	53.7	0.0	0.0	18.2	Committed	N
003 Activity Management Plans	Study		MM_	3	58	169.9	18.8	6.9	17.6	Committed	N
Selwyn District Transport Strategy	Study	2	MM_	2	57	70.0	40.8	0.0	0.0	Reserve	N
<b>Timaru District Council</b>											
Timaru District Active Transport Strategy Review	Study		HH_	2	75	82.0	2.0	0.0	0.0	Committed	N
Activity Management Plan Improvements	Study	2	HM_	3	63	160.0	38.7	25.8	38.7	Probable	N
Freight Impact Mitigation Strategy	Study	2	MM_	2	63	60.0	38.7	0.0	0.0	Reserve	N
Travel Behaviour Change Plan	Study	2	MM_	2	63	30.0	0.0	0.0	19.3	Reserve	N
<b>Environment Canterbury</b>											
Canterbury RPTP Review 2010/11 - 003 Activity Mngmt Plan	Study		MM_	3	60	194.0	25.6	0.0	0.0	Committed	N



Canterbury Regional Land Transport Administration 2012-2015	Study	1	HH_	1	57.05	619.4	93.9	139.6	119.8	Probable	N
<b>Canterbury Highway &amp; Network Operations</b>											
Christchurch City Optimisation	Study		HH_	2	100	500.0	0.0	206.1	309.1	Probable	N
Activity mangement Plan Canterbury 12/15	Study	2	HH_	3	100	656.3	225.4	225.4	225.4	Probable	N
Corridor Optimisation 12/15 Canterbury	Study	2	MM_	2	100	300.0	0.0	154.5	154.5	Reserve	N
SH73 Corridor Study	Study	2	MM_	2	100	200.0	0.0	206.1	0.0	Reserve	N
Canterbury HNO Sub-regional Corridor Study	Study	2	MM_	2	100	150.0	0.0	154.5	0.0	Reserve	N
Canterbury Integrated transport and land use studies	Study	2	MM_	2	100	300.0	206.1	103.0	0.0	Reserve	N
<b>Chatham Islands</b>											
<b>Chatham Islands Council</b>											
Chatham Islands AMP 2009/12	Study		HL_	3	94	87.0	60.7	0.0	0.0	Committed	N
CIC AMP and Assesst Valuation	Study	1	LM_	3	94	28.1	8.9	9.0	9.1	Probable	N
CIC RLTP Management	Study	1	HL_	1	94	9.4	1.0	1.0	6.9	Probable	N
<b>Gisborne</b>											
<b>Gisborne District Council</b>											
Regional Land Transport Planning	Study	2	MM_	1	68	180.0	40.8	40.8	40.8	Probable	N
Gisborne City Heavy Freight Route Transportation Study	Study	2	MM_	2	68	50.9	35.4	0.0	0.0	Reserve	N
<b>Gisborne Highway &amp; Network Operations</b>											
Activity mangement Plan Gisborne 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
<b>Hawkes Bay</b>											
<b>Hastings District Council</b>											
Area Wide Traffic Management Plans 2012/15	Study		MM_	2	61	154.5	32.1	32.1	32.1	Reserve	N
Safety Management System 2012/15	Study		MM_	2	61	283.5	58.9	58.9	58.9	Reserve	N
Accessibility Study 2012/15	Study		MM_	2	61	50.0	31.2	0.0	0.0	Reserve	N
Corridor Planning Studies 2012/15	Study		MM_	2	61	180.0	37.4	37.4	37.4	Reserve	N
Activity Management Plans 2012/15	Study		MM_	3	61	580.6	96.6	137.8	127.7	Reserve	N
<b>Wairoa District Council</b>											
Bridge Asset Management Plan	Study		MM_	2	75	50.0	38.3	0.0	0.0	Reserve	N
Unsealed Road Metal Loss Lifecycle Study	Study		MM_	2	75	75.0	19.2	15.3	23.0	Reserve	N
<b>Hawkes Bay Regional Council</b>											
Regional Public Transport Plan	Study		MM_	2	75	50.0	15.7	0.0	0.0	Committed	N
Regional Land Transport Planning Management	Study		HH_	1	64.98	215.6	40.2	45.0	54.9	Approved	N

<b>Hawkes Bay Highway &amp; Network Operations</b>											
Activity mangement Plan Hawkes Bay 12/15	Study		MH_	3	100	656.3	225.4	225.4	225.4	Probable	N
Corridor Optimisation 12/15 Hawkes Bay	Study	19	ML_	2	100	150.0	0.0	77.3	77.3	Reserve	N
<b>Manawatu/Wanganui</b>											
<b>Manawatu District Council</b>											
Joint Strategic Roding Study	Study		HM_	2	75	72.5	2.2	0.0	0.0	Committed	N
<b>Palmerston North City Council</b>											
Joint Strategic Roding Study	Study		MM_	2	75	72.5	5.5	0.0	0.0	Committed	N
<b>Rangitikei District Council</b>											
Asset Management Plan Improvement	Study		MM_	3	69	150.0	22.0	0.0	0.0	Committed	N
<b>Wanganui District Council</b>											
Crash Reduction Study	Study	1	MM_	2	72	70.0	51.5	0.0	0.0	Reserve	N
<b>Horizons Manawatu</b>											
Joint Strategic Roding Study	Study		HM_	2	75	72.5	7.9	0.0	0.0	Committed	N
RLTS/RLTP development	Study		HH_	1	65.98	514.0	94.2	95.5	149.4	Approved	N
<b>Manawatu/Wanganui Highway &amp; Network Operations</b>											
Activity mangement Plan Manawatu/Wanganui 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
<b>Marlborough</b>											
<b>Marlborough District Council</b>											
AMP Review	Study		MM_	3	56	93.0	18.9	15.5	18.9	Reserve	N
<b>Marlborough Highway &amp; Network Operations</b>											
Activity mangement Plan Marlborough 12/15	Study		MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
SH62/SH6/SH60 Blenheim to Motueka Corridor Study	Study		ML_	2	100	350.0	128.8	231.8	0.0	Reserve	N
Marlborough HNO Sub-regional Corridor Study	Study		ML_	2	100	50.0	0.0	51.5	0.0	Reserve	N
<b>National</b>											
<b>NZ Transport Agency</b>											
Long Term Pavement Performance Monitoring Project	Study		MH_	3	100	2,570.8	651.5	650.0	0.0	Committed	N
Long Term Pavement Performance Monitoring Project	Study		HM_	3	100	650.0	0.0	0.0	650.0	Probable	N
Transport Planning Activity Class - Internal Costs	Study		HH_	2	100	13,394.5	4,464.8	4,464.8	4,464.8	Probable	N
<b>National Office Highway &amp; Network Operations</b>											
State Highway Strategic Studies	Study		HM_	2	100	3,385.0	1,513.0	0.0	0.0	Committed	N
<b>Nelson</b>											

<b>Nelson City Council</b>											
Regional Land Transport Planning	Study		MH_	1	53	160.0	18.6	10.6	55.7	Probable	N
Activity Management Planning 2012/15	Study		MM_	3	53	375.0	89.4	100.3	13.5	Reserve	N
Parking Strategy	Study		MM_	2	53	100.0	54.2	0.0	0.0	Reserve	N
ATS outcome - Issues Definition Report	Study		MM_	2	53	50.0	27.1	0.0	0.0	Reserve	N
<b>Nelson Highway &amp; Network Operations</b>											
Activity management Plan Nelson 12/15	Study		MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
Nelson HNO Sub-regional Corridor Study	Study		ML_	2	100	100.0	0.0	103.0	0.0	Reserve	N
<b>Northland</b>											
<b>Far North District Council</b>											
Asset Management Plan Review	Study	1	MM_	3	65	1,400.0	99.7	99.7	166.2	Reserve	N
<b>Kaipara District Council</b>											
Activity Management Planning 2012/15	Study	1	MM_	3	69	200.0	70.6	35.3	35.3	Reserve	N
<b>Whangarei District Council</b>											
Rural Arterial Strategy Study	Study	1	MM_	2	61	62.5	0.0	0.0	39.0	Reserve	N
Crash Reduction Study	Study	1	MM_	2	61	49.8	31.1	0.0	0.0	Reserve	N
Activity Management Planning 2012/15	Study	1	MM_	3	61	154.9	31.2	32.2	33.3	Reserve	N
<b>Northland Regional Council</b>											
Regional Land Transport Planning Management	Study	1	ML_	1	64.77	206.2	40.0	34.3	59.2	Approved	N
<b>Northland Highway &amp; Network Operations</b>											
SH1 Wellsford to Whangarei State Highway Corridor Study	Study	1	HM_	2	100	150.0	103.0	51.5	0.0	Probable	N
Activity management Plan Northland 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
HNO - SH 1 Whangarei to Kaitiā State Highway Corridor Study	Study	1	MM_	2	100	250.0	51.5	206.1	0.0	Reserve	N
Northland HNO Sub-Regional Corridor Study	Study	1	MM_	2	100	70.0	72.1	0.0	0.0	Reserve	N
<b>Otago</b>											
<b>Central Otago District Council</b>											
Activity Management Planning 2012 LTP	Study	1	MM_	3	61	719.2	53.3	72.9	55.8	Probable	N
<b>Clutha District Council</b>											
Clutha Transportation Activity Management Plan 2012/15	Study	1	MM_	3	69	304.0	29.6	18.4	19.1	Probable	N
<b>Dunedin City Council</b>											
2009-2012 Dunedin City -Transp't Plan'g - Activity Mgmt Plan	Study		MH_	3	65	20.0	13.3	0.0	0.0	Committed	N

Strategic Corridors: Warehouse Precinct Improvements	Investigation		MMM	2	75	50.0	2.1	0.0	0.0	Committed	N
Household Travel Survey	Study	1	HH_	2	66	250.0	67.5	101.2	0.0	Probable	N
<b>Queenstown-Lakes District Council</b>											
Activity Management Plans Crown Range	Study		HM_	3	100	1.8	1.2	0.0	0.0	Committed	N
Walking & Cycling Audits	Study		HH_	2	75	90.0	30.5	0.0	0.0	Committed	N
Activity Management Plans Glenorchy SPR	Study		MM_	3	100	4.4	3.0	0.0	0.0	Committed	N
Activity Management Plans Local Roads	Study		MM_	3	53	33.8	6.6	0.0	0.0	Committed	N
Transport strategies and plans (incl district plan review)	Study	1	HM_	2	54	1,017.4	27.6	145.1	63.7	Probable	N
Asset management planning - Glenorchy Rd SPR	Study	1	HM_	3	75	58.9	3.6	3.8	4.0	Probable	N
Asset management planning - local roads	Study	1	HM_	3	54	452.5	19.9	21.0	22.0	Probable	N
Asset management planning - Crown Range SPR	Study	1	HM_	3	75	25.1	1.5	1.6	1.7	Probable	N
<b>Waitaki District Council</b>											
Tactical Planning (Strategic) 2012/15	Study	1	MH_	3	66	156.0	33.7	35.1	36.4	Probable	N
<b>Otago Regional Council</b>											
Otago regional land transport programme, 2012-15	Study	1	HH_	1	63.42	172.2	20.2	4.1	85.1	Approved	N
Otago regional land transport strategy, 2012-15	Study	1	HH_	1	63.42	568.8	124.1	119.2	117.4	Approved	N
Otago Regional Public Transport Plan, 2012-15	Study	1	HH_	3	63.18	328.3	43.1	56.9	107.4	Approved	N
<b>Otago Highway &amp; Network Operations</b>											
Activity management Plan Otago 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
Otago HNO Sub-regional Corridor Study	Study	1	MM_	2	100	100.0	0.0	103.0	0.0	Reserve	N
<b>Southland</b>											
<b>Gore District Council</b>											
Gore Growth Strategy 2011 - Transport Modelling	Study		HM_	2	75	65.0	3.7	0.0	0.0	Committed	N
<b>Southland District Council</b>											
ENP Deployment (Stage 3)	Study		HH_	2	75	73.5	2.0	0.0	0.0	Committed	N
Vulnerable user infrastructure study	Study	1	HH_	2	63	100.0	64.4	0.0	0.0	Probable	N
Southland Strategic Gravel study	Study	1	MM_	2	63	200.0	128.8	0.0	0.0	Reserve	N
<b>Environment Southland</b>											
RTC & RLTP Administration and Management	Study	1	HH_	1	64.61	442.9	84.4	81.4	120.4	Approved	N
Southland Strategic Transport Network Project	Study	1	HM_	2	64.61	200.0	64.6	64.6	0.0	Probable	N
<b>Southland Highway &amp; Network Operations</b>											

Activity mangement Plan Southland 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
Southland HNO Sub-regional Corridor Study	Study	1	MM_	2	100	100.0	0.0	103.0	0.0	Reserve	N
<b>Taranaki</b>											
<b>South Taranaki District Council</b>											
Asset Management Planning	Study		MM_	3	60	40.0	1.0	0.0	0.0	Committed	N
<b>Taranaki Regional Council</b>											
Regional Public Transport Plan for Taranaki	Study		MM_	3	61	70.0	15.3	0.0	0.0	Committed	N
Planning Management W/C 001	Study		MM_	1	60.69	285.9	48.3	57.5	67.7	Probable	N
<b>Taranaki Highway &amp; Network Operations</b>											
Activity mangement Plan Taranaki 12/15	Study	16	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
SH3/3a New Plymouth to Woodville Corridor Study	Study	15	HL_	2	100	400.0	103.0	309.1	0.0	Reserve	N
Taranaki HNO Sub-regional Corridor Study	Study	19	ML_	2	100	70.0	0.0	72.1	0.0	Reserve	N
<b>Tasman</b>											
<b>Tasman District Council</b>											
Regional Land Transport Planning	Study		MH_	1	59	100.0	11.8	11.8	35.4	Probable	N
Network Optimisation Study	Study		MM_	2	59	100.0	3.0	54.3	3.0	Reserve	N
Three Roundabouts - Champion Road Upgrade	Study		MM_	2	59	60.0	36.2	0.0	0.0	Reserve	N
Activity Management Review	Study		MM_	3	59	166.8	15.4	42.1	43.1	Reserve	N
<b>Tasman Highway &amp; Network Operations</b>											
Tasman HNO Sub-regional Corridor Study	Study		ML_	2	100	100.0	0.0	103.0	0.0	Reserve	N
Activity mangement Plan Tasman 12/15	Study		MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
<b>Waikato</b>											
<b>Hamilton City Council</b>											
AMP Review	Study		MH_	3	55	60.0	6.1	0.0	0.0	Committed	N
Safety Management System update 2009-2012	Study		MM_	3	55	32.0	8.6	0.0	0.0	Committed	N
2012 Access Hamilton Strategy and Strategic Network Review	Study	2	HH_	2	55	492.0	143.4	0.0	36.0	Probable	N
2012 Waikato Regional Traffic Model - Hamilton Urban aspects	Study	4	MM_	2	55	206.0	57.4	58.5	0.0	Reserve	N
2012 Hamilton Accessibility Mapping	Study	26	MM_	2	55	196.0	11.0	11.0	11.0	Reserve	N
<b>Hauraki District Council</b>											
Activity Management Plans 2012 - 2015	Study	1	HH_	3	63	77.3	9.6	23.1	17.1	Probable	N
<b>Matamata-Piako District Council</b>											

Roading Activity Plan	Study		MM_	3	58	82.7	4.9	0.0	0.0	Committed	N
Asset Management Plan 2012-2015	Study	1	HH_	3	58	120.0	17.8	35.6	17.8	Probable	N
<b>Otorohanga District Council</b>											
Asset Management plan 2014/15	Study	1	HH_	3	62	36.8	0.0	0.0	23.4	Probable	N
<b>South Waikato District Council</b>											
AMP Improvements 2012/15	Study	1	HH_	3	60	73.0	8.6	14.7	21.5	Probable	N
<b>Thames-Coromandel District Council</b>											
Activity management Plans 2012-2015	Study	1	HH_	3	53	75.0	13.5	13.5	13.5	Probable	N
<b>Waikato District Council</b>											
Waikato Regional Transportation Model Development (WRTM)	Construction		HMH	2		112.5	0.0	0.0	0.0	Committed	N
AMP Development	Study		HH_	3	62	60.0	1.3	0.0	0.0	Committed	N
Network Strategy Development	Study		HH_	2	75	120.0	83.9	0.0	0.0	Committed	N
Asset Management Plan Development	Study	1	HH_	3	63	300.0	32.2	64.4	96.6	Probable	N
<b>Waipa District Council</b>											
Crash Reduction Study 09	Study		LM_	2	75	35.0	19.2	0.0	0.0	Committed	N
Intergrated Traffic Studies (WITS)	Study	6	MH_	2	59	50.0	0.0	0.0	30.2	Probable	N
Te Awamutu Heavy Traffic Routes Study	Study	25	MM_	2	59	25.0	15.1	0.0	0.0	Reserve	N
Cambridge Post Bypass Traffic Options Plan	Study	5	MM_	2	59	85.0	51.3	0.0	0.0	Reserve	N
<b>Waitomo District Council</b>											
Activity Management Plan	Study	1	HH_	3	69	16.2	0.0	0.0	11.4	Probable	N
<b>Waikato Regional Council</b>											
Regional Public Transport Plan	Study		HH_	2	75	600.0	0.0	135.0	0.0	Committed	N
PT Strategic Network Review ? 2012/13	Study		MM_	2	59.6	150.0	65.6	23.8	0.0	Committed	N
RLTS Road Safety Action Plan 2012-15	Study		MM_	2	59.6	100.0	59.6	0.0	0.0	Committed	N
Regional Passenger Transport Studies	Study		HM_	2	75	180.0	0.0	45.0	0.0	Committed	N
Upper North Island Transport Network Plan	Study	2	HH_	2	59.6	200.0	59.6	59.6	0.0	Probable	N
Regional Administration for Waikato RLTP and RLTS	Study	1	HH_	1	59.6	1,617.3	302.9	316.7	344.3	Probable	N
Regional Public Transport Plan 2015-18	Study	13	HH_	3	59.6	300.0	0.0	89.4	89.4	Probable	N
RLTS Road Safety Investigations 2012-15	Study	19	MM_	2	59.6	225.0	44.7	44.7	44.7	Reserve	N
Waikato Regional Transport Model 2013/14 Census Update	Study	10	MM_	2	59.6	250.0	0.0	29.8	119.2	Reserve	N
Regional land use and infrastructure integration (Future Pr)	Study	9	MM_	2	59.6	200.0	14.9	59.6	44.7	Reserve	N
<b>Waikato Highway &amp; Network Operations</b>											
Waikato/BOP HNO Sub-regional Corridor Study	Study	18	HM_	2	100	400.0	206.1	206.1	0.0	Probable	N

Waikato/BOP Network Plan	Study	2	HH_	2	100	400.0	206.1	206.1	0.0	Probable	N
SH 5 Taupo to Napier Corridor Study	Study	16	HM_	2	100	300.0	103.0	206.1	0.0	Probable	N
SH 5 Corridor Study Tirau to Taupo	Study	15	HM_	2	100	300.0	103.0	206.1	0.0	Probable	N
SH3 Hamilton to New Plymouth Corridor Study	Study	17	HM_	2	100	500.0	103.0	412.1	0.0	Probable	N
Corridor Optimisation 12/15 Waikato	Study	14	HM_	2	100	300.0	103.0	103.0	103.0	Probable	N
Activity management Plan Waikato 12/15	Study	1	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
<b>Wellington</b>											
<b>Carterton District Council</b>											
Review of the Rooding Asset Management Plan	Study	100	MM_	3	63	60.0	3.2	3.2	32.2	Probable	N
<b>Kapiti Coast District Council</b>											
Major community connector studies	Study	200	HM_	2	53	411.7	71.7	74.5	76.9	Probable	N
<b>Hutt City Council</b>											
Seaview / Gracefield Multimodal Transport Needs Study	Study	200	HM_	2	58	100.0	59.3	0.0	0.0	Probable	N
Activity Management Plan	Study	100	MM_	3	58	68.0	3.6	3.6	33.2	Reserve	N
<b>Porirua City Council</b>											
Seismic screening and assessment of rooding structures	Study	100	MM_	3	54	120.0	66.3	0.0	0.0	Reserve	N
AMP Forward Works Programme development	Study	100	MM_	3	54	300.0	55.2	55.2	55.2	Reserve	N
<b>South Wairarapa District Council</b>											
Asset Management Plan Update	Study	50	MM_	3	59	51.2	15.1	0.0	15.8	Reserve	N
<b>Upper Hutt City Council</b>											
Activity Management Plan	Study	100	MM_	3	56	497.6	92.6	94.9	97.3	Reserve	N
<b>Wellington City Council</b>											
Wgtn-Airport PT Feasibility Study	Study		HM_	2	54	250.0	138.0	0.0	0.0	Probable	N
Activity Management Plan Development 2012/2115	Study	100	MM_	3	53	495.0	132.8	54.2	81.3	Reserve	N
<b>Greater Wellington</b>											
Wgtn-Strategic Transport Model Upgrade	Study		HM_	2	75	1,261.9	22.1	0.0	0.0	Committed	N
Wellington Public Transport Spine Study	Study		HM_	2	75	1,000.0	268.8	0.0	0.0	Committed	N
Maintaining the Strategic Transport Models	Study	200	HM_	2	75	329.2	183.8	23.2	39.9	Probable	N
Regional Land Transport Programme	Study	100	HH_	1	56.62	586.6	14.2	14.5	303.5	Probable	N
Regional Land Transport Strategy	Study	100	HH_	1	56.62	1,301.5	153.0	327.2	256.7	Probable	N
Regional Public Transport Plan Revision	Study	100	HH_	3	56.62	72.9	11.3	5.8	24.1	Probable	N
Review of Trolley Bus Operations	Study	200	HM_	3	56.62	154.8	0.0	87.6	0.0	Probable	N

Transport Model Application & Analysis	Study	200	HM_	2	56.62	1,005.7	186.4	188.5	194.5	Probable	N
Regional Rail Plan Update	Study	200	HH_	3	56.62	209.7	0.0	58.4	60.3	Probable	N
Freight Supply Chain Study	Study	200	HM_	2	56.62	75.1	0.0	42.5	0.0	Probable	N
Asset Management Plan Updates	Study	100	HH_	3	56.62	135.3	11.3	32.1	33.2	Probable	N
Wellington PT Spine Scheme Assessment	Study	200	HM_	2	56.62	4,950.0	0.0	141.6	1,245.6	Probable	N
Hutt Corridor Climate Change/Natural Hazards Impact Study	Study	200	MM_	2	56.62	282.4	99.2	60.7	0.0	Reserve	N
<b>Wellington Highway &amp; Network Operations</b>											
Activity Management Plan Wellington 12/15	Study	100	MH_	3	100	656.3	225.4	225.4	225.4	Probable	N
Wellington Network Operating Plan	Study	200	HM_	2	100	500.0	257.6	257.6	0.0	Probable	N
Corridor Optimisation 12/15 Wellington	Study	100	ML_	3	100	600.0	257.6	206.1	154.5	Reserve	N
<b>West Coast</b>											
<b>West Coast Regional Council</b>											
Transport Planning	Study	1	HH_	1	69.01	95.0	17.4	20.6	27.5	Probable	N
<b>West Coast Highway &amp; Network Operations</b>											
Activity management Plan West Coast 12/15	Study	2	MH_	3	100	656.3	225.4	225.4	225.4	Reserve	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>2 - Road safety promotion</b>											
<b>Auckland</b>											
<b>Auckland Transport</b>											
2012-15 Community Transport Young Drivers	Construction	11	HM_	432	53	3,033.0	539.2	547.8	556.6	Approved	N
2012-15 Community Transport Safe School Travel	Construction	8	HMH	432	53	3,163.8	0.0	1,714.6	0.0	Approved	N
2012-15 Community Transport Speed	Construction	10	HM_	432	53	2,286.2	406.4	412.9	419.6	Approved	N
2012-15 Community Transport Safe Roads & Roadsides	Construction	6	HM_	432	53	2,438.6	433.5	440.5	447.5	Approved	N
2012-15 Community Transport Pedestrian Safety	Construction	4	HM_	432	53	973.0	527.3	0.0	0.0	Approved	N
2012-15 Community Transport Motorcycling	Construction	3	HM_	432	53	914.5	162.6	165.2	167.8	Approved	N
2012-15 Community Transport Alcohol	Construction	1	HM_	432	53	2,438.6	433.5	440.5	447.5	Approved	N
2012-15 Community Transport	Construction	2	HM_	432	53	1,806.4	0.0	0.0	979.0	Approved	N



Cycling/Cycle Training											
2012-15 Community Transport Cycling/Cycle Training	Construction	2	HM_	432	53	1,750.0	948.4	0.0	0.0	Approved	N
2012-15 Community Transport Pedestrian Safety	Construction	4	HM_	432	53	988.6	0.0	535.7	0.0	Approved	N
2012-15 Community Transport Pedestrian Safety	Construction	4	HM_	432	53	1,004.4	0.0	0.0	544.3	Approved	N
2012-15 Community Transport Cycling/Cycle Training	Construction	2	HM_	432	53	1,778.0	0.0	963.5	0.0	Approved	N
2012-15 Community Transport Safe School Travel	Construction	8	HMH	432	53	3,214.4	0.0	0.0	1,742.0	Approved	N
2012-15 Community Transport Safe School Travel	Construction	8	HMH	432	53	3,114.0	1,687.6	0.0	0.0	Approved	N
<b>Bay of Plenty</b>											
<b>Rotorua District Council</b>											
Road Safety Promotion 2012-2015 - High priority	Construction	71	HM_	432	57	778.1	151.2	151.2	151.2	Approved	N
Road Safety Promotion 2012-2015 - Medium priority	Construction	72	MM_	432	57	331.9	64.5	64.5	64.5	Approved	N
<b>Tauranga City Council</b>											
TCC/WBOPDC Road Safety promotion	Construction	69	HM_	432	53	1,280.0	227.6	233.0	233.0	Approved	N
<b>Whakatane District Council</b>											
Road Safety Promotion 2012-15	Construction	73	HM_	432	64.2	1,234.6	270.6	270.6	269.3	Approved	N
<b>Bay of Plenty Regional Council</b>											
Road Safety Promotion 2012-15	Construction	70	HM_	432	56.2	659.9	119.2	123.7	128.0	Approved	N
<b>BOP Highway &amp; Network Operations</b>											
Road Safety Promotion 12/15 - Bay of Plenty	Construction	68	HM_	432	100	315.0	108.2	108.2	108.2	Approved	N
<b>Canterbury</b>											
<b>Kaikoura District Council</b>											
Road Safety Promotion - 2012-15	Construction	2	HM_	432	55	120.0	22.9	22.5	22.1	Approved	N
<b>Ashburton District Council</b>											
Road safety promotion 2012/15 high fit	Implementation	2	MM_	432	56	369.0	68.4	70.4	72.5	Approved	N
<b>Christchurch City Council</b>											
Road Safety Promotion	Construction	2	HM_	432	54	1,389.6	250.7	255.7	260.9	Approved	N
Road Safety-School Travel Plans	Construction	2	HM_	432	54	601.3	107.7	110.6	113.7	Approved	N
Road Safety Promotion - Cycle Safe	Construction	2	HML*	432	54	507.4	280.2	0.0	0.0	Reserve	N
<b>Hurunui District Council</b>											
Road Safety Promotion	Construction	2	HM_	432	60	168.0	34.4	34.4	34.4	Approved	N
<b>Selwyn District Council</b>											
2012-15 Road Safety High Strategic Fit	Construction	2	HM_	432	57	530.8	99.1	103.1	107.2	Approved	N
2012-15 Road Safety Medium Strategic Fit	Construction	2	MM_	432	57	78.1	14.6	15.2	15.8	Approved	N

Timaru District Council											
Road Safety South Canterbury 2012-15	Implementation	2	HM_	432	63	640.0	132.1	135.3	144.9	Approved	N
Road safety around schools 2012-15	Implementation	2	MM_	432	63	137.0	29.0	29.0	30.3	Approved	N
Waimakariri District Council											
Community Road Safety Promotion 2012 -2015	Construction	2	HM_	432	60	340.2	67.5	69.6	71.7	Approved	N
Environment Canterbury											
Canterbury Regional Road Safety (High Fit) 2012 - 2015	Construction	2	HM_	432	57.05	328.1	57.1	61.3	68.8	Approved	N
Canterbury Regional Road Safety (medium fit) 2012-2015	Construction	2	MM_	432	57.05	388.8	73.5	70.7	77.6	Approved	N
Canterbury Highway & Network Operations											
Community Advertising 12/15 - Canterbury	Construction	2	MM_	432	100	120.0	41.2	41.2	41.2	Approved	N
Gisborne											
Gisborne District Council											
Community Programmes 2012/2015 - Medium Risk	Implementation	1	MM_	432	68	276.1	62.9	64.0	65.1	Approved	N
Community Programmes 2012/2015 -High Risk	Construction	1	HM_	432	68	390.0	89.0	90.4	91.8	Approved	N
Gisborne Highway & Network Operations											
Community Advertising 12/15 - Gisborne	Construction	1	MM_	432	100	45.0	15.5	15.5	15.5	Reserve	N
Hawkes Bay											
Hawkes Bay Regional Council											
Road Safety Promotion - High Strategic Fit	Implementation		HM_	432	64.98	1,234.2	267.3	267.3	267.3	Approved	N
Road Safety Promotion Medium Strategic 2012/15	Implementation		MM_	432	64.98	151.8	32.9	32.9	32.9	Approved	N
Hawkes Bay Highway & Network Operations											
Community Advertising 12/15 - Hawkes Bay	Construction	19	MM_	432	100	105.0	36.1	36.1	36.1	Reserve	N
Manawatu/Wanganui											
Horizons Manawatu											
Road Safety & Community Programmes High Fit	Implementation	3	HM_	432	65.98	1,593.7	343.6	351.1	356.8	Approved	N
Road Safety and Communities Programme - Medium Fit	Implementation	6	MM_	432	65.98	746.5	161.0	164.4	167.2	Approved	N
Manawatu/Wanganui Highway & Network Operations											
Community Advertising 12/15 - Manawatu/Wanganui	Construction	3	MM_	432	100	135.1	46.4	46.4	46.4	Reserve	N
Marlborough											

<b>Marlborough District Council</b>											
Road Safety Promotion 2012/15 - Medium Strategic Fit	Implementation	4	MM_	432	56	381.0	72.7	72.7	72.7	Approved	N
<b>National</b>											
<b>NZ Transport Agency</b>											
Tactical Advertising - National Network User Behaviour	Construction		HH_	432	100	749.4	249.7	249.8	249.9	Approved	N
Young Driver - National Network User Behaviour Programme	Construction		HHH	432	100	10,438.0	3,720.8	3,014.3	3,702.9	Approved	N
Research and monitoring of the NZTA Advertising Programme	Implementation		HHH	432	100	1,800.0	600.0	600.0	600.0	Approved	N
Operator Rating System (ORS)	Construction		MMH	432	100	1,274.0	0.0	637.0	637.0	Approved	N
Vehicles - National Network User Behaviour	Construction		MHH	432	100	2,148.8	716.0	716.1	716.6	Approved	N
Cycling - Network User Behaviour National Programme	Construction		HHH	432	100	2,759.4	1,081.0	859.1	819.3	Approved	N
Alcohol and Drugs - National Network User Behaviour Program	Construction		HHH	432	100	18,059.8	6,022.4	5,961.2	6,076.2	Approved	N
Restraints - Network User Behaviour National Programme	Construction		HH_	432	100	409.1	136.0	136.2	136.9	Approved	N
Speed - National Network User Behaviour	Construction		HHH	432	100	12,057.0	3,768.5	4,517.1	3,771.4	Approved	N
Safer Journeys First Action - Motorcycle Package	Implementation		HM_	432	100	480.0	480.0	0.0	0.0	Approved	N
Fatigue and Distraction - National Network User Behaviour	Construction		HHH	432	100	4,442.9	1,480.4	1,480.7	1,481.8	Approved	N
Older Drivers - Network User Behaviour Programme	Construction		HH_	432	100	336.8	112.0	112.2	112.7	Approved	N
Access and Use Vehicle Impoundment	Construction		MM_	432	100	600.0	200.0	200.0	200.0	Approved	N
Improving Safety of Light Vehicle Fleet	Construction		MHH	432	100	1,221.0	407.0	407.0	407.0	Approved	N
<b>Nelson</b>											
<b>Nelson City Council</b>											
Road Safety Promotion 2012/15 - Medium Strategic Fit	Implementation		MM_	432	53	441.0	79.7	79.7	79.7	Approved	N
<b>Northland</b>											
<b>Far North District Council</b>											
Road Safety Promotion FNDC, 2012 - 2015 - High Strategic Fit	Construction	1	HM_	432	65	2,470.4	547.3	547.3	547.3	Approved	N
Road Safety Promotion FNDC 2012 - 2015. Medium Strategic Fit	Construction	2	MM_	432	65	720.5	159.6	159.6	159.6	Approved	N
<b>Kaipara District Council</b>											
Road Safety Promotion High Strategic Fit 2012/15	Implementation	1	HM_	432	69	266.3	61.4	62.6	63.9	Approved	N
Road Safety Promotion 2012/15 - Medium Strategic Fit	Implementation	2	MM_	432	69	20.0	14.1	0.0	0.0	Reserve	N

<b>Whangarei District Council</b>											
Road Safety Promotion - Medium Strategic Fit 2012/15	Construction	2	MM_	432	61	85.7	17.2	17.8	18.4	Approved	N
Road Safety Promotion - High Strategic Fit 2012/15	Construction	1	HM_	432	61	695.8	139.7	144.6	149.7	Approved	N
<b>Northland Regional Council</b>											
Road Safety Promotion Activity List High Strategic Fit	Construction	1	HM_	432	64.77	212.8	45.9	45.9	45.9	Approved	N
Road Safety Promotion Activity List Medium Strategic Fit	Construction	2	MM_	432	64.77	91.5	19.8	19.8	19.8	Approved	N
<b>Northland Highway &amp; Network Operations</b>											
Community Advertising 12/15 - Northland	Construction	2	HM_	432	100	124.6	42.8	42.8	42.8	Approved	N
<b>Otago</b>											
<b>Central Otago District Council</b>											
2012-14 Community Road Safety Program	Construction	1	MM_	432	60	296.2	59.6	62.5	59.7	Approved	N
<b>Clutha District Council</b>											
Road User Safety 2012/15	Construction	1	MM_	432	69	112.1	25.5	26.3	27.2	Approved	N
<b>Dunedin City Council</b>											
Dunedin City Council Road Safety Promotion Programme 2012/15	Construction	1	HM_	432	66	1,717.0	382.9	386.2	389.6	Approved	N
<b>Queenstown-Lakes District Council</b>											
Road Safety Activities	Construction	1	MM_	432	55	90.0	16.6	16.9	17.2	Approved	N
<b>Waitaki District Council</b>											
Road Safety Programmes 2012/15	Construction	1	MM_	432	66	300.0	67.5	67.5	67.5	Approved	N
<b>Otago Highway &amp; Network Operations</b>											
Community Advertising 12/15 - Otago	Construction	1	MM_	432	100	64.8	22.3	22.3	22.3	Approved	N
<b>Southland</b>											
<b>Southland District Council</b>											
Road Safety Southland 'Road User' Programmes	Construction	1	HM_	432	63	1,591.1	327.9	341.7	355.4	Approved	N
<b>Southland Highway &amp; Network Operations</b>											
Community Advertising 12/15 - Southland	Construction	1	MM_	432	100	64.8	22.3	22.3	22.3	Approved	N
<b>Taranaki</b>											
<b>South Taranaki District Council</b>											
Community Road Safety Programme	Construction	4	MM_	432	61	748.2	153.1	155.2	158.3	Approved	N
<b>Taranaki Highway &amp; Network Operations</b>											
Community Advertising 12/15 - Taranaki	Construction	14	HL_	432	100	77.4	26.6	26.6	26.6	Reserve	N

<b>Tasman</b>											
<b>Tasman District Council</b>											
Road Safety Promotion 2012 - 2015 - Medium Strategic Fit	Implementation		MM_	432	59	504.0	101.4	101.4	101.4	Approved	N
<b>Waikato</b>											
<b>Hamilton City Council</b>											
Road Safety Promotion 2012-15	Construction	1	HM_	432	55	931.0	174.5	174.5	174.5	Approved	N
<b>South Waikato District Council</b>											
Road Safety Promotion 2012-2015	Construction	1	HM_	432	60	229.2	46.3	46.3	48.1	Approved	N
<b>Taupo District Council</b>											
Road Safety Promotion - Medium Strategic	Implementation	1	MM_	432	53	150.0	27.1	27.1	27.1	Approved	N
Road Safety Promotion - High Strategic	Implementation	1	HM_	432	53	468.0	84.5	84.5	84.5	Approved	N
<b>Thames-Coromandel District Council</b>											
East Waikato Road Safety Promotion High 2012-15	Implementation	1	HM_	432	58	552.0	109.1	109.1	109.1	Approved	N
<b>Waikato District Council</b>											
Road Safety Promotion Medium 2012-15	Implementation	1	MM_	432	63	29.7	6.4	6.4	6.4	Approved	N
Road Safety Promotion High 2012-15	Implementation	1	HM_	432	63	624.0	134.0	134.0	134.0	Approved	N
<b>Waipa District Council</b>											
Road Safety Promotion (2012-2015)	Construction	1	MM_	432	59	43.8	8.8	8.8	8.8	Approved	N
Road Safety Promotion (High) 2012-15	Construction	1	HM_	432	59	367.2	71.4	73.8	76.3	Approved	N
<b>Waitomo District Council</b>											
Road Safety Promotion	Construction	1	MM_	432	65.5	98.8	0.0	66.2	0.0	Approved	N
Road Safety Promotion	Construction	1	MM_	432	65.5	95.9	64.2	0.0	0.0	Approved	N
Road Safety Promotion	Construction	1	MM_	432	65.5	106.2	0.0	0.0	71.1	Approved	N
<b>Waikato Regional Council</b>											
Road Safety Promotion Activities 2012-15	Construction	1	HM_	432	59.6	925.0	0.0	0.0	551.3	Approved	N
Road Safety Promotion Activities 2012-15	Construction	1	HM_	432	59.6	925.0	551.3	0.0	0.0	Approved	N
Road Safety Promotion Activities 2012-15	Construction	1	HM_	432	59.6	925.0	0.0	551.3	0.0	Approved	N
<b>Waikato Highway &amp; Network Operations</b>											
Road Safety Promotion 12/15 - Waikato HNO	Construction	1	HM_	432	100	500.0	154.5	154.5	206.1	Approved	N
<b>Wellington</b>											
<b>Kapiti Coast District Council</b>											
Road Safety Promotion 2012 - 15 - High Strategic Fit	Implementation	200	HM_	432	53	247.4	43.4	43.9	46.8	Approved	N

<b>Hutt City Council</b>											
Road Safety Promotion - High Strategic Fit	Implementation	200	HM_	432	58	459.1	90.8	90.8	90.8	Approved	N
<b>Masterton District Council</b>											
Road Safety Promotion - High strategic fit	Implementation	200	MM_	432	62	441.0	90.0	93.2	96.4	Approved	N
<b>Porirua City Council</b>											
Road Safety Promotion 2012-15 - Medium Strategic Fit	Implementation	200	MM_	432	54	240.0	44.2	44.2	44.2	Probable	N
<b>Upper Hutt City Council</b>											
Road Safety Promotion 2012 - 2015 - Medium Strategic Fit	Implementation	200	MM_	432	56	119.8	22.2	22.9	23.6	Approved	N
Road Safety Promotion 2012 - 2015 - High Strategic Fit	Implementation	200	HM_	432	56	196.2	36.5	37.4	38.4	Approved	N
<b>Wellington City Council</b>											
Road Safety Promotion - 2012-15 Medium Strategic Fit	Implementation	200	MM_	432	54	662.0	118.7	115.4	131.4	Approved	N
Road Safety Promotion - 2012-15 High Strategic Fit	Implementation	200	HM_	432	54	1,100.0	201.5	198.8	207.1	Approved	N
<b>Greater Wellington</b>											
Regional Road Safety - Road User Safety	Construction	200	MM_	432	56.62	582.6	105.7	110.3	113.9	Approved	N
Regional School Travel Plan Programme - Road User Safety	Construction	200	MMH	432	56.62	1,247.1	218.8	237.9	249.3	Approved	N
<b>West Coast</b>											
<b>Buller District Council</b>											
W C Road Safety Promotion 2012-15 - Buller District	Construction	2	HM_	432	68.33	81.2	18.4	18.8	19.5	Approved	N
<b>Grey District Council</b>											
W C Road Safety Promotion 2012-15 - Grey District	Implementation	2	HM_	432	70.33	83.8	19.5	20.0	20.7	Approved	N
<b>Westland District Council</b>											
West Coast Road Safety Promotion 2012/15	Implementation	2	HM_	432	68	81.4	18.1	18.9	19.5	Approved	N
<b>West Coast Regional Council</b>											
West Coast Road Safety Promotion 2012/15 High Fit - WCRC	Implementation	2	HM_	432	69.01	45.8	10.2	10.4	11.0	Approved	N
<b>West Coast Highway &amp; Network Operations</b>											
Community Advertising 12/15 - West Coast	Construction	2	HL_	432	100	31.5	10.8	10.8	10.8	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
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<b>3 - Walking and cycling</b>											
<b>Auckland</b>											
<b>Auckland Highway &amp; Network Operations</b>											
SH16 Central Auckland Connection (CMI)	Investigation		HMH	452	100	231.0	4.7	0.0	0.0	Committed	N
SH1 Southern Motorway Cycleway	Investigation	7	HMH	452	100	258.0	265.8	0.0	0.0	Probable	N
SH1 Northern Motorway Cycleway	Investigation	9	HMM	452	100	393.0	404.9	0.0	0.0	Probable	N
SH1 Southern Motorway Cycleway	Construction	7	HMH	452	100	4,897.0	0.0	0.0	2,482.0	Probable	N
SH16 Central Auckland Connection (CMI)	Construction	11	HMH	452	100	10,385.0	10,699.6	0.0	0.0	Probable	N
SH1 Southern Motorway Cycleway	Design	7	HMH	452	100	849.0	0.0	874.7	0.0	Probable	N
SH1 Northern Motorway Cycleway	Construction	9	HMM	452	100	4,507.0	0.0	0.0	2,284.2	Probable	N
SH16 Central Auckland Connection (CMI)	Design	5	HMH	452	100	450.0	463.6	0.0	0.0	Probable	N
SH1 Northern Motorway Cycleway	Design	9	HMM	452	100	716.0	0.0	737.7	0.0	Probable	N
<b>Auckland Transport</b>											
09-12 Walking & Cycling - St Georges Street Scheme	Construction		MMH	452	53	734.9	126.9	0.0	0.0	Committed	N
Safety Around Schools	Construction		HMM	451	54.33	2,190.0	0.0	608.3	608.3	Committed	N
09-12 Walking & Cycling - Station Road Manurewa	Construction		MMH	452	53	1,055.4	328.9	0.0	0.0	Committed	N
09-12 Walking & Cycling - Bridge Street Scheme	Construction		MMH	452	53	797.3	262.5	0.0	0.0	Committed	N
09-12 Walking & Cycling - Browns Road Scheme	Construction		MMH	452	53	897.7	142.4	0.0	0.0	Committed	N
09-12 Walking & Cycling - Pt1 Stg3 Albany off-road cyclepath	Construction		MMH	452	54.33	793.6	83.2	0.0	0.0	Committed	N
2012-15 Cycleway Development & Const (Regional Programme)	Design	2	HML*	452	53	21,834.9	893.9	1,024.7	1,135.0	Reserve	N
2012-15 Cycleway Development & Const (Regional Programme)	Construction	2	HML*	452	53	86,470.3	4,190.2	4,176.9	4,199.4	Reserve	N
2012-15 Tamaki Dr Boardwalk (Kelly Traltons to Millennium Dr)	Construction	1	MML*	451	53	9,466.0	479.4	1,635.0	1,479.6	Reserve	N
2012-15 Cycleway Development & Const (Regional Programme)	Investigation	2	HML*	452	53	7,128.2	502.8	367.6	340.5	Reserve	N
<b>Bay of Plenty</b>											
<b>Rotorua District Council</b>											
CBD To Ngongotaha Cycling Route	Construction		HMH	452	56	1,032.0	75.6	0.0	0.0	Committed	N
<b>Canterbury</b>											
<b>Ashburton District Council</b>											
Cycleway, West St to Havelock St, Stage 2	Construction		HMH	452	57	50.0	20.4	0.0	0.0	Committed	N

<b>Christchurch City Council</b>											
CSM Cycleway and Auxiliaries	Construction		MMM	452	53	9,350.0	2,083.5	0.0	0.0	Committed	R
<b>Selwyn District Council</b>											
Little River Cycleway	Construction		HMM	452	58	282.0	2.9	0.0	0.0	Committed	N
<b>Gisborne</b>											
<b>Gisborne District Council</b>											
Awapuni Pedestrian Link 2012-2015	Design	1	MMH	452	68	15.0	10.4	0.0	0.0	Approved	R
Awapuni Pedestrian Link 2012-2015	Construction	1	MMH	452	68	265.6	0.0	184.7	0.0	Probable	R
Walking and Cycling - Customhouse Street to Midway 2012-2015	Design	3	MML	451	68	15.4	0.0	10.7	0.0	Reserve	R
Walking and Cycling - Customhouse Street to Midway 2012-2015	Construction	3	MML	452	68	235.0	163.4	0.0	0.0	Reserve	R
Walking and Cycling - Customhouse Street to Midway 2012-2015	Construction	3	MML	452	68	385.0	0.0	0.0	267.7	Reserve	R
<b>Gisborne Highway &amp; Network Operations</b>											
Gisborne - Wainui Cycleway SH 35	Design	3	LLL*	452	100	90.0	92.7	0.0	0.0	Reserve	R
Gisborne - Wainui Cycleway SH 35	Construction	3	LLL*	452	100	633.0	0.0	652.2	0.0	Reserve	R
<b>Hawkes Bay</b>											
<b>Hastings District Council</b>											
09-12 Walking & Cycling - Havelock Collectors	Construction		HMM	452	61	79.0	43.7	0.0	0.0	Committed	R
09-12 Walking & Cycling - Whakatu/Clive Arterial	Design		HMM	452	61	997.0	55.8	0.0	0.0	Committed	N
Cycling -Crosses Rd/St Georges Rd	Construction		HMM	452	61	1,035.0	20.5	0.0	0.0	Committed	N
09-12 Walking & Cycling - Trip End & Wayfinding Facilities	Construction		HMM	452	61	468.0	109.4	0.0	0.0	Committed	N
Model Communities: Walking and Cycling 2012/15	Construction	18	HMH	452	61	631.5	73.9	35.6	35.6	Probable	N
Model Communities: Walking and Cycling 2012/15	Construction	18	HMH	452	61	5,433.0	422.3	988.0	823.9	Probable	N
Model Communities: Walking and Cycling 2012/15	Construction	18	HMH	452	61	1,749.0	112.9	112.9	112.9	Probable	N
<b>Hawkes Bay Highway &amp; Network Operations</b>											
Waitangi Stream Bridge Cycleway	Construction		HHH	452	100	1,621.3	27.3	0.0	0.0	Committed	N
SH Model Communities Connectivity	Investigation	20	HMH	452	100	200.0	206.1	0.0	0.0	Probable	N
SH Model Communities Connectivity	Design	20	HMH	451	100	130.0	0.0	133.9	0.0	Probable	N
SH Model Communities Connectivity	Construction	20	HMH	452	100	5,000.0	0.0	2,575.8	2,575.8	Probable	N



Manawatu/Wanganui											
Palmerston North City Council											
Manawatu River Cycle Path - Ashhurst Section	Implementation		LLH	452	57	1,029.1	233.1	220.5	146.2	Reserve	N
Manawatu River Sealed Cycle Path	Construction		LLH	452	57	743.3	213.3	219.9	0.0	Reserve	R
Wanganui District Council											
Walking and Cycling	Construction		LLH	452	72	1,253.0	300.4	307.7	314.4	Reserve	R
Manawatu/Wanganui Highway & Network Operations											
Manawatu River Bridge SH3 Ashhurst Cycle/walkway	Construction		LLL*	452	100	2,000.0	0.0	0.0	1,030.3	Reserve	R
Manawatu River Bridge SH3 Ashhurst Cycle/walkway	Investigation		LLL*	452	100	500.0	0.0	0.0	515.2	Reserve	R
Manawatu River Bridge SH3 Ashhurst Cycle/walkway	Design		LLL*	452	100	500.0	0.0	0.0	515.2	Reserve	R
Nelson											
Nelson City Council											
Maitai Shared Path (Akerston St to Nile St)	Design	5	MMM	452	53	95.0	51.5	0.0	0.0	Probable	R
Other walk/cycle projects	Construction	5	MMM	452	53	750.0	0.0	162.6	243.9	Probable	R
Poormans Stream walk/cycle connection	Design	5	MMM	452	53	30.0	0.0	0.0	16.3	Probable	R
Waterfront to Annesbrook roundabout cycle connection	Investigation	5	MMM	452	53	50.0	0.0	27.1	0.0	Probable	R
City/Maitai to Dun Mountain trail start	Construction	5	MMM	452	53	450.0	0.0	243.9	0.0	Probable	R
Other walk/cycle projects	Design	5	MMM	452	53	50.0	27.1	0.0	0.0	Probable	R
School approach and frontage treatments	Design	5	MMM	451	53	50.0	27.1	0.0	0.0	Probable	R
Bishopdale to The Ridgeway shared path	Design	5	MMM	452	53	40.0	21.7	0.0	0.0	Probable	R
Rocks Rd shared path	Design	5	MMM	452	53	250.0	0.0	135.5	0.0	Probable	R
Walkway connections	Construction	5	MMM	451	53	955.1	29.9	54.2	54.2	Probable	R
School approach and frontage treatments	Construction	5	MMM	451	53	400.0	0.0	108.4	108.4	Probable	R
Maitai Shared Path (Akerston St to Nile St)	Design	5	MMM	452	53	50.0	0.0	0.0	27.1	Probable	R
Maitai Shared Path (Akerston St to Nile St)	Construction	5	MMM	452	53	1,300.0	0.0	541.9	0.0	Probable	R
Other walk/cycle projects	Investigation	5	MMM	452	53	150.0	81.3	0.0	0.0	Probable	R
Rocks Rd shared path	Investigation	5	MMM	452	53	100.0	54.2	0.0	0.0	Probable	R
Bishopdale shared path / Princes Dr extension crossing	Design	5	MMM	452	53	100.0	27.1	27.1	0.0	Probable	R
City/Maitai to Dun Mountain trail start	Investigation	5	MMM	452	53	30.0	16.3	0.0	0.0	Probable	R
Bishopdale to The Ridgeway shared path	Construction	5	MMM	452	53	350.4	189.9	0.0	0.0	Probable	R

Integration activities	Construction	5	MMM	452	53	900.0	162.6	162.6	162.6	Probable	R
Poormans Stream walk/cycle connection	Construction	5	MMM	452	53	53.0	28.7	0.0	0.0	Probable	R
Maitai Shared Path (Akerston St to Nile St)	Construction	5	MMM	452	53	450.0	0.0	0.0	243.9	Probable	R
Rocks Rd shared path	Construction	5	MMM	452	53	2,500.0	0.0	0.0	1,354.8	Probable	R
City/Maitai to Dun Mountain trail start	Design	5	MMM	452	53	50.0	27.1	0.0	0.0	Probable	R
Bishopdale shared path / Princes Dr extension crossing	Construction	5	MMM	452	53	400.0	0.0	0.0	216.8	Probable	R
<b>Nelson Highway &amp; Network Operations</b>											
SH6 Atawhai WC Project	Construction		HML	452	100	1,199.2	7.3	0.0	0.0	Committed	N
SH6 Rocks Rd Offroad Shared Pathway	Investigation	5	MMM	452	100	110.0	0.0	113.3	0.0	Probable	R
SH6 Rocks Rd Offroad Shared Pathway	Construction	5	MMM	452	100	2,500.0	0.0	0.0	2,575.8	Probable	R
SH6 Rocks Rd Offroad Shared Pathway	Design	5	MMM	452	100	250.0	0.0	257.6	0.0	Probable	R
SH6 Clifton Tce to The Glen Offroad Shared Pathway	Investigation	5	MML*	452	100	151.0	155.6	0.0	0.0	Reserve	R
<b>Otago</b>											
<b>Dunedin City Council</b>											
Southern Commuter Route F	Construction	3	HMH	452	66	750.0	0.0	0.0	506.1	Probable	R
Southern Commuter Route D	Construction	3	HMH	452	66	750.0	0.0	506.1	0.0	Probable	R
Southern Commuter Route E	Construction	3	HMH	452	66	750.0	0.0	0.0	506.1	Probable	R
Southern Commuter Route B	Construction	3	HMH	452	66	750.0	506.1	0.0	0.0	Probable	R
Southern Commuter Route C	Construction	3	HMH	452	66	750.0	0.0	506.1	0.0	Probable	R
Southern Commuter Route A	Construction	2	HMH	452	66	750.0	506.1	0.0	0.0	Probable	R
<b>Queenstown-Lakes District Council</b>											
Walking & Cycling Project Scoping	Investigation		HMM	451	53	100.0	19.1	0.0	0.0	Committed	N
Walking and cycling facilities 2012-2021	Construction	3	MML*	452	55	486.0	23.0	24.3	25.5	Reserve	N
<b>Waitaki District Council</b>											
Walk and Cycle 2012/15 - Waitaki Ave to Pukeuri	Construction	2	MML*	452	66	754.0	0.0	508.8	0.0	Reserve	N
Walk & Cycle 2012/15 - Humber Street Oamaru	Construction	3	MML*	452	66	430.0	0.0	0.0	290.2	Reserve	N
<b>Otago Highway &amp; Network Operations</b>											
SH88 Cycling & Pedestrian Facilities	Construction		MMH	452	100	1,280.0	458.5	0.0	0.0	Committed	R
SH88 Cycling & Pedestrian Facilities	Investigation		MMH	452	100	256.0	16.5	0.0	0.0	Committed	R
SH 88 Cycling and Pedestrian Facilities	Construction	1	MMH	452	100	5,584.7	767.6	3,268.8	1,717.5	Reserve	N
<b>Taranaki</b>											

<b>New Plymouth District Council</b>											
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	390.0	86.1	0.0	0.0	Committed	N
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	200.0	14.3	0.0	0.0	Committed	N
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	240.0	33.4	0.0	0.0	Committed	N
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	1,809.0	851.2	0.0	0.0	Committed	NR
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	554.0	141.9	0.0	0.0	Committed	NR
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	580.1	282.6	0.0	0.0	Committed	NR
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	125.0	24.7	0.0	0.0	Committed	N
Walking and Cycling Model Communities - Infrastructure	Construction		HHH	452	61	40.0	24.2	0.0	0.0	Committed	N
Walking and Cycling Infrastructure Construction	Construction	5	HHH	452	60	4,911.8	85.0	598.0	656.0	Probable	N
Model Communities Education and Encouragement	Construction	5	HHH	452	60	4,619.1	251.8	258.3	265.0	Probable	N
<b>Taranaki Highway &amp; Network Operations</b>											
New Plymouth City Cycling & Walking Improvements	Construction		HHL*	452	100	982.5	884.3	0.0	0.0	Committed	N
New Plymouth City Cycling & Walk Impvts (Model Communities)	Construction	5	HHH	452	100	1,300.0	1,339.4	0.0	0.0	Probable	N
<b>Waikato</b>											
<b>Hamilton City Council</b>											
2012 Te Awa National Cycleway - Hamilton Section	Design		MHM	452	55	89.0	50.1	0.0	0.0	Reserve	N
2012 Te Awa National Cycleway - Hamilton Section	Construction		MHM	452	55	500.0	281.2	0.0	0.0	Reserve	N
<b>Waikato Highway &amp; Network Operations</b>											
Kahikatea Dr./Greenwood St. Walking & Cycling Facilities	Investigation		HMM	452	100	67.1	14.1	0.0	0.0	Committed	N
Cobham Drive Pedestrian Facility	Investigation		MMM	451	100	90.0	13.6	0.0	0.0	Committed	N
Kahikatea Dr./Greenwood St. Walking & Cycling Facilities	Construction	3	HMM	452	100	1,400.0	618.2	824.2	0.0	Probable	N
Ohaupo Rd W&C (Lorne to Dixon)	Design	1	HMH	452	100	77.0	79.3	0.0	0.0	Probable	N
Ohaupo Rd W&C (Lorne to Dixon)	Construction	2	HMH	452	100	980.0	0.0	1,009.7	0.0	Probable	N
<b>Wellington</b>											
<b>Hutt City Council</b>											
Wainuiomata Hill Road Shared Path	Construction	200	MMH	452	58	620.0	367.7	0.0	0.0	Reserve	N
<b>Upper Hutt City Council</b>											
Hutt River Trail - Cycling/walking	Construction	200	MML*	452	56	641.6	367.4	0.0	0.0	Reserve	N

Railway Corridor - Cycling/walking	Construction	200	MML*	452	56	1,297.9	0.0	371.6	371.6	Reserve	N
<b>Wellington City Council</b>											
09-12 Walking & Cycling - Tawa walkway alongside Porirua Str	Construction		MMM	452	53	2,700.0	487.8	139.0	0.0	Committed	NR
Island Bay to City - Cycleway	Investigation	200	HLL*	452	54	50.0	0.0	27.6	0.0	Reserve	N
Island Bay to City - Cycleway	Design	200	HLL*	452	54	100.0	0.0	0.0	55.2	Reserve	N
Island Bay to City - Cycleway	Construction	200	HLL*	452	54	2,000.0	0.0	0.0	552.2	Reserve	N
<b>Wellington Highway &amp; Network Operations</b>											
Ngauranga to Petone Cycleway/walkway	Design	302	HHM	452	100	725.0	0.0	747.0	0.0	Probable	N
Ngauranga to Petone Cycleway/walkway	Investigation	302	HHM	452	100	870.0	896.4	0.0	0.0	Probable	N
Ngauranga to Petone Cycleway/walkway	Construction	302	HHM	452	100	15,450.0	0.0	0.0	3,979.5	Probable	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>4 - Public transport services</b>											
<b>Auckland</b>											
<b>Auckland Transport</b>											
Public Transport Programme 2012/15	Operations		HML			730,711.3	133,030.0	139,087.3	124,157.5	Approved	N
Auckland Integrated Fare Solution (AIFS) Opex	Construction	1	HHM	524	60	72,000.0	4,800.0	4,800.0	4,800.0	Approved	N
2012-15 EMU Depot Capex- Financing Costs	Construction	4	HHM	515	58	317,808.3	2,045.1	3,536.0	3,623.0	Probable	N
2012-15 PT EMU Capex - Rolling Stock Purchase- Financing Cost	Construction	7	HHL*	515	58	1,103,765.9	8,894.1	8,061.4	11,748.1	Probable	N
2012-15 PT Integrated Performance Management (RTPIS)	Investigation	12	HHL*	524	57.5	937.7	0.0	327.8	41.8	Reserve	N
2012-15 PT Integrated Performance Management (RTPIS)	Design	12	HHL*	524	57.5	999.5	0.0	119.2	167.1	Reserve	N
2012-15 PT Integrated Performance Management (RTPIS)	Construction	12	HHL*	524	57.5	17,981.4	0.0	1,937.2	1,402.7	Reserve	N
2012-15 Electronic sign renewals	Construction	27	MML*	524	57	569.5	0.0	0.0	29.8	Reserve	N
<b>Bay of Plenty</b>											
<b>Bay of Plenty Regional Council</b>											
Public Transport Programme 2012/15	Operations		MMM			30,625.3	5,081.5	5,265.9	5,468.7	Approved	N

Tauranga School Bus Services	Implementation	26	MHL*	511	50	35,156.0	114.9	396.2	964.7	Reserve	N
<b>Canterbury</b>											
<b>Environment Canterbury</b>											
Public Transport Programme 2012/15	Operations		HHM			121,034.4	21,726.9	20,550.4	20,539.9	Approved	N
<b>Gisborne</b>											
<b>Gisborne District Council</b>											
Public Transport Programme 2012/15	Operations		LMM			1,060.1	182.6	197.0	192.4	Approved	N
<b>Hawkes Bay</b>											
<b>Hawkes Bay Regional Council</b>											
Public Transport Programme 2012/15	Operations		MMH			10,677.5	1,860.5	1,924.6	2,020.1	Approved	N
<b>Manawatu/Wanganui</b>											
<b>Horizons Manawatu</b>											
Public Transport Programme 2012/15	Operations		MMH			13,370.6	2,370.4	2,419.2	2,501.2	Approved	N
<b>Marlborough</b>											
<b>Marlborough District Council</b>											
Public Transport Programme 2012/15	Operations		LML			797.7	163.8	160.4	161.5	Approved	N
<b>Nelson</b>											
<b>Nelson City Council</b>											
Public Transport Programme 2012/15	Operations		LMH			2,161.8	430.1	419.1	426.5	Approved	N
<b>Northland</b>											
<b>Northland Regional Council</b>											
Public Transport Programme 2012/15	Operations		MMM			3,822.8	622.8	650.3	659.7	Approved	N
<b>Otago</b>											
<b>Otago Regional Council</b>											
Queenstown Lakes Public Transport	Implementation		HHM	514	59	804.0	177.0	0.0	0.0	Committed	N
Queenstown Lakes Public Transport	Implementation		HHM	511	50	2,645.9	107.2	0.0	0.0	Committed	N
Public Transport Programme 2012/15	Operations		MMM			24,000.0	4,325.3	4,159.8	4,299.0	Approved	N

Southland											
Invercargill City Council											
Public Transport Programme 2012/15	Operations		MLL			6,078.1	1,049.5	1,052.3	1,226.8	Approved	N
Taranaki											
Taranaki Regional Council											
Public Transport Programme 2012/15	Operations		LLL			6,974.0	1,222.8	1,223.4	1,256.8	Approved	N
Waikato											
Waikato Regional Council											
Public Transport Programme 2012/15	Operations		MMM			50,518.5	8,250.3	8,551.4	8,789.1	Approved	N
Wellington											
Greater Wellington											
Ganz Mavag refurbishment or replacement	Construction		HHL	515	57.5	113,901.0	0.0	1,071.7	4,667.0	Committed	N
Real Time Passenger Information System	Implementation		HML	514	60	4,315.6	334.8	345.5	356.6	Committed	N
Matangi trains and rail upgrades debt servicing (\$23M)	Construction		HHH	515	60	42,506.8	568.7	1,137.3	1,137.3	Committed	N
Public Transport Programme 2012/15	Operations		HHH			307,333.2	54,268.9	55,973.5	57,463.7	Approved	N
Electronic/Integrated Ticketing System	Implementation	305	HHL*	524	57	2,609.3	0.0	0.0	1,487.3	Reserve	N
West Coast											
Buller District Council											
Public Transport Programme 2012/15	Operations		LMM			155.6	25.0	26.0	26.8	Approved	N
Westland District Council											
Public Transport Programme 2012/15	Operations		LMM			93.3	15.0	15.6	16.1	Approved	N
West Coast Regional Council											
Public Transport Programme 2012/15	Operations		LMM			272.2	47.0	48.3	50.1	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
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5 - Public transport infrastructure											
Auckland											
Auckland Transport											
Rail SUP - Onehunga	Construction		HHH	531	60	729.0	305.8	70.7	70.7	Committed	N
Auckland Integrated Fare Solution (AIFS) Programme	Construction		HMM	531	60	39,870.0	1,745.5	0.0	0.0	Committed	C
09-12 PT - Pier 1C and 1D improvements	Construction		HHH	531	60	1,750.0	605.6	0.0	0.0	Committed	N
Park & Ride Station, Silverdale	Construction		MMM	531	50	10,500.0	5,368.1	0.0	0.0	Committed	N
Park & Ride Station, Silverdale	Property		MMM	531	50	2,000.0	1,022.5	0.0	0.0	Committed	N
Manukau City Rail Link - ARTA	Construction		HMM	531	60	5,500.0	696.6	0.0	0.0	Committed	C
Rail SUP - Penrose	Construction		HMM	531	60	993.0	571.3	19.0	19.0	Committed	N
Ferry Terminal Upgrades - Hobsonville 2009/12	Construction		HMM	531	60	3,500.0	1,807.9	0.0	0.0	Committed	N
Rail SUP - Greenlane	Construction		HHL	531	60	1,257.0	0.0	14.6	14.6	Committed	N
Ferry Terminal Upgrades - Beach Haven 2009/12	Construction		HMM	531	60	1,350.0	795.9	16.2	16.2	Committed	N
New Lynn Rail Station	Construction		HMM	531	60	13,858.0	155.7	0.0	0.0	Committed	C
Auckland Integrated Fare Solution Central System	Construction		HMM	531	100	20,000.0	1,754.9	0.0	0.0	Committed	C
Rail SUP - Papakura	Construction		HHL	531	60	5,476.0	2,691.9	333.8	333.8	Committed	N
Rail SUP - Remuera	Construction		HMM	531	60	697.0	396.0	15.8	15.8	Committed	N
Real Time Passenger Information System (RTPIS) capex	Construction		HMH	531	53	12,175.8	759.7	0.0	0.0	Committed	R
Rail SUP - Otahuhu	Construction		HHH	531	60	1,088.0	0.0	414.0	12.1	Committed	N
Manukau Transport Interchange (Ex MCC)	Design		HMM	531	60	1,015.7	0.6	0.0	0.0	Committed	N
-2012-15 Mt Albert Station (SUP)	Construction	24	HMM	531	50	8,769.0	2,811.9	1,671.3	0.0	Approved	N
Minor improvements 2012/15	PT Improvements	28	HHL	531	50	11,455.1	1,891.0	1,955.3	2,010.1	Approved	N
2012-15 Massey North TC: Bus Interchange	Construction	3	HHL*	531	50	939.5	0.0	78.8	401.5	Probable	N
2012-15 Newmarket Station	Investigation	25	HHL*	531	50	146.6	0.0	0.0	75.0	Probable	N
2012-15 Sylvia Park Station	Investigation	33	HHL*	531	50	109.1	0.0	0.0	6.4	Probable	N
2012-15 Newmarket Station	Design	25	HHL*	531	50	586.4	0.0	0.0	299.8	Probable	N
2012-15 Triangle Rd - Lincoln Rd Bus Interchange	Design	15	HHL*	531	50	123.3	0.0	63.0	0.0	Probable	N
2012-15 Manukau Transport Interchange	Construction	11	HMM	531	50	18,603.1	7,934.7	1,576.2	0.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Queen Street	Design	17	HHL*	531	50	92.5	0.0	47.3	0.0	Probable	N
2012-15 Bayswater Ferry Terminal	Construction	61	HMM	531	50	2,300.0	0.0	1,175.9	0.0	Probable	N
2012-15 AMETI NZTA Pk1 At Pk1 Panmure Phase 1	Construction	1	HHL	531	50	16,090.0	0.0	4,113.0	4,113.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Fanshawe Streets	Construction	45	HHL*	531	50	14,627.6	0.0	3,463.2	4,015.2	Probable	N
2012-15 CBD Bus Infrastructure	Design	45	HHL*	531	50	933.7	0.0	477.3	0.0	Probable	N

Wellesley / Fanshawe Streets											
2012-15 Bayswater Ferry Terminal	Investigation	61	HMM	531	50	54.0	27.6	0.0	0.0	Probable	N
2012-15 Newmarket Station	Construction	25	HHL*	531	50	4,502.8	0.0	0.0	2,302.0	Probable	N
2012-15 CBD Bus Infrastructure Requirements	Investigation	43	HHL*	531	50	1,037.4	0.0	262.7	267.7	Probable	N
2012-15 Triangle Rd - Lincoln Rd Bus Interchange	Construction	15	HHL*	531	50	1,932.1	0.0	987.8	0.0	Probable	N
2012-15 Sylvia Park Station	Construction	33	HHL*	531	50	2,202.1	0.0	0.0	160.6	Probable	N
2012-15 Sylvia Park Station	Design	33	HHL*	531	50	264.0	0.0	0.0	25.7	Probable	N
2012-15 PTNP Bus Frequent Network Inf & facilities Gen Inv	Investigation	47	HHL*	531	50	513.8	0.0	262.7	0.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Queen Street	Construction	17	HHL*	531	50	1,449.0	0.0	740.8	0.0	Probable	N
2012-15 Bayswater Ferry Terminal	Design	61	HMM	531	50	216.0	110.4	0.0	0.0	Probable	N
2012-15 Pukekohe Station Upgrade	Design	38	HML*	531	50	143.9	0.0	73.6	0.0	Reserve	N
2012-15 Pukekohe Station Upgrade	Investigation	38	HML*	531	50	61.7	0.0	31.5	0.0	Reserve	N
2012-15 PT Customer Info. Infrastructure	Construction	26	MML*	531	50	3,112.3	0.0	788.1	803.0	Reserve	N
2012-15 Downtown Ferry Terminal Pier 3 and 4	Design	9	HHL*	531	50	205.5	0.0	105.1	0.0	Reserve	N
2012-15 Waitakere Station Upgrade	Design	41	MML*	531	50	377.0	0.0	0.0	192.7	Reserve	N
2012-15 Station Amenity Improvement	Investigation	18	MHL*	531	50	420.5	0.0	21.0	21.4	Reserve	N
2012-15 Downtown Ferry Terminal Pier 2	Investigation	8	HML*	531	50	205.5	0.0	105.1	0.0	Reserve	N
2012-15 Puhinui Station Upgrade	Construction	32	HML*	531	50	822.1	0.0	420.3	0.0	Reserve	N
2012-15 Puhinui Park and Ride	Property	34	MML*	531	50	523.6	0.0	0.0	267.7	Reserve	N
2012-15 Otahuhu Bus Interchange	Property	10	HHL*	531	50	205.5	0.0	105.1	0.0	Reserve	N
2012-15 Parnell Station Upgrade	Construction	6	HML*	531	50	7,412.3	2,108.3	1,681.3	0.0	Reserve	N
2012-15 Papakura Bus Rail Interchange	Construction	16	HML*	531	50	1,047.2	0.0	0.0	535.4	Reserve	N
2012-15 Downtown Ferry Terminal Pier 2	Construction	8	HML*	531	50	822.1	0.0	420.3	0.0	Reserve	N
2012-15 Puhinui Park and Ride	Construction	34	MML*	531	50	523.6	0.0	0.0	267.7	Reserve	N
2012-15 Downtown Ferry Terminal Pier 3 and 4	Investigation	9	HHL*	531	50	51.4	0.0	26.3	0.0	Reserve	N
2012-15 Otahuhu Bus Interchange	Design	10	HHL*	531	50	123.3	0.0	63.0	0.0	Reserve	N
2012-15 Northern Busway AIFS Ticketing Machines	Construction	22	HML*	531	50	1,027.7	0.0	525.4	0.0	Reserve	N
2012-15 Station Amenity Improvement	Construction	18	MHL*	531	50	17,385.0	0.0	420.3	428.3	Reserve	N
2012-15 Takarua Park and Ride	Construction	35	HML*	531	50	628.3	0.0	0.0	321.2	Reserve	N
2012-15 Downtown Ferry Terminal Pier 3 and 4	Construction	9	HHL*	531	50	1,541.5	0.0	788.1	0.0	Reserve	N



2012-15 Otahuhu Bus Interchange	Construction	10	HHL*	531	50	1,541.5	0.0	788.1	0.0	Reserve	N
2012-15 Pukekohe Bus- Rail Interchange	Construction	48	HML*	531	50	1,047.2	0.0	0.0	535.4	Reserve	N
2012-15 Takanini Park and Ride	Investigation	35	HML*	531	50	29.3	0.0	0.0	15.0	Reserve	N
2012-15 Railway Station Gateway Installation	Construction	2	HML*	531	50	3,826.5	0.0	0.0	556.8	Reserve	N
2012-15 Albany Busway Station Platform Extension	Construction	42	MML*	531	50	256.9	0.0	131.4	0.0	Reserve	N
2012-15 New Rail Station & Electrification Extension	Investigation	46	HML*	531	50	415.0	0.0	105.1	107.1	Reserve	N
2012-15 Britomart additional ticketing machines (VRDs) AIFS	Construction	20	HML*	531	50	308.3	0.0	157.6	0.0	Reserve	N
2012-15 PT Bus Stop Construction and Improvement	Construction	30	MML*	531	50	33,347.3	0.0	2,101.6	3,319.2	Reserve	N
2012-15 Station Amenity Improvement	Design	18	MHL*	531	50	1,682.0	0.0	84.1	85.7	Reserve	N
2012-15 Waitakere Station Upgrade	Investigation	41	MML*	531	50	94.2	0.0	0.0	48.2	Reserve	N
2012-15 Takanini Park and Ride	Property	35	HML*	531	50	272.3	0.0	0.0	139.2	Reserve	N
2012-15 Rail Revenue Protection - Handheld Device Checker	Construction	23	HML*	531	50	395.7	0.0	202.3	0.0	Reserve	N
2012-15 Railway Station Gateway Installation	Investigation	2	HML*	531	50	104.3	0.0	11.6	41.8	Reserve	N
2012-15 Railway Station Gateway Installation	Design	2	HML*	531	50	417.1	0.0	46.2	167.0	Reserve	N
2012-15 IT HOP Phase 2	Design	19	HML*	531	50	305.8	156.3	0.0	0.0	Reserve	N
2012-15 Takanini Park and Ride	Design	35	HML*	531	50	117.3	0.0	0.0	60.0	Reserve	N
2012-15 IT HOP Phase 2	Investigation	19	HML*	531	50	76.5	39.1	0.0	0.0	Reserve	N
2012-15 Pukekohe Station Upgrade	Construction	38	HML*	531	50	9,563.5	0.0	0.0	2,409.1	Reserve	N
2012-15 Otahuhu Bus Interchange	Investigation	10	HHL*	531	50	82.2	0.0	42.0	0.0	Reserve	N
2012-15 Downtown Ferry Terminal P1 Integrated Ticketing Gate	Construction	21	HHL*	531	50	1,541.5	0.0	788.1	0.0	Reserve	N
<b>Bay of Plenty</b>											
<b>Bay of Plenty Regional Council</b>											
Minor improvements 2012/15	PT Improvements		MLM	531	50	1,119.0	188.3	186.2	185.0	Approved	N
Tauranga City Real Time Passenger Information System	Investigation	41	HMM	531	50	51.9	25.9	0.0	0.0	Probable	N
Tauranga City Real Time Passenger Information System	Construction	41	HMM	531	50	697.8	0.0	348.9	0.0	Probable	N
Bay of Plenty Regional Electronic Ticketing System	Construction	56	MMH	531	50	1,050.8	0.0	134.2	277.0	Reserve	N
Bay of Plenty Regional Electronic Ticketing System	Investigation	56	MMH	531	50	51.9	25.9	0.0	0.0	Reserve	N
<b>Canterbury</b>											
<b>Christchurch City Council</b>											

Christchurch Transport Interchange	Property		HML	531	60	28,126.0	1,487.2	0.0	0.0	Committed	R
<b>Environment Canterbury</b>											
Electronic ticketing upgrade	Construction		HHH	531	60	4,950.0	48.6	0.0	0.0	Committed	N
<b>Gisborne</b>											
<b>Gisborne District Council</b>											
Minor improvements 2012/15	PT Improvements	1	MMM	531	50	39.6	6.7	6.7	6.7	Approved	N
<b>Hawkes Bay</b>											
<b>Hawkes Bay Regional Council</b>											
Minor improvements 2012/15	PT Improvements		LLL	531	50	287.4	51.1	45.0	47.6	Approved	N
<b>Manawatu/Wanganui</b>											
<b>Horizons Manawatu</b>											
Minor improvements 2012/15	PT Improvements		LLL	531	50	525.0	87.5	87.5	87.5	Approved	N
<b>Marlborough</b>											
<b>Marlborough District Council</b>											
Minor improvements 2012/15	PT Improvements		MMH	531	50	16.3	2.8	2.8	2.8	Approved	N
<b>National</b>											
<b>NZ Transport Agency</b>											
NZTA - National Integrated Ticketing Programme	Construction		HHM	531	100	5,450.0	3,128.2	0.0	0.0	Committed	N
NZ Transport Ticketing Ltd	Construction		HHL*	531	100	2,776.1	0.0	1,088.9	1,687.2	Probable	N
Public Transport Technology Programme inc NITP	Implementation		MHL*	531	100	4,034.3	0.0	2,212.0	1,822.3	Reserve	N
<b>Nelson</b>											
<b>Nelson City Council</b>											
Minor improvements 2012/15	PT Improvements		MMH	531	50	108.1	18.4	18.4	18.4	Approved	N
<b>Otago</b>											
<b>Otago Regional Council</b>											
Queenstown Lakes Public Transport - Realtime	Construction		HHM	531	60	393.8	233.7	0.0	0.0	Committed	N
Minor improvements 2012/15	PT Improvements	3	HML	531	50	419.2	87.1	56.5	66.1	Approved	N
<b>Southland</b>											

Invercargill City Council											
Minor improvements 2012/15	PT Improvements		MMH	531	50	206.0	35.1	35.1	35.1	Approved	N
Taranaki											
Taranaki Regional Council											
Minor improvements 2012/15	PT Improvements		LLL	531	50	242.4	40.4	40.4	40.4	Approved	N
Waikato											
Waikato Regional Council											
Minor improvements 2012/15	PT Improvements		MLM	531	50	558.0	91.0	93.0	95.0	Approved	N
Electronic Ticketing System Enhancements for PT	Implementation		MML*	531	50	600.0	100.0	100.0	100.0	Reserve	N
Wellington											
Greater Wellington											
09-12 PT - Petone Carpark	Construction		MMM	531	60	257.0	12.0	0.0	0.0	Committed	N
Real Time Passenger Information System	Construction		HML	531	80	8,750.0	1,744.9	0.0	0.0	Committed	RC
Stations - Platform, Buildings, Carparks and Security	Construction		HML	531	90	7,713.2	23.3	0.0	0.0	Committed	NC
Stations - Kapiti Stations Upgrade and Modifications	Construction		HHL	531	90	4,766.2	69.0	0.0	0.0	Committed	NC
Minor improvements 2012/15	PT Improvements	200	HHH	531	50	11,747.5	1,862.5	2,118.2	1,893.1	Approved	N
Electronic/Integrated Ticketing System	Construction	305	HHL*	531	50	39,000.0	0.0	1,850.0	8,750.0	Probable	N
Conversion of carriages for operation on Wairarapa Line	Construction	200	HHL*	531	50	540.0	270.0	0.0	0.0	Probable	N
Porirua Station Parking	Construction	200	HMM	531	50	1,450.0	725.0	0.0	0.0	Probable	N
Electronic/Integrated Ticketing System	Investigation	305	HHL*	531	50	1,019.2	200.0	309.6	0.0	Probable	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
8 - Maintenance and operation of local roads											
Auckland											
Auckland Transport											
E/W 170 Mountain Rd (West) July 2011	Construction		---	141	43	138.5	53.9	0.0	0.0	Committed	N

E/W Various 2012/13	Construction		___	141	43	445.4	195.8	0.0	0.0	Approved	N
E/W 3-4 July 2012 Storm, North Auckland	Construction		___	141	43	120.3	52.9	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMH			248,129.6	35,831.4	36,377.1	36,922.7	Approved	N
<b>Bay of Plenty</b>											
<b>Kawerau District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			684.3	153.9	151.6	146.9	Approved	N
<b>Opotiki District Council</b>											
Minor Events 2012	Construction		___	141	51	110.0	57.4	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			4,189.4	713.9	713.9	713.9	Approved	N
<b>Rotorua District Council</b>											
Emergency Works 2012/2013	Construction		___	141	48	777.8	381.8	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			14,089.5	2,260.0	2,260.0	2,260.0	Approved	N
<b>Tauranga City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			17,271.9	2,616.2	2,553.5	2,553.4	Approved	N
<b>Western BoP District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMH			36,547.9	5,701.9	5,701.9	5,950.1	Approved	N
Emergency Works 2012/2013	Construction		___	141	46	1,000.0	470.4	0.0	0.0		N
<b>Whakatane District Council</b>											
WDC Emergency Works 2011/12	Construction		___	141	47	2,015.3	134.6	0.0	0.0	Committed	N
WDC Emergency Works SPR 2011/12	Construction		___	141	100	1,181.9	350.7	0.0	0.0	Committed	N
EW July 2008 Storm Events Local Roads	Construction		___	141	47	690.0	46.8	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMH			1,379.0	468.3	473.4	468.3	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			11,662.0	1,917.1	1,909.3	1,898.4	Approved	N
<b>Bay of Plenty Regional Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		LLL			12.5	1.9	1.9	1.9	Approved	N
<b>Canterbury</b>											
<b>Kaikoura District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			1,466.7	215.2	224.7	236.4	Approved	N
Emergency Works 2012/13	Construction		___	141	55	310.0	174.3	0.0	0.0	Approved	N
<b>Ashburton District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			9,233.6	1,477.3	1,471.9	1,452.5	Approved	N
<b>Christchurch City Council</b>											
EW - Earthquake Events NLTP	Construction		___	141	83	236,987.1	50,000.0	50,000.0	50,000.0	Committed	N

funding											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			60,946.4	9,291.7	9,254.4	9,243.0	Approved	N
EW Banks Peninsula Flood Damage July - August 2012	Construction		---	141	83	1,616.5	1,371.9	0.0	0.0		N
<b>Hurunui District Council</b>											
Snow Fall June 2012	Construction		---	141	50	99.1	29.0	0.0	0.0	Committed	N
Snow Fall June 2012	Construction		---	141		56.8	0.0	0.0	0.0	Committed	
Emergency Works 2012/13	Construction		---	141	52	240.1	127.6	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			327.4	123.5	105.6	105.6	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			8,348.0	1,426.9	1,425.9	1,425.9	Approved	N
<b>Mackenzie District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			3,674.0	656.6	673.6	660.8	Approved	N
Emergency Works 2012/2013 Mackenzie	Construction		---	141	82	1,000.0	838.5	0.0	0.0	Approved	N
<b>Selwyn District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			13,200.0	2,114.9	2,129.8	2,147.6	Approved	N
<b>Timaru District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			11,651.3	2,177.2	2,107.2	2,118.7	Approved	N
Timaru Emergency works	Construction		---	141	57	1,100.0	641.1	0.0	0.0		N
<b>Waimakariri District Council</b>											
Canterbury Earthquake 2010	Construction		---	141	64	8,560.0	1,973.9	2,390.9	1,288.4	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			12,306.3	2,041.6	2,111.8	2,184.2	Approved	N
<b>Waimate District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			4,184.0	709.6	732.6	758.2	Approved	N
Waimate Emergency Work 2012-13	Construction		---	141	54	268.0	148.0	0.0	0.0		N
<b>DOC (Mt Cook)</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			162.5	104.8	20.5	40.9	Approved	N
<b>Chatham Islands</b>											
<b>Chatham Islands Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			3,932.6	1,121.6	1,188.3	1,270.2	Approved	N
<b>Gisborne</b>											
<b>Gisborne District Council</b>											
Emergency Works - April 11/12 Rainfall Event	Construction		---	141	71	1,990.6	726.0	0.0	0.0	Committed	N
Emergency Works 12/13	Construction		---	141	71	1,800.0	1,306.8	0.0	0.0	Approved	N

Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			29,312.2	5,580.4	5,816.8	5,993.1	Approved	N
<b>Hawkes Bay</b>											
<b>Central Hawkes Bay District Council</b>											
E/Works 11/12	Construction		___	141	89	1,530.0	591.5	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			10,459.1	2,076.2	2,076.2	2,064.3	Approved	N
E/Works 12/13	Construction		___	141	89	4,439.4	4,039.9	0.0	0.0	Approved	N
<b>Hastings District Council</b>											
Emergency Works 11/12	Construction		___	141	51	1,100.0	204.1	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			19,106.8	3,202.0	3,350.7	3,461.4	Approved	N
<b>Napier City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			9,674.4	1,597.6	1,578.4	1,651.5	Approved	N
<b>Wairoa District Council</b>											
E/Works 10/11	Construction		___	141	94	7,706.0	2,855.8	0.0	0.0	Committed	N
E/Works March 2012 Storm Events	Construction		___	141	94	1,955.6	1,393.9	0.0	0.0	Committed	N
E/Works April 2012 Storm Event	Construction		___	141	94	3,677.1	2,483.1	0.0	0.0	Committed	N
Emergency Works 2012/13	Construction		___	141	94	1,087.9	1,045.6	0.0	0.0	Approved	N
Emergency Works SPR 12/13	Construction		___	141	100	597.7	611.1	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			1,013.0	345.6	348.7	341.5	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			12,987.5	2,910.4	2,831.9	2,897.0	Approved	N
<b>DOC (Hawkes Bay)</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			87.0	29.7	29.7	29.7	Approved	N
<b>Manawatu/Wanganui</b>											
<b>Horowhenua District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			6,038.6	1,141.6	948.8	941.6	Approved	N
<b>Manawatu District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			10,669.1	1,934.5	1,934.5	1,934.5	Approved	N
<b>Palmerston North City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			12,245.1	1,886.4	1,956.0	2,098.4	Approved	N
<b>Ruapehu District Council</b>											
E/Works Ruapehu 11/12	Construction		___	141	78	2,915.4	305.7	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			10,489.0	2,184.3	2,148.7	2,148.7	Approved	N
E/Works Ruapehu 12/13	Construction		___	141	78	1,206.8	962.5	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			1,209.0	399.8	412.1	424.3	Approved	N

<b>Tararua District Council</b>											
Emergency Works 2012-13	Construction		___	141	65	740.0	491.8	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			12,733.9	2,529.7	2,572.2	2,630.5	Approved	N
<b>DOC (Manawatu-Wanganui)</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			505.0	174.8	166.7	174.8	Approved	N
<b>Rangitikei District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			12,811.7	2,546.4	2,546.4	2,546.4	Approved	N
<b>Wanganui District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			14,316.8	3,059.3	2,955.8	3,130.9	Approved	N
<b>Marlborough</b>											
<b>Marlborough District Council</b>											
E/Works 10/11	Construction		___	141	51	1,196.9	80.8	0.0	0.0	Committed	N
Emergency Works 11/12	Construction		___	141	51	617.6	130.4	0.0	0.0	Committed	N
Emergency Works 12/13	Construction		___	141	51	1,765.0	920.4	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			14,205.0	2,211.7	2,226.8	2,320.1	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			99.0	33.7	33.7	33.7	Approved	N
<b>Nelson</b>											
<b>Nelson City Council</b>											
E/Works - 14th Dec 2011	Construction		___	141	54	1,819.0	500.2	0.0	0.0	Committed	N
E/Works Cable Bay Road Dec 2011	Construction		___	141	54	3,550.0	1,794.5	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			7,818.6	1,145.7	1,130.8	1,161.1	Approved	N
<b>Northland</b>											
<b>Far North District Council</b>											
Emergency Works 2011/12	Construction		___	141	59	3,185.0	387.3	0.0	0.0	Committed	N
Emergency Works Repairs July August 2012 event	Construction		___	141	59	1,457.6	879.3	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			27,029.3	4,951.5	5,027.7	5,221.4	Approved	N
Emergency Works 10/11 Carry Over into 12/13	Construction		___	141	59	150.0	90.5	0.0	0.0	Approved	N
Emergency Works Repairs September 2012 event	Construction		___	141		1,218.8	0.0	0.0	0.0		
<b>Kaipara District Council</b>											
E/W 2011/2012: Various Sites	Construction		___	141	67	1,184.4	628.2	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			19,534.8	3,918.5	3,910.6	3,966.5	Approved	N

E/W 2012/13: Various sites	Construction		---	141	65	160.0	106.3	0.0	0.0	Approved	N
<b>Whangarei District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			25,736.4	4,337.0	4,471.5	4,628.0	Approved	N
E/W 2012/13: Various Sites	Construction		---	141	52	983.0	522.7	0.0	0.0	Approved	N
<b>Waitangi Trust</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			43.7	14.8	14.8	15.0	Approved	N
<b>Otago</b>											
<b>Central Otago District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			7,960.0	1,386.8	1,360.1	1,322.7	Approved	N
<b>Clutha District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			13,101.0	2,554.7	2,698.6	2,701.5	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			340.0	107.7	109.8	112.8	Approved	N
<b>Dunedin City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMM			32,840.0	6,204.5	6,297.7	6,400.6	Approved	N
E/W 2012/13	Construction		---	141	56	356.5	204.1	0.0	0.0	Approved	N
<b>Queenstown-Lakes District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MML			1,340.0	433.4	457.5	479.2	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MML			13,034.0	1,845.3	2,002.4	2,154.4	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Crown Range		MMM			1,400.0	407.2	430.2	450.9	Approved	N
<b>Waitaki District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			10,608.9	2,019.1	2,109.0	2,178.3	Approved	N
E/W - 2011/12 - WDC - Local 22 February 2012	Construction		---	141		111.8	0.0	0.0	0.0		
<b>Southland</b>											
<b>Gore District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			4,210.0	771.2	790.1	812.0	Approved	N
<b>Invercargill City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			9,040.0	1,770.8	1,831.0	1,893.7	Approved	N
<b>Southland District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HHH			27,740.0	5,106.1	4,957.8	5,004.5	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			370.0	124.0	125.9	128.4	Approved	N
<b>Environment Southland</b>											



Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMM			300.0	54.6	54.6	54.6	Approved	N
<b>Taranaki</b>											
<b>New Plymouth District Council</b>											
Emergency Works Programme 2011/12	Construction		---	141	50	1,180.0	45.3	0.0	0.0	Committed	N
Emergency Works 2012/13	Construction		---	141	50	400.0	204.5	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			115.3	38.3	39.3	40.3	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			16,523.2	2,830.2	2,830.2	2,830.2	Approved	N
<b>South Taranaki District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			16,258.6	2,838.5	2,838.5	2,838.5	Approved	N
Emergency Work 12/13	Construction		---	141	51	225.0	117.3	0.0	0.0	Approved	N
<b>Stratford District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			4,885.2	871.1	871.1	871.1	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			211.9	69.1	72.2	75.4	Approved	N
E/W Minor Events 2012/13	Construction		---	141	53	160.0	86.7	0.0	0.0	Approved	N
<b>Tasman</b>											
<b>Tasman District Council</b>											
Emergency Work December 2011	Construction		---	141	58	5,520.0	1,771.7	0.0	0.0	Committed	N
Emergency Works SPR Totaranui Road Dec 2011	Construction		---	141	100	726.8	56.2	0.0	0.0	Committed	N
Emergency Works SPR 12/13	Construction		---	141	100	14.0	14.3	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			399.9	137.3	136.3	135.3	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			16,459.0	2,592.5	2,837.6	2,816.3	Approved	N
Emergency Works 12/13	Construction		---	141	50	1,100.0	562.4	0.0	0.0	Approved	N
<b>Waikato</b>											
<b>Hamilton City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			19,200.9	2,853.9	2,971.5	3,029.3	Approved	N
<b>Hauraki District Council</b>											
Emergency Work 2012/13	Construction		---	141	62	943.0	597.8	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			9,566.4	1,728.1	1,728.1	1,728.1	Approved	N
<b>Matamata-Piako District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			14,299.1	2,349.3	2,349.9	2,350.9	Approved	N
Emergency works 2012/2013	Construction		---	141	48	36.0	17.7	0.0	0.0	Approved	N

<b>Otorohanga District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			7,788.7	1,382.5	1,382.6	1,382.5	Approved	N
<b>South Waikato District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			6,756.3	1,157.4	1,152.9	1,173.8	Approved	N
Washout of Helcor culverts during the 12 August 2012 Storm	Construction		---	141	50	180.0	92.0	0.0	0.0	Approved	N
<b>Taupo District Council</b>											
Heu Heu Parade, Oruatua - July 2012	Construction		---	141	43	64.0	28.1	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			8,507.2	1,246.8	1,246.8	1,246.8	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMH			18.5	6.3	6.3	6.3	Approved	N
<b>Thames-Coromandel District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			11,749.7	1,722.0	1,722.0	1,722.0	Approved	N
<b>Waikato District Council</b>											
E/W 2010/11	Construction		---	141	53	1,356.5	7.6	0.0	0.0	Committed	N
Emergency Works Storm Event 2012	Construction		---	141	54	1,425.8	787.3	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			29,053.6	5,301.3	5,299.6	5,298.9	Approved	N
<b>Waipa District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			13,481.8	2,253.6	2,253.6	2,253.6	Approved	N
Storm Damage July 2012	Construction		---	141	50	520.0	265.9	0.0	0.0	Approved	N
<b>Waitomo District Council</b>											
Emergency Works 2011-12	Construction		---	141	61	773.0	97.9	0.0	0.0	Committed	N
Emergency Works 2012-2013	Construction		---	141	61	356.5	222.4	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			12,922.5	2,500.9	2,587.5	2,716.8	Approved	N
<b>Waikato Regional Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		LLL			910.0	148.8	148.8	153.8	Approved	N
<b>Wellington</b>											
<b>Carterton District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			3,698.9	656.8	674.9	699.7	Approved	N
Emergency Works 12/13	Construction		---	141	59	402.8	243.0	0.0	0.0	Approved	N
<b>Kapiti Coast District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			7,437.1	1,036.8	1,096.3	1,148.4	Approved	N
<b>Hutt City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			18,620.0	2,956.1	3,050.0	3,144.1	Approved	N

<b>Masterton District Council</b>											
E/works 08/09	Construction		___	141	61	741.0	202.7	0.0	0.0	Committed	N
Emergency Works 12/13	Construction		___	141	61	800.0	499.0	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			8,360.0	1,495.2	1,550.3	1,601.1	Approved	N
<b>Porirua City Council</b>											
Emergency Works 12/13	Construction		___	141	44	45.9	20.7	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			6,247.0	922.3	935.9	955.8	Approved	N
<b>South Wairarapa District Council</b>											
E/Works SPR 10/11	Construction		___	141	100	426.0	148.3	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			556.1	185.1	189.5	194.1	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			5,271.5	862.2	883.4	898.7	Approved	N
<b>Upper Hutt City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			5,942.0	895.5	912.3	1,029.4	Approved	N
<b>Wellington City Council</b>											
Emergency Works 10/11	Construction		___	141	43	750.0	70.4	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			37,508.1	5,406.1	5,629.3	5,865.4	Approved	N
<b>Greater Wellington</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHM			1,457.3	218.9	229.1	231.3	Approved	N
<b>West Coast</b>											
<b>Buller District Council</b>											
Emergency Works 12/13	Construction		___	141	61	180.0	112.3	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			1,050.0	357.9	357.9	357.9	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			6,310.3	1,270.3	1,248.8	1,248.8	Approved	N
Emergency Works SPR 12/13	Construction		___	141	100	300.0	306.8	0.0	0.0	Approved	N
<b>Grey District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			5,930.0	1,244.6	1,218.3	1,218.3	Approved	N
<b>Westland District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			906.8	298.1	309.7	319.5	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			5,471.0	1,048.0	1,089.5	1,119.8	Approved	N
<b>DOC (Hokitika)</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			955.0	333.5	366.6	276.4	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>9 - Maintenance and operation of State highways</b>											
<b>Auckland</b>											
<b>Auckland Highway &amp; Network Operations</b>											
EW SH17 Waiwera Rockfall Auckland North	Construction		---	141	100	150.0	155.2	0.0	0.0	Committed	N
EW Multiple Sites Damaged Auckland North January 2011	Construction		---	141	100	3,330.0	727.2	0.0	0.0	Committed	N
EW Dome Valley South Side Auckland North January 2012	Construction		---	141	100	503.5	341.2	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			159,632.1	49,906.1	54,951.6	60,297.7	Approved	N
<b>Bay of Plenty</b>											
<b>BOP Highway &amp; Network Operations</b>											
EW Bay of Plenty East remedials and clean up costs 2011/12	Construction		---	141	100	323.0	266.1	0.0	0.0	Committed	N
Heavy rain events 11th & 12th October 2011 BoP east	Construction		---	141	100	436.9	353.6	0.0	0.0	Committed	N
EW (3873 & 3877) Matata & TCC Event BOP R4 18 May 05	Construction		---	141	100	1,189.5	434.6	0.0	0.0	Committed	N
EW January 23 and 31st 2011 heavy rain events BOP East SH2	Construction		---	141	100	1,289.0	0.0	0.0	0.0	Committed	N
EW (09/006/04) Flood Events 4th & 12th October 09	Construction		---	141	100	218.0	0.0	0.0	0.0	Committed	N
EW Rotorua SH36 January 2011 wind & rain event Permanent	Construction		---	141	100	160.0	165.5	0.0	0.0	Committed	N
EW SH2 Emergency Works Omokoroa 26 April 2011	Construction		---	141	100	440.0	16.1	0.0	0.0	Committed	N
EW 11/004/4 Emergency Restoration work following heavy rain	Construction		---	141	100	1,822.0	367.5	0.0	0.0	Committed	N
EW SH35 Maraenui bluff Drop out August 2010	Construction		---	141	100	12,267.0	1,761.2	0.0	0.0	Committed	N
EW Waioeka Gorge Slip March 2012	Construction		---	141	100	11,500.0	6,013.6	3,103.8	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			69,340.6	23,776.9	23,890.8	24,072.1	Approved	N
EW SH2 & 29 Athenree/ Stokes Rd / Ruahihi Bluff August 2012	Construction		---	141	100	645.0	667.3	0.0	0.0		N
EW SH30 Anaputa Point Slip July 2012	Construction		---	141	100	115.0	119.0	0.0	0.0		N
EW SH35 Torere Bridge August 2012	Construction		---	141	100	720.0	331.1	413.8	0.0		N
EW SH35 Ruato Bay Rock Fall 12 August 2012	Construction		---	141	100	240.0	248.3	0.0	0.0		N
EW Bay Of Plenty East 2012/13	Construction		---	141	100	353.7	365.9	0.0	0.0		N

Canterbury											
Canterbury Highway & Network Operations											
EW Christchurch Earthquake Feb 11	Construction		___	141	100	27,800.0	10,907.5	9,311.4	0.0	Committed	N
EW Rainfall Event July 2010	Construction		___	141	100	840.0	263.8	0.0	0.0	Committed	N
EW Rainfall Event North Canterbury December 2010	Construction		___	141	100	138.0	42.7	0.0	0.0	Committed	N
EW Earthquake September 2010	Construction		___	141	100	4,900.0	701.3	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			68,323.4	23,515.0	23,580.0	23,592.4	Approved	N
EW Rainfall Event July 2012	Construction		___	141	100	1,233.0	1,275.7	0.0	0.0		N
EW Snowfall - tree damage June 2012	Construction		___	141	100	422.0	436.6	0.0	0.0		N
Gisborne											
Gisborne Highway & Network Operations											
E/W Gisb. Storm Event July 2010	Construction		___	141	100	736.0	252.4	0.0	0.0	Committed	N
E/W Gisb Storm Event October 2010	Construction		___	141	100	3,813.0	649.5	0.0	0.0	Committed	N
E/W Gisborne March & April 2012 Storm Events	Construction		___	141	100	2,000.0	1,574.4	0.0	0.0	Committed	N
E/W March 2012 Goldsmiths Scour	Construction		___	141	100	240.0	248.3	0.0	0.0	Committed	N
EW Gisb Storm March 2011	Construction		___	141	100	1,379.5	924.0	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMH			24,019.7	8,670.0	8,161.7	8,019.0	Approved	N
E/W Gisborne Storm Events 12/13	Construction		___	141	100	110.0	113.8	0.0	0.0		N
Hawkes Bay											
Hawkes Bay Highway & Network Operations											
E/W H-B Storm Event July 2010	Construction		___	141	100	753.6	13.7	0.0	0.0	Committed	N
E/W H-B Storm Event January 2011	Construction		___	141	100	1,360.0	1.9	0.0	0.0	Committed	N
E/W H-B Storm Event April 2011	Construction		___	141	100	2,039.8	9.4	0.0	0.0	Committed	N
EW Hawkes Bay March & April 2012 Storm Events	Construction		___	141	100	1,500.0	507.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMH			30,676.2	10,269.4	10,664.7	10,803.4	Approved	N
Manawatu/Wanganui											
Manawatu/Wanganui Highway & Network Operations											
EW East Wanganui 11/12	Construction		___	141	100	270.0	150.8	0.0	0.0	Committed	N
EW West Wanganui 10/11 Region 8 (Wanganui)	Construction		___	141	100	1,978.6	32.6	0.0	0.0	Committed	N
E/W West Wanganui 11/12 - Region 8	Construction		___	141	100	875.0	93.9	0.0	0.0	Committed	N
EW Manawatu Gorge Slip 2011	Construction		___	141	100	21,400.0	6,914.4	0.0	0.0	Committed	N
EW SH4 Braeburn Riverbank West	Construction		___	141	100	3,256.0	10.1	0.0	0.0	Committed	N

Wanganui											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			25,237.0	8,922.9	8,643.6	8,543.7	Approved	N
E/W West Wanganui 12/13 - Region 8	Construction		---	141	100	200.0	206.9	0.0	0.0		N
<b>Marlborough</b>											
<b>Marlborough Highway &amp; Network Operations</b>											
Emergency Works Event Of Dec 2010	Construction		---	141	100	1,200.0	148.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			15,094.0	5,201.6	5,225.1	5,189.6	Approved	N
<b>Nelson</b>											
<b>Nelson Highway &amp; Network Operations</b>											
Emergency Works Nelson December Storm Events 11/12	Construction		---	141	100	4,609.0	2,108.4	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			9,159.0	3,172.5	3,180.4	3,122.9	Approved	N
<b>Northland</b>											
<b>Northland Highway &amp; Network Operations</b>											
EW Kao Deluge Storm Event SH 10 to 12 Northland July 2011	Construction		---	141	100	1,210.0	301.2	0.0	0.0	Committed	N
EW Matauri Bay Underslip Northland 15 Dec 2011	Construction		---	141	100	318.7	305.4	0.0	0.0	Committed	N
EW SH 10 & 1 N Northland 19 March 2012	Construction		---	141	100	835.0	857.3	0.0	0.0	Committed	N
EW SH1 Flood Damage Waitiki Landing to Cape Reinga Jan 2011	Construction		---	141	100	32.6	7.9	0.0	0.0	Committed	N
EW Te Kao Deluge Event SH1/10 North and April 11	Construction		---	141	100	370.0	93.1	0.0	0.0	Committed	N
EW Templeton Storm Damage Northland October 2011	Construction		---	141	100	260.0	217.3	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			41,560.4	14,340.9	14,352.4	14,305.2	Approved	N
<b>Otago</b>											
<b>Otago Highway &amp; Network Operations</b>											
E/W 2010/11 Central Otago	Construction		---	141	100	209.0	0.0	0.0	0.0	Committed	N
EW Omarama Flood Event 17 May 2009	Construction		---	141	100	160.0	24.5	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			49,566.1	16,671.9	17,130.4	17,478.7	Approved	N
(E) Central Otago SH6 Daves Slip 6 Sept 2012	Construction		---	141	100	450.0	465.6	0.0	0.0		N
<b>Southland</b>											
<b>Southland Highway &amp; Network Operations</b>											

Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			44,701.2	15,197.5	15,481.6	15,568.7	Approved	N
<b>Taranaki</b>											
<b>Taranaki Highway &amp; Network Operations</b>											
EW West Wanganui 10/11 Region 7 (Taranaki)	Construction		---	141	100	3,305.0	1,298.5	0.0	0.0	Committed	N
E/W West Wanganui 11/12 - Region 7	Construction		---	141	100	1,249.0	531.0	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			37,369.0	12,854.5	12,882.3	12,925.1	Approved	N
E/W West Wanganui 12/13-Region 7	Construction		---	141	100	256.0	264.9	0.0	0.0		N
<b>Tasman</b>											
<b>Tasman Highway &amp; Network Operations</b>											
Emergency Works Tasman HNO 2011/12	Construction		---	141	100	1,423.0	1,412.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			26,877.0	9,272.0	9,283.3	9,251.6	Approved	N
EW Nelson Tasman July 2012 Storm Event	Construction		---	141	100	626.0	647.7	0.0	0.0	Approved	N
EW Nelson Tasman July 2012 Storm Event	Construction		---	141	100	626.0	647.7	0.0	0.0		N
<b>Waikato</b>											
<b>Waikato Highway &amp; Network Operations</b>											
EW EW SH25 1st Stage Tairua & Tararu Slips 10/02/3	Construction		---	141	100	975.0	132.0	0.0	0.0	Committed	N
(E) 11/020/3 Arorangi Reserve Slump	Construction		---	141	100	830.0	41.7	0.0	0.0	Committed	N
EW EW SH25 - Tararu Thames - Mine Shaft Hole 12-002/3	Construction		---	141	100	450.0	130.0	0.0	0.0	Committed	N
EW CW Storm Event 23-31st Jan 11/010/3	Construction		---	141	100	823.0	10.0	0.0	0.0	Committed	N
EW EW (11/008/4) SH25, 25A, 27 Storm Event 26-28 Jan 11	Construction		---	141	100	4,900.0	252.8	0.0	0.0	Committed	N
EW EW SH25, SH25A -Slips - 10/029/3 & 10/030/3	Construction		---	141	100	935.0	256.5	0.0	0.0	Committed	N
(E) 12/004/3 SH 39 Bedford Road Carriageway Collapse	Construction		---	141	100	165.3	159.4	0.0	0.0	Committed	N
EW (08/027/3) SH23 Gully Slip Aug 08	Construction		---	141	100	852.2	2.3	0.0	0.0	Committed	N
EW (09/015/3) Taupiri Gorge North (West Waikato)	Construction		---	141	100	1,335.9	257.0	0.0	0.0	Committed	N
EW Central Waikato 2012/13	Construction		---	141	100	85.0	87.9	0.0	0.0	Approved	N
EW East Waikato SH2, SH25 Storm Event July 2012	Construction		---	141	100	2,000.0	1,862.3	206.9	0.0	Approved	N
EW 13/009/3 Awakino Pub Overslip SH3 RP140/8.65	Construction		---	141	100	240.0	248.3	0.0	0.0	Approved	N

EW WW 13/010/03 Raglan Rd 2012 SH31 RP47/5.36	Construction		---	141	100	340.0	351.8	0.0	0.0	Approved	N
EW WW 12/011/3 Meads & Pukenui Overslip SH3 RP76/6.1-6.83	Construction		---	141	100	246.0	254.5	0.0	0.0	Approved	N
EW WW 12/012/03 SH1 Fergusson Gully RP574/11.05	Construction		---	141	100	375.2	388.2	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			101,435.2	35,354.1	34,505.1	35,085.7	Approved	N
<b>Wellington</b>											
<b>Wellington Highway &amp; Network Operations</b>											
E/Works Wellington 11/12	Construction		---	141	100	645.6	151.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			56,209.8	18,961.6	19,328.3	19,864.7	Approved	N
<b>West Coast</b>											
<b>West Coast Highway &amp; Network Operations</b>											
EW West Coast February 2011	Construction		---	141	100	7,794.8	350.6	0.0	0.0	Committed	N
(E) West Coast Dec 10 Flooding	Construction		---	141	100	3,447.6	7.5	0.0	0.0	Committed	N
(E) West Coast June 12 Snow	Construction		---	141	100	760.0	526.7	0.0	0.0	Committed	N
(E) West Coast Flooding July 12	Construction		---	141	100	1,000.0	1,034.6	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			36,937.8	12,739.8	12,750.6	12,725.4	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>10 - Renewal of local roads</b>											
<b>Auckland</b>											
<b>Auckland Transport</b>											
P/M- Pakiri Road (North Auckland) - RP 14200	Construction		MMH	241	44.33	365.0	102.8	0.0	0.0	Committed	N
P/M Pakiri Road RP 13,400 North Auckland	Construction		MMH	241	44.33	242.0	54.8	0.0	0.0	Committed	N
P/M South Tiritangi Road RP 1240-August 2012	Construction		HHL	241	43	294.0	129.3	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMH			328,036.5	47,355.3	69,912.2	70,631.7	Approved	N
P/M Sabulite Road RP 480-Slip Repair- Aug 2012	Construction		HHM	241	43	122.8	54.0	0.0	0.0		N
<b>Bay of Plenty</b>											
<b>Kawerau District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			788.0	177.3	174.6	169.2	Approved	N



<b>Opotiki District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			2,252.2	383.8	383.8	383.8	Approved	N
<b>Rotorua District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			15,530.1	2,487.8	2,487.8	2,487.8	Approved	N
<b>Tauranga City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			18,049.9	2,645.4	2,645.4	2,645.4	Approved	N
Coastal Roading Protection (Beach Rd West) Prev Mtce	Construction		LLH	241	43	358.0	157.4	0.0	0.0	Approved	N
Coastal Roading protection (Beach Rd East)	Construction		LLH	241	43	500.0	0.0	219.8	0.0	Probable	N
<b>Whakatane District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			11,631.0	1,843.0	1,886.6	1,980.1	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMH			1,860.0	735.2	638.0	528.6	Approved	N
WDC Maraetotara Rd Preventative Maintenance 2012-13	Construction		---	241	47	35.0	16.8	0.0	0.0		N
<b>Canterbury</b>											
<b>Kaikoura District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			1,039.7	72.8	293.1	111.6	Approved	N
<b>Ashburton District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			17,914.8	2,824.5	2,796.6	2,805.0	Approved	N
<b>Christchurch City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			34,153.6	4,623.3	5,032.7	5,709.8	Approved	N
<b>Hurunui District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			123.2	55.4	40.3	30.2	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			9,352.0	1,619.1	1,535.3	1,626.8	Approved	N
<b>Mackenzie District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			3,642.0	657.9	657.9	657.9	Approved	N
<b>Selwyn District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			12,000.0	1,927.1	1,927.1	1,912.7	Approved	N
<b>Timaru District Council</b>											
Arundel Bridge Preventative maintenance works	Construction		MMH	241	52	250.0	26.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			20,321.0	3,635.4	3,633.6	3,743.5	Approved	N
<b>Waimakariri District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			12,751.3	2,087.9	2,180.2	2,250.9	Approved	N

Renewals Programme 2012/15											
<b>Waimate District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			5,636.0	864.1	1,021.8	1,053.1	Approved	N
<b>Chatham Islands</b>											
<b>Chatham Islands Council</b>											
Waitangi Wharf Road Cliff Face	Construction		MMH	241	87	100.0	5.0	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			6,067.4	1,867.2	1,871.3	1,781.5	Approved	N
<b>Gisborne</b>											
<b>Gisborne District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			24,596.6	4,674.7	4,885.7	5,026.6	Approved	N
Preventative Maintenance 2012/15	Construction	2	MMM	241	58	615.7	118.6	121.7	124.9	Reserve	N
<b>Hawkes Bay</b>											
<b>Central Hawkes Bay District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			19,451.2	3,853.1	3,841.2	3,841.2	Approved	N
<b>Hastings District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			26,323.5	4,392.1	4,560.8	4,774.1	Approved	N
<b>Napier City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			8,835.9	1,376.0	1,446.8	1,513.9	Approved	N
<b>Wairoa District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			335.5	135.5	78.2	129.3	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			8,473.0	1,856.8	1,887.4	1,887.2	Approved	N
<b>Manawatu/Wanganui</b>											
<b>Horowhenua District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			6,281.0	996.0	1,015.8	1,006.7	Approved	N
<b>Manawatu District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			17,954.9	3,243.4	3,243.4	3,243.4	Approved	N
<b>Palmerston North City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			12,365.6	1,703.1	1,967.5	2,271.9	Approved	N
Milson Line Overbridge Seismic Retrofit	Construction		MML	241	47	735.1	192.2	161.0	0.0	Reserve	N
<b>Ruapehu District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			15,126.0	3,144.8	3,093.3	3,093.3	Approved	N

Renewals Programme 2012/15											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			1,221.0	360.9	570.6	317.0	Approved	N
<b>Tararua District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			17,553.0	3,441.7	3,527.3	3,620.3	Approved	N
<b>DOC (Manawatu-Wanganui)</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			300.0	0.0	306.8	0.0	Approved	N
<b>Rangitikei District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			17,979.0	3,554.1	3,554.1	3,554.1	Approved	N
<b>Wanganui District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			15,370.2	3,023.9	3,275.6	3,444.4	Approved	N
<b>Marlborough</b>											
<b>Marlborough District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			14,165.0	2,219.1	2,222.4	2,221.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			73.0	72.6	1.0	1.0	Approved	N
<b>Nelson</b>											
<b>Nelson City Council</b>											
Preventative Maintenance 14th December 2011	Construction		HHH	241	43	873.0	324.5	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			5,516.6	804.1	1,002.8	618.5	Approved	N
<b>Northland</b>											
<b>Far North District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			36,023.3	6,345.1	7,025.6	6,887.8	Approved	N
FNDC Preventative Maintenance 2012 - 2022	Construction	2	MMH	241	55	5,575.0	351.5	337.4	244.6	Reserve	N
<b>Kaipara District Council</b>											
Preventative Maintenance 2010/11	Construction		MMH	241	60	722.5	4.3	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			20,549.7	4,087.5	4,125.8	4,183.7	Approved	N
Preventative Maintenance 2012/15	Construction	2	MMH	241	59	824.2	0.0	246.1	251.1	Reserve	N
<b>Whangarei District Council</b>											
Preventative Maintenance - Mangakahia Road 2011/12	Construction		MMH	241	52	135.0	39.0	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			26,222.9	4,343.8	4,598.7	4,732.1	Approved	N
Preventative Maintenance 2012/15	Construction	2	MMH	241	51	700.4	108.6	112.3	144.4	Reserve	N
<b>Waitangi Trust</b>											

Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			149.0	132.9	0.0	19.4	Approved	N
<b>Otago</b>											
<b>Central Otago District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			9,880.0	1,734.2	1,662.1	1,654.9	Approved	N
<b>Clutha District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			23,318.8	4,676.2	4,658.3	4,733.1	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			40.0	31.0	3.9	3.9	Approved	N
<b>Dunedin City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HMM			33,300.0	6,237.7	6,354.9	6,475.0	Approved	N
<b>Queenstown-Lakes District Council</b>											
The Narrows- Rock bolting	Construction		HHH	241	100	49.5	20.9	0.0	0.0	Committed	N
Preventive: Glenorchy SPR slope hazard assessments	Investigation		HMM	241	100	146.0	64.6	0.0	0.0	Committed	N
Preventive Maintenance Glenorchy SPR: Rees River Bridge	Construction		MMH	241	100	100.0	16.0	0.0	0.0	Committed	N
Preventative: Removal of High Risk Trees	Construction		MMM	241	43	196.0	17.8	0.0	0.0	Committed	N
Preventative: Crown Range Land Instability	Construction		MLL	241	100	512.0	485.8	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MML			2,017.5	603.9	647.4	811.6	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MML			28,260.0	4,228.5	4,822.2	3,942.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Crown Range		MMM			1,700.0	1,400.9	103.1	60.5	Approved	N
<b>Waitaki District Council</b>											
Avon Street Retaining Wall 2009/12	Construction		MMM	241	57	45.2	26.4	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			11,403.0	2,262.8	2,100.2	2,166.4	Approved	N
Haven Street stabilisation and rehabilitation 2012/15	Construction		MMM	241	56	900.0	515.3	0.0	0.0	Probable	N
Waianakarua Road Realignment 2012/15	Construction		MMM	241	56	400.0	229.0	0.0	0.0	Probable	N
Coastal Road Strategy Implementation 2012/15	Construction		MMM	241	56	992.0	329.8	238.2	0.0	Probable	N
<b>Southland</b>											
<b>Gore District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			6,370.0	1,161.5	1,179.5	1,241.3	Approved	N
<b>Invercargill City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			15,610.0	2,960.9	3,203.4	3,252.8	Approved	N

<b>Southland District Council</b>											
P/M Piano flat stage 1	Construction		MMH	241	54	110.0	5.8	0.0	0.0	Committed	N
P/M Chewings Road	Construction		MMH	241	54	60.0	8.7	0.0	0.0	Committed	N
P/M Waiarikiki Mimihau & Collis Rd Slip trmt	Construction		HHH	241	54	234.3	23.5	0.0	0.0	Committed	N
P/M Weir Road stabilisation stage 1	Construction		HHH	241	54	80.0	11.1	0.0	0.0	Committed	N
Moray Terrace Foreshore Protection	Construction		MMH	241	53	20.0	10.8	0.0	0.0	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		HHH			37,750.0	6,934.6	6,850.0	6,673.0	Approved	N
<b>Taranaki</b>											
<b>New Plymouth District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			20,395.0	3,475.6	3,475.6	3,475.6	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			139.7	47.6	47.6	47.6	Approved	N
<b>South Taranaki District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			17,736.6	3,083.1	3,083.1	3,083.1	Approved	N
<b>Stratford District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			139.1	43.5	47.3	51.5	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			7,768.0	1,376.7	1,376.7	1,376.7	Approved	N
<b>Tasman</b>											
<b>Tasman District Council</b>											
Preventive Maintenance ((Turners Bluff)	Construction		MMH	241	49	300.0	150.3	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			19,059.8	3,132.9	3,200.4	3,216.2	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			154.5	77.2	40.4	40.4	Approved	N
<b>Waikato</b>											
<b>Hamilton City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			18,372.4	2,735.4	2,764.4	2,953.8	Approved	N
<b>Hauraki District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			6,964.8	1,258.1	1,258.1	1,258.1	Approved	N
<b>Matamata-Piako District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			15,649.4	2,560.2	2,560.2	2,560.2	Approved	N
<b>Otorohanga District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			7,726.1	1,369.3	1,369.3	1,369.3	Approved	N

<b>South Waikato District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			7,000.8	1,168.7	1,184.6	1,225.9	Approved	N
<b>Taupo District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			4,939.4	723.9	723.9	723.9	Approved	N
<b>Thames-Coromandel District Council</b>											
Preventive Maintenance 2010/11	Construction		MHH	241	43	111.0	2.4	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			19,071.8	2,795.1	2,795.1	2,795.1	Approved	N
<b>Waikato District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			48,349.4	8,720.7	8,720.7	8,760.3	Approved	N
RONs Heavy construction traffic pavement protection	Construction		HHH	241	53	1,250.0	135.5	135.5	135.5	Reserve	N
<b>Waipa District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			21,192.2	3,539.3	3,539.3	3,539.3	Approved	N
<b>Waitomo District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMH			12,982.0	2,404.7	2,466.5	2,960.5	Approved	N
<b>Wellington</b>											
<b>Carterton District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			3,944.4	685.5	715.6	736.4	Approved	N
<b>Kapiti Coast District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			7,153.0	998.9	1,052.9	1,093.2	Approved	N
<b>Hutt City Council</b>											
Preventive Maintenance - Connolly Street Stopbank	Construction		MMH	241	47	640.0	0.9	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			19,577.9	3,280.0	3,163.1	3,165.7	Approved	N
<b>Masterton District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			9,688.0	1,748.1	1,818.2	1,782.9	Approved	N
<b>Porirua City Council</b>											
Preventive Maintenance 2009-2012	Construction		MMH	241	44	90.0	3.1	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			3,795.6	552.5	569.1	586.1	Approved	N
<b>South Wairarapa District Council</b>											
Preventative Mtce SPR 11/13	Construction		MMH	241	100	790.0	767.9	0.0	0.0	Committed	N
Preventive Maint SPR 10/11	Construction		MHH	241	100	389.9	162.6	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MHH			465.3	154.8	158.5	162.4	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			3,333.8	507.3	559.3	603.8	Approved	N

Renewals Programme 2012/15											
<b>Upper Hutt City Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			5,156.5	782.5	806.4	836.4	Approved	N
<b>Wellington City Council</b>											
Preventative Maintenance Walls	Construction		MMH	241	43	1,393.6	21.2	0.0	0.0	Committed	N
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MHH			35,837.6	5,195.2	5,389.1	5,539.0	Approved	N
<b>West Coast</b>											
<b>Buller District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			3,610.0	725.9	713.6	713.6	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			1,000.0	340.8	340.8	340.8	Approved	N
<b>Grey District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			7,381.7	1,530.6	1,511.6	1,511.6	Approved	N
<b>Westland District Council</b>											
Maintenance, Operations and Renewals Programme 2012/15	Local Roads		MMM			4,510.9	859.9	893.4	921.8	Approved	N
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			665.0	219.3	226.4	234.3	Approved	N
<b>DOC (Hokitika)</b>											
Maintenance, Operations and Renewals Programme 2012/15	SPR		MMM			450.0	392.6	33.7	33.7	Approved	N
Fox Glacier Access Road Terminal Raising 2012-15	Construction	1	HMM	241	100	300.0	102.3	102.3	102.3	Probable	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>11 - Renewal of State highways</b>											
<b>Auckland</b>											
<b>Auckland Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			128,123.7	40,660.0	44,788.1	49,466.2	Approved	N
Preventive Maintenance Auckland 12/15	Construction	2	HMH	241	100	567.5	199.2	199.2	199.2	Reserve	N
<b>Bay of Plenty</b>											
<b>BOP Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			46,065.2	17,731.5	15,083.2	15,691.9	Approved	N
Preventive Maintenance Bay of	Construction		MHH	241	100	728.8	255.8	255.8	255.8	Reserve	N

Plenty 12/15											
<b>Canterbury</b>											
<b>Canterbury Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			42,329.1	14,675.8	14,863.1	15,033.7	Approved	N
Preventive Maintenance Canterbury 12/15	Construction	4	MMM	241	100	223.0	78.3	78.3	78.3	Reserve	N
<b>Gisborne</b>											
<b>Gisborne Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMH			20,569.7	7,284.7	7,063.9	7,311.3	Approved	N
Preventive Maintenance Gisborne 12/15	Construction	2	MLL	241	100	1,646.0	577.7	577.7	577.7	Reserve	N
<b>Hawkes Bay</b>											
<b>Hawkes Bay Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMH			31,617.1	10,989.3	11,134.5	11,169.1	Approved	N
Preventive Maintenance Hawkes Bay 12/15	Construction	19	LLL	241	100	378.2	132.8	132.8	132.8	Reserve	N
<b>Manawatu/Wanganui</b>											
<b>Manawatu/Wanganui Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			19,270.3	7,512.8	6,367.0	6,411.8	Approved	N
Preventive Maintenance Manawatu/Wanganui 12/15	Construction	12	LLL	241	100	466.0	163.6	163.6	163.6	Reserve	N
<b>Marlborough</b>											
<b>Marlborough Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			9,129.3	3,163.7	3,219.8	3,229.6	Approved	N
Preventive Maintenance Marlborough 12/15	Construction		LLL	241	100	245.5	86.2	86.2	86.2	Reserve	N
<b>Nelson</b>											
<b>Nelson Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			3,363.4	1,185.1	1,182.7	1,173.8	Approved	N
Preventive Maintenance Nelson 12/15	Construction		LLL	241	100	314.9	110.5	110.5	110.5	Reserve	N
<b>Northland</b>											
<b>Northland Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			52,838.0	18,555.7	18,550.2	18,532.6	Approved	N



Renewals Programme 2012/15	Highways										
Preventive Maintenance Northland 12/15	Construction	2	MMM	241	100	866.1	304.0	304.0	304.0	Reserve	N
<b>Otago</b>											
<b>Otago Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			37,675.6	13,200.9	13,229.1	13,242.4	Approved	N
Preventive Maintenance Otago 12/15	Construction	6	LLL	241	100	657.9	230.9	230.9	230.9	Reserve	N
<b>Southland</b>											
<b>Southland Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HHH			21,109.2	7,413.8	7,302.8	7,511.4	Approved	N
<b>Taranaki</b>											
<b>Taranaki Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			40,966.4	14,287.7	14,564.7	14,285.2	Approved	N
Preventive Maintenance Taranaki 12/15	Construction	12	MML	241	100	246.4	86.5	86.5	86.5	Reserve	N
<b>Tasman</b>											
<b>Tasman Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			17,528.3	6,170.1	6,161.2	6,126.0	Approved	N
<b>Waikato</b>											
<b>Waikato Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			81,957.1	28,846.7	29,080.8	28,373.4	Approved	N
Preventive Maintenance Waikato 12/15	Construction		MHH	241	100	2,673.2	938.3	938.3	938.3	Reserve	N
<b>Wellington</b>											
<b>Wellington Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			18,828.5	7,057.9	6,690.9	6,077.6	Approved	N
Preventive Maintenance Wellington 12/15	Construction	50	LLL	241	100	142.4	50.0	50.0	50.0	Reserve	N
<b>West Coast</b>											
<b>West Coast Highway &amp; Network Operations</b>											
Maintenance, Operations and Renewals Programme 2012/15	State Highways		HMM			19,885.0	6,988.0	6,983.2	6,967.7	Approved	N
Preventive Maintenance West	Construction	2	MMM	241	100	1,344.0	471.8	471.8	471.8	Reserve	N

Coast12/15											
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>12 - New &amp; improved infrastructure for local roads</b>											
<b>Auckland</b>											
<b>Auckland Transport</b>											
Onehunga Harbour Road (Recon) stage 2	Construction		HHH	324	54.33	310.0	0.0	86.1	86.1	Committed	N
AMETI - AT Package 2 Sylvia Park	Design		HHL	324	53	920.0	174.1	0.0	0.0	Committed	C
Waiouru Peninsula to SH1 (Land)	Construction		MMM	332	53	4,000.0	38.8	0.0	0.0	Committed	N
Grafton Road Reconstruction	Construction		MHH	324	54.33	995.0	0.0	276.4	276.4	Committed	N
2009/12 Taharoto/Wairau Corridor	Design		HMH	324	53	1,300.0	4.1	0.0	0.0	Committed	N
Flat Bush School Rd Upgrade _ Stage 3	Construction		MHH	324	54.33	641.0	172.1	92.0	92.0	Committed	N
AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Property		HHL	332	54.33	36,729.0	0.0	10,201.9	10,201.9	Committed	N
New Lynn ToD Project - Stage 1 and 2	Construction		HHM	332	53	3,330.0	514.3	0.0	0.0	Committed	N
09-12 Rooding - HPMV Study	Investigation		HMH	324	100	150.0	67.3	43.0	43.0	Committed	N
2009/12 Anzac Street Corridor	Construction		HHM	332	53	2,434.7	65.6	0.0	0.0	Committed	N
New Lynn ToD Project - Stage 1 and 2	Construction		HHM	332	53	5,712.0	817.7	0.0	0.0	Committed	C
Warkworth SH1 Intersection Improvements	Construction		MMH	324	58	5,470.0	590.3	0.0	0.0	Committed	N
New Lynn ToD Project - Stage 1 and 2	Construction		HHM	324	53	25,400.0	2,791.4	0.0	0.0	Committed	N
Cavendish Drive Reconstruction	Construction		HHH	324	54.33	1,596.0	0.0	443.3	443.3	Committed	N
2011-12 Te Atatu Road Corridor Improvements	Design		HHH	324	54.33	850.0	51.9	210.1	210.1	Committed	N
Tiverton-Wolverton Stage 2 Upgrade	Construction		HMH	324	53	39,092.0	5,586.9	6,342.7	7,672.9	Committed	N
Flat Bush School Rd Upgrade _ Stage 1	Property		MMH	332	53	241.5	79.2	0.0	0.0	Committed	N
Flat Bush School Rd Upgrade _ Stage 2	Property		MHH	332	54.33	250.0	138.9	0.0	0.0	Committed	N
Mill Road Corridor	Investigation		HMM	323	53	909.0	0.5	0.0	0.0	Committed	N
AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Construction		HHL	324	54.33	81,410.0	21,465.6	15,612.7	8,146.8	Committed	N
Taharoto/Wairau Corridor LP	Construction		MMM	332	53	4,200.0	141.7	0.0	0.0	Committed	N
2009/12 Taharoto/Wairau Corridor	Construction		HMH	324	54.33	9,102.0	4,152.2	818.2	86.0	Committed	N

AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Construction		HHL	322	54.33	9,200.0	1,584.8	749.2	2,776.8	Committed	N
Neilson Phase 2 & 3 Corridor Improvements	Property		HMH	324	54.33	1,300.5	0.0	361.4	361.1	Committed	N
Regional Traffic Signal Route Optimisation	Implementation		MHH	321	54.33	1,280.0	5.3	352.9	352.9	Committed	N
SWAMMCP (Southwestern multimodal corridor)	Investigation		HHL*	324	54.33	3,480.0	945.0	802.2	186.0	Committed	N
AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Design		HHL	323	53	7,820.0	178.2	0.0	0.0	Committed	N
May Road Reconstruction	Construction		MMH	324	54.33	1,300.0	0.0	361.1	361.1	Committed	N
Marua Road Reconstruction (#198 to Ballarat Street)	Construction		MMH	324	54.33	1,549.0	0.0	430.3	430.3	Committed	N
Montgomerie Rd/Richard Pearse Dr Roundabout reconstruction	Construction		MHH	324	54.33	969.0	0.0	269.2	269.2	Committed	N
West Coast Road Pavement Reconstruction	Construction		HMH	324	54.33	1,400.0	0.0	388.9	388.9	Committed	N
Great North Road Pavement Reconstruction	Construction		HHH	324	54.33	1,952.0	0.0	542.2	542.2	Committed	N
Neilson Phase 2 & 3 Corridor Improvements	Construction		HMH	324	54.33	4,324.0	0.0	1,201.0	1,201.0	Committed	N
Glenfield Rd (Bentley-Sunset) 06/07	Construction		MMH	324	53	37,000.0	839.9	4,232.4	4,237.2	Committed	N
Sturges Road Bridge Replacement and Widening	Construction		MMM	322	53	4,344.6	54.8	0.0	0.0	Committed	N
Whangaparaoa Rd Widening (HBC H'way to Red Beach Rd)	Design		HMH	324	54.33	1,592.3	427.8	329.5	127.3	Committed	N
AMETI Notice of Requirement and AEE	Investigation		HML	324	53	44,100.0	2,119.1	2,709.6	2,709.6	Committed	NR
New Lynn ToD Project - Stage 1 and 2	Construction		HHM	323	53	25,085.0	1,134.0	0.0	0.0	Committed	C
AMETI - AT Package 1 Panmure (Phase 2)	Design		HHL	324	53	1,472.0	353.9	0.0	0.0	Committed	N
AMETI NZTA Pk1 AT Pk 1 Panmure (Phase 1)	Construction		HHL	323	54.33	65,100.0	17,165.1	12,484.8	6,514.7	Committed	N
Flat Bush School Rd Upgrade _ Stage 3	Property		MHH	332	54.33	130.0	34.9	18.7	18.7	Committed	N
Minor improvements 2012/15	Local Roads	6	HHL	341	53	41,864.6	7,531.0	7,507.1	7,649.4	Approved	N
2012-15 Regional Safety Programme	Construction	38	HML*	324	53	18,557.9	1,676.1	1,670.8	851.2	Probable	N
2012-15 HPMV routes	Design	59	HHH	324	53	976.6	0.0	0.0	149.8	Probable	N
2012-15 Whangaparaoa Rd Upg (Hibiscus Coast to Red Beach)	Construction	64	HMH	324	53	16,815.3	0.0	0.0	9,112.6	Probable	N
2012-15 Lincoln Road Corridor Imp	Construction	61	HHM	324	53	22,520.9	0.0	0.0	454.0	Probable	N
2012-15 Warkworth SH1 / Hill / Hudson Intersections	Construction	13	HHL*	324	53	7,385.7	0.0	735.1	2,957.0	Probable	N
2012-15 AMETI NZTA Pk1 AT Pk4 Pakuranga TiRakau Reeves	Property	22	HHL	332	53	144,169.1	0.0	0.0	9,961.1	Probable	N
2012-15 Dominion Road Corridor Upgrade	Design	26	HHL	324	53	4,335.8	0.0	1,782.2	567.5	Probable	N
2012-15 Flat Bush School Rd- Stage 4 Murphys	Property	17	MHH	332	53	924.9	0.0	501.2	0.0	Probable	N

2012-15 Bus Lane Priorities	Design	67	HHL*	324	53	200.0	0.0	108.4	0.0	Probable	N
2012-15 Tamaki Drive & Ngapipi Intersection Safety Imp	Construction	63	HMM	324	53	1,746.8	389.7	556.9	0.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Symonds Streets	Design	44	HHL*	324	53	47.1	0.0	0.0	25.5	Probable	N
2012-15 Glenbrook Road / Kingseat Road Intersection Imp	Construction	49	HMH	324	53	1,276.0	691.5	0.0	0.0	Probable	N
2012-15 Bus Lane Priorities	Construction	67	HHL*	324	53	3,112.3	0.0	835.4	851.2	Probable	N
2012-15 Crash Reduction Implementation	Construction	39	HML*	324	53	5,474.3	265.0	264.1	269.1	Probable	N
2012-15 Murphys Rd Bridge Imp (Manukau)	Investigation	14	MHH	324	53	95.0	0.0	31.2	5.7	Probable	N
2012-15 Murphys Rd Upgrade	Investigation	10	MHH	324	53	105.8	0.0	22.3	3.4	Probable	N
2012-15 SWAMMCP Detailed design	Design	58	HHL*	324	53	21,889.1	743.2	2,328.8	0.0	Probable	N
2012-15 Flat Bush School Rd- Stage 4 Murphys	Design	17	MHH	324	53	16.4	0.0	8.9	0.0	Probable	N
2012-15 Te Atatu Motorway Bus Interchange	Construction	13	HHL*	324	53	4,921.7	0.0	0.0	2,667.2	Probable	N
2012-15 AMETI NZTA Pk1 AT Pk2 Sylvia Park Bus Lanes	Property	5	HHL	332	53	6,166.1	0.0	3,341.5	0.0	Probable	N
2012-15 Albany Highway North Upg (Schnapper Rock to SH17)	Design	60	HMH	324	53	3,673.6	1,990.8	0.0	0.0	Probable	N
2012-15 Botany to Manukau RTN	Investigation	25	HHL*	324	53	1,047.2	0.0	0.0	567.5	Probable	N
2012-15 Murphys Rd Upgrade	Design	10	MHH	324	53	423.3	0.0	89.1	13.6	Probable	N
2012-15 AMETI NZTA Pk1 AT Pk2 Sylvia Park Bus Lanes	Construction	5	HHL	324	53	9,081.4	0.0	2,437.6	2,483.8	Probable	N
2012-15 AMETI NZTA Pk 1 AT Pk 1 Panmure Phase 2	Design	1	HHL	324	53	7,019.3	1,505.6	0.0	0.0	Probable	N
2012-15 Flat Bush to Manukau City Bus Priority Impvts.	Property	48	MHH	332	53	16,109.1	0.0	0.0	1,135.0	Probable	N
2012-15 Silverdale TC bus to bus on-road interchange	Design	49	HML*	324	53	61.7	0.0	33.4	0.0	Probable	N
2012-15 Flat Bush to Manukau City Bus Priority Impvts.	Design	48	MHH	324	53	123.3	0.0	66.8	0.0	Probable	N
2012-15 CBD Bus Infrastructure Wellesley / Symonds Streets	Construction	44	HHL*	324	53	738.3	0.0	0.0	400.1	Probable	N
2012-15 Network Performance - Route Optimisation	Construction	16	MHH	321	53	9,317.3	1,676.1	1,670.8	1,702.4	Probable	N
2012-15 Flat Bush School Rd- Stage 4 Murphys	Construction	17	MHH	324	53	3,699.6	0.0	2,004.9	0.0	Probable	N
2012-15 Flat Bush School Rd- Stage 4 Murphys	Investigation	17	MHH	324	53	4.1	0.0	2.2	0.0	Probable	N
2012-15 Mill Road Corridor Upgrade	Property	29	HMM	332	53	66,554.6	0.0	0.0	3,121.1	Probable	N
2012-15 Albany Highway North Upg (Schnapper Rock to SH17)	Construction	60	HMH	324	53	56,623.4	449.8	16,729.2	8,597.1	Probable	N
2012-15 AMETI NZTA Pk1 AT Pk2 Sylvia Park Bus Lanes	Design	5	HHL	324	53	343.9	186.4	0.0	0.0	Probable	N
2012-15 Murphys Rd Bridge Imp (Manukau)	Design	14	MHH	324	53	379.9	0.0	124.8	22.7	Probable	N
2012-15 Mill Road Corridor	Construction	29	HMM	324	53	22,282.1	0.0	0.0	567.5	Probable	N

Upgrade											
2012-15 Great North Rd Corridor Imp	Investigation	21	HML*	324	53	1,222.0	0.0	0.0	283.7	Probable	N
2012-15 Lincoln Road Corridor Imp	Design	61	HHM	324	53	390.5	0.0	211.6	0.0	Probable	N
2012-15 Silverdale TC bus to bus on-road interchange	Construction	49	HML*	324	53	966.0	0.0	523.5	0.0	Probable	N
2012-15 Ormiston Rd Widening (Te Irirangi Dr-Chapel Road)	Construction	19	MHH	324	53	1,466.0	0.0	0.0	794.5	Probable	N
2012-15 Dominion Road Corridor Upgrade	Construction	26	HHL	324	53	81,712.0	0.0	0.0	11,896.0	Probable	N
2012-15 Dominion Road Corridor Upgrade	Property	26	HHL	332	53	3,083.0	0.0	1,670.8	0.0	Probable	N
2012-15 Whangaparaoa Rd Upg (Hibiscus Coast to Red Beach)	Property	64	HMH	332	53	1,374.6	0.0	369.0	376.0	Probable	N
2012-15 Bus Lane Priorities	Investigation	67	HHL*	324	53	100.0	0.0	54.2	0.0	Probable	N
2012-15 Taharoto Rd/ Wairau Rd Upgrade (Shakespeare to Bvd)	Construction	30	HHH	324	53	9,190.2	3,989.1	991.3	0.0	Probable	N
2012-15 Albany Highway South Upgrade (Sunset to SH18)	Design	37	HML*	324	53	2,646.0	510.5	493.2	384.2	Probable	N
2012-15 Te Atatu Motorway Bus Interchange	Design	13	HHL*	324	53	314.1	0.0	0.0	170.2	Probable	N
2012-15 Flat Bush to Manukau City Bus Priority Impvts.	Construction	48	MHH	324	53	17,232.1	0.0	751.8	0.0	Probable	N
2012-15 Lincoln Road Corridor Imp	Property	61	HHM	324	53	10,343.8	0.0	556.9	1,702.4	Probable	N
2012-15 Lincoln Road Corridor Imp	Investigation	61	HHM	324	53	97.6	0.0	52.9	0.0	Probable	N
2012-15 Murphys Rd Bridge Imp (Manukau)	Property	14	MHH	332	53	513.8	0.0	278.5	0.0	Probable	N
2012-15 Multi Modal East West Corridor (SH1- SH20)	Investigation	20	HML*	324	53	2,866.7	0.0	0.0	425.6	Probable	N
2012-15 Chapel Rd Realignment & New Bridge	Design	18	MHH	324	53	318.1	0.0	0.0	90.8	Probable	N
2012-15 Te Atatu Road Corridor Imp	Property	62	HHM	332	53	5,876.4	3,184.5	0.0	0.0	Probable	N
2012-15 Safety Speed Management	Construction	4	HML*	324	53	6,448.7	312.1	311.1	317.0	Probable	N
2012-15 Ormiston Rd Widening (Te Irirangi Dr-Chapel Road)	Property	19	MHH	332	53	1,151.9	0.0	0.0	624.2	Probable	N
2012-15 Brigham Creek Road Corridor Imp	Design	9	HHM	324	53	837.7	0.0	0.0	454.0	Probable	N
2012-15 Brigham Creek Road Corridor Imp	Investigation	9	HHM	324	53	466.4	0.0	139.2	113.5	Probable	N
2012-15 Te Atatu Road Corridor Imp	Construction	62	HHM	324	53	17,694.9	0.0	2,979.5	3,688.6	Probable	N
2012-15 HPMV routes	Construction	59	HHH	324	53	8,151.1	0.0	0.0	1,135.0	Probable	N
2012-15 SWAMMCP Detailed design	Construction	58	HHL*	324	53	29,377.6	0.0	0.0	2,992.5	Probable	N
2012-15 Mill Road Corridor Upgrade	Design	29	HMM	324	53	2,063.1	0.0	891.1	227.0	Probable	N
2012-15 Chapel Rd Realignment & New Bridge	Investigation	18	MHH	324	53	79.5	0.0	0.0	22.7	Probable	N

2012-15 SWAMMCP Detailed design	Investigation	58	HHL*	324	53	5,472.3	185.8	582.2	0.0	Probable	N
2012-15 Mill Road Corridor Upgrade	Investigation	29	HMM	324	53	515.8	0.0	222.8	56.7	Probable	N
2012-15 CCTV New	Construction	31	MML*	321	53	7,267.3	0.0	0.0	329.2	Reserve	N
2012-15 Linwood Rd Route Improvements	Construction	11	MML*	324	53	2,183.1	0.0	0.0	283.7	Reserve	N
2012-15 Regionwide RTN and Corridor Land Purchase	Property	40	MHL*	332	53	37,725.7	0.0	1,392.3	1,418.7	Reserve	N
2012-15 Safety around schools (investment proposal)	Construction	36	MMH	324	53	21,472.7	0.0	873.3	1,197.0	Reserve	N
2012-15 Manuroa/Takanini School Rd Int Upg	Investigation	8	MML*	324	53	193.7	0.0	0.0	85.1	Reserve	N
2012-15 Tamaki Drive/Takaparahwa Pt Safety Imp	Construction	53	MML*	324	53	2,594.3	447.0	959.0	0.0	Reserve	N
2012-15 Safety around schools	Construction	32	MMH	324	53	55,570.7	4,538.8	4,524.5	4,610.2	Reserve	N
2012-15 Long Bay Okura / Vaughans Rd Upgrade	Investigation	42	MML*	324	53	291.2	0.0	0.0	26.7	Reserve	N
2012-15 Long Bay Glenvar Road Upgrade	Property	41	MML*	332	53	521.3	0.0	0.0	6.8	Reserve	N
2012-15 Long Bay Ashley Avenue Upgrade	Property	46	MML*	332	53	104.7	0.0	0.0	56.7	Reserve	N
2012-15 Long Bay Okura / Vaughans Rd Upgrade	Design	42	MML*	324	53	438.9	0.0	0.0	106.7	Reserve	N
2012-15 North Area Bus Improvement Programme	Construction	57	MML*	324	53	3,325.8	0.0	0.0	419.9	Reserve	N
2012-15 Ormiston/Preston/East Tamaki Rd Int Upg	Investigation	51	MML*	324	53	29.6	0.0	0.0	11.3	Reserve	N
2012-15 East Coast Rd-Lonely Track Rd-Glenvar Rd Int Imp	Property	56	MML*	332	53	269.1	0.0	0.0	6.8	Reserve	N
2012-15 Takapuna Auburn St / Burns Ave Upgrade	Investigation	43	MML*	324	53	341.3	0.0	0.0	68.1	Reserve	N
2012-15 Lunn Ave/Marua Rd/Harding - Int Upg	Construction	55	MML*	324	53	1,235.1	0.0	0.0	85.1	Reserve	N
2012-15 North Area Bus Improvement Programme	Design	57	MML*	324	53	310.6	0.0	32.1	0.0	Reserve	N
2012-15 Smales/Allens/Harris/Springs Rd widening and Int Upg	Property	52	MML*	332	53	1,496.1	0.0	0.0	810.8	Reserve	N
2012-15 Long Bay Glenvar Ridge Road	Property	47	MML*	332	53	2,752.7	0.0	0.0	31.2	Reserve	N
2012-15 Ormiston/Preston/East Tamaki Rd Int Upg	Design	51	MML*	324	53	118.3	0.0	0.0	45.4	Reserve	N
2012-15 Ormiston/Preston/East Tamaki Rd Int Upg	Property	51	MML*	332	53	806.9	0.0	0.0	437.3	Reserve	N
2012-15 Smales/Allens/Harris/Springs Rd widening and Int Upg	Investigation	52	MML*	324	53	40.4	0.0	0.0	17.0	Reserve	N
2012-15 East Coast Road Widening	Design	45	MML*	324	53	1,360.4	0.0	0.0	127.7	Reserve	N
2012-15 Regional Road Reconst.	Investigation	54	MML*	324	53	3,232.1	156.4	155.9	158.9	Reserve	N
2012-15 North Area Bus	Investigation	57	MML*	324	53	467.4	0.0	48.1	0.0	Reserve	N

Improvement Programme											
2012-15 Long Bay Glenvar Road Upgrade	Investigation	41	MML*	324	53	262.6	0.0	0.0	33.8	Reserve	N
2012-15 Takapuna Auburn St / Burns Ave Upgrade	Design	43	MML*	324	53	933.9	0.0	0.0	272.4	Reserve	N
2012-15 East Coast Road Widening	Investigation	45	MML*	324	53	340.1	0.0	0.0	31.9	Reserve	N
2012-15 Long Bay Glenvar Road Upgrade	Design	41	MML*	324	53	1,050.5	0.0	0.0	135.3	Reserve	N
2012-15 Regional Road Reconst.	Design	54	MML*	324	53	12,928.5	625.7	623.8	635.6	Reserve	N
2012-15 Great South Rd -Park Estate to Slippery	Construction	44	MHL*	324	53	2,453.7	0.0	0.0	181.6	Reserve	N
2012-15 Takapuna Lake Rd Upgrade (Hauraki to Bayswater)	Investigation	12	MML*	324	53	1,032.9	0.0	0.0	163.4	Reserve	N
2012-15 East Coast Rd-Lonely Track Rd-Glenvar Rd Int Imp	Design	56	MML*	324	53	733.0	0.0	0.0	309.8	Reserve	N
2012-15 Safety around schools (Investment proposal)	Investigation	36	MMH	324	53	103.9	56.3	0.0	0.0	Reserve	N
2012-15 Long Bay Glenvar Ridge Road	Investigation	47	MML*	323	53	72.3	0.0	0.0	39.2	Reserve	N
2012-15 Safety around schools (Investment proposal)	Design	36	MMH	324	53	415.6	225.2	0.0	0.0	Reserve	N
2012-15 Long Bay Glenvar Ridge Road	Design	47	MML*	323	53	289.0	0.0	0.0	156.6	Reserve	N
2012-15 Smales/Allens/Harris/Springs Rd widening and Int Upg	Design	52	MML*	324	53	161.5	0.0	0.0	68.1	Reserve	N
2012-15 East Coast Rd-Lonely Track Rd-Glenvar Rd Int Imp	Investigation	56	MML*	324	53	183.3	0.0	0.0	77.5	Reserve	N
2012-15 Corridor and Int Imps	Construction	31	MML*	324	53	35,888.0	0.0	0.0	567.5	Reserve	N
2012-15 Long Bay Ashley Avenue Upgrade	Investigation	46	MML*	324	53	58.7	0.0	0.0	12.3	Reserve	N
2012-15 Long Bay Ashley Avenue Upgrade	Design	46	MML*	324	53	234.9	0.0	0.0	49.3	Reserve	N
2012-15 East Coast Road Widening	Property	45	MML*	332	53	1,533.4	0.0	0.0	6.8	Reserve	N
2012-15 Regional Road Reconst.	Construction	54	MML*	324	53	214,706.1	10,391.7	10,358.8	10,555.1	Reserve	N
Great South Road Pavement Reconstruction.	Construction		HHH	324	53	801.0	434.1	0.0	0.0		N
Rosebank Road Pavement Reconstruction	Construction		HHH	324	53	2,587.5	1,402.2	0.0	0.0		N
Great North Road Pavement Reconstruction	Construction		HHH	324	53	1,519.2	823.3	0.0	0.0		N
Walmsley Road Pavement Reconstruction	Construction		HHH	324	53	661.0	358.2	0.0	0.0		N
Reconstruction of Green Lane East Road	Construction		HHH	324	53	1,856.0	1,005.8	0.0	0.0		N
<b>Bay of Plenty</b>											
<b>Kawerau District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	74.67	80.4	20.8	20.6	20.0	Approved	N
<b>Opotiki District Council</b>											

Minor improvements 2012/15	Local Roads		MMH	341	60	314.0	68.7	62.6	61.4	Approved	N
<b>Rotorua District Council</b>											
Lake Rd 4-Laning	Construction		HMH	324	56	9,530.0	3,059.1	0.0	0.0	Committed	R
Lake Rd 4-Laning	Property		HMH	332	56	1,300.0	0.0	744.4	0.0	Committed	R
Minor improvements 2012/15	Local Roads		MMH	341	57	1,609.5	302.8	312.7	322.6	Approved	N
<b>Tauranga City Council</b>											
TCC Tara Rd 4 laning	Construction		HMH	324	53	3,210.0	1,170.6	569.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	53	2,949.0	532.7	532.7	532.7	Approved	N
TCC/NZTA TEL Mangatawa Interchange (SH2)	Construction	29	HHL	323	53	6,120.0	0.0	0.0	3,316.6	Probable	N
<b>Western BoP District Council</b>											
09-12 Roading - Welcome Bay Road Reconstruction 2011 3.4km-4	Construction		MMH	324	55	776.7	184.9	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	56	2,923.8	558.1	558.1	558.1	Approved	N
<b>Whakatane District Council</b>											
MacDonald Road Pavement Smoothing 08/09	Construction		MMH	324	55	180.8	19.2	0.0	0.0	Committed	N
Minor improvements 2012/15	SPR		MMH	341	100	259.0	96.1	89.0	79.8	Approved	N
Minor improvements 2012/15	Local Roads		MMH	341	58	2,020.2	392.9	397.3	407.8	Approved	N
<b>Canterbury</b>											
<b>Kaikoura District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	55	127.8	18.7	31.7	21.4	Approved	N
<b>Ashburton District Council</b>											
09-12 Roading - Bridge Replacement, Br 48 (Jacobs Stream)	Construction		MMH	322	57	87.8	0.9	0.0	0.0	Committed	N
09-12 Roading - Dobson St Extension	Construction		MMH	323	57	242.2	0.6	0.0	0.0	Committed	N
New Ashburton Bridge, Ashburton River	Investigation		MMH	323	57	710.0	292.2	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	56	1,549.8	298.5	289.9	298.9	Approved	N
<b>Christchurch City Council</b>											
CNAP - Hills Rd Extension	Investigation		HMM	323	53	305.0	28.8	0.0	0.0	Committed	N
CNAP - Cranford Street Upgrade	Investigation		HMM	324	53	285.0	55.6	0.0	0.0	Committed	N
Wigram Magdala Grade Separated Link	Design		HMM	323	53	858.0	449.0	0.0	0.0	Committed	R
Main Road Sumner 3-Laning	Construction		MMM	324	53	2,000.0	1,083.9	0.0	0.0	Committed	N
Main Road Sumner 3-Laning	Design		MMM	324	53	210.0	3.5	0.0	0.0	Committed	N
Wigram Magdala Grade Separated Link	Investigation		HMM	323	53	340.0	156.3	0.0	0.0	Committed	R
Wigram Magdala Grade Separated Link	Property		HMM	323	53	4,700.0	0.0	2,547.0	0.0	Committed	R
Aidenfield Drive and HJR Upgrades	Construction		LMM	323	53	2,930.0	585.5	0.0	0.0	Committed	R



Wigram Magdala Grade Separated Link	Construction		HMM	323	53	4,000.0	61.7	0.0	0.0	Committed	R
Ferrymead Bridge	Construction		MMM	322	53	11,342.4	3,280.4	0.0	0.0	Committed	N
09-12 Rooding - McCormacks Bay Causeway Culvert & Walls Rene	Construction		MMH	322	53	1,240.0	653.9	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	54	6,522.8	1,104.3	1,214.7	1,282.5	Approved	N
A68 Little Akaloa Beach Bridge Renewal	Construction		LMH	322	54	312.0	172.3	0.0	0.0		N
<b>Hurunui District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	60	1,000.0	184.1	214.7	214.7	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	24.0	8.2	8.2	8.2	Approved	N
<b>Mackenzie District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	63	750.0	161.0	161.0	161.0	Approved	N
<b>Selwyn District Council</b>											
09-12 Rooding - Byron Street Extension	Construction		MMH	323	58	752.1	21.1	0.0	0.0	Committed	N
09-12 Rooding - Selwyn/Shands Road Arterial Route Upgrade	Construction		MMM	324	58	2,990.0	330.8	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	57	1,340.0	250.4	260.2	270.4	Approved	N
<b>Timaru District Council</b>											
Reconstruction North,Selwyn,Wai-iti Roads	Construction		LMH	324	62	600.0	190.2	0.0	0.0	Committed	N
09-12 Rooding - Washdyke Industrial Area; Network Link Impro	Construction		MMH	323	62	1,980.0	1,253.8	0.0	0.0	Committed	N
Factory Road Bridge Widening	Design		HHL	322	62	300.0	182.3	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	63	2,250.0	467.0	483.1	499.2	Approved	N
Factory Road Bridge Widening	Construction		HHL	322	63	3,500.0	64.4	2,190.2	0.0	Probable	N
Manse Bridge Renewal/Upgrade	Construction		MML*	322	63	1,500.0	0.0	0.0	966.3	Reserve	N
Reconstruction of Rangitata Island Road	Construction		MML*	324	63	800.0	0.0	0.0	515.3	Reserve	N
Timaru Port Southern Access	Design		MML*	323	63	350.0	0.0	0.0	225.5	Reserve	N
<b>Waimakariri District Council</b>											
Replacement of Ashley River Bridge	Design	4	MMH	322	60	850.0	521.5	0.0	0.0	Approved	N
Minor improvements 2012/15	Local Roads		MMH	341	60	1,307.2	257.7	267.7	276.6	Approved	N
Southbrook Road/South Belt Intersection Upgrade	Construction		MML*	324	60	965.0	0.0	0.0	592.0	Reserve	N
Flaxton Lineside Intersection Realignment	Construction		MML*	324	60	312.0	0.0	191.4	0.0	Reserve	N
Replacement of Ashley River Bridge	Construction	4	MMH	322	60	9,254.1	0.0	2,549.7	3,127.7	Reserve	N
<b>Waimate District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	61	524.3	87.1	117.5	122.4	Approved	N
<b>DOC (Mt Cook)</b>											
Tasman Valley Road realignment and sealing	Design		MMH	325	100	190.0	36.7	0.0	0.0	Committed	N

Minor improvements 2012/15	SPR		MMH	341	100	7.0	2.0	2.6	2.6	Approved	N
Tasman Valley Road realignment and sealing	Construction		MMH	324	100	3,100.0	1,022.5	2,147.3	0.0	Probable	N
<b>Chatham Islands</b>											
<b>Chatham Islands Council</b>											
Whangatete Bridge Renewal (T funds)	Construction		MMH	322	97	473.7	16.2	0.0	0.0	Committed	T
Te One Bridge replacement	Design		MMH	322	94	49.6	44.1	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	1	MMH	341	94	835.0	259.5	288.3	254.7	Approved	N
Te One Bridge replacement	Construction	1	MMH	322	94	475.7	457.2	0.0	0.0	Reserve	NR
<b>Gisborne</b>											
<b>Gisborne District Council</b>											
HPMV Bridge Strengthening 2012	Construction		MMM	322	68	100.0	69.5	0.0	0.0	Approved	R
Minor improvements 2012/15	Local Roads	1	MMM	341	68	2,700.0	625.8	625.8	625.8	Approved	N
HPMV Bridge Strengthening 2012-2015	Construction	2	MMH	322	68	600.0	417.2	0.0	0.0	Probable	R
HPMV Bridge Strengthening 2012-2015	Construction	2	MMH	322	68	600.9	0.0	417.8	0.0	Probable	R
HPMV Bridge Strengthening 2012-2015	Construction	2	MMH	322	68	616.6	0.0	0.0	428.7	Probable	R
<b>Hawkes Bay</b>											
<b>Central Hawkes Bay District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	68	1,597.5	370.3	370.3	370.3	Approved	N
<b>Hastings District Council</b>											
Major Safety Improvements - Middle Road & Kereru Road 2012	Construction		MMH	324	61	250.0	23.7	0.0	0.0	Committed	R
Taihape Road, Seal Extension - Updated	Construction		LMH	325	61	3,000.0	3.2	0.0	0.0	Committed	R
Major Safety Improvements - Nelson Street 2012	Construction		MMH	324	61	250.0	125.8	0.0	0.0	Committed	NR
Minor improvements 2012/15	Local Roads		MMH	341	61	3,370.0	670.5	714.2	717.3	Approved	N
Whakatu Arterial Link 2012/15	Investigation	1	MMH	323	61	399.0	124.4	124.4	0.0	Probable	R
Whakatu Arterial Link 2012/15	Design	1	MMH	323	61	520.0	0.0	162.2	162.2	Probable	R
Model Communities: Walking and Cycling 2012/15	Property	18	HMH	332	61	4,500.0	0.0	1,403.4	1,403.4	Probable	N
Whakatu Arterial Link 2012/15	Property	1	MMH	323	61	1,946.0	0.0	606.9	606.9	Probable	R
Puketitiri Rd High Risk Rural Corridor Safety Project 2012/15	Construction		MML*	324	61	538.0	0.0	0.0	165.3	Reserve	R
<b>Napier City Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	58	879.0	173.8	173.8	173.8	Approved	N
Ford Rd Extension	Construction	3	MMH	324	58	3,571.4	2,118.0	0.0	0.0	Probable	N
Prebensen Drive Four Laning	Construction	4	MMH	323	58	6,400.0	3,795.5	0.0	0.0	Reserve	R

<b>Wairoa District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	75	700.0	191.7	191.7	153.4	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	53.8	17.2	20.8	17.0	Approved	N
<b>Manawatu/Wanganui</b>											
<b>Horowhenua District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	57	472.9	87.4	91.8	96.4	Approved	N
<b>Manawatu District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	63	1,563.0	335.6	335.6	335.6	Approved	N
<b>Palmerston North City Council</b>											
New Bridge Manawatu River	Investigation		MMM	323	56	100.0	51.7	0.0	0.0	Committed	N
09-12 Rooding - HPMV Manawatu Wanganui	Investigation		MMH	322	100	370.0	124.1	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	57	2,040.0	396.3	396.3	396.3	Approved	N
Rangitikei Tremaine Signal Upgrade - Local Share	Construction	6	MHH	321	57	823.0	479.7	0.0	0.0	Probable	R
Bourke Walding Intersection Upgrade - Signalisation	Construction		MMH	324	57	894.2	0.0	0.0	521.2	Probable	R
<b>Ruapehu District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	70.33	2,202.2	517.3	525.2	541.0	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	235.7	81.3	78.6	81.1	Approved	N
<b>Tararua District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	69	1,521.8	349.9	357.5	366.3	Approved	N
<b>DOC (Manawatu-Wanganui)</b>											
Minor improvements 2012/15	SPR		MMH	341	100	56.2	24.5	8.4	24.5	Approved	N
<b>Rangitikei District Council</b>											
Taihape Napier Road Seal Extension (R)	Construction		LMH	325	85	11,850.0	54.0	0.0	0.0	Committed	NR
Minor improvements 2012/15	Local Roads		MMH	341	68	1,593.9	369.4	369.4	369.4	Approved	N
<b>Wanganui District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	72	2,417.0	596.3	592.6	590.4	Approved	N
Heads Rd / Beach Rd / Prince St Intersection	Construction		MLH	324	72	1,300.0	957.1	0.0	0.0	Reserve	R
<b>Marlborough</b>											
<b>Marlborough District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	56	2,542.8	493.2	485.0	477.8	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	5.0	1.7	1.7	1.7	Approved	N
Northbank Road HPMV Route	Construction	8	HMH	322	56	740.0	0.0	423.7	0.0	Probable	R
Storeys Bridge Replacement	Construction	22	MMH	322	56	85.0	0.0	0.0	48.7	Reserve	R
Bluff Creek Bridge Replacement	Construction	20	MMH	322	56	120.0	68.7	0.0	0.0	Reserve	R
Beauchamps Bridge Replacement	Construction	24	MMH	322	56	125.0	0.0	0.0	71.6	Reserve	R

Stafford Creek Bridge Replacement	Construction	21	MMH	322	56	265.0	151.7	0.0	0.0	Reserve	R
Pine Valley No 2 Bridge Replacement	Construction		MMH	322	56	460.0	0.0	263.4	0.0	Reserve	R
Kaka Bridge Replacement	Construction	24	MMH	322	56	230.0	131.7	0.0	0.0	Reserve	R
Weavers Bridge Replacement	Construction	23	MMH	322	56	80.0	0.0	0.0	45.8	Reserve	R
Northbank No 8 Bridge Replacement	Construction		MMH	322	56	100.0	0.0	0.0	57.3	Reserve	R
<b>Nelson</b>											
<b>Nelson City Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	53	666.8	120.4	120.4	120.4	Approved	N
Waimea Rd / The Ridgeway Intersection	Construction	4	MMH	321	53	800.0	0.0	0.0	433.5	Probable	R
Waimea / Motueka St Intersection Improvements	Construction	4	MMH	321	53	1,224.0	663.3	0.0	0.0	Probable	R
Schools variable speed signs	Construction	5	MMM	321	53	370.0	200.5	0.0	0.0	Probable	R
Schools variable speed signs	Construction	5	MMM	321	53	360.0	195.1	0.0	0.0	Probable	R
Waimea Rd widening at Snows Hill	Design	4	MMH	324	53	50.0	0.0	0.0	27.1	Probable	R
SH6 Whakatu Drive/Saxton Field roundabouts	Investigation	8	MMH	324	53	60.0	32.5	0.0	0.0	Probable	R
Waimea Rd / Market Rd Intersection	Design	4	MMH	321	53	140.0	27.1	0.0	48.8	Probable	R
Streetlighting Improvements	Construction	5	MMM	321	53	750.0	135.5	135.5	135.5	Probable	R
Waimea Rd / The Ridgeway Intersection	Design	4	MMH	321	53	135.0	32.5	40.6	0.0	Probable	R
Minor Improvements using R funding	Construction	6	MMH	322	53	906.0	103.5	133.9	253.6	Probable	R
<b>Northland</b>											
<b>Far North District Council</b>											
Waipapa Road Seal Widening plus W&C	Construction		LMH	324	66	3,750.0	48.0	0.0	0.0	Committed	N
Ngapipito Culvert P53 replacement	Construction		HMH	322	66	110.0	5.5	0.0	0.0	Committed	N
Waimate North Road RP 6108-11087m	Construction		MMH	325	66	1,450.0	32.4	0.0	0.0	Committed	N
09-12 Roading - Wainui Rd (Bridge 125)	Construction		MMM	322	66	166.9	5.1	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	1	MMH	341	65	5,734.6	1,273.2	1,019.5	1,518.6	Approved	N
Bridge Replacement West Coast Rd 2012-13	Construction	2	HMH	322	65	450.0	299.1	0.0	0.0	Probable	N
<b>Kaipara District Council</b>											
Central Road Bridge 47 Replacement	Construction		HMH	322	70	350.0	0.1	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	1	MML	341	69	2,154.3	510.6	503.6	505.7	Approved	N
Waihue Road Bridge 313 Strengthening	Construction	2	HMH	322	69	370.0	261.0	0.0	0.0	Probable	N

Swamp Road Bridge 263 Replacement	Construction	2	HMH	322	69	540.0	0.0	0.0	381.0	Probable	N
Otamatea Ward Road Reconstructions 2012/15	Construction	4	MMH	324	69	1,000.0	0.0	352.8	352.8	Reserve	N
<b>Whangarei District Council</b>											
Cherry Road Bridge 271 Upgrade	Construction		HMH	322	62	111.0	3.2	0.0	0.0	Committed	N
Mill Road/Nixon Street Upgrades	Design		MMH	324	62	350.0	183.8	0.0	0.0	Committed	R
Lower Hatea River Crossing	Construction		MMH	323	50	28,520.0	8,533.8	0.0	0.0	Committed	R
09-12 Roading - Fourth Ave/Kauika Rd & Wilson/Fifth Ave Link	Construction		MML	323	62	650.0	78.5	0.0	0.0	Committed	N
09-12 Roading - Spedding Road Link	Construction		MMH	323	62	3,756.4	9.1	6.3	0.0	Committed	R
Porowini Avenue Extension Construction	Construction		MMM	323	62	7,500.0	31.4	0.0	0.0	Committed	R
Hayward Road Bridge 131 Upgrade	Construction	2	HMH	322	61	276.9	172.7	0.0	0.0	Approved	N
Rust Avenue Bridge Replacement	Construction	2	HMH	322	61	1,026.5	640.3	0.0	0.0	Approved	N
Minor improvements 2012/15	Local Roads	1	MMH	341	61	3,268.3	827.9	537.1	673.6	Approved	N
Thompson Road Bridge 129 Upgrade	Construction	2	HMH	322	61	286.3	0.0	0.0	178.6	Probable	N
Old Tokatoka Road Bridge 150 Upgrade	Construction	2	HMH	322	61	296.0	0.0	184.6	0.0	Probable	N
HPMV Bridge Upgrades 2012/15	Construction	3	HMM	322	61	2,574.5	0.0	0.0	791.0	Probable	N
Riverside Drive Reconstruction	Construction	4	MMH	324	61	507.6	0.0	0.0	316.6	Reserve	N
Bank Street Reconstruction	Construction	4	MMH	324	61	500.0	311.9	0.0	0.0	Reserve	N
Kamo Road Reconstruction	Construction	4	MMH	324	61	670.0	417.9	0.0	0.0	Reserve	N
Mill Road/Nixon Street Upgrades	Construction	4	MMH	324	61	7,847.1	324.6	0.0	1,848.1	Reserve	N
Mill Road Reconstruction	Construction	4	MML*	324	61	538.2	0.0	335.7	0.0	Reserve	N
Rust Ave Reconstruction	Construction	4	MMH	324	61	300.0	0.0	187.1	0.0	Reserve	N
<b>Otago</b>											
<b>Central Otago District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	60	975.0	199.4	199.4	199.4	Approved	N
<b>Clutha District Council</b>											
09-12 Roading - Replacement of Bridge 452, Waipori Road	Construction		MMH	322	70	350.0	24.3	0.0	0.0	Committed	R
09-12 Roading - Replacement of Bridge 239, Morris Saddle Roa	Construction		MMH	322	70	59.6	17.2	0.0	0.0	Committed	N
Minor improvements 2012/15	SPR		HMM	341	95	20.9	6.8	6.8	6.8	Approved	N
Minor improvements 2012/15	Local Roads		HMM	341	69	2,003.1	471.1	471.1	471.1	Approved	N
Clydevale Bridge Strengthening	Construction		HMH	322	69	974.0	687.2	0.0	0.0	Approved	N
<b>Dunedin City Council</b>											
09-12 Roading - Bridge 48 and 49 Taieri Mouth Rd	Construction		MMH	322	65	600.0	4.1	0.0	0.0	Committed	R

Minor improvements 2012/15	Local Roads		MML	341	66	3,637.7	809.8	816.6	828.5	Approved	N
Peninsula Rooding - Harington Point Rd	Construction	3	HMM	324	66	3,200.0	0.0	2,159.5	0.0	Probable	R
Pavement Smoothing	Construction		MMH	324	66	960.0	202.5	216.0	229.4	Reserve	N
<b>Queenstown-Lakes District Council</b>											
Malaghans Road 2011-12	Construction		MMH	324	53	1,669.3	246.9	0.0	0.0	Committed	N
09-12 Rooding - Malaghans Road rehab and realignment 08/09 -	Construction		MMH	324	53	863.3	3.6	0.0	0.0	Committed	R
09-12 Rooding - Malaghans Rd Site 5 Reconstruction	Construction		MMH	324	53	517.0	18.1	0.0	0.0	Committed	R
McChesney Bridge widening	Construction		MHH	322	53	513.6	44.0	0.0	0.0	Committed	N
Ardmore/Brownston project completion	Construction		MMH	324	53	635.9	344.6	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MHM	341	55	2,271.2	411.4	421.8	444.4	Approved	N
Minor improvements 2012/15	SPR		MHM	341	100	341.4	158.3	91.2	99.6	Approved	N
Queenstown Inner Links, Stage 1 - Melbourne Henry Link	Design	3	HHL*	323	54	267.0	147.4	0.0	0.0	Probable	R
Queenstown Inner Links, Stage 2 - Henry Man Link	Design	3	HHL*	323	54	285.8	157.8	0.0	0.0	Probable	R
Queenstown Inner Links, Stage 1 - Melbourne Henry Link	Property	3	HHL*	332	55	920.0	0.0	517.4	0.0	Probable	R
Frankton Flats Arterials - Western end	Design		MML*	323	54	104.3	57.6	0.0	0.0	Reserve	N
Frankton Flats Road 2	Construction		HML*	323	54	3,479.4	1,921.2	0.0	0.0	Reserve	R
Wanaka CBD intersection improvements	Construction		MMH	321	54.5	646.5	279.3	79.1	0.0	Reserve	N
Eastern Access Road	Design	8	MML*	323	55	610.1	0.0	169.0	174.1	Reserve	N
<b>Waitaki District Council</b>											
09-12 Rooding - Harbourside Project - Wansbeck Street extens	Construction		MMH	323	67	811.9	13.4	0.0	0.0	Committed	R
Minor improvements 2012/15	Local Roads		MMH	341	66	1,089.2	242.9	243.5	248.5	Approved	N
Holcim Rooding Improvements 2012/15	Construction		HMM	324	66	1,488.3	296.7	707.6	0.0	Probable	R
Harbourside Rooding Projects 2012/15	Construction		MML*	323	66	432.0	291.5	0.0	0.0	Reserve	N
<b>Southland</b>											
<b>Gore District Council</b>											
Minor improvements 2012/15	Local Roads		MHH	341	65	550.6	114.9	119.6	131.4	Approved	N
<b>Invercargill City Council</b>											
11 Yr Streetlighting Renewal Programme for Invercargill City	Construction		MMH	324	70	2,478.0	316.5	295.6	295.6	Committed	R
Tiwai Bridge - Structural Replacement	Construction		HMH	322	85	10,419.9	939.9	0.0	0.0	Committed	NR
Minor improvements 2012/15	Local Roads		MMH	341	69	1,355.7	317.5	324.5	314.5	Approved	N
<b>Southland District Council</b>											

09-12 Rooding - Fairlight Bridge upgrade/replacement	Construction		MMH	322	64	124.5	6.4	0.0	0.0	Committed	R
09-12 Rooding - VDM HPMV investigation (Southland/otago)	Investigation		MMH	322	100	305.0	52.8	0.0	0.0	Committed	N
09-12 Rooding - Bridge Replacements 09/10	Construction		MMH	322	64	129.6	2.4	0.0	0.0	Committed	R
Minor improvements 2012/15	SPR	1	MMH	341	100	20.4	6.9	7.0	6.9	Approved	N
Minor improvements 2012/15	Local Roads	1	MMH	341	63	3,600.0	789.6	760.1	769.3	Approved	N
New Bridge	Construction	1	MML*	322	63	750.6	0.0	241.8	241.8	Reserve	N
<b>Taranaki</b>											
<b>New Plymouth District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	60	1,870.2	376.8	381.3	389.3	Approved	N
<b>South Taranaki District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	61	1,847.3	376.9	383.8	391.4	Approved	N
HPMV projects	Construction	8	HMH	324	61	980.0	187.1	205.8	218.3	Probable	R
<b>Stratford District Council</b>											
HPMV Regional Project - Local Road Funding	Investigation		HHH	322	100	223.7	20.0	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	62	752.3	150.2	158.8	167.9	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	17.6	5.6	6.0	6.3	Approved	N
<b>Tasman</b>											
<b>Tasman District Council</b>											
09-12 Rooding - Yellow Pine Bridge Replacement	Construction		MMH	322	59	250.0	44.2	0.0	0.0	Committed	N
Awaroa Bridge Replacement	Construction		MMM	322	59	90.5	17.5	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MLH	341	59	3,249.3	641.7	653.2	665.4	Approved	N
Minor improvements 2012/15	SPR		MLH	341	100	22.9	7.9	7.8	7.8	Approved	N
Richmond Construction - Moutere Highway/Waimea West	Design		MMH	324	59	191.4	0.0	0.0	115.5	Reserve	N
Richmond Construction - Moutere Highway/Waimea West	Investigation		MMH	324	59	31.3	0.0	18.9	0.0	Reserve	N
Richmond Construction - Queen/Salisbury Intersection	Design		MMH	324	59	99.0	0.0	0.0	59.7	Reserve	N
Richmond Construction - Lower Queen/Lansdowne Intersection	Design		MMH	324	59	122.7	0.0	0.0	74.0	Reserve	N
Richmond Construction - Lower Queen/Lansdowne Intersection	Property		MMH	333	59	65.9	0.0	39.8	0.0	Reserve	N
<b>Waikato</b>											
<b>Hamilton City Council</b>											
Southern Links Designation - Hamilton Arterials	Investigation		HHL	323	55	2,250.0	506.1	0.0	0.0	Committed	N
SH1 Te Rapa Road/Eagle Way Intersection	Construction		HMH	321	55	2,175.0	1,223.2	0.0	0.0	Committed	N
Hamilton Ring Road -	Property		HMH	332	55	450.0	253.1	0.0	0.0	Committed	N

Peachgrove, Te Aroha, Ruakura Upgrade											
Hamilton Ring Road - 4 laning and Extension	Construction		HMM	323	12.35	67,000.0	3,365.0	529.2	0.0	Committed	N
Hamilton Ring Road - Peachgrove, Te Aroha, Ruakura Upgrade	Construction		HMH	324	55	5,300.0	2,980.6	0.0	0.0	Committed	N
Hamilton Ring Road(Crosby to Cambridge)	Property		MMM	332	55	19,731.0	56.2	0.0	0.0	Committed	N
Hamilton Ring Road - Peachgrove, Te Aroha, Ruakura Upgrade	Design		HMH	324	55	290.0	163.1	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	55	7,816.7	1,465.3	1,465.3	1,465.3	Approved	N
<b>Hauraki District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	63	1,366.0	315.6	175.2	389.1	Approved	N
<b>Matamata-Piako District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	58	1,647.2	325.6	325.6	325.6	Approved	N
<b>Otorohanga District Council</b>											
Pavement Smoothing 08/09	Construction		MMH	324	63	391.0	4.6	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	62	852.0	180.0	180.0	180.0	Approved	N
<b>South Waikato District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	60	691.3	139.7	140.4	144.1	Approved	N
<b>Taupo District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	53	1,242.0	208.6	260.1	204.3	Approved	N
<b>Thames-Coromandel District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	53	3,254.7	598.6	605.5	559.7	Approved	N
Hot Water Beach Road Flood Mitigation	Construction		MML*	324	53	493.6	11.5	256.0	0.0	Reserve	N
<b>Waikato District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	63	8,384.5	1,760.9	1,821.8	1,818.4	Approved	N
Tamahere East - West Connection	Property		HHL	323	63	500.0	0.0	322.1	0.0	Probable	N
Tamahere East - West Connection	Investigation		HHL	323	63	125.0	80.5	0.0	0.0	Probable	N
State Highway 1/ Horotiu Bridge Rd Intersection Improvements	Construction		MML*	321	63	1,600.0	1,030.7	0.0	0.0	Reserve	N
Mangatawhiri Stock Effluent Disposal Facility	Investigation		MMH	321	63	20.0	0.0	0.0	12.9	Reserve	N
<b>Waipa District Council</b>											
09-12 Roading - HPMV Route Assessment	Investigation		MMH	322	100	80.0	17.3	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	59	1,843.2	358.1	373.2	380.6	Approved	N
Cambridge Bypass - Hautapu Interchange	Construction		HHL	323	59	1,600.0	181.0	542.9	241.3	Probable	N
Cambridge Third Bridge	Investigation		MML*	323	59	200.0	0.0	120.7	0.0	Reserve	N
Cambridge Bypass Old State Highway Intersection Improvements	Construction		MML*	321	59	2,200.0	0.0	0.0	60.3	Reserve	N



<b>Waitomo District Council</b>											
09-12 Roding - Te Kuiti Stock Effluent Disposal Facility	Construction		MMM	321	50	172.0	87.9	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads		MMH	341	69	1,098.2	238.2	264.0	272.6	Approved	N
<b>Wellington</b>											
<b>Carterton District Council</b>											
Minor improvements 2012/15	Local Roads	50	MMH	341	63	822.0	154.6	207.4	167.5	Approved	N
<b>Kapiti Coast District Council</b>											
09-12 Roding - Kapiti/Rimu intersection property purchase	Property		MMH	332	53	339.0	7.0	0.0	0.0	Committed	N
Western Link Road ALP	Construction		MMM	333	90	21,288.5	5,681.0	0.0	0.0	Committed	RC
Minor improvements 2012/15	Local Roads	50	MLH	341	53	1,355.3	266.6	240.2	227.6	Approved	N
Kapiti Road intersection improvements	Construction	50	HML*	324	53	1,900.0	1,029.7	0.0	0.0	Probable	N
Kapiti Road intersection improvements	Design	50	HML*	324	53	62.5	33.9	0.0	0.0	Probable	N
<b>Hutt City Council</b>											
Minor improvements 2012/15	Local Roads	50	MMH	341	58	3,399.5	660.1	740.1	615.9	Approved	N
Pavement Smoothing 2012-15	Construction	50	MML*	324	58	375.0	74.1	74.1	74.1	Reserve	N
<b>Masterton District Council</b>											
Manawa Bridge No3 Replacement	Construction		MMH	322	65	535.0	355.6	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	50	MMH	341	64	1,013.0	215.3	223.2	224.5	Approved	N
<b>Porirua City Council</b>											
Airlie Road Bridge	Construction		MMH	322	54	1,484.0	819.4	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	50	MLH	341	54	450.0	82.8	82.8	82.8	Approved	N
<b>South Wairarapa District Council</b>											
Minor improvements 2012/15	Local Roads	50	MMH	341	59	494.0	94.6	98.9	104.5	Approved	N
Minor improvements 2012/15	SPR	50	MMH	341	100	51.0	17.0	17.4	17.8	Approved	N
<b>Upper Hutt City Council</b>											
09-12 Roding - Akatarawa Road Bridge Replacement B1/4	Construction		MMM	322	55	5,210.0	149.7	0.0	0.0	Committed	NR
Minor improvements 2012/15	Local Roads	50	MMH	341	56	981.8	232.4	236.5	93.2	Approved	N
<b>Wellington City Council</b>											
Small Bus Priority Phase 1	Construction		LLL*	324	53	10,645.0	743.1	0.0	0.0	Committed	N
Minor improvements 2012/15	Local Roads	50	MMH	341	54	0.0	0.0	0.0	0.0	Approved	
WCC HPMV	Construction	50	HMH	322	54	350.0	193.3	0.0	0.0	Probable	N
Road Risk Mitigation	Construction	50	HMH	322	54	900.0	496.9	0.0	0.0	Probable	N
Johnsonville Triangle Roding Improvements	Construction	308	MML*	322	54	4,640.0	0.0	82.8	2,479.2	Reserve	N
Pavement Smoothing 2012-2015	Construction	50	MMH	324	54	4,950.0	883.4	911.0	938.7	Reserve	N
<b>West Coast</b>											

<b>Buller District Council</b>											
Minor improvements 2012/15	Local Roads		MMH	341	68.33	543.6	127.0	125.8	127.0	Approved	N
Minor improvements 2012/15	SPR		MMH	341	100	122.1	40.1	41.7	43.0	Approved	N
<b>Grey District Council</b>											
09-12 Roading - Atarua Road Strengthening and Widening	Construction		MMM	324	72	577.5	1.5	0.0	0.0	Committed	R
Minor improvements 2012/15	Local Roads		MMM	341	70.33	904.2	211.3	216.1	222.7	Approved	N
Rough River Bridge Replacement Atarau Road	Construction	3	HML*	322	71	3,859.1	2,801.6	0.0	0.0	Probable	R
[64.324.58.1] Atarua Rd strengthening/widening	Construction	4	HML*	324	70	623.1	0.0	0.0	223.0	Probable	R
[64.324.59.1] Taylorville-Blackball Rd strengthen	Construction	2	MML*	324	70.33	1,148.9	211.6	193.6	193.6	Reserve	NR
<b>Westland District Council</b>											
Minor improvements 2012/15	Local Roads		MMM	341	68	504.8	112.8	117.2	120.9	Approved	N
Minor improvements 2012/15	SPR		MMM	341	100	78.7	25.9	26.9	27.7	Approved	N
<b>DOC (Hokitika)</b>											
Minor improvements 2012/15	SPR	1	MMH	341	100	124.6	62.6	36.9	27.9	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>13 - New &amp; improved infrastructure for State highways</b>											
<b>Auckland</b>											
<b>Auckland Highway &amp; Network Operations</b>											
SH1 Puhoi to Warkworth RoNS Detailed Design and Construction	Property		HML	331	100	33,000.0	20,003.5	13,393.9	0.0	Committed	N
Western Ring Route - RONS	Construction		HMM	323	100	1,821,398.9	296,347.4	460,087.8	356,430.8	Committed	NR
SH1 Hill Rd to Takanini Sthbd 3L	Design		HMM	323	100	950.0	767.8	0.0	0.0	Committed	N
Papakura I/C Upgrade	Construction		MMM	324	100	27,750.0	21,176.5	2,077.2	0.0	Committed	N
09-12 Roading - Don Buck Rd to Huapai Lighting Improvement	Construction		MMH	324	100	1,475.0	358.0	0.0	0.0	Committed	N
AHB Extensions Structural Upgrade	Construction		HMH	322	100	78,203.5	231.9	0.0	0.0	Committed	N
Central Motorway Junction, Stage 2	Construction		MMM	323	100	136,713.4	28.3	0.0	0.0	Committed	N
09-12 Roading - Taupaki Rd/Old Nth Rd I/S Upgrade	Construction		MMM	324	100	4,500.0	13.1	0.0	0.0	Committed	N
SH1 Constellation to Greville - Nthbnd Capacity improvements	Investigation		HMM	323	100	500.0	309.3	0.0	0.0	Committed	N
Northern Busway PT (Stag 1 &	Construction		MMM	324	100	190,507.0	180.2	0.0	0.0	Committed	N

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Puhoi to Wellsford RoNS Development	Investigation		HML	323	100	60,488.0	5,151.4	17,607.8	21,979.6	Committed	N
SH 1 Waitemata Harbour Crossing	Investigation		HHL	323	100	12,827.9	2,142.1	1,437.8	0.0	Committed	N
Western Ring Route - RONS	Investigation		HMM	323	100	48,371.5	70.1	0.0	0.0	Committed	C
Manukau Hbour. Xing	Investigation		HMM	323	100	450.0	463.6	0.0	0.0	Committed	N
ALPURT - Sector B2 Toll Road	Construction		MMM	323	100	193,130.3	41.9	0.0	0.0	Committed	N
Hobsonville Deviation	Construction		MMM	323	100	217,056.3	1,766.0	2,050.5	875.8	Committed	N
Waiouru Connection I/C	Construction		MMM	323	100	20,787.1	17.6	0.0	0.0	Committed	N
ATMS Stage IV	Construction		HHH	321	100	54,671.3	6,506.6	3,606.1	0.0	Committed	N
AHB - Moveable Lane Barrier	Construction		HHH	321	100	7,374.0	25.8	20.6	0.0	Committed	N
Vic Park Tunnel	Construction		HMM	323	100	332,700.0	2,790.8	0.0	0.0	Committed	NR
Newmarket Viaduct to Greenlane Aux	Construction		HMM	324	100	18,900.0	56.4	0.0	0.0	Committed	N
Papakura I/C Upgrade	Investigation		MMM	324	100	1,031.1	37.0	0.0	0.0	Committed	C
Western Ring Route - RONS	Design		HMM	323	100	22,429.6	1,396.9	30.8	0.0	Committed	C
SH1 McKinney Road / Wech Drive Intersection improvements	Design		HMH	323	100	412.3	0.0	9.1	0.0	Committed	N
SH1 Warkworth to Wellsford RoNS - Detailed Design and Const	Property		HHL	331	100	43,000.0	0.0	0.0	2,060.6	Committed	N
Western Ring Route - RONS	Property		HMM	331	100	140,000.0	43,425.3	14,768.3	0.0	Committed	NC
Manukau Extension	Construction		MMM	323	100	242,749.3	1,008.4	0.0	0.0	Committed	N
Constellation to Orewa Busway Extension (Designation Only)	Investigation		HHL	324	100	2,448.0	1,048.3	0.0	0.0	Committed	N
09-12 Roading - Falls Bridge to Waitare Bridge Safety Impv	Investigation		HML	325	100	340.0	17.5	0.0	0.0	Committed	N
Newmarket Viaduct	Construction		HMM	322	100	226,164.3	19,508.1	0.0	0.0	Committed	N
AHB Storm Water Upgrade	Construction		HMH	324	100	4,908.1	378.5	0.0	0.0	Committed	N
Warkworth Stage 1	Construction		HMH	324	100	15,000.0	0.0	6,995.8	0.0	Committed	N
ATMS Stage IV	Design		HHH	321	100	2,843.5	371.1	0.0	0.0	Committed	N
Main H/way - EII H/Wy NB Aux	Construction		HMH	324	100	9,620.0	2,320.6	0.0	0.0	Committed	N
Punganui Stream Bridge Replacement	Construction		HMH	322	100	6,600.0	154.3	0.0	0.0	Committed	N
Manukau Hbour. Xing	Construction		HMM	323	100	212,739.4	6,503.3	4,926.0	0.0	Committed	R
Minor improvements 2012/15	State Highways	5	HMH	341	100	11,526.2	3,958.5	3,958.5	3,958.5	Approved	N
SH1 Takanini to Papakura 6L	Design	19	HMM	324	100	2,185.0	0.0	0.0	2,251.2	Probable	N
Average Speed Enforcement	Investigation	3	HMH	321	100	754.0	0.0	0.0	776.8	Probable	N
SH1 Sheepworld Southbound Passing Lane / Dome Valley	Design	18	HMM	324	100	412.0	424.5	0.0	0.0	Probable	N
Seismic Retrofit - Auckland	Construction	13	HMH	322	100	1,866.0	927.3	721.2	274.1	Probable	N
Constellation to Orewa Busway Extension (Designation Only)	Property	14	HHL	331	100	10,000.0	0.0	5,151.5	5,151.5	Probable	N
SH1 McKinney Road / Wech Drive Intersection	Construction	8	HMH	324	100	11,173.0	0.0	11,511.5	0.0	Probable	N

improvements											
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	Property	7	HMH	331	100	250.0	257.6	0.0	0.0	Probable	N
Safety Retrofit - Auckland	Construction	23	HMM	324	100	4,800.0	1,648.5	1,648.5	1,648.5	Probable	N
SH1 Esmonde to AHB Lane Optimisation	Design	6	HMH	321	100	103.0	106.1	0.0	0.0	Probable	N
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	Construction	7	HMH	324	100	20,194.0	0.0	0.0	20,805.9	Probable	N
SH 1 Waitemata Harbour Crossing	Investigation	15	HHL	323	100	23,002.0	0.0	2,165.7	2,256.4	Probable	N
HPMV - SH1 South Auckland to Tauranga - Auckland	Design	1	HMM	322	100	850.0	0.0	875.8	0.0	Probable	N
SH16 St Lukes Road Interchange Upgrade	Investigation	11	HMH	324	100	820.0	0.0	0.0	844.8	Probable	N
SH16 Trigg Rd - Factory Rd Median Barrier	Design	21	HMM	323	100	230.0	0.0	0.0	237.0	Probable	N
Improved Driver Information - Auckland	Construction	4	HMH	321	100	2,269.0	951.0	847.9	538.8	Probable	N
SH16 Brigham Creek - Railway Rd Median Barrier	Investigation	20	HMM	323	100	110.0	0.0	0.0	113.3	Probable	N
HPMV - SH1 South Auckland to Tauranga - Auckland	Construction	1	HMM	322	100	12,828.6	0.0	0.0	13,217.3	Probable	N
SH1 Takani to Papakura 6L	Property	19	HMM	331	100	1,000.0	0.0	0.0	1,030.3	Probable	N
SH1 Hill Rd to Takani Sthbd 3L	Construction	17	HMM	323	100	49,170.0	0.0	33,112.8	17,547.0	Probable	N
SH1 Constellation to Greville NBD 3-laning	Investigation	2	HMM	323	100	530.0	0.0	546.1	0.0	Probable	N
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	Investigation	7	HMH	324	100	242.0	249.3	0.0	0.0	Probable	N
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	Design	7	HMH	324	100	2,341.0	1,149.8	1,262.1	0.0	Probable	N
SH1 Takani to Papakura 6L	Investigation	19	HMM	324	100	1,591.0	0.0	1,639.2	0.0	Probable	N
SH16 Trigg Rd - Factory Rd Median Barrier	Investigation	21	HMM	323	100	110.0	0.0	113.3	0.0	Probable	N
SH1 Constellation to Greville NBD 3-laning	Design	2	HMM	323	100	1,093.0	0.0	1,126.1	0.0	Probable	N
SH1 Wayby Valley Rd I/I	Construction	10	HMH	324	100	2,090.0	1,062.2	1,091.1	0.0	Probable	N
Property Acquisition Block and Fees - Auckland	Construction	16	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
SH18 Paul Matthews Drive/ Caribbean Drive	Investigation	12	HLH	324	100	155.0	159.7	0.0	0.0	Reserve	N
SH1 Silverdale Interchange Upgrade	Design	9	HLH	324	100	212.0	0.0	218.4	0.0	Reserve	N
SH18 Paul Matthews Drive/ Caribbean Drive	Design	12	HLH	324	100	217.0	0.0	70.1	153.5	Reserve	N
SH1 Silverdale Interchange Upgrade	Investigation	9	HLH	324	100	206.0	212.2	0.0	0.0	Reserve	N
SH1 Silverdale Interchange Upgrade	Construction	9	HLH	324	100	2,251.0	0.0	0.0	750.1	Reserve	N
<b>Bay of Plenty</b>											
<b>BOP Highway &amp; Network Operations</b>											
Katikati Bypass	Investigation		MML	324	100	935.2	71.7	170.2	0.0	Committed	R

Tauriko Upgrade	Investigation		HML	323	100	1,500.0	401.9	0.0	0.0	Committed	N
Bethlehem to Route J - Four laning (SH2)	Property		MMH	331	100	1,370.0	476.0	0.0	0.0	Committed	N
Tauranga Northern Link	Investigation		MML	324	100	3,700.1	174.7	906.9	0.0	Committed	R
Harbour Link Construction	Construction		MMM	323	100	168,638.0	172.2	0.0	0.0	Committed	NC
09-12 Rooding - Strategic Plan Initiatives 9/12	Construction		MMM	321	100	2,587.8	1,590.8	0.0	0.0	Committed	N
Tauranga Central Corridor Improvements	Construction		MHH	324	100	4,225.7	631.2	0.0	0.0	Committed	N
Soldiers Road Realignment + IS	Design		HMM	324	100	300.0	57.8	0.0	0.0	Committed	N
09-12 Rooding - Arden Cottage Curves Realignment	Investigation		MMH	323	100	340.9	53.4	0.0	0.0	Committed	R
Rotorua Eastern Arterial	Investigation		MMM	323	100	1,900.0	106.4	0.0	0.0	Committed	C
Reids Canal Bridge Replacement (Large Project)	Construction		MMH	322	100	5,705.1	292.5	0.0	0.0	Committed	C
Hairini Link - Stage 4	Investigation		HMM	324	100	3,370.0	156.8	0.0	0.0	Committed	R
09-12 Rooding - Kauri Point PL	Design		MML	324	100	157.5	7.7	0.0	0.0	Committed	N
09-12 Rooding - Tuapiro Rd PL	Design		MML	324	100	216.1	6.3	0.0	0.0	Committed	N
TEL Tauranga Eastern Link	Construction		HHL	323	100	34,105.9	4,148.3	2,148.2	5,151.5	Committed	R
Maunganui Rd/Girven Rd I/S	Investigation		HHH	324	100	1,400.0	574.5	0.0	0.0	Committed	N
09-12 Rooding - Pekatahi Road/Rail Bridge Upgrade	Investigation		MMH	322	100	400.8	277.5	0.0	0.0	Committed	NR
Pyes Pa Bypass	Construction		MML	323	100	5,958.1	112.3	0.0	0.0	Committed	R
Bethlehem to Route J - Four laning (SH2)	Design		MMH	324	100	198.0	180.3	23.7	0.0	Committed	N
TEL Tauranga Eastern Link	Construction		HHL	323	100	340,000.0	66,145.1	65,678.0	35,673.2	Committed	NRC
Minor improvements 2012/15	State Highways	39	HMH	341	100	8,748.9	3,004.7	3,004.7	3,004.7	Approved	N
HPMV - SH2/SH33/SH30/SH5 Port of Tauranga to Taupo	Construction	52	HMH	322	100	656.0	0.0	0.0	675.9	Probable	N
Hairini Link - Stage 4	Construction	21	HMM	323	100	57,586.7	0.0	0.0	59,331.6	Probable	N
SH 2 Northern Corridor Safe System Programme	Investigation	40	HMH	324	100	2,333.0	0.0	1,597.0	0.0	Probable	N
HPMV - SH2/SH33/SH30/SH5 Port of Tauranga to Taupo	Investigation	52	HMH	322	100	52.0	53.6	0.0	0.0	Probable	N
SH 29 Eastern Kamai Safe System Corridor	Design	37	HMH	324	100	160.0	164.8	0.0	0.0	Probable	N
Maunganui Rd/Girven Rd I/S	Design	11	HHH	324	100	1,720.0	978.8	793.3	0.0	Probable	N
Bethlehem to Waihi Road SI SH2	Design	45	HMM	323	100	155.0	0.0	0.0	78.3	Probable	N
SH 29 Eastern Kamai Safe System Corridor	Construction	37	HMH	324	100	3,231.0	0.0	1,642.3	1,686.6	Probable	N
SH2 Apata Station Rd to Sargent Drive Median Barrier	Construction	63	HMH	323	100	4,624.0	0.0	1,541.3	1,587.7	Probable	N
Bethlehem to Waihi Road SI SH2	Investigation	45	HMM	323	100	146.0	74.2	76.2	0.0	Probable	N
SH2 Apata Station Rd to Sargent Drive Median Barrier	Investigation	63	HMH	323	100	139.0	143.2	0.0	0.0	Probable	N

HPMV - SH2/SH33/SH30/SH5 Port of Tauranga to Taupo	Design	52	HMH	322	100	53.0	0.0	54.6	0.0	Probable	N
Minden Te Puna Intersection Improvements	Investigation	66	HMH	321	100	103.0	106.1	0.0	0.0	Probable	N
Maunganui Rd/Girven Rd I/S	Property	11	HHH	324	100	4,002.0	0.0	3,070.3	1,053.0	Probable	N
Maunganui Rd/Girven Rd I/S	Construction	11	HHH	324	100	41,014.0	0.0	0.0	21,631.6	Probable	N
SH2 Apata Station Rd to Sargent Drive Median Barrier	Design	63	HMH	323	100	143.0	0.0	147.3	0.0	Probable	N
Hairini Link - Stage 4	Property	21	HMM	323	100	5,000.0	0.0	2,060.6	3,090.9	Probable	N
Seismic Retrofit - Bay of Plenty	Construction	53	HMH	322	100	352.0	206.1	103.0	53.6	Probable	N
SH2 Route Security Kukumoa Rooding Improvements	Investigation	31	MHH	324	100	1,133.0	1,167.3	0.0	0.0	Probable	N
Minden Te Puna Intersection Improvements	Design	66	HMH	321	100	106.0	0.0	109.2	0.0	Probable	N
SH 2 Northern Corridor Safe System Programme	Design	40	HMH	324	100	2,133.0	0.0	512.1	252.4	Probable	N
Hairini Link - Stage 4	Design	21	HMM	323	100	4,310.0	0.0	2,895.1	1,545.5	Probable	N
SH 2 Northern Corridor Safe System Programme	Construction	40	HMH	324	100	35,346.5	0.0	0.0	5,684.5	Probable	N
Safety Retrofit - Bay of Plenty	Construction	16	HMM	324	100	4,374.4	1,502.3	1,502.3	1,502.3	Probable	N
Sun Valley Realignment	Construction	32	HMH	324	100	4,356.0	1,453.8	1,497.0	1,537.2	Probable	N
Improved Driver Information - Bay of Plenty	Construction	61	HMH	321	100	621.0	213.3	197.8	228.7	Probable	N
Property Acquisition Block and Fees - Bay of Plenty	Construction	4	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
No3 Road Intersection Upgrade	Design	44	MMH	324	100	212.0	0.0	218.4	0.0	Reserve	N
Maketu/Rangiuru Intersection Upgrade	Design	43	MMH	323	100	700.0	0.0	0.0	721.2	Reserve	N
Maketu/Rangiuru Intersection Upgrade	Investigation	43	MMH	323	100	340.0	0.0	350.3	0.0	Reserve	N
SH2 Takitimu Dr Elizabeth St Intersection - Interim	Construction	24	MMH	323	100	2,841.0	0.0	946.8	975.7	Reserve	N
SH29 SEDF	Design	77	MMH	321	100	20.0	0.0	20.6	0.0	Reserve	N
SH29 SEDF	Construction	77	MMH	321	100	600.0	0.0	0.0	618.2	Reserve	N
No3 Road Intersection Upgrade	Investigation	44	MMH	324	100	318.0	327.6	0.0	0.0	Reserve	N
Taneatua Rail Overbridge	Construction	46	MMH	322	100	3,800.0	1,174.5	2,740.6	0.0	Reserve	N
<b>Canterbury</b>											
<b>Canterbury Highway &amp; Network Operations</b>											
Christchurch Bus Priority Measures (State Highway Component)	Construction		HMM	324	100	4,389.0	561.4	364.7	0.0	Committed	N
Western Belfast By-Pass	Design		HMM	323	100	2,679.8	1,919.0	618.2	0.0	Committed	R
Yaldhurst Rd to Waterloo Rd 4L	Property		HMM	331	100	2,035.0	454.4	0.0	0.0	Committed	R
Woodend SH1 Corridor Improvements	Investigation		HML	323	100	1,292.0	354.8	0.0	0.0	Committed	N
09-12 Rooding - Dyers Road Improvements - Metro to Maces	Construction		MMM	324	100	120.0	120.2	0.0	0.0	Committed	N
09-12 Rooding - Inmans Bridge	Construction		MMH	324	100	742.0	113.6	0.0	0.0	Committed	N

and Elliots Bridge Widening											
Wairakei Rd to Yaldhurst Rd 4 Laning	Construction		HMM	324	100	20,990.0	10,103.6	0.0	0.0	Committed	R
Wairakei Rd to Yaldhurst Rd 4 Laning	Design		HMM	322	100	6,265.0	2,960.9	0.0	0.0	Committed	R
Yaldhurst Rd to Waterloo Rd 4L	Construction		HMM	324	100	14,850.0	7,981.3	6,078.8	463.6	Committed	NR
CHCH Northern Arterial Rural with QE2	Investigation		HMM	323	100	3,000.0	948.3	0.0	0.0	Committed	R
QE2 Four Laning NArt to Hills Rd 4L	Investigation		HMM	324	100	200.0	4.2	0.0	0.0	Committed	R
09-12 Roading - Dyers Road Improvements - Metro to Maces	Design		MMM	324	100	124.7	16.1	0.0	0.0	Committed	N
09-12 Roading - Improvement to the Shingle Fans	Construction		MMM	324	100	3,444.9	258.6	0.0	0.0	Committed	N
Western Belfast By-Pass	Property		HMM	331	100	11,084.5	4,646.0	2,486.6	2,362.3	Committed	R
Christchurch Southern Motorway Extension (Stage 1)	Construction		MMM	323	100	115,919.0	17,774.3	2,096.7	0.0	Committed	R
Waitaki Bridges No1 And 2 Replacement	Design		LMH	322	100	2,250.0	428.3	20.6	0.0	Committed	N
CHC Southern Mwy HJR to Rolleston (Stage 2 & 3)	Investigation		HMM	323	100	7,236.5	3,739.4	0.0	0.0	Committed	R
Mingha Bluff to Rough Creek	Design		MML	324	100	864.0	219.5	0.0	0.0	Committed	N
Sawyers Arms to Wairakei Rd 4L	Design		HMM	324	100	830.0	201.8	0.0	0.0	Committed	N
Groynes to Sawyers Arms 4L	Property		HMM	331	100	4,643.2	4,131.5	0.0	0.0	Committed	NR
09-12 Roading - VDM Projects - Christchurch & West Coast	Investigation		MMM	322	100	245.0	25.4	0.0	0.0	Committed	N
CHC Southern Mwy HJR to Rolleston (Stage 2 & 3)	Design		HMM	323	100	5,403.5	3,620.8	1,431.3	0.0	Committed	R
Christchurch RoNS Programme Management	Investigation		HMM	323	100	2,981.5	481.8	824.2	0.0	Committed	R
QE2 Four Laning NArt to Hills Rd 4L	Property		HMM	331	100	2,202.5	1,726.6	0.0	0.0	Committed	N
SH1 - Tennyson St Intersection Safety Improvement	Investigation		MMM	323	100	150.1	2.8	0.0	0.0	Committed	N
Western Belfast By-Pass	Investigation		HMM	323	100	920.6	1.1	0.0	0.0	Committed	R
CHCH Northern Arterial Rural with QE2	Design		HMM	323	100	6,042.8	6,225.9	0.0	0.0	Committed	N
CHCH Northern Arterial Rural with QE2	Property		HMM	331	100	5,529.9	2,899.4	0.0	0.0	Committed	N
Groynes to Sawyers Arms 4L	Design		HMM	324	100	1,051.0	140.2	0.0	0.0	Committed	R
CHC Southern Mwy HJR to Rolleston (Stage 2 & 3)	Property		HMM	331	100	30,000.0	8,242.4	8,550.5	0.0	Committed	R
Minor improvements 2012/15	State Highways	4	HMH	341	100	8,988.8	3,087.1	3,087.1	3,087.1	Approved	N
Groynes to Sawyers Arms 4L	Construction	4	HMM	323	100	27,780.0	14,723.0	11,555.8	2,342.9	Probable	N
Western Belfast By-Pass	Construction	4	HMM	323	100	119,967.0	0.0	0.0	19,773.8	Probable	N
Safety Retrofit - Canterbury	Construction	4	HMM	324	100	4,494.4	1,543.5	1,543.5	1,543.5	Probable	N
Lyttelton Tunnel Safety Retrofit (Deluge) System	Construction	4	HMH	321	100	32,781.2	0.0	0.0	33,774.5	Probable	N
HPMV-SH1-Timaru to	Design	4	HMH	322	100	212.0	0.0	218.4	0.0	Probable	N

Christchurch											
HPMV-SH1-Timaru to Christchurch	Construction	4	HMH	322	100	1,577.0	0.0	0.0	525.5	Probable	N
Yaldhurst Rd to Waterloo Rd 4L	Construction	4	HMM	324	100	9,338.0	5,666.7	3,954.3	0.0	Probable	N
North Ashburton Safety Works	Construction	4	HMH	324	100	834.0	859.3	0.0	0.0	Probable	N
Waitaki Bridges No1 And 2 Replacement	Construction	4	LMH	322	100	16,971.0	8,606.1	8,879.1	0.0	Probable	N
Lyttelton Tunnel Safety Retrofit (Deluge) System	Design	4	HMH	321	100	2,048.0	0.0	1,303.3	806.7	Probable	N
Property Acquisition Block and Fees - Canterbury	Construction	4	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
Okarahia to Conway Side Protection	Design	4	HMM	324	100	103.0	106.1	0.0	0.0	Probable	N
Curletts Rd Optimisation - Earthquake Recovery	Design	4	HMH	321	100	200.0	206.1	0.0	0.0	Probable	N
Seismic Retrofit - Canterbury	Construction	4	HMH	322	100	1,650.0	772.7	515.2	412.1	Probable	N
Improved Driver Information - Canterbury	Construction	4	HMH	321	100	1,788.0	854.5	545.4	442.3	Probable	N
Curletts Rd Optimisation - Earthquake Recovery	Construction	4	HMH	321	100	500.0	103.0	412.1	0.0	Probable	N
Okarahia to Conway Side Protection	Construction	4	HMM	324	100	679.0	0.0	699.6	0.0	Probable	N
Wairakei Rd to Yaldhurst Rd 4 Laning	Construction	4	HMM	324	100	38,502.2	0.0	13,701.1	25,967.7	Probable	N
Sawyers Arms to Wairakei Rd 4L	Construction	4	HMM	324	100	13,800.0	7,937.4	6,280.7	0.0	Probable	N
North Ashburton Safety Works	Design	4	HMH	324	100	103.0	106.1	0.0	0.0	Probable	N
HPMV-SH1-Timaru to Christchurch	Investigation	4	HMH	322	100	206.0	212.2	0.0	0.0	Probable	N
Lineside Rd On-Ramp	Construction	4	HLH	323	100	3,367.0	1,711.3	1,757.7	0.0	Reserve	N
Sawyers Arms to Harewood 4L	Construction		MMM	324	100	10,500.0	7,624.2	3,193.9	0.0		N
<b>Gisborne</b>											
<b>Gisborne Highway &amp; Network Operations</b>											
09-12 Rooding - Panikau Hill Slow Vehicle Bays	Design		MMH	324	100	25.0	4.6	0.0	0.0	Committed	NR
09-12 Rooding - SH2 Pilmer & Farmer Roads I/S	Design		MMM	324	100	95.0	1.1	0.0	0.0	Committed	R
09-12 Rooding - Gisborne Napier Passing Opportunities - Gisbo	Design		MMH	324	100	85.0	59.9	0.0	0.0	Committed	R
09-12 Rooding - Kopuaroa No 3 Bridge Replacement	Construction		MMM	322	100	1,492.2	195.8	0.0	0.0	Committed	N
SH35 Tolaga - Gisborne Seal Widening	Construction		LMM	324	100	2,066.7	46.6	103.0	0.0	Committed	R
09-12 Rooding - Safety Retrofit 9/12	Construction		MML	324	100	555.0	28.3	0.0	0.0	Committed	NR
09-12 Rooding - Curve Nth of Makarika Rd	Construction		MMH	324	100	489.6	14.5	0.0	0.0	Committed	R
Minor improvements 2012/15	State Highways	1	MMH	341	100	1,995.6	685.4	685.4	685.4	Approved	N



Improved Driver Information - Gisborne	Construction	1	MMH	321	100	292.0	99.9	36.1	164.8	Probable	R
Safety Retrofit - Gisborne	Construction	1	HMH	323	100	997.8	342.7	342.7	342.7	Probable	R
Gisborne Stock Effluent Facility	Construction	2	MMH	323	100	300.0	0.0	309.1	0.0	Probable	R
HPMV SH35 Gisborne Route 1 - Tolaga Bay/Matawhero to Port	Construction	2	MMH	323	100	7,780.2	0.0	0.0	8,015.9	Probable	R
HPMV SH35 Gisborne Route 1 - Tolaga Bay/Matawhero to Port	Investigation	2	MMH	323	100	170.0	175.2	0.0	0.0	Probable	R
HPMV SH35 Gisborne Route 1 - Tolaga Bay/Matawhero to Port	Design	2	MMH	323	100	422.0	0.0	434.8	0.0	Probable	R
HPMV SH35 Gisborne Route 1 - Tolaga Bay/Matawhero to Port	Property	2	MMH	323	100	200.0	0.0	206.1	0.0	Probable	R
Property Acquisition Block and Fees - Gisborne	Construction	2	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Gisborne Napier Passing Opportunities -Gisborne	Construction	1	MLM	323	100	927.0	0.0	0.0	472.9	Reserve	R
SH35 Slow Vehicle Bays Stage 1	Construction	1	LLH	324	100	149.0	0.0	153.5	0.0	Reserve	R
Panikau Hill Slow Vehicle Bays	Construction	1	LLH	323	100	779.0	0.0	665.6	137.0	Reserve	R

## Hawkes Bay

### Hawkes Bay Highway & Network Operations

Tarawera Hill Realignment and PL's	Investigation		MMH	323	100	126.1	0.1	0.0	0.0	Committed	R
09-12 Rooding - SH2 Napier to Gisborne Passing Opportunities	Design		MMM	324	100	311.8	8.1	0.0	0.0	Committed	R
09-12 Rooding - Te Mahanga Nth Passing Lane	Construction		MMH	324	100	1,123.0	221.5	0.0	0.0	Committed	N
Matahorua Gorge Realignment	Construction		MML	324	100	19,211.9	286.5	92.7	0.0	Committed	NR
09-12 Rooding - VDM Projects - Hawke's Bay & Gisborne	Investigation		MMM	322	100	150.0	62.7	0.0	0.0	Committed	N
09-12 Rooding - SH2 South of SH50 Passing Lane	Construction		MMH	324	100	1,055.0	76.9	0.0	0.0	Committed	R
09-12 Rooding - College Road to Silverstream Realignment & P	Design		MMM	324	100	205.0	4.2	0.0	0.0	Committed	R
09-12 Rooding - Bay View to SH2/SH5 Intersection Seal Wideni	Investigation		MMH	324	100	95.8	13.1	0.0	0.0	Committed	R
09-12 Rooding - Poukawa Swamp Sth Passing Lane	Construction		MMM	324	100	750.0	752.1	20.6	0.0	Committed	N
HB Expressway Southern Extension	Construction		MMM	323	100	12,000.0	193.8	0.0	0.0	Committed	R
09-12 Rooding - Corkscrew Gully Northbound Passing Lane	Design		MMH	324	100	100.0	10.5	19.1	0.0	Committed	NR
09-12 Rooding - Corkscrew Gully Southbound Passing lane	Design		MMM	324	100	100.0	15.9	0.0	0.0	Committed	R
Waipukurau Overbridge Realignment	Construction		HMM	324	100	5,424.2	112.2	0.0	0.0	Committed	N
Minor improvements 2012/15	State Highways	19	MLH	341	100	4,424.0	1,519.4	1,519.4	1,519.4	Approved	N
HB Expressway Pakowhai & Links Rd Intersection	Investigation	2	MMH	323	100	103.0	106.1	0.0	0.0	Probable	R

SH2 Napier Road Intersection	Construction	2	HMH	324	100	3,743.0	0.0	929.3	2,927.1	Probable	R
HB Expressway Pakowhai & Links Rd Intersection	Construction	2	MMH	323	100	4,800.0	0.0	0.0	4,247.9	Probable	R
Seismic Retrofit - Hawkes Bay	Construction	14	HMH	322	100	1,500.0	515.2	515.2	515.2	Probable	R
Safety Retrofit - Hawke's Bay	Construction	13	HMM	324	100	2,212.0	759.7	759.7	759.7	Probable	R
HB Expressway Pakowhai & Links Rd Intersection	Property	2	MMH	323	100	1,500.0	0.0	0.0	1,545.5	Probable	R
Property Acquisition Block and Fees - Hawkes Bay	Construction	19	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Te Mahanga Sth -Passing Lane	Construction	11	HMH	323	100	1,623.0	1,672.2	0.0	0.0	Probable	N
Improved Driver Information - Hawkes Bay	Construction	19	HMH	321	100	876.8	301.1	107.9	494.3	Probable	R
HB Expressway Pakowhai & Links Rd Intersection	Design	2	MMH	323	100	80.0	0.0	82.4	0.0	Probable	R
Wairoa SEDF (North of Napier SEDF)	Design	7	MMH	323	100	85.0	87.6	0.0	0.0	Reserve	R
Wairoa SEDF (North of Napier SEDF)	Investigation	7	MMH	321	100	60.0	61.8	0.0	0.0	Reserve	R
HB Expressway Kennedy Rd to Meeanee Rd	Investigation	8	MMH	323	100	162.0	0.0	82.4	84.5	Reserve	R
Prebensen Drive / Hyderabad Rd Intersection Upgrade	Construction	4	MMH	323	100	2,295.0	0.0	0.0	2,364.5	Reserve	R
<b>Manawatu/Wanganui</b>											
<b>Manawatu/Wanganui Highway &amp; Network Operations</b>											
09-12 Rooding - SH3 SH54 Intersection	Design		MMM	324	100	130.0	44.8	0.0	0.0	Committed	R
09-12 Rooding - Corby Road South Curves	Construction		MMM	324	100	4,470.0	1,065.2	0.0	0.0	Committed	R
09-12 Rooding - Marangai Road South P/L	Construction		MMM	324	100	1,585.0	11.0	0.0	0.0	Committed	NR
Papatawa Realignment	Construction		MMM	324	100	12,346.3	6,021.9	638.8	281.3	Committed	R
09-12 Rooding - Rangitikei Line JFKennedy Drive Intersection	Construction		MMH	321	100	551.2	2.4	0.0	0.0	Committed	R
Manawatu Hill Realignment	Property		MMM	331	100	96.0	53.6	0.0	0.0	Committed	N
Wellington RoNS - 9. Otaki to Levin	Investigation		HHL	323	100	5,438.0	2,205.8	2,163.9	0.0	Committed	NR
Manawatu Hill Realignment	Design		MMM	324	100	350.0	23.8	0.0	0.0	Committed	R
Ohingaiti-Makohine Realignment	Construction		MML	324	100	14,245.9	90.8	0.0	0.0	Committed	R
09-12 Rooding - Millrick-Kendall Realignment	Design		MMM	324	100	240.0	48.6	0.0	0.0	Committed	R
09-12 Rooding - SH56/57 Drainage Safety Profiling	Design		MMM	321	100	115.8	46.2	0.0	0.0	Committed	R
Whakaruatapu Stream Bridge Replacement & Realignment	Design		HMM	324	100	199.2	13.8	0.0	0.0	Committed	R
09-12 Rooding - Waiauti Bridge Realignment	Construction		HMM	324	100	3,800.0	148.0	0.0	0.0	Committed	R
Minor improvements 2012/15	State Highways	2	HMH	341	100	4,755.6	1,633.2	1,633.2	1,633.2	Approved	N

HPMV - SH1 with Foxton to Shannon Diversion	Construction	2	HMH	324	100	2,652.0	0.0	2,732.4	0.0	Probable	R
HPMV - SH3 Heads Rd to SH1 Bulls	Construction	3	HMH	324	100	123.0	126.7	0.0	0.0	Probable	R
HPMV - SH1 with Foxton to Shannon Diversion	Design	2	HMH	324	100	129.0	132.9	0.0	0.0	Probable	R
HPMV - SH3 Heads Rd to SH1 Bulls	Design	3	HMH	324	100	6.0	6.2	0.0	0.0	Probable	R
Tahoraiti Railway Crossing	Investigation	4	HMM	324	100	84.0	0.0	86.5	0.0	Probable	R
Shannon North S/W	Construction	6	MMH	324	100	2,364.0	0.0	0.0	788.2	Probable	R
Shannon North S/W	Design	6	MMH	324	100	95.0	0.0	97.9	0.0	Probable	R
HPMV SH56/57/1 Palmerston North to Centreport Wellington	Design	2	HMH	324	100	53.0	0.0	54.6	0.0	Probable	R
Property Acquisition Block and Fees - Manawatu / Wanganui	Construction	12	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Whakaruatapu Stream Bridge Replacement & Realignment	Construction	4	HMM	324	100	6,578.0	0.0	3,947.0	2,830.3	Probable	R
HPMV - Feilding Awahuri Rd to SH3	Design	6	MMH	324	100	2.0	2.1	0.0	0.0	Probable	R
Tahoraiti Railway Crossing	Design	4	HMM	324	100	254.0	0.0	0.0	261.7	Probable	R
SH3 Manawatu Gorge Alternative Route	Construction	5	MMH	324	100	4,500.0	0.0	2,060.6	2,575.8	Probable	R
Seismic Retrofit - Manawatu/Wanganui	Construction	10	HMH	322	100	3,480.0	1,195.1	1,195.1	1,195.1	Probable	R
Improved Driver Information - Manawatu/Wanganui	Construction	12	HMH	321	100	1,095.0	298.8	582.1	247.3	Probable	R
Otamaraho Curve P/L Extension	Construction	6	HMH	324	100	3,136.0	1,593.9	1,637.1	0.0	Probable	N
Rangitikei Line Tremaine Ave Intersection Improvement	Construction	6	MHH	324	100	4,881.0	1,628.9	1,677.3	1,722.7	Probable	R
Golf Road South Passing Lane	Construction	6	HLH	324	100	1,077.0	0.0	547.1	562.5	Probable	R
HPMV - Feilding Awahuri Rd to SH3	Construction	6	MMH	324	100	24.0	24.7	0.0	0.0	Probable	R
HPMV SH56/57/1 Palmerston North to Centreport Wellington	Construction	2	HMH	324	100	1,051.0	0.0	0.0	1,082.8	Probable	R
Safety Retrofit - Manawatu / Wanganui	Construction	9	HMM	324	100	2,377.8	816.6	816.6	816.6	Probable	R
Waiouru SE Disposal facility	Construction	5	MMH	324	100	200.0	0.0	0.0	206.1	Probable	R
Shannon North S/W	Investigation	6	MMH	324	100	72.0	74.2	0.0	0.0	Probable	R
SH3 Manawatu Gorge Alternative Route	Design	5	MMH	324	100	250.0	257.6	0.0	0.0	Probable	R
Woodville SE Disposal facility	Construction	5	MMH	324	100	200.0	206.1	0.0	0.0	Probable	R
National Park SE Disposal facility	Construction	5	MMH	324	100	200.0	0.0	206.1	0.0	Probable	R
Sanson South P/L	Construction	9	MLH	324	100	824.0	849.0	0.0	0.0	Reserve	R
Manawatu Hill Realignment	Construction	7	MMM	324	100	11,221.5	0.0	0.0	6,565.0	Reserve	R
<b>Marlborough</b>											
<b>Marlborough Highway &amp; Network Operations</b>											
Dashwood Overbridge	Design		HMM	323	100	332.4	10.1	0.0	0.0	Committed	R

09-12 Rooding - SH6 Sneiders Creek Realignment	Construction		MMH	324	100	2,100.3	147.3	0.0	0.0	Committed	R
09-12 Rooding - VDM Projects - Region 10 Marlborough	Investigation		MMM	322	100	142.7	116.1	0.0	0.0	Committed	N
Committed block programme - Marlborough	Construction		MMM	324	100	1,480.5	119.3	0.0	0.0	Committed	NR
Lions Back Safety Improvements	Property		MMH	331	100	637.7	216.4	0.0	0.0	Committed	R
09-12 Rooding - SH62 Rapaura - Wratts to SH1	Construction		MMM	324	100	4,237.3	465.3	0.0	0.0	Committed	NR
Lions Back Safety Improvements	Construction		MMH	324	100	4,520.0	158.0	0.0	0.0	Committed	R
09-12 Rooding - SH1S Pukapuka Stream - Realignment	Investigation		MMH	324	100	25.1	6.1	0.0	0.0	Committed	R
09-12 Rooding - SH6 Bells Road / St Leonards Road I/S	Investigation		MMM	323	100	80.0	1.8	0.0	0.0	Committed	R
Minor improvements 2012/15	State Highways		HMH	341	100	1,645.5	565.1	565.1	565.1	Approved	N
Dashwood Overbridge	Construction		HMM	324	100	6,774.9	0.0	0.0	6,980.2	Probable	R
HPMV - SH1 - MDC19 (Port Marlborough to SH1 Boundary)	Investigation		HMH	322	100	314.0	323.5	0.0	0.0	Probable	R
Safety Retrofit - Marlborough	Construction		HMM	324	100	822.7	282.6	282.6	282.6	Probable	R
HPMV - SH1 - MDC19 (Port Marlborough to SH1 Boundary)	Construction		HMH	324	100	1,373.0	0.0	0.0	1,414.6	Probable	R
HPMV - SH1 - MDC19 (Port Marlborough to SH1 Boundary)	Design		HMH	322	100	334.0	0.0	344.1	0.0	Probable	R
Property Acquisition Block and Fees - Marlborough	Construction		HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
SH1 Weld Pass Realignment	Investigation		HLH	324	100	867.0	0.0	409.0	484.2	Reserve	R
SH1 Weld Pass Realignment	Design		HLH	324	100	459.0	0.0	0.0	472.9	Reserve	R
SH1S Picton to Blenheim Roadside hazard protection	Investigation		HLH	324	100	52.0	53.6	0.0	0.0	Reserve	R
Improved Driver Information - Marlborough	Construction		MML*	321	100	469.0	92.4	143.9	246.9	Reserve	R
SH1S Picton to Blenheim Roadside hazard protection	Construction		HLH	324	100	1,379.0	0.0	1,420.8	0.0	Reserve	R
Seismic Retrofit - Marlborough	Construction		MMH	322	100	450.0	257.6	206.1	0.0	Reserve	R
SH1S Picton to Blenheim Roadside hazard protection	Design		HLH	324	100	52.0	53.6	0.0	0.0	Reserve	R

## Nelson

### Nelson Highway & Network Operations

09-12 Rooding - SH6 Cable Bay Road Intersection	Design		MMM	324	100	100.0	11.1	0.0	0.0	Committed	R
09-12 Rooding - SH6 Rai Saddle Second Curve Realignment	Design		MMM	324	100	357.1	257.6	0.0	0.0	Committed	R
09-12 Rooding - SH6 Teal River Bridge	Design		MML	324	100	227.9	1.3	0.0	0.0	Committed	R
Minor improvements 2012/15	State Highways		HMH	341	100	1,440.0	494.5	494.5	494.5	Approved	N

SH6 Nelson Stock Effluent Facility Improvements	Design	2	MLH	321	100	80.0	0.0	82.4	0.0	Probable	R
SH6 Nelson Stock Effluent Facility Improvements	Construction	2	MLH	321	100	468.0	0.0	0.0	482.2	Probable	R
SH6 Quarantine Road I/S	Design	9	MLH	324	100	212.0	0.0	218.4	0.0	Probable	R
SH6 Quarantine Road I/S	Construction	9	MLH	324	100	1,202.0	0.0	0.0	1,238.4	Probable	R
Safety Retrofit - Nelson	Construction	1	HMM	324	100	720.0	247.3	247.3	247.3	Probable	R
Property Acquisition Block and Fees - Nelson	Construction	7	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
SH6 Rai Saddle Second Curve Realignment	Construction	11	MLH	324	100	4,798.0	0.0	2,441.8	2,501.6	Probable	R
SH6 Whakatu Drive Northbound Capacity Improvements	Design	15	MLM	324	100	212.0	0.0	218.4	0.0	Reserve	R
SH6 Whakatu Drive Northbound Capacity Improvements	Investigation	15	MLM	324	100	155.0	159.7	0.0	0.0	Reserve	R
SH6 Atawhai Drive Intersections	Construction	16	MML*	324	100	1,808.0	0.0	0.0	1,862.8	Reserve	R
SH6 Whakatu Drive Northbound Capacity Improvements	Construction	15	MLM	324	100	1,100.0	0.0	0.0	1,133.3	Reserve	R
SH6 Whakatu Drive/Saxton Fields Roundabout	Investigation	8	MML*	324	100	206.0	212.2	0.0	0.0	Reserve	R
Improved Driver Information - Nelson	Construction		LLL*	321	100	669.0	92.4	143.9	453.0		N

## Northland

### Northland Highway & Network Operations

09-12 Rooding - Kensington to Manse St SE	Investigation		MMM	324	100	380.0	29.9	0.0	0.0	Committed	N
Kamo Bypass Stage 2	Construction		MML	323	100	15,400.0	1,190.1	0.0	0.0	Committed	NR
09-12 Rooding - Puketona SH11 Int. Impvt	Design		MMM	324	100	200.0	111.3	0.0	0.0	Committed	R
Tarewa I/S Improvements and Tarewa to SH14 4 Laning	Property		HML	331	100	1,472.0	1,442.4	0.0	0.0	Committed	N
09-12 Rooding - Old North Rd SB PL	Construction		MMM	324	100	4,385.3	190.2	0.0	0.0	Committed	R
SH1 Akerama Curves Realign & PL	Design		MMM	324	100	1,091.0	137.0	0.0	0.0	Committed	R
Bulls Gorge Realign	Construction		MML	324	100	6,915.8	1,052.0	64.9	0.0	Committed	N
09-12 Rooding - Lily Pond Bridge to Quarry Seal Widening	Construction		MMM	324	100	3,110.0	483.4	0.0	0.0	Committed	N
Waitiki Landing to Cape Reinga SE Stg 2	Construction		MMM	325	100	19,882.7	15.5	0.0	0.0	Committed	R
SH1 Corridor Improvements - Whangarei	Construction		HMM	324	100	5,870.1	5,687.5	71.9	0.0	Committed	N
09-12 Rooding - High Performance Longlife marking Northland	Construction		MMH	321	100	1,400.0	34.0	0.0	0.0	Committed	R
09-12 Rooding - Far North District SEDF	Design		MMH	321	100	51.5	2.9	0.0	0.0	Committed	R
09-12 Rooding - Waiotu North NB PL	Design		MMM	324	100	334.7	17.4	0.0	0.0	Committed	N
Minor improvements 2012/15	State	1	HMH	341	100	6,633.1	2,278.0	2,278.0	2,278.0	Approved	N

	Highways										
HPMV Auckland to Whangarei (Portland)	Design	2	HMH	322	100	200.0	0.0	0.0	206.1	Probable	N
Selwyn Ave to Fourth Ave 4L Stg 2	Construction	3	HMM	324	100	8,654.0	0.0	6,768.3	2,147.9	Probable	N
SH1, Springfield to Mata Median Barrier	Construction	2	HMH	324	100	3,845.0	0.0	0.0	1,281.7	Probable	N
Safety Retrofit - Northland	Construction	3	HMM	324	100	3,316.5	1,139.0	1,139.0	1,139.0	Probable	N
SH1 Waipu to Brynderwyn (Combined) Median Barrier	Design	2	HMH	324	100	172.0	0.0	177.2	0.0	Probable	N
Brynderwyn North Median Barrier (SH1)	Construction	2	HMH	324	100	5,000.0	0.0	0.0	5,151.5	Probable	N
SH1N - Brynderwyn North Safe System Project	Property	2	HMH	331	100	250.0	257.6	0.0	0.0	Probable	N
SH1 Kensington to Manse St SE	Construction	3	HMH	324	100	4,999.0	0.0	1,676.3	1,722.7	Probable	N
SH1N - Brynderwyn North Safe System Project	Design	2	HMH	324	100	630.0	0.0	649.1	0.0	Probable	N
SH1 Waipu to Brynderwyn (Combined) Median Barrier	Investigation	2	HMH	324	100	100.0	0.0	103.0	0.0	Probable	N
Brynderwyn North Median Barrier (SH1)	Design	2	HMH	324	100	56.0	0.0	57.7	0.0	Probable	N
HPMV - SH1 Wilsonville to Portland	Design	2	HMH	322	100	52.0	53.6	0.0	0.0	Probable	N
Improved Driver Information - Northland	Construction	2	HMH	321	100	470.0	92.7	247.3	144.2	Probable	N
SH1, Springfield to Mata Median Barrier	Investigation	2	HMH	324	100	31.0	31.9	0.0	0.0	Probable	N
Brynderwyn North Median Barrier (SH1)	Investigation	2	HMH	324	100	34.0	0.0	35.0	0.0	Probable	N
SH1 Kensington to Manse St SE	Design	3	HMH	324	100	412.0	424.5	0.0	0.0	Probable	N
HPMV - SH1 Wilsonville to Portland	Construction	2	HMH	322	100	796.0	0.0	820.1	0.0	Probable	N
HPMV Auckland to Whangarei (Portland)	Construction	2	HMH	322	100	3,300.0	0.0	0.0	3,400.0	Probable	N
Property Acquisition Block and Fees - Northland	Construction	6	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
SH1N - Brynderwyn North Safe System Project	Construction	2	HMH	324	100	7,868.0	0.0	0.0	8,106.4	Probable	N
SH14 Intersection Improvement	Construction	3	HMM	324	100	7,650.0	0.0	0.0	7,881.8	Probable	N
SH1, Springfield to Mata Median Barrier	Design	2	HMH	324	100	53.0	0.0	54.6	0.0	Probable	N
Mate Ulrich road Realignment and widening (SH10)	Design	4	HLH	324	100	106.0	0.0	109.2	0.0	Reserve	N
Mate Ulrich road Realignment and widening (SH10)	Construction	4	HLH	324	100	1,331.0	0.0	0.0	675.9	Reserve	N
SH1 Whangarei Stock Effluent Disposal Facility	Construction	2	MMH	321	100	125.0	0.0	0.0	128.8	Reserve	N
Mate Ulrich road Realignment and widening (SH10)	Investigation	4	HLH	324	100	103.0	106.1	0.0	0.0	Reserve	N
Flood Mitigation group	Construction	2	MMH	324	100	4,182.0	2,125.5	2,183.2	0.0	Reserve	N

Otago											
Otago Highway & Network Operations											
Caversham Highway Improvements: Stage 1	Construction		HML	324	100	20,000.0	2,118.8	0.0	0.0	Committed	R
09-12 Rooding - Deborah Realignment	Investigation		MMM	324	100	170.0	13.0	0.0	0.0	Committed	R
09-12 Rooding - Peninsula Road (SH6) Intersection Improvemen	Construction		MMM	323	100	1,310.3	144.7	0.0	0.0	Committed	R
Kawarau Falls Bridge	Design		HML	322	100	1,099.6	274.4	0.0	0.0	Committed	R
Caversham Highway Improvements: Stage 1	Property		HML	331	100	4,600.0	290.0	0.0	0.0	Committed	NR
09-12 Rooding - SH6A Multi-Modal Corridor Stage 1	Investigation		MML	324	100	120.0	86.7	0.0	0.0	Committed	R
09-12 Rooding - SH6A Multi-Modal Corridor Stage 1	Design		MML	324	100	100.0	87.6	0.0	0.0	Committed	R
09-12 Rooding - Safety Retrofit 9/12	Construction		MMM	324	100	1,008.7	60.7	0.0	0.0	Committed	N
Minor improvements 2012/15	State Highways	2	HMH	341	100	4,797.0	1,647.4	1,647.4	1,647.4	Approved	N
Glenda Drive Intersection and Associated Roads	Design	6	HMM	324	100	185.0	190.6	0.0	0.0	Probable	R
HPMV-SH1-Edendale to Stirling to Oamaru to Clandeboye	Design	1	HMH	322	100	255.0	0.0	262.7	0.0	Probable	R
Caversham Highway Improvements: Stage 2	Construction		HMM	323	100	21,000.0	11,333.3	10,303.0	0.0	Probable	R
Property Acquisition Block and Fees - Otago	Construction	6	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
HPMV-SH6&&79-Invercargill to Queenstown to Christchurch	Investigation	1	HMH	322	100	361.0	371.9	0.0	0.0	Probable	R
HPMV-SH6&&79-Invercargill to Queenstown to Christchurch	Construction	1	HMH	322	100	2,529.0	0.0	0.0	1,283.8	Probable	R
HPMV-SH1-Edendale to Stirling to Oamaru to Clandeboye	Investigation	1	HMH	322	100	310.0	319.4	0.0	0.0	Probable	R
HPMV-SH1-Edendale to Stirling to Oamaru to Clandeboye	Construction	1	HMH	322	100	1,257.0	0.0	0.0	1,295.1	Probable	R
Glenda Drive Intersection and Associated Roads	Construction	6	HMM	323	100	1,061.0	0.0	1,093.1	0.0	Probable	R
HPMV-SH6&&79-Invercargill to Queenstown to Christchurch	Design	1	HMH	322	100	583.0	0.0	600.7	0.0	Probable	R
Seismic Retrofit - Otago	Construction	2	MMH	322	100	446.0	229.8	229.8	0.0	Reserve	N
Beaumont bridge replacement	Investigation	2	MMH	322	100	395.0	0.0	407.0	0.0	Reserve	N
Beaumont bridge replacement	Design	2	MMH	322	100	1,531.0	0.0	0.0	887.1	Reserve	N
Southland											
Southland Highway & Network Operations											
Homer Tunnel Safety Improvements	Investigation		HMH	323	100	1,069.9	149.7	0.0	0.0	Committed	R
09-12 Rooding - Kennington Curve Realignment	Investigation		MMM	324	100	54.6	10.3	0.0	0.0	Committed	NR
09-12 Rooding - Tay Street/Racecourse Road (SH1) Intersectio	Design		MMH	323	100	89.8	8.6	0.0	0.0	Committed	R

09-12 Rooding - Gill Road Realignment	Construction		MMH	324	100	1,223.1	29.2	0.0	0.0	Committed	R
Minor improvements 2012/15	State Highways	1	HMH	341	100	3,620.0	1,243.2	1,243.2	1,243.4	Approved	N
HPMV-SH96- Winton to Ohai	Investigation	1	HMH	322	100	103.0	106.1	0.0	0.0	Probable	R
HPMV-SH96- Winton to Ohai	Construction	1	HMH	322	100	437.0	0.0	0.0	450.2	Probable	R
Gore to Matura Stock Effluent Disposal Site	Construction	1	MMH	321	100	150.0	0.0	0.0	154.5	Probable	R
Homer Tunnel Safety Improvements	Investigation	1	HMH	322	100	1,000.0	515.2	515.2	0.0	Probable	R
Southland Stock Effluent Sites	Construction	1	MMH	321	100	110.0	0.0	0.0	113.3	Probable	N
Property Acquisition Block and Fees - Southland	Construction	1	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Edendale Realignment	Design	1	MMM	324	100	263.0	0.0	114.4	156.6	Probable	R
Edendale Realignment	Construction	1	MMM	324	100	8,278.1	0.0	0.0	5,604.8	Probable	R
HPMV-SH96- Winton to Ohai	Design	1	HMH	322	100	106.0	0.0	109.2	0.0	Probable	R
Homer Tunnel Safety Improvements	Design	1	HMH	322	100	1,881.0	0.0	1,088.0	850.0	Probable	R
Safety Retrofit - Southland	Construction	1	MMM	324	100	1,956.8	672.0	672.0	672.0	Probable	R
SH94 - Falls Creek Bridge Widening	Design	1	MLM	324	100	79.0	81.4	0.0	0.0	Reserve	R
SH94 - Falls Creek Bridge Widening	Construction	1	MLM	324	100	1,379.0	0.0	1,420.8	0.0	Reserve	R
Seismic Retrofit - Southland	Construction	1	MML*	322	100	546.0	267.9	175.2	119.5	Reserve	R
Kennington Curve Realignment	Construction	1	MLH	324	100	974.0	0.0	1,003.5	0.0	Reserve	R
Woodlands Passing Lanes	Construction	1	MLM	324	100	2,561.0	2,638.6	0.0	0.0	Reserve	R
Tay Street/Racecourse Road (SH1) Intersection improvements.	Construction	1	MLH	323	100	1,238.0	1,275.5	0.0	0.0	Reserve	R
Kennington Curve Realignment	Investigation	1	MLH	324	100	10.0	10.3	0.0	0.0	Reserve	R
Kennington Curve Realignment	Design	1	MLH	324	100	73.0	75.2	0.0	0.0	Reserve	R
<b>Taranaki</b>											
<b>Taranaki Highway &amp; Network Operations</b>											
Bell Block By-Pass	Construction		MHM	324	100	22,830.0	197.9	0.0	0.0	Committed	NR
09-12 Rooding - Bridge Widening Strategy West Wanganui (6#)	Design		MMM	322	100	120.0	57.5	0.0	0.0	Committed	R
09-12 Rooding - Muggeridge South Real	Construction		MMM	324	100	4,640.0	199.9	0.0	0.0	Committed	R
Rugby Road Underpass	Construction		HMM	324	100	11,209.8	7.6	0.0	0.0	Committed	R
09-12 Rooding - VDM Projects - Taranaki	Investigation		MMM	322	100	279.0	11.3	0.0	0.0	Committed	N
Normanby Overbridge Realignment	Design		LMH	324	100	506.0	16.7	0.0	0.0	Committed	N
Vickers Road to New Plymouth City	Investigation		MMM	324	100	885.0	245.8	0.0	0.0	Committed	R
Minor improvements 2012/15	State Highways	3	HMH	341	100	5,475.6	1,880.5	1,880.5	1,880.5	Approved	N



Vickers Road to New Plymouth City	Property	6	MMM	324	100	1,500.0	0.0	1,545.5	0.0	Probable	R
Seismic Retrofit - Taranaki	Construction	10	MMH	322	100	80.0	82.4	0.0	0.0	Probable	R
Safety Retrofit - Taranaki	Construction	9	HMM	324	100	2,737.8	940.3	940.3	940.3	Probable	R
HPMV - South Taranaki to Port Taranaki	Construction	8	HHH	324	100	3,388.0	0.0	1,129.2	1,163.2	Probable	R
HPMV - South Taranaki to Port Taranaki	Design	8	HHH	324	100	160.0	164.8	0.0	0.0	Probable	R
Vickers Road to New Plymouth City	Construction	6	MMM	324	100	12,000.0	0.0	0.0	4,121.2	Probable	R
Improved Driver Information - Taranaki	Construction	17	MMH	321	100	748.5	237.7	373.0	160.5	Probable	R
Vickers Road to New Plymouth City	Design	6	MMM	324	100	700.0	0.0	721.2	0.0	Probable	R
Property Acquisition Block and Fees - Taranaki	Construction	18	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Mokau - NP P/L's	Construction	7	MMM	324	100	3,165.0	0.0	1,659.8	1,601.1	Reserve	R
Mokau - NP P/L's	Design	7	MMM	324	100	206.0	212.2	0.0	0.0	Reserve	R
Normanby Overbridge Realignment	Construction	6	LMH	322	100	13,631.1	0.0	0.0	7,303.0	Reserve	R

## Tasman

### Tasman Highway & Network Operations

Committed block programme - Tasman	Construction		MMM	324	100	680.0	279.8	0.0	0.0	Committed	N
SH60 Ruby Bay Bypass	Construction		LML	323	100	27,645.7	64.5	41.2	0.0	Committed	NR
Minor improvements 2012/15	State Highways		HMH	341	100	1,440.0	494.5	494.5	494.5	Approved	N
Property Acquisition Block and Fees - Tasman	Construction		HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N

## Waikato

### Waikato Highway & Network Operations

Kopu Bridge Replacement	Construction		MMH	322	100	39,276.6	1,004.9	470.2	0.0	Committed	N
Huntly Section	Property		HHL	331	100	15,000.0	10,302.1	0.0	0.0	Committed	NR
Ngaruawahia Section	Construction		HML	323	100	168,795.1	62,538.7	44,405.9	0.0	Committed	NC
Te Rapa Section	Construction		HHL	323	100	131,027.8	25,209.2	10,775.5	0.0	Committed	C
Tamahere Section	Property	9	HHL	324	100	6,558.0	2,311.0	2,173.3	0.0	Committed	N
Te Rapa Section	Property		HHL	331	100	34,000.0	1,318.2	0.0	0.0	Committed	N
Maramarua Deviation (SH2)	Property		HML	331	100	8,621.0	3,965.9	0.0	0.0	Committed	NC
Hamilton Southern Links	Investigation		HML	323	100	5,250.0	2,414.4	0.0	0.0	Committed	N
Waikato Expressway RoNS Programme Office	Investigation		HML	323	100	12,500.0	1,421.9	2,575.8	2,717.3	Committed	N
Kopu Bridge Replacement	Design		MMH	322	100	2,326.8	6.9	0.0	0.0	Committed	N
Atiamuri Bridge Replacement	Construction		HHH	322	100	24,300.0	14,532.3	361.4	0.0	Committed	NR
Ngaruawahia Section	Property		HML	331	100	26,380.0	8,857.1	0.0	0.0	Committed	NR
Hamilton Section	Property		HHL	331	100	65,000.0	33,752.6	19,656.8	0.0	Committed	NR

Long Swamp Section	Design		HHL	324	100	2,500.0	1,234.9	1,150.0	0.0	Committed	N
09-12 Rooding - Safety Improvements : SH39	Construction		MMM	324	100	4,200.0	1,143.6	0.0	0.0	Committed	N
Huntly Section	Investigation		HHL	323	100	12,532.0	4,547.3	649.1	123.6	Committed	R
Kopuku Realignment	Investigation		HML	324	100	1,360.8	74.9	45.3	0.0	Committed	R
Cambridge Section (Waikato Expressway)	Design		HHL	323	100	6,017.6	654.7	0.0	0.0	Committed	NR
Long Swamp Section	Investigation		HHL	324	100	2,600.0	180.3	0.0	0.0	Committed	R
09-12 Rooding - SH26/27 Intersection Improvements	Construction		MMM	324	100	4,064.0	513.8	0.0	0.0	Committed	N
09-12 Rooding - Limmer Rd Realignment	Investigation		MMH	324	100	190.0	45.8	0.0	0.0	Committed	N
Te Rapa Section	Design		HHL	323	100	3,999.0	30.9	72.5	0.0	Committed	N
Rangiriri Section	Construction		HHL	324	100	9,200.0	5,040.1	978.8	0.0	Committed	N
Rangiriri Section	Property		HHL	331	100	4,982.4	1,329.1	0.0	0.0	Committed	N
Maramarua Deviation (SH2)	Design		HML	324	100	3,378.0	37.3	2,197.8	0.0	Committed	C
Ngaruawahia Section	Design		HML	323	100	4,409.5	204.8	0.0	0.0	Committed	NR
Hamilton Section	Investigation		HHL	324	100	8,912.6	3,451.5	1,835.2	0.0	Committed	R
Piarere - Oak Tree Bend Realign	Construction		MML	324	100	9,382.5	30.9	0.0	0.0	Committed	R
Rangiriri Section	Design		HHL	324	100	5,105.5	51.3	0.0	0.0	Committed	N
09-12 Rooding - Laxon Rd Realignment	Investigation		MMH	324	100	240.0	99.7	0.0	0.0	Committed	N
09-12 Rooding - Mangatarata Double PLs	Investigation		MMM	324	100	136.0	58.9	0.0	0.0	Committed	N
Tamahere Section	Investigation		HHL	324	100	3,200.0	2,123.8	0.0	0.0	Committed	R
Mangatawhiri Deviation	Construction		MMM	324	100	42,996.5	4.2	0.0	0.0	Committed	N
Cambridge Section (Waikato Expressway)	Property		HHL	331	100	33,555.0	25,030.5	0.0	0.0	Committed	NR
09-12 Rooding - Pats Corner Realignment	Investigation		MMH	324	100	135.0	63.0	0.0	0.0	Committed	N
Minor improvements 2012/15	State Highways	12	HMH	341	100	14,857.1	5,102.4	5,102.4	5,102.4	Approved	N
SH1 Cambridge to Piarere Safe System Improvements	Investigation	41	HMM	324	100	910.0	0.0	580.1	357.5	Probable	N
Kahikatea Dr Ext/Greenwood St Int Impvt	Investigation	44	HMM	324	100	170.0	0.0	175.2	0.0	Probable	N
Tirau SH1/5 Improvements	Design	3	HMH	324	100	124.0	127.8	0.0	0.0	Probable	N
Cambridge Section (Waikato Expressway)	Construction	11	HHL	323	100	172,272.1	0.0	88,064.4	89,427.6	Probable	N
Rangiriri Section	Construction		HHL	323	100	81,687.7	0.0	54,197.5	29,965.3	Probable	N
Tirau SH1/5 Improvements	Construction	4	HMH	324	100	2,907.0	0.0	1,477.5	1,517.6	Probable	N
SH2 Pokeno - Mangatarata Safe System Demonstration Project	Design	14	HMM	324	100	893.0	0.0	920.1	0.0	Probable	N
Piarere Junction Safety Improvements	Construction	2	HMH	324	100	4,918.0	0.0	1,639.2	1,688.7	Probable	N
SH1 Cambridge to Piarere Safe System Improvements	Design	42	HMM	324	100	706.0	0.0	0.0	358.5	Probable	N
Kahikatea Dr Ext/Greenwood St	Design	45	HMM	324	100	120.0	0.0	0.0	123.6	Probable	N

Int Impvt											
Piarere Junction Safety Improvements	Design	1	HMH	324	100	258.0	265.8	0.0	0.0	Probable	N
SH2/25 IS At Grade Interim	Design	40	HMM	324	100	278.0	0.0	0.0	141.2	Probable	N
Seismic Retrofit - Waikato	Construction	21	HMH	322	100	295.0	200.9	103.0	0.0	Probable	N
SH2 Pokeno - Mangatarata Safe System Demonstration Project	Investigation	13	HMM	324	100	1,004.0	0.0	1,034.4	0.0	Probable	N
SH2 Pokeno - Mangatarata Safe System Demonstration Project	Construction	15	HMM	324	100	48,171.4	0.0	0.0	49,631.0	Probable	N
Southern Coromandel Motorcycle Safety Demonstration Project	Design	17	HMH	324	100	212.0	0.0	218.4	0.0	Probable	N
HPMV - SH1/SH29 Auckland to Tauranga	Construction	60	HMH	323	100	222.0	0.0	0.0	112.3	Probable	N
Property Acquisition Block and Fees - Waikato	Construction	51	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
Southern Coromandel Motorcycle Safety Demonstration Project	Construction	18	HMH	324	100	1,202.0	0.0	0.0	1,238.4	Probable	N
Improved Driver Information - Waikato	Construction	20	HMH	321	100	1,449.0	497.6	461.6	533.7	Probable	N
Southern Coromandel Motorcycle Safety Demonstration Project	Investigation	16	HMH	324	100	206.0	212.2	0.0	0.0	Probable	N
Hillcrest & Morrinsville Rd IS	Construction	19	HMM	324	100	4,452.0	1,485.7	1,530.0	1,571.2	Probable	N
HPMV - SH1/SH29 Auckland to Tauranga	Investigation	58	HMH	322	100	31.0	31.9	0.0	0.0	Probable	N
HPMV - SH1/SH29 Auckland to Tauranga	Design	59	HMH	323	100	38.0	0.0	39.2	0.0	Probable	N
SH2/25 IS At Grade Interim	Investigation	39	HMM	324	100	188.0	0.0	95.8	97.9	Probable	N
Tamahere Section	Construction	10	HHL	323	100	65,563.6	0.0	0.0	67,550.2	Probable	N
Safety Retrofit - Waikato	Construction	43	HMM	324	100	5,000.0	2,551.2	1,300.1	1,300.1	Probable	N
Putaruru SEDF	Construction	65	MMH	321	100	200.0	0.0	0.0	206.1	Reserve	N
Ngutuwera Bridge Northbd PL	Construction	26	HLH	324	100	1,442.0	0.0	0.0	731.5	Reserve	N
Pat's Corner SVB	Construction	28	HLH	323	100	770.0	0.0	562.5	230.8	Reserve	N
Rangitaiki Northbd PL	Design	63	HLH	324	100	72.0	74.2	0.0	0.0	Reserve	N
Limmer Rd Realignment (SH39)	Design	7	HLH	324	100	98.0	101.0	0.0	0.0	Reserve	N
Te Kuiti SEDF	Design	66	MMH	321	100	100.0	0.0	0.0	103.0	Reserve	N
Link Road Curves Realignment (SH1)	Design	54	HLH	324	100	95.0	0.0	97.9	0.0	Reserve	N
Ngutuwera Bridge Northbd PL	Design	25	HLH	324	100	95.0	0.0	97.9	0.0	Reserve	N
Limmer Rd Realignment (SH39)	Construction	8	HLH	324	100	754.0	0.0	383.3	393.6	Reserve	N
Walnut Rd PL	Investigation	36	HLH	323	100	77.0	79.3	0.0	0.0	Reserve	N
Tokoroa Golf Course Southbd PL	Construction	35	HLH	324	100	1,543.0	0.0	0.0	1,126.1	Reserve	N
Pat's Corner SVB	Design	27	HLH	324	100	57.0	58.7	0.0	0.0	Reserve	N
Rangitaiki Northbd PL	Construction	64	HLH	324	100	1,391.0	0.0	1,015.9	417.3	Reserve	N
Walnut Rd PL	Design	37	HLH	323	100	106.0	0.0	109.2	0.0	Reserve	N
Tokoroa Golf Course Southbd	Design	34	HLH	324	100	106.0	0.0	109.2	0.0	Reserve	N

PL											
Kautatahi Stream Northbd PL (SH5)	Design	61	HLH	324	100	103.0	106.1	0.0	0.0	Reserve	N
Rangipo SVB	Construction	30	HLH	323	100	1,284.0	0.0	937.6	385.3	Reserve	N
Waikato SEDF	Investigation	68	MMH	321	100	100.0	0.0	103.0	0.0	Reserve	N
Motuoapa Southbd PL	Construction	23	HLH	324	100	117.0	0.0	120.5	0.0	Reserve	N
Ngutuwera Bridge Northbd PL	Investigation	24	HLH	324	100	134.0	138.1	0.0	0.0	Reserve	N
Waipakihi Southbd PL	Construction	58	HLH	324	100	969.0	0.0	0.0	492.5	Reserve	N
Five Mile Bay PL	Construction	55	HLH	324	100	689.0	0.0	0.0	709.9	Reserve	N
Kaimais to Piarere SI SH29 NSC	Construction	5	MMH	324	100	3,233.0	796.4	820.1	844.8	Reserve	N
Kautatahi Stream Northbd PL (SH5)	Construction	62	HLH	324	100	1,061.0	0.0	1,093.1	0.0	Reserve	N
Link Road Curves Realignment (SH1)	Investigation	53	HLH	324	100	124.0	127.8	0.0	0.0	Reserve	N
Rangipo SVB	Design	29	HLH	323	100	93.0	95.8	0.0	0.0	Reserve	N
Rotopua Southbd PL	Design	31	HLH	324	100	77.0	79.3	0.0	0.0	Reserve	N
Kaimais to Piarere SI SH29 NSC	Design	6	MMH	324	100	72.0	74.2	0.0	0.0	Reserve	N
Waikato SEDF	Design	69	MMH	321	100	100.0	0.0	0.0	103.0	Reserve	N
Walnut Rd PL	Construction	38	HLH	323	100	1,708.0	0.0	0.0	866.5	Reserve	N
Motuoapa Southbd PL	Design	22	HLH	324	100	82.0	84.5	0.0	0.0	Reserve	N
Rotopua Southbd PL	Construction	32	HLH	323	100	1,077.0	0.0	547.1	562.5	Reserve	N
Tokoroa Golf Course Southbd PL	Investigation	33	HLH	324	100	144.0	148.4	0.0	0.0	Reserve	N
Waipakihi Southbd PL	Design	57	HLH	324	100	72.0	74.2	0.0	0.0	Reserve	N

## Wellington

### Wellington Highway & Network Operations

SH2/58 Intersection Improvement	Design		HMM	324	100	1,473.8	110.8	0.0	0.0	Committed	R
09-12 Roading - SH1 Johnsonville to Tawa lighting	Design		HMM	321	100	180.0	7.5	0.0	0.0	Committed	R
SH1/SH2 Petone to Grenada Link Road	Investigation		HHL	323	100	5,579.0	772.7	2,694.4	1,606.2	Committed	N
Terrace Tunnel - Safety Improvements	Construction		HMH	322	100	47,412.9	441.8	0.0	0.0	Committed	R
SH2 Melling Interchange	Investigation		HMM	323	100	1,191.6	621.5	0.0	0.0	Committed	N
Dowse to Petone I/C	Property		HMM	331	100	385.0	284.1	0.0	0.0	Committed	N
Transmission Gully Early Planting	Construction		MMM	323	100	2,870.2	119.8	0.0	0.0	Committed	N
Wellington RoNS (5) - Transmission Gully	Property		HHL	331	100	60,773.0	16,944.4	14,012.1	10,303.0	Committed	C
Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication	Investigation		HHL	323	100	7,000.0	1,706.6	0.0	0.0	Committed	N
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway	Investigation		HHL	323	100	24,311.8	494.6	0.0	0.0	Committed	N

Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway	Property		HHL	331	100	49,600.0	31,106.8	0.0	0.0	Committed	C
Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway	Investigation		HHL	323	100	6,000.0	1,744.5	0.0	0.0	Committed	N
Wellington RoNS - Programme Management (Internal Resource)	Investigation		HHL	323	100	19,479.6	2,124.4	2,112.1	2,112.1	Committed	N
Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway	Property		HHL	331	100	18,500.0	10,005.0	0.0	0.0	Committed	C
Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway	Design		HHL	323	100	9,046.0	0.0	0.0	4,636.4	Committed	N
Wellington RoNS 4 Ngauranga to Aotea Quay: Active Traffic Mgt	Investigation		HHL	323	100	4,800.0	898.8	0.0	0.0	Committed	N
Mt Victoria Tunnel - Safety Improvements	Design		HML*	322	100	4,955.0	79.9	0.0	0.0	Committed	R
Wellington RoNS 4 Ngauranga to Aotea Quay: Active Traffic Mgt	Design		HHL	323	100	1,600.0	1,648.5	0.0	0.0	Committed	N
Wellington RoNS (2)-Wellington Inner-City (Tunnel to Tunnel)	Investigation		HHL	323	100	7,000.0	981.6	0.0	0.0	Committed	N
RH : Muldoon's Corner Easing	Construction		MML	324	100	15,858.4	683.6	0.0	0.0	Committed	NR
Wellington RoNS (3) - SH1 Terrace Tunnel Duplication	Investigation		HHL	323	100	3,300.0	1,826.5	1,175.6	397.9	Committed	N
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway	Design		HHL	323	100	18,088.2	11,927.7	330.1	0.0	Committed	N
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway	Construction		HHL	323	100	4,217.1	639.2	0.0	0.0	Committed	C
Mt Victoria Tunnel - Safety Improvements	Construction		HML*	322	100	14,100.0	243.7	0.0	0.0	Committed	R
Seismic Retrofit 9/12 Wellington	Construction		HMH	322	100	120.1	123.7	0.0	0.0	Committed	N
09-12 Roading - SH2 Buchanans Road I/S	Investigation		MMH	323	100	118.4	36.6	0.0	0.0	Committed	R
Wellington RoNS (2)-Wellington Inner-City (Tunnel to Tunnel)	Property	307	HHL	331	100	7,500.0	4,399.4	0.0	0.0	Committed	N
Dowse to Petone I/C	Construction		HMM	324	100	78,515.2	28.5	0.0	0.0	Committed	N
Wellington RoNS (5) - Transmission Gully	Investigation		HHL	323	100	12,086.2	9.9	0.0	0.0	Committed	C
Wellington RoNS (5) - Transmission Gully	Design		HHL	323	100	30,633.0	2,703.1	17,493.9	11,364.2	Committed	C
SH2 Moonshine Hill Rd - Silverstream Safety Improvements	Construction		MMM	324	100	4,350.0	172.0	0.0	0.0	Committed	R
Wellington RoNS (2)-Wellington Inner-City (Tunnel to Tunnel)	Design		HHL	324	100	2,200.0	1,713.2	103.0	0.0	Committed	N
Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication	Design		HHL	323	100	11,604.0	0.0	0.0	1,545.5	Committed	N
SH1/SH2 Petone to Grenada Link Road	Design		HHL	323	100	11,193.0	0.0	0.0	578.8	Committed	N
Minor improvements 2012/15	State Highways	50	HMH	341	100	5,948.5	2,042.9	2,042.9	2,042.9	Approved	N
Safety Retrofit - Wellington	Construction	50	HMM	324	100	2,599.2	892.7	892.7	892.7	Probable	N

HPMV Route - Port of Wellington to Piarere (Southern)	Design	50	HMH	322	100	85.0	0.0	87.6	0.0	Probable	N
SH2 Carterton to Masterton Safety Improvements	Design	309	HMM	324	100	242.0	0.0	0.0	249.3	Probable	N
SH58 Haywards Substation Curves Safety Improvements	Investigation	50	HMM	324	100	149.0	153.5	0.0	0.0	Probable	N
SH2 Carterton to Masterton Safety Improvements	Investigation	309	HMM	324	100	140.0	0.0	144.2	0.0	Probable	N
Wellington RoNS 4 Ngauranga to Aotea Quay:Active Traffic Mgt	Construction	310	HHL	323	100	74,834.1	0.0	18,546.5	58,555.0	Probable	C
Seismic Retrofit - Wellington	Construction	50	HMH	322	100	160.0	82.4	82.4	0.0	Probable	N
Wellington RoNS (2)-Wellington Inner-City (Tunnel to Tunnel)	Construction	307	HHL	323	100	82,188.5	0.0	14,791.5	46,335.0	Probable	NC
SH1 Inner City Bypass Intersection Optimisation	Property	306	HHH	323	100	1,155.0	0.0	1,190.0	0.0	Probable	N
Wellington RoNS (6) - SH1 Mackays to Peka Peka Expressway	Construction	311	HHL	323	100	589,599.7	0.0	270,898.7	336,565.8	Probable	NRC
SH1 Widening of Ruahine Street/Wellington Road	Design	304	HHL	324	100	536.0	0.0	0.0	425.5	Probable	N
SH58 Haywards Substation Curves Safety Improvements	Design	50	HMM	324	100	207.0	0.0	213.3	0.0	Probable	N
SH1 Widening of Ruahine Street/Wellington Road	Investigation	304	HHL	324	100	570.0	0.0	587.3	0.0	Probable	N
SH2 Carterton to Masterton Safety Improvements	Property	309	HMM	331	100	180.0	0.0	0.0	185.5	Probable	N
SH1 Otaihangā to Waikanae Safety Improvements Stage 3	Design	50	HMH	324	100	25.0	0.0	25.8	0.0	Probable	N
SH1 Inner City Bypass Intersection Optimisation	Design	306	HHH	323	100	515.0	0.0	0.0	309.1	Probable	N
SH1 Widening of Ruahine Street/Wellington Road	Property	304	HHL	331	100	440.0	0.0	0.0	453.3	Probable	N
HPMV Route - Port of Wellington to Piarere (Southern)	Investigation	50	HMH	322	100	52.0	53.6	0.0	0.0	Probable	N
Wellington RoNS 4 Ngauranga to Aotea Quay:Active Traffic Mgt	Property	310	HHL	331	100	1,400.0	722.2	720.2	0.0	Probable	N
HPMV Route - Port of Wellington to Piarere (Southern)	Construction	50	HMH	322	100	554.0	0.0	0.0	281.3	Probable	N
Property Acquisition Block and Fees - Wellington	Construction	50	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	N
SH2 Active Traffic Management System - Ngauranga to SH58	Investigation	312	MHM	321	100	113.0	0.0	116.4	0.0	Reserve	N
SH2 Active Traffic Management System - Ngauranga to SH58	Design	312	MHM	321	100	390.0	0.0	0.0	401.8	Reserve	N
Mt Victoria Tunnel - Safety Improvements	Construction	301	HML*	322	100	37,672.0	0.0	38,813.5	0.0	Reserve	N
<b>West Coast</b>											
<b>West Coast Highway &amp; Network Operations</b>											

09-12 Roading - McKendries Corner Curve Improvements	Construction		MMM	324	100	1,676.4	47.1	0.0	0.0	Committed	NR
Arahura BR	Construction		HMM	322	100	21,744.2	658.2	0.0	0.0	Committed	N
Gates of Haast Realign	Design		HML	324	100	1,800.0	1,439.5	0.0	0.0	Committed	R
09-12 Roading - Seismic Retrofit 9/12	Construction		MMM	322	100	350.0	278.2	0.0	0.0	Committed	R
Minor improvements 2012/15	State Highways	2	MMH	341	100	2,918.9	1,002.5	1,002.5	1,002.5	Approved	N
Property Acquisition Block and Fees - West Coast	Construction	4	HMM	331	100	2,812.5	965.9	965.9	965.9	Probable	R
Safety Retrofit - West Coast	Construction	2	MMM	324	100	1,459.5	501.2	501.2	501.2	Probable	R
Taramakau Bridge Safety Improvement	Design	2	MMM	324	100	53.0	0.0	54.6	0.0	Probable	R
Seismic Retrofit - West Coast	Construction	2	MMH	322	100	410.0	257.6	103.0	61.8	Probable	R
Taramakau Bridge Safety Improvement	Investigation	2	MMM	324	100	52.0	53.6	0.0	0.0	Probable	R
Taramakau Bridge Safety Improvement	Construction	2	MMM	324	100	1,000.0	0.0	0.0	1,030.3	Probable	R
Jacksons Stock Truck Effluent Disposal	Construction	3	LML*	321	100	750.0	0.0	772.7	0.0	Reserve	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>14 - Road policing</b>											
<b>National</b>											
<b>NZ Transport Agency</b>											
Road Policing Programme	Implementation		MML*	711	100	890,000.0	296,900.0	296,550.0	296,550.0	Approved	N
Road Policing Programme	Implementation		MML*	711	100	10,000.0	4,000.0	3,000.0	3,000.0	Probable	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>15 - Sector training and research</b>											
<b>National</b>											
<b>NZ Transport Agency</b>											
Safe System Training	Implementation		HM_	813	100	235.0	117.5	0.0	0.0	Committed	N
Sector Research	Implementation		HM_	811	100	14,882.5	4,882.5	5,000.0	5,000.0	Approved	N
RP* - Regional priority											

WC\* - Work category  
FAR\* - Average Financial Assistance Rate

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>18 - Management of the funding allocation system</b>											
<b>National</b>											
<b>NZ Transport Agency</b>											
Management of the Funding Allocation System (MoFAS)	Implementation		HHH	911	100	89,000.0	29,000.0	30,000.0	30,000.0	Approved	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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	Phase type	RP*	Profile	WC*	FAR*	Total phase cost (\$000)	2012/13 NZTA (\$000)	2013/14 NZTA (\$000)	2014/15 NZTA (\$000)	Funding priority	Funding source
<b>31 - Ministry of Transport</b>											
<b>Auckland</b>											
<b>Auckland Transport</b>											
SuperGold Card Allocation	Construction		MMM	522	100	10,600.0	10,600.0	0.0	0.0	Committed	N
<b>Bay of Plenty</b>											
<b>Bay of Plenty Regional Council</b>											
SuperGold Card Allocation	Construction		LLL	522	100	565.0	565.0	0.0	0.0	Committed	N
<b>Canterbury</b>											
<b>Environment Canterbury</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	2,200.0	2,200.0	0.0	0.0	Committed	N
<b>Gisborne</b>											
<b>Gisborne District Council</b>											
SuperGold Card Allocations	Implementation		HMM	522	100	19.0	19.0	0.0	0.0	Committed	N
<b>Hawkes Bay</b>											
<b>Hawkes Bay Regional Council</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	214.0	214.0	0.0	0.0	Committed	N
<b>Manawatu/Wanganui</b>											
<b>Horizons Manawatu</b>											
SuperGold Card Allocation	Implementation		MMM	522	100	140.0	140.0	0.0	0.0	Committed	N



<b>Marlborough</b>											
<b>Marlborough District Council</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	17.0	17.0	0.0	0.0	Committed	N
<b>Nelson</b>											
<b>Nelson City Council</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	78.0	78.0	0.0	0.0	Committed	N
<b>Northland</b>											
<b>Northland Regional Council</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	95.0	95.0	0.0	0.0	Committed	N
<b>Otago</b>											
<b>Otago Regional Council</b>											
SuperGold Card Allocation	Construction		HHH	522	100	690.0	690.0	0.0	0.0	Committed	N
<b>Southland</b>											
<b>Invercargill City Council</b>											
SuperGold Card Allocations	Implementation		MMM	522	100	22.0	22.0	0.0	0.0	Committed	N
<b>Taranaki</b>											
<b>Taranaki Regional Council</b>											
SuperGold Card Allocations	Construction		MMM	522	100	115.0	115.0	0.0	0.0	Committed	N
<b>Waikato</b>											
<b>Waikato Regional Council</b>											
SuperGold Card Allocation	Construction		MML*	522	100	700.0	700.0	0.0	0.0	Committed	N
<b>Wellington</b>											
<b>Greater Wellington</b>											
SuperGold Card Allocations	Implementation		MML	522	100	6,145.0	6,145.0	0.0	0.0	Committed	N
RP* - Regional priority WC* - Work category FAR* - Average Financial Assistance Rate											

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## NLTP Snapshot

Updated: Oct 25 2012 4:30AM

This table provides a high level view of actual (for completed years) and forecast expenditure by activity class across the three years of the NLTP. The table is updated each quarter.

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Activity Class	2012/13			2013/14			2014/15			Grand total		
	Initial NLTP budget (\$000)	Current approved allocation (\$000)	Actual/Forecast (\$000)	Initial NLTP budget (\$000)	Current approved allocation (\$000)	Actual/Forecast (\$000)	Initial NLTP budget (\$000)	Current approved allocation (\$000)	Actual/Forecast (\$000)	Initial NLTP budget (\$000)	Current approved allocation (\$000)	Actual/Forecast (\$000)
1 - Transport planning	16,000.0	4,822.2	16,000.0	17,000.0	1,297.1	17,000.0	17,000.0	729.6	17,000.0	50,000.0	6,848.9	50,000.0
2 - Road safety promotion	32,000.0	31,809.9	32,000.0	32,000.0	31,912.6	32,000.0	33,000.0	32,209.2	33,000.0	97,000.0	95,931.7	97,000.0
3 - Walking and cycling	13,000.0	6,757.5	13,000.0	20,000.0	747.3	20,000.0	20,000.0	608.3	20,000.0	53,000.0	8,113.1	53,000.0
4 - Public transport services	265,000.0	240,660.1	265,000.0	275,000.0	249,078.9	275,000.0	290,000.0	240,216.9	290,000.0	830,000.0	729,955.9	830,000.0
5 - Public transport infrastructure	35,000.0	32,768.0	35,000.0	40,000.0	7,200.5	40,000.0	40,000.0	4,970.0	40,000.0	115,000.0	44,938.5	115,000.0
8 - Routine maintenance - Local roads	195,000.0	193,338.1	195,000.0	200,000.0	195,520.0	200,000.0	205,000.0	199,046.7	205,000.0	600,000.0	587,904.8	600,000.0
8 - Emergency works - Local roads	90,000.0	84,257.8	90,000.0	94,000.0	52,390.9	94,000.0	94,000.0	51,288.4	94,000.0	278,000.0	187,937.1	278,000.0
9 - Routine maintenance - State highways	269,000.0	268,826.9	269,000.0	275,000.0	274,012.0	275,000.0	285,000.0	280,845.9	285,000.0	829,000.0	823,684.8	829,000.0
9 - Emergency works - State highways	60,000.0	48,359.5	60,000.0	50,000.0	12,622.1	50,000.0	50,000.0	0.0	50,000.0	160,000.0	60,981.6	160,000.0
10 - Renewal of local roads	229,000.0	218,342.5	229,000.0	246,000.0	243,539.6	246,000.0	248,000.0	245,610.6	248,000.0	723,000.0	707,492.7	723,000.0
10 - Preventive maintenance - Local roads	5,000.0	2,643.4	5,000.0	5,000.0	0.0	5,000.0	5,000.0	0.0	5,000.0	15,000.0	2,643.4	15,000.0
11 - Renewal of state highways	207,000.0	205,723.6	207,000.0	207,000.0	206,265.2	207,000.0	211,000.0	210,603.7	211,000.0	625,000.0	622,592.5	625,000.0
11 - Preventive maintenance - State highways	3,000.0	0.0	3,000.0	3,000.0	0.0	3,000.0	4,000.0	0.0	4,000.0	10,000.0	0.0	10,000.0
12 - New and improved infrastructure for local roads	125,000.0	104,791.4	125,000.0	133,000.0	64,051.4	133,000.0	147,000.0	48,031.2	147,000.0	405,000.0	216,874.0	405,000.0
12 - Minor improvements - Local roads	35,000.0	33,617.6	35,000.0	37,000.0	33,413.8	37,000.0	38,000.0	34,192.0	38,000.0	110,000.0	101,223.4	110,000.0
13 - New and improved infrastructure for state highways	979,360.0	929,306.3	979,360.0	1,129,360.0	746,895.3	1,129,360.0	1,199,360.0	460,663.7	1,199,360.0	3,308,080.0	2,136,865.3	3,308,080.0
13 - Minor improvements - State highways	30,640.0	30,639.3	30,640.0	30,640.0	30,639.3	30,640.0	30,640.0	30,639.5	30,640.0	91,920.0	91,918.1	91,920.0
14 - Road policing	300,000.0	296,900.0	300,000.0	300,000.0	296,550.0	300,000.0	300,000.0	296,550.0	300,000.0	900,000.0	890,000.0	900,000.0
15 - Sector training and research	5,000.0	5,000.0	5,000.0	5,000.0	5,000.0	5,000.0	5,000.0	5,000.0	5,000.0	15,000.0	15,000.0	15,000.0
18 - Management of the funding allocation system	29,000.0	29,000.0	29,000.0	30,000.0	30,000.0	30,000.0	30,000.0	30,000.0	30,000.0	89,000.0	89,000.0	89,000.0
<b>Grand total</b>	<b>2,923,000.0</b>	<b>2,767,564.1</b>	<b>2,923,000.0</b>	<b>3,129,000.0</b>	<b>2,481,136.0</b>	<b>3,129,000.0</b>	<b>3,252,000.0</b>	<b>2,171,205.7</b>	<b>3,252,000.0</b>	<b>9,304,000.0</b>	<b>7,419,905.8</b>	<b>9,304,000.0</b>

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## NLTP Snapshot

Updated: Aug 30 2012 4:30AM

This table provides a high level view of actual (for completed years) and forecast expenditure by activity class across the three years of the NLTP. The table is updated each quarter.

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Activity Class	2012/13			2013/14			2014/15			Grand total		
	Initial NLTP budget (\$000)	Current approved allocation (\$000)	Actual/Forecast (\$000)	Initial NLTP budget (\$000)	Current approved allocation (\$000)	Actual/Forecast (\$000)	Initial NLTP budget (\$000)	Current approved allocation (\$000)	Actual/Forecast (\$000)	Initial NLTP budget (\$000)	Current approved allocation (\$000)	Actual/Forecast (\$000)
1 - Transport planning	16,000.0	4,400.8	16,000.0	17,000.0	860.7	17,000.0	17,000.0	35.8	17,000.0	50,000.0	5,297.3	50,000.0
2 - Road safety promotion	32,000.0	31,809.9	32,000.0	32,000.0	31,912.6	32,000.0	33,000.0	32,209.2	33,000.0	97,000.0	95,931.7	97,000.0
3 - Walking and cycling	13,000.0	6,671.5	13,000.0	20,000.0	747.3	20,000.0	20,000.0	608.3	20,000.0	53,000.0	8,027.1	53,000.0
4 - Public transport services	265,000.0	240,660.1	265,000.0	275,000.0	249,078.9	275,000.0	290,000.0	240,216.9	290,000.0	830,000.0	729,955.9	830,000.0
5 - Public transport infrastructure	35,000.0	29,966.4	35,000.0	40,000.0	5,529.2	40,000.0	40,000.0	4,970.0	40,000.0	115,000.0	40,465.6	115,000.0
8 - Routine maintenance - Local roads	195,000.0	193,597.7	195,000.0	200,000.0	195,550.1	200,000.0	205,000.0	199,076.8	205,000.0	600,000.0	588,224.6	600,000.0
8 - Emergency works - Local roads	90,000.0	17,000.0	90,000.0	94,000.0	2,390.9	94,000.0	94,000.0	1,288.4	94,000.0	278,000.0	20,679.3	278,000.0
9 - Routine maintenance - State highways	269,000.0	268,826.9	269,000.0	275,000.0	274,012.0	275,000.0	285,000.0	280,845.9	285,000.0	829,000.0	823,684.8	829,000.0
9 - Emergency works - State highways	60,000.0	46,119.9	60,000.0	50,000.0	3,103.8	50,000.0	50,000.0	0.0	50,000.0	160,000.0	49,223.7	160,000.0
10 - Renewal of local roads	229,000.0	218,955.7	229,000.0	246,000.0	244,033.6	246,000.0	248,000.0	246,064.7	248,000.0	723,000.0	709,054.0	723,000.0
10 - Preventive maintenance - Local roads	5,000.0	2,462.0	5,000.0	5,000.0	0.0	5,000.0	5,000.0	0.0	5,000.0	15,000.0	2,462.0	15,000.0
11 - Renewal of state highways	207,000.0	205,723.6	207,000.0	207,000.0	206,265.2	207,000.0	211,000.0	210,603.7	211,000.0	625,000.0	622,592.5	625,000.0
11 - Preventive maintenance - State highways	3,000.0	1,052.1	3,000.0	3,000.0	0.0	3,000.0	4,000.0	0.0	4,000.0	10,000.0	1,052.1	10,000.0
12 - New and improved infrastructure for local roads	125,000.0	102,721.7	125,000.0	133,000.0	64,051.4	133,000.0	147,000.0	48,031.2	147,000.0	405,000.0	214,804.3	405,000.0
12 - Minor improvements - Local roads	35,000.0	33,232.3	35,000.0	37,000.0	33,008.3	37,000.0	38,000.0	33,774.3	38,000.0	110,000.0	100,014.9	110,000.0
13 - New and improved infrastructure for state highways	979,360.0	928,045.5	979,360.0	1,129,360.0	753,660.1	1,129,360.0	1,199,360.0	456,818.4	1,199,360.0	3,308,080.0	2,138,524.0	3,308,080.0
13 - Minor improvements - State highways	30,640.0	30,639.3	30,640.0	30,640.0	30,639.3	30,640.0	30,640.0	30,639.5	30,640.0	91,920.0	91,918.1	91,920.0
14 - Road policing	300,000.0	0.0	300,000.0	300,000.0	0.0	300,000.0	300,000.0	0.0	300,000.0	900,000.0	0.0	900,000.0
15 - Sector training and research	5,000.0	117.5	5,000.0	5,000.0	0.0	5,000.0	5,000.0	0.0	5,000.0	15,000.0	117.5	15,000.0
18 - Management of the funding allocation system	29,000.0	0.0	29,000.0	30,000.0	0.0	30,000.0	30,000.0	0.0	30,000.0	89,000.0	0.0	89,000.0
<b>Grand total</b>	<b>2,923,000.0</b>	<b>2,362,002.9</b>	<b>2,923,000.0</b>	<b>3,129,000.0</b>	<b>2,094,843.4</b>	<b>3,129,000.0</b>	<b>3,252,000.0</b>	<b>1,785,183.1</b>	<b>3,252,000.0</b>	<b>9,304,000.0</b>	<b>6,242,029.4</b>	<b>9,304,000.0</b>

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## Sector research

Updated: 29 August 2012

The NZ Transport Agency (NZTA), through the National Land Transport Programme (NLTP), invests in innovative and relevant research to contribute to achieving the government's goals for the New Zealand transport system. The results are applicable in the short-to-medium term for longer term impacts.



Research projects intended to be funded through the 2012-15 NLTP are as follows:

### Transport Sector Research Activity Class

The NZ Transport Agency invests in innovative and relevant research which plays a critical role at the forefront of land transport thinking and contributes to achieving the government's goals for transport.

\* To ensure research is at the cutting edge, investment in new topics is annual.

Year approved	Research topic group	Project title	Organisation	Previous NLTF investment (\$000)	2012/13 NLTF (\$000)	2013/14 NLTF (\$000)	2014/15 NLTF (\$000)	Total 2012/15 investment to date* (\$000)
2010/11	Freight	Reliability and freight research	Beca infrastructure, Auckland	169.0	535.5	535.5		1,071.0
2010/11	Network Optimisation	Intelligent Speed Adaptation (ISA) in New Zealand	MWH, Auckland	198.0	65.0			65.0
2011/12	Asset Management	A new vehicle loading standard for road bridges in New Zealand	AECOM	178.6	202.2			202.2
2011/12	Asset Management	Fatigue design criteria for road bridges in New Zealand	Beca	50.9	149.1			149.1
2011/12	Asset Management	The relationship between vehicle axle loadings and pavement wear on local roads	NZTA CAPTIF	350.8	711.6	696.6	382.8	1,790.9
2011/12	Asset Management	Reduce flushing to improve	Opus International	14.6	138.3	26.0	109.0	273.4

		chipseal life	Consultants					
2011/12	Asset Management	Review of the NZTA Treatment Selection Algorithm (TSA)	Beca	36.0	67.0			67.0
2011/12	Performance Monitoring	Future Performance: National Transport Demand Forecast Model	NZIER	85.5	85.5			85.5
2011/12	Freight	Strategic Electronic Monitoring and Regulation of Freight Movement for the Upper North Island	Traffic Design Group Limited	81.0	9.0			9.0
2011/12	Freight	Ongoing domestic freight volume information	Richard Paling Consulting	90.0	90.0			90.0
2011/12	Network Optimisation	Operating Characteristics & Economic Benefits for 2+1 Lanes with/without ITS-Assisted Merging	Traffic Design Group Limited	123.3	140.7			140.7
2011/12	Performance Monitoring	Current Performance: Blueprint for best practice measurement indicator set and benchmarking	Covec	87.5	87.5			87.5
2011/12	Public Transport	Pricing strategies for public transport services	Douglas Economics Ltd	28.0	122.0			122.0
2011/12	Public Transport	Identify NZ public transport demand elasticity	Ian Wallis Associates Ltd	31.5	31.5			31.5
2011/12	Public Transport	Improve the cost and benefit analysis of public transport, walking and cycling	Sinclair Knight Merz	52.0	52.0			52.0
2011/12	Public Transport	Establishing optimal fare and subsidy settings for public transport systems in New Zealand	Logic Partners	85.5	9.5			9.5
2011/12	Safety	The types of incentives different groups of drivers respond most effectively	TERNZ	20.5	58.0			58.0
2011/12	Safety	Driver risk from blood alcohol	University of Waikato	21.2	84.9			84.9

		levels between 50 and 80 mg/100ml						
2011/12	Safety	Stability of Two-Wheeled Vehicles on Audio Tactile Markings	Opus	37.5	37.5			37.5
2011/12	Safety	Use of Roadside Barriers versus Clear Zoning	Opus	50.0	50.0			50.0
2011/12	Safety	Assessment of the relationship between crash rates, rutting and the marginal cost of maintaining lower rut depths	Opus	24.0	36.0			36.0
2011/12	Safety	Economic Evaluation of the Impact of Safer Speed	Opus	12.7	6.3			6.3
2012/13	Asset Management	The development of design guidance for bridges in New Zealand for liquefaction and lateral spreading effects			50.0	50.0		100.0
2012/13	Asset Management	Drainage maintenance effects for pavement design			50.0	50.0		100.0
2012/13	Asset Management	Durable, high strength epoxy bitumen seals			160.0	60.0		220.0
2012/13	Asset Management	Pavement design for specialist surfacings			25.0	25.0		50.0
2012/13	Economic Analysis	Assessing layouts of overtaking zones and passing lanes			90.0	60.0		150.0
2012/13	Economic Analysis	Drivers of demand for transport			30.0	30.0		60.0
2012/13	Freight	Freight impact mitigation			90.0	60.0		150.0
2012/13	Performance Monitoring	Transport productivity and sub-industry measures			40.0	40.0		80.0
2012/13	Performance Monitoring	Measuring resilience of transport infrastructure			40.0	40.0		80.0
2012/13	Public Transport	A comparative international study of different economic			70.0			70.0

		evaluation assessment methods applied to a New Zealand public transport project						
2012/13	Public Transport	Metropolitan public transport rail - the external benefits and the optimal level of public funding for rail			80.0			80.0
2012/13	Public Transport	Public transport investment model - stage 2			90.0	60.0		150.0
2012/13	Safety	Acceptance and compliance with safe speeds			62.0	58.0		120.0
2012/13	Safety	How users categorise roads			50.0	50.0		100.0
2012/13	Safety	Optimising safety proofing expenditure			90.0			90.0
2012/13	Safety	Economic impact of changes to speeds on local roads			62.0	58.0		120.0
2012/13	Technology Solutions	Customers' requirements of multi-modal travel information systems			120.0			120.0
2012/13	Technology Solutions	Travel time predictability			120.0			120.0
2012/13	Technology Solutions	The uses of emerging sources of digital data to assess efficiency of the state highway network			190.0	60.0		250.0
2012/13	Technology Solutions	Accurate and affordable location technology for New Zealand			100.0			100.0
2012/13	Technology Solutions	Literature review of costs and benefits for completed traveler information projects			40.0			40.0
2011/12	Training	Safe System training		113.2	113.2			226.4
2012/13	All	Editing, publishing and promoting Research Programme reports and newsletter			130.0	130.0	130.0	

		NZTA Research							
2012/13	All	Austrroads Research			1,000.0	1,000.0	1,000.0	3,000.0	

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## Encouraging economic growth

A high performing transport system that supports improved productivity and economic growth is a key priority for the government, and the primary objective of this National Land Transport Programme (NLTP).

The expectation is that land transport funding will be directed into high-quality projects and activities that will support increasing economic growth, particularly in the export sector. Investing in key supply chain routes is an important part of this.



► A primary objective of this NLTP is to move freight more effectively.

### ► Roads of national significance

- [Other strategic roading improvements](#)
- [Moving freight efficiently](#)
- [Enabling rural New Zealand](#)
- [Addressing severe congestion](#)

## Roads of national significance

Moving people and freight between and within our major cities more safely and efficiently represents a critical investment in New Zealand's economic future. The Roads of National Significance will improve access to our ports and markets, and put infrastructure in place that will encourage future economic growth.

In addition investing in these routes will ease the most significant pressure points in the national network, reduce congestion in and around our five largest metropolitan areas, improve road safety and link our major sea and air ports more effectively into the state highway network.

The roads of national significance programme represents one of New Zealand's biggest ever infrastructure investments and is a key part of the Government's national infrastructure plan.

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## Encouraging economic growth

A high performing transport system that supports improved productivity and economic growth is a key priority for the government, and the primary objective of this National Land Transport Programme (NLTP).

The expectation is that land transport funding will be directed into high-quality projects and activities that will support increasing economic growth, particularly in the export sector. Investing in key supply chain routes is an important part of this.



▶ A primary objective of this NLTP is to move freight more effectively.

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▶ **Other strategic roading improvements**

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## Other strategic roading improvements

Improvements to certain strategic arterial routes will open up key freight routes, ease network pressure points and help reduce severe congestion. Strategic transport initiatives in particularly congested areas will enhance the use of public transport through developing busways and improving interchange between transport modes.

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## Encouraging economic growth

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▶ A primary objective of this NLTP is to move freight more effectively.

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## Moving freight efficiently

To ensure New Zealand has a prosperous future we need to lift productivity, reduce transport costs, and increase our export earnings through more efficient movement of freight. Around 92 percent (by weight) of all freight within New Zealand is moved by road. An efficient freight industry with access to cost effective transport is vital to the competitiveness of New Zealand businesses.

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## Enabling rural New Zealand

The road network is vital to the economic and social wellbeing of New Zealand's rural communities. It allows producers to take goods to markets, both within New Zealand and beyond, and helps people connect with their neighbours as well as other rural and urban communities. It is also key to providing access to educational, social and health services.

This National Land Transport Programme (NLTP) focuses on optimising the current network by improving critical sections that carry high volumes of freight and provide access to processing plants, distribution centres, markets or ports.

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▶ A primary objective of this NLTP is to move freight more effectively.

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▶ Addressing severe congestion

## Addressing severe congestion

A high-performing and efficient transport system is essential to New Zealand's economic future, but severe congestion hinders efficient movement of freight and people, thereby negatively impacting on productivity.

As a result a focus of this National Land Transport Programme (NLTP) is to target investment at congestion choke points in urban centres.

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## Delivering the roads of national significance

Updated: 29 August 2012

Moving people and freight between and within our major cities more safely and efficiently represents a critical investment in New Zealand's economic future. The roads of national significance (RoNS) will improve access to our ports and markets, and put infrastructure in place that will encourage future economic growth.

In addition investing in these routes will ease the most significant pressure points in the national network, reduce congestion in and around our five largest metropolitan areas, improve road safety and link our major sea and air ports more effectively into the state highway network.



The roads of national significance programme represents one of New Zealand's biggest ever infrastructure investments and is a key part of the Government's national infrastructure plan.

The 2012-15 National Land Transport Programme (NLTP) sees an investment in the order of \$3.0 billion in the roads of national significance.

Construction of the [Victoria Park Tunnel](#) in Central Auckland was completed in 2012. Work on the other roads of national significance is at various stages of development, as detailed below:

**Waikato Expressway** - This 102 kilometre route is the key link across the Upper North Island south of Auckland. It connects three centres of population and economic growth - Auckland, Waikato and the Bay of Plenty - and provides better supply routes for industry, freight and tourism. Primary industry, a mainstay of the Waikato regional economy, is particularly reliant on an efficient network to get the products from the source of production to the factory and to a port. The Waikato region is also an important thoroughway for freight from other regions, with approximately 25% of national road based freight and 45% of rail based freight passing through the region.

The **Expressway** will also reduce travel times and congestion on this busy stretch of SH1 by delivering a four-lane highway from the Bombay Hills to south of Cambridge. For example, it's estimated that there will be a 35 minute saving in the journey between Auckland and Taupo. Providing safer journeys is also a key consideration, with the region's roads having New Zealand's worst regional record in terms of fatalities.

There are 12 sections to this project, of which four sections are now open (Pokeno, Mercer, Ohinewai, and the Tamahere Interchange), three sections in construction (Rangiriri, Te Rapa and Ngaruwahia) and five sections in development (Huntly, Hamilton, Longswamp, Cambridge, and Tamahere).

During this NLTP period, it is expected that the Rangiriri, Te Rapa and Ngaruwahia sections will be completed, and significant progress made on the Cambridge and Tamahere sections. Expenditure during the 2009-12 NLTP was \$290 million out of a forecast total cost of \$1.7 to \$2.1 billion. This NLTP provides up to \$590 million for the Expressway.



▶ [View the latest tables of activities](#)



**Tauranga Eastern Link (TEL)** - This route is vital to supporting economic and residential growth in the Western Bay of Plenty, where population is expected to double in the next thirty years. A key driver of this growth will be increasing use of the Port of Tauranga, New Zealand's largest port, providing faster, safer more efficient access to the port for the areas of high freight production. It will also provide access for the development of new residential, commercial and industrial land to the east of the city, and bypass community areas like Te Puke, providing benefits to communities, other road users and freight.

This Road of National Significance is part of the SmartGrowth Strategy, an integrated land use and transport plan developed by local authorities and road controlling agencies. Future development enabled by the link is expected to contribute around \$8.5 billion to the Western Bay of Plenty economy.

The 23 kilometre corridor will provide a safer route between Tauranga and Paengaroa, currently the second-worst state highway under the NZ Road Safety Assessment Programme, based on fatalities and serious crashes per kilometre. The Tauranga Eastern Link will also deliver network efficiency benefits, in terms of the travel time per average trip, a reduction of a 12-minute journey time saving each way versus the existing SH2.

Expenditure to date on the project is \$156 million. This NLTP earmarks approximately \$300 million more for this work.



**Puhoi to Wellsford** - A key to growing Northland's regional Gross Domestic Product is in a transport network that provides efficient access for the region's agricultural and forestry products to the port at Marsden Point, or to other destinations for processing. The 38 kilometre **Puhoi to Wellsford** RoNS will be the gateway to regional economic growth opportunities in both Northland and the Rodney district, providing much better access for freight movements between Auckland and Northland and allowing for greater trade. Other benefits will include reduced congestion during peak times, improved safety and more reliable journey times.

This NLTP invests approximately \$40 million for further property acquisition and investigation work.





**The Western Ring Route** - Providing a much-needed Central Business District bypass option for traffic that passes through the region each day, this 48 kilometre continuous motorway which encompasses **state highways 16, 18 and 20**, will improve travel times and reliability, take pressure off local roads, reduce traffic congestion and enhance **network resilience**. It will provide an alternative western route for light and heavy freight vehicles moving through or around Auckland and contribute to better links for business and freight between the key industrial and transport hubs of Manukau, central Auckland, Waitakere and the North Shore.

A huge amount of New Zealand's freight is moved within cities - especially Auckland where a third of consumers live. Congestion creates huge cost for industry, reducing the number of trips possible per day, which may mean more trucks are needed to move the same amount of freight.

The current focus is on completion of the route through the urban areas of Mt Roskill and Waterview and upgrading SH16 by adding additional lanes. A contract has been awarded for the SH20 tunnels and construction work has commenced. Construction of the SH16 trial embankments has begun and the competitive Alliance procurement process for the SH16 Causeway is underway.

This NLTP invests a further \$1.15 billion towards committed activities on this route.



**Wellington Northern Corridor** - In New Zealand's capital and third largest city, congestion and resilience provide major challenges. Along state highways 1 and 2, 65% of the region's commuters compete with freight for the same limited network capacity during peak times. The network also has a low level of resilience due to limited alternative routes out of Wellington city.

Improved access on this corridor from Levin to Wellington Airport will cater for growth in the lower North Island and is crucial for the efficient north-south movement of freight and people. Six to seven million tonnes of long distance freight enters and leaves Wellington by road and rail every year, with one to two million tonnes crossing Cook Strait.

As well as improving access in and out of the capital, the corridor will also provide better access to key destinations such as the hospital, port, airport, CBD and ferry terminal.

This **project** has eight sections, most of which are at an early stage of development. **Transmission Gully** received Environmental Protection Agency (EPA) approval in June 2012, while consent applications have been lodged with the EPA for the **Mackays to Peka Peka** project.

During this NLTP up to \$900 million is intended to be invested in development and construction work.



**Christchurch Motorway projects** - The focus of this NLTP in Canterbury is on growing the regional economy and supporting the recovery of Christchurch. We are investing in infrastructure that will support the fast and efficient movement of product from the farm gate to the market.

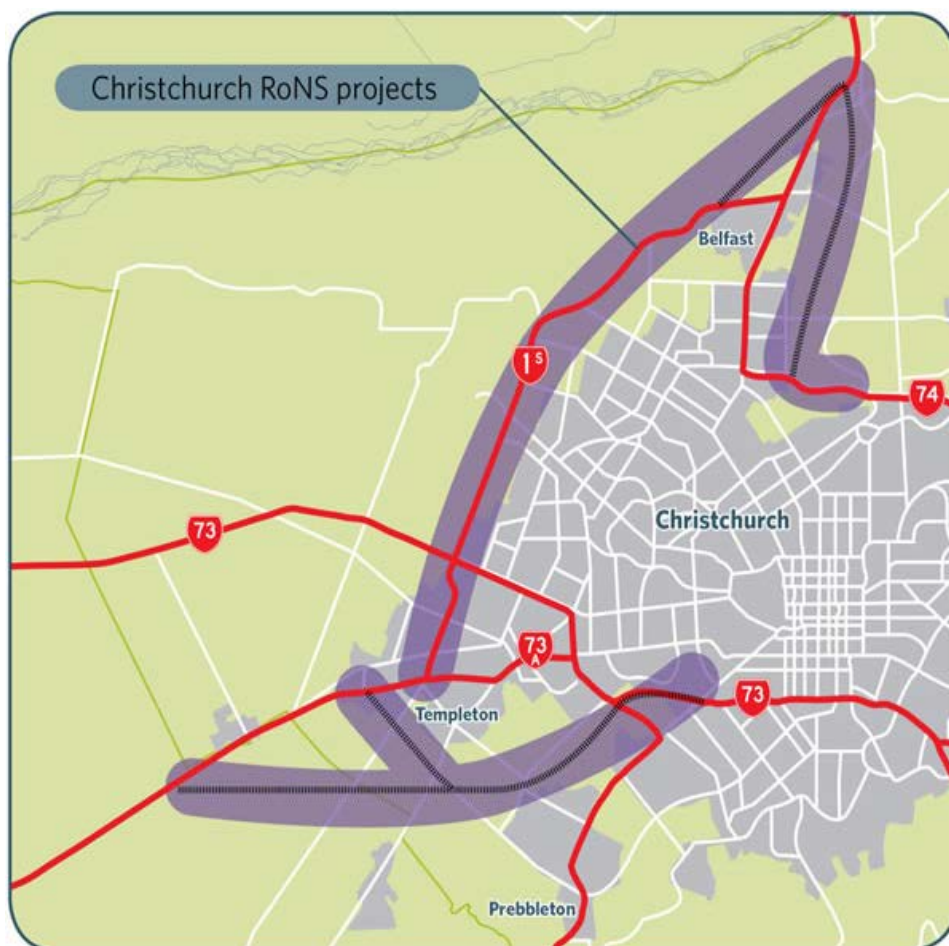
The **Christchurch roads of national significance** will be pivotal to supporting the city's redevelopment and to assisting the export sector.

The 2012-15 NLTP will see the completion of Stage 1 of the Southern Motorway and the investigation and design of the subsequent stages. This will improve links to Lyttelton Port. Approximately \$40 million will be invested under this NLTP.

Progress will continue on the SH1 Western Corridor to increase capacity on the city's western fringe and to provide an efficient connection to Christchurch International Airport.

The Northern Motorway is currently in development and around \$10 million will be invested for this under this NLTP.

Once completed, these projects will deliver 55 kilometres of new or greatly improved highway on the city's northern and southern corridors and on the western ring route. They will ease congestion, increase safety, reduce travel times and provide easier access to the city, Christchurch International Airport and the Port of Lyttelton.



## Case study one - Victoria Park Tunnel



Auckland's Victoria Park Tunnel, barriers on either side completed at St Marys Bay. (JPG, 106KB)

The estimated 150,000 motorists and 20,000 freight movers who pass through the CBD from the Harbour Bridge each day can now do so without the inevitable frustrating hold-ups that were once part of their daily journeys.

Auckland has the highest traffic flows, highest proportions of freight traffic and greatest levels of congestion in the country. Completion of the **Victoria Park Tunnel** in early 2012 has successfully removed the last major bottleneck between the CBD and the Auckland Harbour Bridge. The Tunnel has made a significant contribution to easing congestion in this busy area and traffic between the Bridge and the Central Motorway Junction is now flowing freely at all times of the day for the first time in many years.

The **Victoria Park Tunnel** is the first of the seven roads of national significance to be completed – ahead of time and on budget. The construction cost was \$340 million, under its forecast construction cost of \$361 million

Achieving this involved the construction of a 450m cut and cover tunnel for three lanes of northbound traffic, reconfiguration of the Victoria Park flyover for four southbound lanes, and widening the motorway through St Mary's Bay by one more lane in each direction.

At the time of its construction the **Victoria Park Tunnel** project was the largest, fastest paced, most complex motorway upgrade ever in New Zealand. For 30 months it impacted day and night on the lives of the 5,000 residents of St Marys and Freemans Bays in central Auckland, some living within five metres of work. The work site was also the motorway, used by 150,000 vehicles a day.

The **Victoria Park Tunnel** project increases the vehicle carrying capacity over the 2.2km of SH 1 between the Wellington Street overbridge and the Auckland Harbour Bridge. This is one of the busiest sections of road in New Zealand for both personal and business trips.

Previous southbound capacity of the Victoria Park viaduct was 4,250 vehicles per hour, but demand in the morning peak is much greater. The result was significant congestion and drivers sitting in stop-start traffic. This in turn



frustrated drivers, increased costs to businesses whose goods and workers were delayed, increased air pollution from vehicles which were constantly accelerating and decelerating, and increased the chances of nose-to-tail collisions. Since the full opening of the north and southbound routes in March 2012, trip reliability throughout the day has increased, achieving around an eight minute saving southbound and a seven minute saving northbound.

A key part of this project was the preservation of the heritage properties, the Campbell Free Kindergarten, the Rob Roy Hotel and Jacob's Ladder Staircase. Their preservation is consistent with the NZ Transport Agency's (NZTA's) commitment, as a signatory to the NZ Urban Design Protocol, to planning for and promoting quality urban design in its infrastructure projects.

The Rob Roy Hotel project saw this historic Freemans Bay's landmark pub successfully relocated back to its original site after being moved up Franklin Road, out of the way of tunnel construction. See video of the Rob Roy being moved on [NZTA's YouTube](#).

## Case study two - Rangiriri Bypass



Archaeologist Warren Gumbley leading the dig at the Rangiriri bypass, Waikato, during the excavation of the pa site. (JPG, 110KB)

Completing the 4.5 kilometre [Rangiriri Bypass](#) section of the [Waikato Expressway](#) will establish an important link between the area's historic past and its productive future.

The bypass is one of ten separate sections of the Expressway between Mercer and Cambridge. The completed bypass will reduce congestion and travel time between Te Kauwhata and Cambridge, and improve safety for all local road users. The Expressway as a whole will improve economic growth and productivity for Auckland, Waikato and the Bay of Plenty through more efficient movement of people and freight.

The Rangiriri area is culturally and historically important to Waikato Tainui and other iwi involved in the New Zealand Land Wars. The existing highway (built in the 1960s) cuts directly through the Rangiriri Pa and redoubt, which was the site of a key battle in 1863.

The 4.5 kilometre section takes traffic away from the pa site, departing from SH 1 near the intersection with Te Kauwhata Road. It follows a route closer to the Waikato River to the west of Rangiriri, before rejoining the state highway at the northern end of the Ohinewai four-laning project.

NZTA worked closely with Waikato Tainui and the Rangiriri community to plan this section of the expressway and restore this historic site. The investigation and design phase included a five-week archaeological excavation.

NZTA is aiming to complete the bypass by 2013 to coincide with the 150th anniversary of the Battle of Rangiriri.

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## Other strategic roading improvements

Updated: 5 September 2012

While the roads of national significance have an important role in enabling New Zealand's economic growth there are also other strategic arterial routes that when complete will help open up key supply chain routes, ease network pressure points and help reduce severe congestion. They include:

- the Hamilton Ring Road
- the Auckland Manukau Eastern Transport Initiative
- the South Western Multi-Modal Airport Rapid Transit
- the additional Waitemata Harbour Crossing
- the Newmarket Viaduct (to be completed in 2012)
- the Petone to Grenada link



### Hamilton Ring Road



Hamilton Ring Road. (Photo courtesy of Downer) (JPG, 111KB)

This project involves the construction of two sections of Hamilton city's Ring Road - the upgrading of the existing Pukete Road to Resolution Drive section of Wairere Drive from two to four lanes, and the construction of the new 5.4km Crosby Road to [Cambridge Road section](#).

The project is a partnership between the NZTA and the [Hamilton City Council](#), with the two agencies working closely together to ensure the transport network in and around Hamilton is well integrated.

The Crosby Road to Cambridge Road section of the Ring Road will provide a key link between Hamilton's northern suburbs and the [Waikato Expressway](#). Its completion will relieve congestion and support economic

development in Hamilton. It will also play a critical role in ensuring that the Waikato Expressway fulfils its intended function as a key route for freight and inter-regional through traffic. The timing of construction is intended to ensure that the completion of the Ring Road will be well aligned and synchronised with the construction of the [Hamilton section](#) of the [Waikato Expressway](#), one of the [roads of national significance](#).

The combined construction cost of both Ring Road sections, including property, is estimated at \$98 million. This NLTP will provide funding of \$28 million to continue progress on the Ring Road.

### The Auckland Manukau Eastern Transport Initiative (AMETI)

AMETI is a long term, \$1.5 billion strategy designed to ease traffic congestion, provide much improved passenger transport links and contribute to economic growth and activity in southeast Auckland. Jointly funded by the NZTA and [Auckland Council](#), it is Auckland Transport's biggest construction project.

The area has some of the highest traffic flows and greatest levels of congestion anywhere in the country. The two bridges linking the areas across the Tamaki River carry more than 120,000 vehicles a day and more freight traffic than any other corridor in the country.

Public transport usage in the area is currently very low, less than four percent of all journeys. The population is expected to grow by 20-25,000 during the next 20 years, further increasing pressure on the transport system.

These features are limiting the huge potential for economic growth in the area, with commercial sites ripe for redevelopment if key transport links are improved, and the potential for 40,000 new jobs in the area.

Continuing until 2014, AMETI includes:

- a new bridge to be built on the Eilerslie Panmure Highway for a future busway and the existing bridge replaced. The bridges will be higher and longer to allow for rail electrification, a new road and a possible future third rail line to pass underneath
- a new 1.5km road linking Morrin Road to Mt Wellington Highway
- a 220m tunnel for the new road built next to the rail line at Panmure Station
- a major upgrade of Panmure Station to create an interchange that allows easy transfers between trains and buses
- replacing the Mountain Road bridge and realigning the road.

The AMET1 busway is expected to have 5.5 million passengers a year, compared to the current 2.2 million using the Northern busway.

This NLTP invests up to \$240 million for the AMET1 initiative.

## South Western Multi-Modal Airport Rapid Transit (SMART)

This is an integrated multi-modal approach aimed at securing appropriate corridors for improved public transport, freight movements and walking and cycling access across southwest Auckland, including [Auckland International Airport](#).

It is estimated to cost up to \$1.5 billion in the long term, with this NLTP investing approximately \$16 million for route investigation, consultation and engagement and corridor protection.

The project has the potential to be a primary catalyst for economic growth and urban regeneration. NZTA, [Auckland Council](#), [Auckland Transport](#), [Auckland International Airport Limited](#) and [Kiwirail](#) are undertaking this project in partnership. Multi-modal options recommended by the study must deliver value for money, minimise negative impacts on the environment and communities, meet the requirements of funding bodies and align with the Auckland Plan strategic objectives.

## Additional Waitemata Harbour Crossing

With the Auckland region predicted to grow steadily over at least the next fifty years, there is a need to provide for increasing growth in vehicle numbers, freight volumes and public transport services.

The [Auckland Harbour Bridge](#) is expected to reach capacity in around 20 years and an additional harbour crossing will provide extended capacity for the overall network, as well as an alternative route, and additional, much-needed travel modes such as rapid passenger transport, cycling and walking options.

An additional crossing of Auckland's Waitemata Harbour is therefore planned, and this NLTP will invest \$8 million on planning and design work for this.

Planning and design work has started and notices of requirements have been lodged to protect the route.

## Auckland Newmarket Viaduct



Newmarket Viaduct. (JPG, 123KB)

With over 160,000 vehicles passing across it daily, the stretch of SH1 between Gillies Ave and Greenlane represents a critical link in not just Auckland's, but the nation's roading network.

For some years the [Newmarket Viaduct](#) had struggled to cope with traffic volumes during peak hours, resulting in daily congestion. It was also too weak seismically to withstand a severe earthquake.

This nearly complete four-year project involved the four-stage replacement of the [Newmarket Viaduct](#) (motorway flyover), with a wider, stronger, more sustainable structure.

The staged approach allowed NZTA to improve motorway capacity midway through the project, and keep traffic moving in both directions throughout.

## Petone to Grenada link

Under this NLTP investigation and design will begin on the Petone to Grenada road. This will become the major network link from the industrial areas in Wellington's Hutt Valley and the port to SH1 North.

It will help to enhance the connections between the three main urban areas within the Wellington region and will provide better inter-regional connections for people and freight.

By providing a more direct route for freight it is also expected to improve the efficiency of the network and relieve congestion on State Highways 1 and 2. It will also increase the resilience of the Wellington network by providing an alternative to the coastal section of SH2 between Ngauranga Gorge and Petone.

Approximately \$6 million is expected to be invested for this under this NLTP.

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## Moving freight efficiently

Updated: 29 August 2012

The cost of moving freight directly impacts on the standard of living of all New Zealanders. Freight costs affect the price we pay for the goods we buy and the profits our importers and exporters receive for the goods they buy and sell.

Delivering freight efficiencies reduces the cost of trade, which can result in cheaper goods for all New Zealanders and increasing the competitive advantage for New Zealand importers and exporters. This will grow our economy and our wealth as a country.



"A more efficient and effective freight system can raise the prosperity of New Zealand's businesses and workers and enhance consumers' purchasing power."

*Productivity Commission Final Report on International freight transport services, April 2012.*

The 2012-15 NLTP includes significant investments that will make freight movements more efficient.

This investment is focused on improving the **roads of national significance** (RoNS) – which are critical sections of the state highway network that carry high volumes of freight and provide access to our major cities, areas of production, and major export and import ports and airports. This investment will provide significantly better transport connections, increased network capacity, and enhanced safety. Those moving freight, together with other road users, will have improved travel times, greater travel reliability, reduced fuel costs and a safer transport system.

Over the next three years the NZ Transport Agency (NZTA) will also be looking to improve our network planning for freight efficiency, taking a more integrated approach to the way we plan for and develop New Zealand's freight transport network.

"Each year around 26.8 billion tonne-kilometres of freight is moved within New Zealand. 70% of this is moved by road, 15% by coastal shipping, 15% by rail".

*National Freight Demands Study, 2008.*

### Enabling more efficient use of the transport network

As our population and economy grows, so too will the amount of freight that needs to be moved. The growth in freight will result in an increased number of truck movements.

To manage this increase, and mitigate the adverse effects of that growth, we will need to make better use of the existing transport network.

The **Land Transport Rule: Vehicle Dimension and Mass Rule Amendment 2010** allows for High Productivity Motor Vehicles (HPMVs). These are a special category of permitted freight trucks that are allowed to exceed standard lengths and/or weight. Our work to date has highlighted the economic, environmental and safety benefits of using HPMVs to improve productivity and reduce the number of truck movements needed to cope with current and increasing freight volumes.

A primary objective of our 2012-15 NLTP investment is to develop a connected national HPMV network, with priority given to State highways and local roads that carry high volumes of freight traffic and provide access to areas of significant and sustainable freight production, consumption and distribution.



▶ [View the latest tables of activities](#)

This NLTP will focus on investing in the bridges that have limited capacity to allow the additional weight of HPMVs. On some routes only one or two bridges are preventing round trips for HPMVs. To ensure HPMVs can also access the local road network, and complete their journeys from origin to destination, the NZTA is collaborating with local government and freight transport operators to identify and plan for the introduction of HPMVs on key end-to-end routes.

By the end of this NLTP period, it is expected that 4500 kilometres of state highways and local roads will be available for full HPMV access. This NLTP earmarks \$45 million for this work.

## Working in Partnership

Our freight system is complex. While the key relationship in the movement of freight is between the producer of goods and their customers, there are many more links in the chain, from both the public and private sector, which are critical in getting goods from where they are produced to where they are needed.

Although land transport is the NZTA's key area of responsibility, we appreciate that the movement of freight is not confined to a single means of transport. An integrated approach to freight recognises that each mode: sea, air, road, and rail, needs to play its part in providing a flexible, reliable, safe and efficient freight system.

Improving freight efficiency needs a 'whole of supply chain' perspective. Central and local government are the main providers of land transport infrastructure and services, but it is the private sector that owns and moves New Zealand's freight from the port or point of production to the marketplace and the customer.

## Planning for freight

The NZTA is employing a collaborative approach to better understand freight supply chains and how we can contribute to optimising each link to ensure the freight transport system is effective in reducing the cost of doing business in New Zealand.

This engagement includes freight producers, freight transport operators, other network providers (such as KiwiRail) and providers of key infrastructure and services (such as ports, airport companies and coastal shipping operators), along with regional and local government.

This approach is being used to develop a common view of how we can move freight more efficiently across New Zealand. Similar collaborative planning for freight is underway in the upper North Island and beginning in the lower North Island and South Island.

## Working to make freight more efficient in the upper North Island

As part of this work on improving planning for freight the NZTA is working with the Upper North Island Strategic Alliance (UNISA), **Auckland Transport** and **KiwiRail** on initiatives to reduce the costs of doing business in New Zealand – from an upper North Island point of view. UNISA is made up of **Northland Regional Council**, **Whangarei District Council**, **Auckland Council**, **Waikato Regional Council**, **Hamilton City Council**, **Bay of Plenty Regional Council** and **Tauranga City Council**.

The efficient movement of freight through the upper North Island is critical to New Zealand's economic success. More than 55% of New Zealand's freight travels through the Northland, Auckland, Waikato and Bay of Plenty regions, and collectively these regions generate over 50% of New Zealand's gross domestic product.

All of the organisations involved believe that to invest smarter and deliver better certainty for industry and investors there needs to be a shared understanding of the wider freight picture. All parties are committed to working together on critical priorities that will add the most value.

## Better network integration

A key outcome of this engagement process is improved integration across transport modes to provide freight producers and transport operators with better choices about how they can move their freight.

The NZTA is using a collaborative approach to facilitate better coordination and integration across the transport system. This includes looking at how we could provide a long-term view on the national and inter-regional strategic transport network.

The aim is to ultimately enable a 'seamless' national strategic network whereby land transport provides improving connectivity for the tradable sector, especially to sea and air ports.

Our thinking on the integrated network approach is evolving as we talk and work with other transport decision-makers. This work will assist future planning and investment by not just NZTA, but also by the wider transport sector.

"New Zealand exports approximately \$47 billion worth of goods each year and imports around \$44 billion of goods each year. All of these goods travel either to or from New Zealand's air and sea ports."

*Statistics NZ 2010/11 data*

## Improving safety and minimising environmental impacts - seven roads of national significance, seven freight efficiency stories

While working to improve the efficiency of freight movements for the benefit of all New Zealanders, this NLTP will also invest in ensuring the negative impacts of freight movements are reduced or mitigated. Our work on delivering the seven roads of national significance includes redesigning the network to move these high volume freight routes away from residential areas, schools and vulnerable road users. Where these roads move through urban areas the NZTA is investing in ways to reduce the impact of this traffic on neighbouring communities. This provides benefits to communities and also saves time and money in moving freight.

Each of the RoNs will provide for the improved efficiency of freight in a unique way. For example:

**Puhoi to Wellsford** will provide improved access for freight between Auckland and Northland. The project will improve the state highway network from Puhoi in the south to the north of Wellsford, following on from completion of the Northern Gateway Toll Road in 2009. Puhoi to Wellsford has a strategic role connecting the Auckland and Northland regions and enabling future regional growth as well as improving the safety of the route and making journey times more reliable. This will bring the Northland and Auckland economies closer together and allow for greater trade and reduced transport costs for operators.

**The Western Ring Route** will provide an alternative western route for light and heavy freight vehicles moving through or around Auckland. A huge amount of New Zealand's freight is moved within cities - especially Auckland, where a third of the population lives. Congestion creates significant cost for businesses moving freight for export, or to shops and supermarkets. Congestion reduces the number of trips possible per day - meaning more trucks are needed to move the goods our cities need to thrive. Once completed, the Western Ring Route will provide a bypass around the Auckland central business district for the large volume of light and heavy freight traffic that travels across the region each day. This improved network efficiency, and the additional capacity provided by the completed route, will support economic growth by enabling goods to be moved more quickly and improving business productivity. It will also provide significantly faster access to Auckland International Airport, which handles significant volumes of New Zealand's exports and imports.

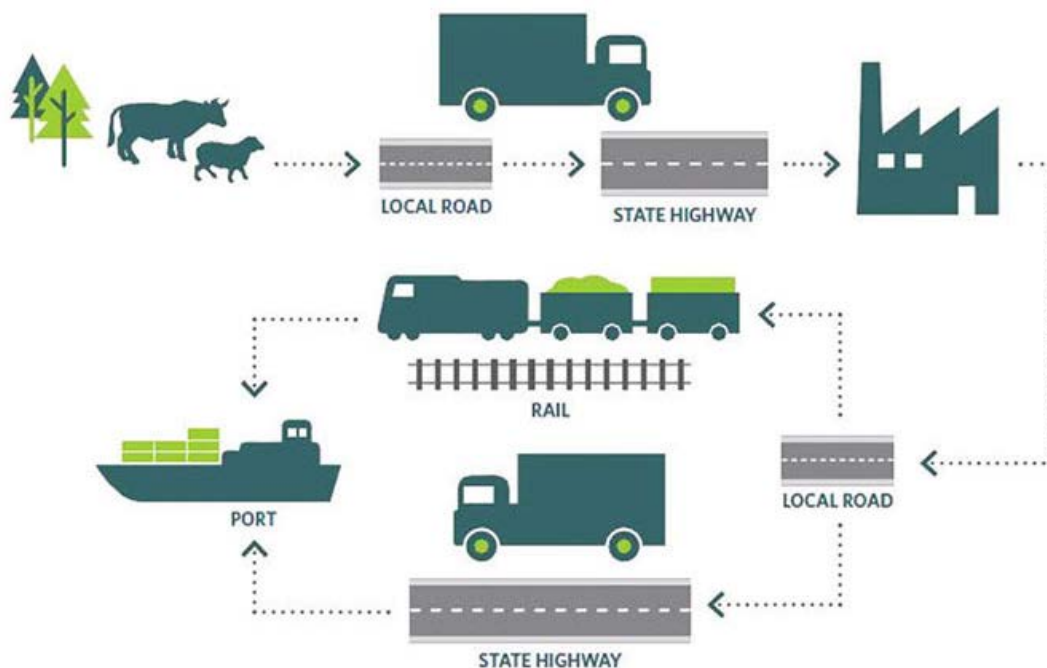
**Tauranga Eastern Link** will provide more direct, safer access to the Port of Tauranga, improving efficiency and contributing to economic development in the wider Bay of Plenty through improved travel times for the areas of high freight production. It will also provide a safer route between Tauranga and Paengaroa, bypassing the residential areas of Te Puke and Papamoa, providing significant safety benefits to these communities, transport operators and other road users.



John Vujcich is NZL Group's only owner-driver. He is thrilled with how the new Waikato Expressway saves him time and money on a trip. (JPG, 80KB)

**The Waikato Expressway** will improve safety and reliability and reduce travel times and congestion on SH1 by delivering a four-lane highway from the Bombay Hills to south of Cambridge. These travel time savings will be significant for the large number of freight transport operators. Hamilton based owner driver John Vujcich, from NZL Group, says the expressway will allow him to make an extra trip to Auckland each day. That extra trip is directly attributable to the investment in improved infrastructure. This will save 20 minutes off each trip, so John will burn less fuel, spend less money and save time delivering his freight.

"Freight volumes are forecast to double by 2040"  
*Connecting NZ, 2011*



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## Enabling rural New Zealand

Updated: 29 August 2012

The road network is vital to the economic and social wellbeing of New Zealand's rural communities. It allows producers to take goods to markets, both within New Zealand and beyond, and helps people connect with their neighbours as well as other rural and urban communities. It is also key to providing access to educational, social and health services.

This National Land Transport Programme (NLTP) focuses on optimising the current network by improving critical sections that carry high volumes of freight and provide access to processing plants, distribution centres, markets and ports.



### Connecting primary industries with export markets

Primary industries, including agricultural, horticultural, forestry, mining and fishing industries located in rural areas, play a vital role in New Zealand's economy, particularly in the export sector and in employment. Overall, the primary sector contributes over 70% of New Zealand's total export earnings. To remain internationally competitive these industries need reliable, safe and efficient access to local and international markets.

The majority of rural roads are local roads, and these are often the first roads to take New Zealand produce from the farm gate to markets around the world. The safety and road condition criteria of these roads are generally very positive after a decade of significant investment.

While there is a slight increase in investment in the maintenance, operations and renewals of local roads under this NLTP, the focus is on:

- making better use of our current networks
- targeting the right levels of service to the right parts of the local road network, so roads are maintained at an appropriate standard
- getting better value from our procurement.

The NZTA has been working closely with local authorities and contractors to get the right service delivery incentives and the right contract models in place to progress this approach.

### More efficient freight movements

A primary objective of this NLTP is to develop a connected national High Productivity Motor Vehicle (HPMV) network. By the end of this NLTP period, it is expected that 4,500 kilometres of state highways and local roads will be available for full HPMV access. This NLTP earmarks \$45 million for this work.

This will provide significant benefits to the primary sector, as it means much of the bulk freight carried in rural areas, such as dairy, logs and minerals, can be moved more efficiently using fewer trips.

In particular this NLTP will focus on investing in the bridges that have limited capacity to allow the additional weight of HPMVs. On some routes only one or two bridges are preventing round trips for HPMVs. To ensure HPMVs can also access the local road network, and complete their journeys from origin to destination, the NZTA is collaborating with local government and **freight** transport operators to identify and plan for the introduction of HPMVs on key end-to-end routes.

### The role of the roads of national Significance



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Although the seven **roads of national significance** (RoNS) are based around New Zealand's largest population centres, they have a crucial role to play in getting primary goods safely and quickly to national and international markets. For example, the **Waikato Expressway** on SH1 will provide greater travel time reliability between Auckland and the Waikato, Bay of Plenty, Taranaki, King Country and Taupo, thereby providing improved access to key markets for much of the upper North Island.

Likewise, the **Christchurch Southern Motorway** will enable a safer, faster journey to Lyttelton Port for crops and agricultural exports from **Canterbury**, that will increase as the water plan is implemented.

## Making high risk rural roads safer

Crashes on rural roads are a serious issue in New Zealand. The introduction of the Safe System approach through the government's road safety strategy Safer Journeys represents a fundamental shift in the way we think about, and act on, road safety.

One high risk area identified in the strategy was to focus safety improvements on high risk rural roads. In response, we've developed the **High Risk Rural Roads Guide** for local and regional councils. It provides guidance for planning, funding and evaluating safety projects and programmes and links to a number of **road safety** resources.

The NLTP directs targeted funding to high risk parts of the rural roading network.

## Network resilience

Network resilience is a particular issue for rural communities as often these communities are isolated and heavily dependent on a few key routes, making them much more vulnerable to being cut off by severe weather, slips or seismic activity.

Producers also need a rural network that is reliable and resilient in changing times. Changes in farming activity are putting increased loads on rural roads as are changing land uses, for example, in Canterbury where heavy dairying and forestry freight vehicles are putting pressure on rural roads.

Local authorities play a crucial role in maintaining rural roads and access, and with changing demographics they are needing to continually reassess demand and levels of service. The work the **Southland District Council** is doing in this regard offers an excellent model for other local authorities.

Read more on how this NLTP is addressing such **issues**.

## Case study one: Mother Nature throws another curve ball

Living in rural areas may mean not suffering the daily congestion problems of many Aucklanders, but is not without its transport challenges – especially because of extreme weather events and unstable terrain.



Working on the Manawatu Gorge slip, November 2011. (JPG, 119KB)

There have been ongoing problems getting access through the **Manawatu Gorge** over the last year after a huge slip made it unusable for vehicles.

SH3 is classified as a nationally strategic highway and a key freight route for east-west freight through the lower North Island, as well as being an important commuter link between the Tararua district and Palmerston North employment.

After being closed for months, a temporary road briefly meant traffic could get through the Gorge again. But as NZTA State Highways Manager David McGonigal reported in July 2012. "Unfortunately Mother Nature threw us another curve ball" when further rain washed out much of the temporary

road.

"Motorists can use the Pahiatua Track and the Saddle Road as alternative routes, but neither of these routes are designed for high traffic use. The gorge is still the best route given the topography of the area, but the agency is learning more about the challenges of the gorge every day."

"No slip in New Zealand's history has had such an enormous impact and affected so many people. The length of time taking to clear the slip was not down to a shortage of man or machine power, but a reflection on the difficult conditions.

"The scale of the job is just remarkable. The work these guys are doing up on the slope is about as far removed as imaginable from just another day at the office – the effort they are putting into stabilising the slope under such gruelling conditions is quite astounding."

The nature of the terrain through the Manawatu Gorge is such that it will continue to pose a route resilience risk, but this NLTP will include a project to ensure an alternate route is capable of taking detoured state highway traffic in the event the Gorge is closed again.

Investigations are still to be completed to define the scope of works required. This will be worked through with the local authorities to ensure a fit for purpose and appropriate solution.

## Case study two: Reducing serious crashes at high risk rural intersections



Rural Intersection Warning Signs (RIAWS). (JPG, 82KB)

The NZTA is trialling Rural Intersection Activated Warning Signs (RIAWS) as part of the agency's ongoing effort to reduce serious crashes and improve safety at high risk intersections in rural areas. Two pilot sites have been chosen to begin the trial, which will be expanded to about 10 intersections in 2012-13.

Based on a concept successfully developed in Sweden, RIAWS are active signs that aim to slow vehicles on the main road approach when a vehicle is present on a side road.

The greatest proportion of intersection crashes within high-speed environments are crossing or turning crashes between two vehicles. The

risk of serious injury or death from side-impact crashes increases significantly above 50km/h. Therefore travel speeds through high-risk intersections (where the potential for a collision exists) should be no more than 70km/h, to achieve impact speeds of 50km/h after some braking.

The RIAWS trial will reduce the speed limit to 70km/h for vehicles on the major approach, which will reduce the risk of high-severity crashes involving crossing or turning traffic. The reduced speed limits will only operate at times when traffic is approaching from the side road or turning right into the side road.

Before and after speed surveys will be carried out and crash statistics will be monitored and evaluated after the trial period to determine if there has been an improvement. Drivers' understanding and acceptance of the speed limits will also be evaluated.

Safety improvements on high-risk rural roads and at high-risk intersections continue to be a key focus for Safer Journeys. A high-risk intersection guide is currently being developed, which will help local government identify and improve the safety of high-risk intersections within their jurisdictions.

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# Addressing severe congestion

Updated: 7 September 2012

A high-performing and efficient transport system is essential to New Zealand's economic future, but severe congestion hinders efficient movement of freight and people, thereby negatively impacting on productivity.

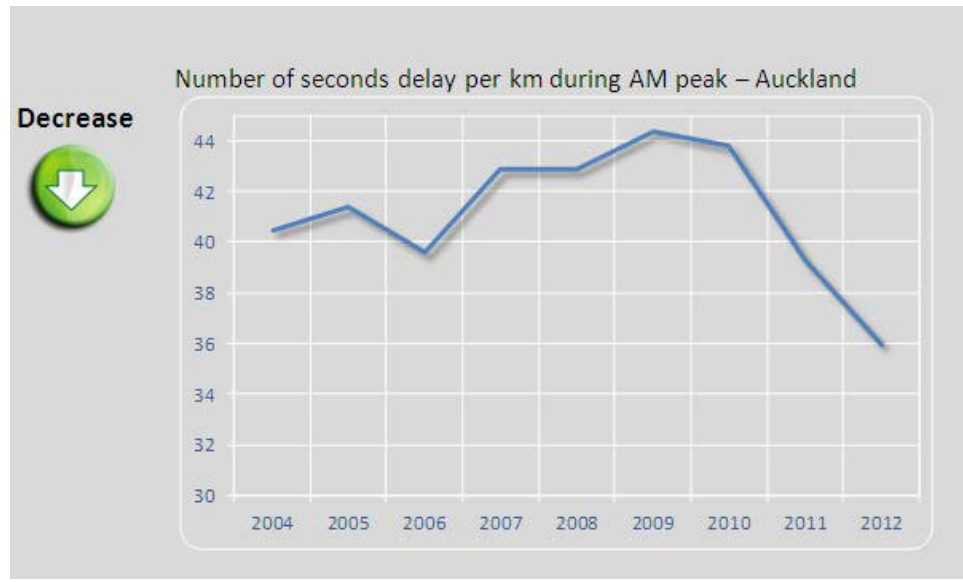
As a result, a focus of this National Land Transport Programme (NLTP) it to target investment at congestion choke points in urban centres.



Measures to address severe congestion in this NLTP include:

- initiatives to optimise the use of existing roads
- increased investment in public transport and cycling
- investment in new roads
- improved freight connections
- network management improvements (for example, traffic signals)

The **roads of national significance** have a critical role to play in reducing congestion in and around our five largest urban centres, as well as easing the most significant pressure points in the national network.



## Optimising networks

This NLTP will also focus on optimising the operational management of existing networks to ensure that we are extracting all available capacity out of what we already have. One way this will be progressed is through the network operating framework that is being rolled out in several cities.



One example of how **optimising network** management can reduce congestion is in Auckland's Symonds Street where traffic signal improvements are achieving two-minute travel time savings for 20,000 vehicles per day, resulting in a reduction of fuel burned per day of 1,150 litres.

We are also undertaking an optimisation study in Wellington to better integrate the state highway and local road networks.

## Auckland

Auckland has by far the highest traffic flows, the highest proportion of freight traffic, and the most severe congestion of any city in New Zealand, all of which impact on that city's contribution to the country's economic growth.

Over the next three years this NLTP will continue to connect key networks to help people and freight move more freely around and through Auckland, and elsewhere in the country where there are significant barriers to progress.

Particular projects to be progressed under this NLTP include:

- The **Western Ring Route** – This will provide better links between Manukau, central Auckland, Waitakere and the North Shore. Work is underway on the twin tunnels that are the heart of the 5km **Waterview Connection**. This is the final link in the Western Ring Route, and when complete it will release the full benefits of a decade of previous motorway upgrades, and provide a motorway alternative to ease pressure on State Highway 1 and the **Auckland Harbour Bridge**. A further \$1.15 billion will be invested in this NLTP.
- Auckland Transport's Auckland Manakau Eastern Transport Initiative (AMETI) - a \$1.5 billion strategy aimed at easing traffic congestion and providing much improved passenger transport links - that will contribute to economic growth and productivity particularly in southeast Auckland. Under this NLTP approximately \$240 million will be invested on this initiative.

## Freight movements

An important part of reducing congestion on the network is to improve the efficiency of **freight movements**.

Freight volumes are predicted to double across New Zealand by 2040 – perhaps faster in the upper North Island. This freight will need to compete for road space, and current congestion levels in our main centres are already reducing the productivity of the freight industry.

To manage this increase, and mitigate the adverse effects of that growth, we will need to make better use of the existing transport network.

The NZ Transport Agency (NZTA) has worked with the industry to establish a system that allows some trucks - High Productivity Motor Vehicles (HPMVs) - to carry heavier and longer loads. Allowing trucks to carry more per trip could reduce the number of trips needed to cope with increasing freight volumes. This productivity increase could reduce congestion while making the trips more efficient for the freight operators.

A primary objective of this NLTP investment is to develop a connected national HPMV network, with priority given to state highways and local roads that carry high volumes of freight traffic and provide access to areas of significant and sustainable freight production, consumption and distribution.

Other measures include better planning for the location of freight-related developments; dedicated traffic management such as the freight on-ramp from Onehunga Port; freight-specific signage; more park and rest facilities; freight bypasses and dedicated freight lanes.

## Public transport investments

Investment to address higher use of public transport can make a significant contribution to network congestion.

A total of \$1.74 billion will be invested in New Zealand's **public transport** system during this NLTP period - a 21% increase on actual spend over the last three years. This figure includes a share of \$780 million from local authorities.

About 90% of this NLTP investment is being directed to where congestion is greatest - Auckland, Wellington and Christchurch – in order to unblock network choke points in these areas and therefore encourage economic growth. We will target our investment in the peak commuting hours ahead of growing off peak weekday and weekend services.

The aim with this investment is to make public transport more affordable, reliable and accessible, as well as safer and easier to use. As a result we expect more people to use public transport, and more often, particularly in Wellington and Auckland, while in Christchurch we hope to re-grow patronage levels.

Nationally, an 11% increase in trips per year is projected by the end of the 2012-15 investment period.

## Walking and cycling

We'll also continue to invest in planning and delivering high quality pedestrian and cyclist networks so that these active travel modes can safely play their part in tackling congestion, along with providing health benefits.

The NZTA is encouraging a strategic network hierarchy approach for providing cycle facilities in major urban areas – this involves providing high levels of service on key commuting routes to provide realistic alternative travel options. This approach is being adopted in Auckland and Christchurch.

The 2012-15 NLTP invests approximately \$79 million specifically in **walking and cycling**, and approximately \$80 million in addition is expected to be spent on walking and cycling facilities integrated into other projects.

The main priority for this investment, apart from safety, is to help relieve severe congestion in the main centres. This is especially important to help unclog key passenger and freight routes at peak times.

Past investments in these modes have been successful. In Auckland for example, monitoring at 60 sites shows that the number of people walking and cycling has increased by 30% since 2007.

## New technologies

New technologies also have a role to play in reducing congestion. For example, variable messaging signs - electronic traffic signs that give travellers real-time information about traffic congestion, accidents, roadworks, or speed limits – can help reduce congestion by encouraging road users to take alternate routes and avoid bottlenecks. Variable speed limits can also help to smooth traffic flow and therefore increase the throughput of vehicles.

Looking to the future, the NZTA is working closely with local authorities in the development of their long term planning documents, as transport planning is an important part of how cities develop. In particular, we are working with Auckland in the development of the Auckland Unitary Plan and with Christchurch in the development of a number of strategic planning documents.

## Case study one - Motorway investments pay travel time dividend

Despite an increase of around 20% in the number of cars, buses and trucks using Auckland's motorways over the last five years, travel times across many sections of the network have fallen, and travel time reliability has improved.

Since 2006, congestion at peak times across the region remains high, but the completion of major projects over the past few years has brought some significant improvements in travel times.



Victoria Park Tunnel. (JPG, 125KB)

These projects include the opening of the **Victoria Park Tunnel** in the central city early in 2012, which effectively doubled the lanes and increase the capacity at this key link in and out of the Central Business District (CBD), and improved travel times between North Shore and Auckland CBD. The completion of a new section of SH18, the **Hobsonville Deviation**, in 2011 has significantly improved travel times between the North Shore and West Auckland.

The opening of an additional bridge and the doubling of SH20's motorway lanes across the Manukau Harbour in July 2010 also brought reduced travel times on the key route through south-western Auckland and to and from Auckland International Airport.

Aucklanders are now looking forward to the completion by 2017 of the region's next major motorway project, the **Western Ring Route**, which includes the twin tunnels of the **Waterview Connection**. This will provide the essential last link in the motorway chain that connects south, west and north-western Auckland, and a much needed alternative to SH1 through the centre of the Auckland isthmus.

## Case study two - Christchurch traffic delays eased



New traffic lights installed by the NZTA at the SH74 QEII/Drive Marshlands road intersection in July 2012 has cut travel times pleasing many of the regular users of this once heavily congested route.



Marshland Road, Christchurch congestion. (JPG, 82KB)

The amount of traffic on this road has grown considerably since the earthquakes leading to often frustrating delays for road users. Work on this \$3.5 million NLTP-funded project started in December 2011.

Several glowing comments from frequent users of this road were quoted in the local newspaper, Mainland Press. One driver told the paper the new intersection had cut up to 20 minutes off his travel times and another said traffic flows were now much improved and the intersection that replaced a

roundabout is much safer.

One of the key focuses of the NZTA is provide transport users with travel experiences that are increasingly safer and more efficient. The upgrade intersection is positive for heavy vehicle operators as well, offering them greater safety and improved travel times on what is the main road access to the Port of Lyttelton. Having this key route operating as efficiently as possible is important, as it carries much of the road freight needed to grow the Canterbury economy.

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## Making journeys safer

This National Land Transport Programme (NLTP) will help create a transport system where human error doesn't cost a life through strengthening the four parts of a Safe System: safe roads and roadsides, safe speeds, safe vehicles, and safe road use.

This is in line with "[Safer Journeys](#)" the government's strategy to guide improvements in road safety over the period 2010–2020, which has a vision of a safe road system increasingly free of death and serious injury.



### ▶ Safer travel

▶ Road policing

## Safer travel

This National Land Transport Programme (NLTP) will help New Zealand move toward a transport system that reduces the chance of human error costing a life or a limb, with approximately \$2.8 billion for activities that will directly or indirectly improve road safety - a 5% increase on the previous three years.

This includes \$900 million for road policing activities delivered by NZ Police.

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This is in line with "[Safer Journeys](#)" the government's strategy to guide improvements in road safety over the period 2010–2020, which has a vision of a safe road system increasingly free of death and serious injury.



▶ Safer travel

▶ Road policing

## Road policing

To reduce death and serious injuries on New Zealand roads, the National Land Transport Fund provides \$900 million for road policing activities delivered by NZ Police, including a reserve allocation of \$10 million.

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## Safer travel

Updated: 7 September 2012

This National Land Transport Programme (NLTP) will help New Zealand move toward a transport system that reduces the chance of human error costing a life or a limb, with approximately \$2.8 billion for activities that will directly or indirectly improve road safety - a 5% increase on the previous three years.

This includes \$900 million for road policing activities delivered by NZ Police.



## We target risk

Through the Government's Safer Journeys road safety strategy the NZ Transport Agency (NZTA) and other agencies are guided to improve road safety from 2010–20. To ensure the NLTP road safety investment goes where it is most needed, the spend is prioritised to address identified risk areas, based on this strategy.

The vision of Safer Journeys is of a safe road system increasingly free of death and serious injury. It introduces the world-leading Safe System approach to New Zealand which has set our long-term direction. The approach recognises that humans are fallible and fragile, and focuses on creating a forgiving road system to prevent death and serious injury rather than assigning blame.

It is all about creating safer journeys - whether it's maintaining the road network, encouraging safer vehicle choices, setting appropriate speed limits, or targeting drink drivers.

Strengthening safety in all parts of the system - roads and roadsides, speeds, vehicles, and road use - is at the heart of the NZTA's commitment to reducing road trauma. This approach means that if one part fails, other elements will still protect people if they're involved in a crash. This relies on a joined-up approach across all NLTP investments and with our safety partners.

The NLTP safety investment will continue to reach across many high-profile public activities such as road safety promotion, road infrastructure improvements and road policing. It will also continue to be directed towards lower profile but equally important safety activities such as maintaining the roading network, delivering effective public transport services and infrastructure, and funding the development of road safety research that informs our decision-making.

Through the planning process all parts of the system need to be considered in an integrated way to ensure best value for money.

## Creating safer roads and roadsides

Ongoing roading improvements and maintenance have made a significant contribution over time in reducing deaths and serious injuries from road crashes.

\$4.82 billion is to be invested in the maintenance, operation and renewal of roads (local and state highways). These investments contribute to safety through activities such as resealing roads to improve skid resistance, operations of street lighting and the provision and maintenance of road signs.

In addition to maintenance we will continue to invest in capital improvement programmes for local roads and state highways. The government expects the three year spend on safety improvement works and safety related maintenance and renewal work across the local road and state highway network to be within the range of \$690

### Related links

- ▶ [Safer Journeys and the Safe System](#)
- ▶ [Safer Journeys \(Ministry of Transport\)](#)



million to \$1.08 billion.

This investment will continue to target safety priorities and will focus on:

- raising the Star Ratings on some high volume, high risk rural roads through the Roads of National Significance programme. These ratings help make drivers aware of the relative safety of the roads they use, and provide guidance as to where safety improvements should be targeted
- safety improvements such as installing safety barriers, shoulder widening, providing better passing opportunities, intersection improvements and rural road realignments
- safety improvements that target high-risk rural roads and high risk intersections
- maintenance and renewal activity for safety, for example, providing the appropriate level of skid resistance and road delineation including reflectorised road signs and markings, marker posts and rumblestrips.

Investment in road improvements will target both collective risk and personal risk as there are different investment strategies for both.

In 2011-12 the NZTA developed three draft guides (in consultation with road controlling authorities) that provide best practice guidance to identify, target and address key road safety issues and risk areas. The [High-risk rural roads guide](#), [Safer Journeys for Motorcycling Guide](#) and [High-risk intersection guide](#) will continue to help shape the way the regions invest their road funding.

KiwiRAP, the road safety assessment programme currently applied to state highways, is expected to be extended over the next three years. It will involve rating the risks of key urban roads to help target safety improvements to areas where the NZTA can make the biggest safety gains in reducing deaths and serious injuries.

## Creating safer speeds

The NZTA will be working to help people understand what travelling at safe speeds means through effective use of safe system tools such as network and speed management interventions, road and vehicle technologies, enforcement, promotion, incentives and cultural change. Safe system demonstration areas, which include safe speed management, will be one of the tools used.

The aim is that speeds will reflect a balance between road safety and economic productivity across the local road and state highway network.

The NZ Police have a key role to play. The Road Policing Programme for 2012-15 has not yet been approved by the Minister of Transport. However, it is expected that the final programme will continue to put a high priority on ensuring more people are travelling at the right speeds (including appropriate speed for conditions).

## Encouraging safe road use and good vehicle choice

Road safety promotion is an important part of the total NLTP investment in safety, with an investment of \$58 million during 2012-15 to NZTA-led activities such as the national advertising programme, and an investment of \$68 million led by local government for local promotion work.

The NZTA work in 2012-15 will target road users through education and advertising campaigns for:

- high concern areas outlined in Safer Journeys - alcohol and drugs, motorcycles, young drivers, roads and roadsides and speed
- medium-concern areas as identified in Safer Journeys - high-risk drivers, walking and cycling, vehicles, fatigue, and distraction
- areas where there is a disproportionate risk for road users in some areas compared to others (eg, where there is low use of restraints) through our Communities at Risk assessments

The road safety promotion investment also allows for opportunities to enhance or promote transport sector activities, including infrastructure improvements, police interventions and regulatory change.

The [Rightcar website](#), which encourages buyers to choose safer, cleaner and more economical cars will continue to be funded via the NLTP.

## Working across the sector

The NZTA works closely with local and regional councils, as investment partners, to help deliver good safety outcomes in local communities.

Road policing activities delivered by NZ Police receive an investment allocation of \$900 million from the National Land Transport Fund for 2012-15. This investment delivers vital safety benefits - having police on our roads is a visible deterrent but they also work with the NZTA to target risk areas.

This partnership between the NZTA and NZ Police includes working on shared intelligence and the reporting of crashes, using the resulting data to evaluate safety throughout the country and make improvements in line with Safer Journeys outcomes.

In addition to crash data we continue to need a good and up-to-date understanding of crash risks, safety contributors to outcomes and worldwide best practice.

An NLTP investment of \$15 million for 2012-15 is allocated to transport sector research which includes research that can inform our safety work by helping us understand the risks, new technologies or innovations, and where we will get the most effective safety outcomes. There are a number of drug, alcohol and speed research projects currently underway that will inform our safety intervention work.

In 2012-15 we'll continue to strive for innovation by evaluating our pilot trials of new safety initiatives such as the trial to reduce speeds outside rural schools and the Maramarua speed trial to see how the learnings help us create a safe road system. This also includes trials on new technologies such as the electronic intersection signs, motorcycle demonstration projects, speed management signs and Intelligent Transport Systems (ITS) infrastructure.

## Case study one: Making crashes survivable



Waikato Expressway - Longswamp to Rangiriri. (JPG, 26KB)

Head-on crashes carry a high risk of death and serious injury.

Putting wire median barriers between two lanes of opposing traffic can usually prevent this, but it's not practical to do this everywhere due to the associated costs and extra space needed. This type of intervention is therefore usually targeted to very busy roads.

As part of the Safe System approach, this NLTP will continue to invest in median barrier systems, including wire ropes, where appropriate.

The nine kilometre section of State Highway 1 from Longswamp to Rangiriri (midway between Auckland and Hamilton) is a great example of

how successful wire rope barriers can be. This two to three lane, undivided road had a history of head-on crashes. Between 1999 and 2003 there were 13 crashes that resulted in either fatal or serious injuries, four of these were head-on collisions in which seven people died and three were seriously injured.

Since the installation of a central wire rope barrier there have been no head-on collisions. The six crashes which have occurred resulted in one fatality and seven serious injuries.

This aligns with the Safer Journeys' vision of making crashes survivable and reducing the number of deaths and serious injuries on our roads.

To further promote greater safety on this stretch of road, educational campaigns are run on billboards, radio and print media in this area via collaboration by the NZTA, ACC, Waikato Regional Council and local Road Safety Co-ordinators. Before the barrier was installed, Police had a visible presence on this stretch of road and although they're still in the area they are able to target their efforts to other parts of the network with a higher crash risk.

## Case study two: Changing the speed conversation



Changing the speed conversation. (JPG, 61KB)

Most road users broadly recognise the risks of speeding and support enforcement of the speed limit. However, crash statistics suggest that many do not put that understanding into practice.

An upcoming NZTA campaign will look to inform and shift the debate about speeding to help drivers make informed and conscious decisions to travel at safe speeds. An initial campaign in late 2012 will begin this process, with a further campaign planned for 2013 and beyond.

The aim is to raise awareness of the benefits of travelling at safer speeds, and tackle the myth that speeding just a few kilometres over the limit is not a safety issue. We also need to communicate the strong link between

travel speeds and serious trauma, and help people understand the importance of adjusting speed as conditions change.



The campaign will help road users make informed and conscious decisions to travel at safe speeds, supported by the subconscious signals they receive from the design, layout and safety features present on the road.

National road safety campaigns have proven hugely successful. One of the NZTA's most successful drink drive campaigns is "Ghost Chips", which continues to test well with the target audience. In its first two weeks the television advertisement had 1.5 million YouTube hits, making it the top educational video in New Zealand's history. There were 175 Facebook pages spontaneously created in response.

The key to this sort of unanticipated 'viral' success has everything to do with the content and relevance of the advertising content for the specific audience being targeted. Thorough preparation, testing and monitoring are a big part in achieving this.

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## Road policing

Updated: 12 October 2012

To reduce death and serious injuries on New Zealand roads, and to contribute to economic growth and productivity, the National Land Transport Fund (NLTF) provides \$900 million for road policing activities delivered by NZ Police. This includes a reserve allocation of \$10 million for the increased use of technology to manage speed.



Investment in the [Road Policing Programme](#) recognises the critical role the NZ Police plays in contributing to the *Safer Journeys* vision of 'a safe road system increasingly free of death and serious injury' and to the achievement of a [Safe System](#). It also reflects the economic contribution of road policing in terms of reducing the social cost of road deaths and injuries together with economic growth and productivity benefits such as improving the efficiency of [freight flows](#), travel time reliability and [network resilience](#).

The road policing activities that receive an investment allocation from the NLTF are set out in the [Road Policing Programme](#) a three-year programme prepared by the NZTA in consultation with NZ Police, and approved by the Minister of Transport in consultation with the Minister of Police. The [Road Policing Programme](#) is included in the National Land Transport Programme (NLTP) to ensure the planning, investment and delivery of road policing activities are integrated with other NLTP activities.

Road policing investment through the NLTF is designed to focus road policing effort on areas that make the greatest contribution to desired safety and economic outcomes. This means the investment focus is on the efficient and effective achievement of outcomes, giving Police the operational flexibility to adjust activities and resources accordingly. Obtaining optimal value for money is a critical component of the investment.

### 2012-2015 Road Policing Programme

The Minister of Transport has approved an investment level from the NLTF for the [2012-15 Road Policing Programme](#) of \$900 million.

Included in the \$900 million is a reserve allocation of \$10 million to support the increased use of technology to manage speed over the term of the [2012-15 Road Policing Programme](#). The release of the reserve will depend on a business case supporting the efficiency and effectiveness of this additional proposed investment.

The work programme invested in through the [2012-15 Road Policing Programme](#) includes the following high priority activities:

- Targeting high risk drivers by reducing opportunities for disqualified drivers to offend, focusing on localities, communities, routes and times of greatest risk and coordinating with road safety partners and the wider justice system to reduce the impact and prevalence of high-risk drivers
- Ensuring more young people are driving within their licence conditions by enforcing Graduated Driver Licence provisions, and working with young drivers in high-risk communities to improve their driving competence and understanding
- Reducing risks for motorcyclists (and risks taken by them) by targeting motorcycling safety operations, including policing, to localities, communities, routes and at times of greatest risk, and working with road safety partners to coordinate interventions, such as targeting motorcycling black routes

Ensuring fewer people are driving under the influence of alcohol and drugs by delivering alcohol and drug-impairment operations, and working with relevant national, regional and local partners to coordinate activities such as national and community advertising with road policing

- Ensuring more people are travelling at the right speeds (including appropriate speed for conditions) by targeting activities to high-risk areas, targeting speed enforcement to speeds above posted speed limits (having regard for tolerance levels) and reducing speed tolerances on holiday weekends and other high-risk periods
- Ensuring travelling on New Zealand's roads is more efficient and reliable by enforcing road user charges and high productivity motor vehicle rules and improving the compliance of licensed transport operators, in conjunction with partner agencies.
- The full list of activities included in the programme are: high risk drivers, young drivers, motorcycling, alcohol/drug impaired driving, speed, traffic management, restraints, heavy vehicle fleet, roads and roadsides, crash attendance and reporting, roads and roadsides, light vehicle fleet, walking and cycling, fatigue and distraction, and older road users.

In addition, the published [2012-15 Road Policing Programme](#) includes:

- The strategic context for the programme:
  - the [Safer Journeys Road Safety Strategy 2010-20](#) (external website)
  - the [Government Policy Statement on Land Transport Funding](#) (GPS)
  - NZTA's Road Policing Investing Framework – investing for outcomes.
- Investment information:
  - Road Policing Programme investment
  - long-term financial forecast
  - investing for outcomes
  - investment by road policing activity.
- Delivery road policing activities:
  - overview
  - improvement initiatives.
- Monitoring and reporting:
  - overview
  - formal reporting requirements.
- Road Policing Programme work programme activities by:
  - strategic priority
  - road policing activity
  - desired sector outcomes
  - results Police significantly contribute to
  - how Police will deliver
  - how Police will track progress (internally).

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## Providing travel choices

The NZ Transport Agency (NZTA) seeks to provide people with transport options, based on preferences and location, wherever possible. For example, in our main cities giving people the options of public transport, or safe cycling and walking helps to reduce severe congestion, and frees up roads for the more efficient movement of people and freight.

To support transport options, a total of \$1.74 billion will be invested in New Zealand's public transport system during this National Land Transport Programme (NLTP) period. For walking and cycling this NLTP is providing \$79 million for this activity class, and additional investment of approximately \$80 million is expected to be spent on walking and cycling facilities integrated with and delivered as part of other projects.



### ▶ Getting more from public transport

▶ Encouraging walking and cycling

## Getting more from public transport

When people use public transport to travel to work, shops or school they have a few basic needs. They want to get there on time, travel in comfort, pay a fair fare, and get there safely.

In spite of tight economic conditions, \$1.74 billion will be invested overall in public transport in this National Land Transport Programme (NLTP) over the next three years - a 21 percent increase on actual spend over the previous three years. This figure includes a share of \$780 million from local authorities.

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▶ Getting more from public transport

▶ Encouraging walking and cycling

## Encouraging walking and cycling

Walking and cycling are cheap, healthy, environmentally friendly transport options that can help alleviate severe congestion in urban areas and provide commuters with more travel choices.

Recognising these benefits the 2012-15 NLTP supports an investment level of around \$79 million through the walking and cycling activity class. In addition, approximately \$80 million of walking and cycling facilities are also expected to be provided as part of investments in roading projects and other activities.

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## Getting more from public transport

Updated: 7 September 2012

When people use public transport to travel to work, shops or school they have a few basic needs. They want to get there on time, travel in comfort, pay a fair fare, and get there safely.

In spite of tight economic conditions, \$1.74 billion will be invested overall in public transport in this National Land Transport Programme (NLTP) over the next three years - a 21 percent increase on actual spend over the previous three years. This figure includes a share of \$780 million from local authorities<sup>1</sup>.



The aim with this investment is to make public transport more affordable, reliable and accessible, as well as safer and easier to use. As a result we expect more people to use public transport in Wellington and Auckland, while in Christchurch we hope to re-grow patronage levels. Nationally, an 11% increase in trips per year is projected by the end of the 2012-15 investment period.

This investment recognises the many benefits public transport offers: it gives more choices to those travelling in urban centres, helps reduce congestion in those areas, is one of the safest forms of travel, and contributes directly to New Zealand's economic growth by aiding 132 million trips per year, or about half a million trips per working day. In Auckland alone there were 71 million bus, train and ferry trips last year.

In addition this NLTP investment will enable better use of existing transport capacity, aid network resilience and help reduce the environmental impacts of transport.

### Relieving congestion

About 90% of this public transport investment is being directed to where congestion is greatest - Auckland, Wellington and Christchurch - in order to unblock network choke points in these areas and therefore encourage economic growth. We will target our investment in the peak commuting hours ahead of growing off peak services throughout the rest of the day and weekends.

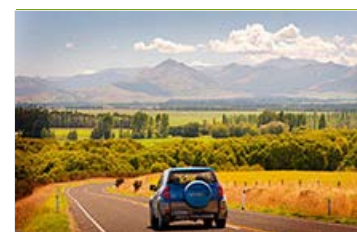
The main focus will be on maintaining and optimising core services to relieve congestion where needed most, and then to grow services as availability of funding allows.

While our investment in public transport is targeted mainly to specific areas and to achieve specific outcomes, regional and local authorities are free to provide other services for their communities, as determined through their Annual Plan process.

### Key areas of investment

Key areas of investment include supporting Auckland and Wellington as they upgrade rail networks and conduct reviews of their bus networks. It will also enable improvements to public transport network design by making routes and timetables fit for purpose and applying best practice network planning and operating principles.

This investment will also focus on achieving step-change improvements through integrated ticketing systems, and real time information provision. Examples include the final implementation of Auckland's integrated fares system (\$2.9 million remains earmarked in 2012-13 for this \$24 million project), funding the loan repayments for the capital investment in rolling stock in both Wellington and Auckland (\$80 million across the next three years), and the completion of Wellington's real-time information system (\$1.7 million remaining of this \$7 million project). Integrated ticketing will also be progressed in Wellington, as well as minor improvements in ticketing and real-time systems in other urban centres.



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New public transport infrastructure build planned during this NLTP will be staged as new routes are implemented and patronage grows. New infrastructure will be integrated with surrounding land use and other modes of transport, particularly in Auckland where there is significant growth pressure.

Further bus priority works are also likely but will then be funded from a separate activity class (local roads).

Encouraging a one network approach in Auckland, NLTP investment supports partnering and companion investment between **Auckland Transport** and **KiwiRail**. The infrastructure required for Auckland's rail electrification programme is being rolled out by **KiwiRail**, with **Auckland Transport** completing station upgrades and enhancements prior to KiwiRail's completion of electrification.

## Christchurch

The public transport network in Christchurch was significantly impaired after the February 2011 earthquake and improving public transport effectiveness is one of the NZTA's top priorities for the Canterbury region during this NLTP. Disruption to services and abrupt changes in transport patterns saw the number of trips per year drop 40% to just over 10 million for the year to December 2011.

As a result of service changes, patronage has recovered for the year to June 2012 to an estimated level of just over 11 million trips.

This NLTP will continue to support public transport in the region with \$130 million expected for this, as a good public transport system is vital to the efficient functioning of the whole Christchurch transport network.

The NZTA will continue to work with **Environment Canterbury** and our **Greater Christchurch Urban Development Strategy** partners to grow public transport patronage further. We support the concept of Environment Canterbury's proposal for a redesigned public transport network for Greater Christchurch, which involves changing the existing radial network to a "hub and spoke" model to more efficiently service the market at a reduced overall cost.

We also support the proposed central Christchurch public bus interchange as an anchor project in the **Christchurch Central Recovery Plan**.

## Value for money

As well as relieving congestion, another focus of this NLTP investment is on ensuring value for money, so existing services need to be optimised before we invest in new services. Where our investment partners are finding efficiencies in their transport system network, some provision has been made for inflationary cost increases. However, all need to control inflationary cost increases through managing their network or services more efficiently.

The new Public Transport Operating Model will start to be implemented during this NLTP period. This new planning and procurement framework will create a platform for improved efficiencies, reduced reliance on public subsidies, and greater collaborative planning and investment between regions and public transport operators.

## Partnership is the key

The NZTA will continue to work closely with our regional partners, **Auckland Transport** and **Greater Wellington Regional Council**, **Environment Canterbury** and thirteen other authorities to improve the effectiveness of public transport. Our collective investment is backed by sound strategic planning, linking regional public transport plans to other regional plans and to future development needs for each region.

## Farebox recovery

The NZTA's policy is to recover 50% of the cost of providing public transport services from fares by the 2015-18 NLTP. This target has been set to encourage efficiency and ensure that costs are fairly shared between public transport users, ratepayers, and road users (through the NLTP).

The 2012-15 NLTP takes into account that the national farebox recovery ratio has worsened over the last few years, and this trend is likely to continue before it improves during the next NLTP.

Farebox recovery has fallen from 48.7% in 2010-11 to 46.0% in 2011-12, primarily due to increased rail track access charges in Auckland and Wellington and an expansion of bus services in Auckland. To compensate for these cost increases, increased local government and NLTP funding is required in the short term.

The redesign of public transport networks in Auckland, Wellington and Christchurch over the next few years is expected to improve patronage, fare revenue and therefore farebox recovery in the longer term.

## Contribution of other activity classes

The 2012-15 NLTP investment is made up of two activity classes - public transport services, and public transport infrastructure. A reduced infrastructure spend has been more than offset by increased investment in public transport services.

The three main factors contributing to the reduction in investment in public transport infrastructure are:

- investment for Christchurch's proposed underground bus exchange was approved across both the 2009-12 and 2012-15 programmes. Due to the February 2011 earthquake, this project is now no longer progressing as planned. Instead, during this NLTP period, we anticipate contributing to the proposed new bus interchange in central Christchurch
- investment in rail carriage upgrades in Auckland and Wellington is now through the public transport services activity class and funded as loan repayments across the life of the project
- during this NLTP all new bus priority and bus lane improvement activities (previously funded through the public transport infrastructure activity class) will be funded from the activity classes for new and improved infrastructure for state highways and local roads.

In addition, other activity classes such as local roads and state highways maintenance and operations also contribute to the effective delivery of public transport infrastructure and services. A well maintained roading network is not only vital for buses to run, but also to enable people to access bus, rail and ferry interchanges. Local roads and state highway activity class expenditure to public transport through the maintenance on the North Shore Bus Way, priority lanes on local roads, and bus priority access.

Find out more information about [investment levels](#) in public transport services and infrastructure or detailed [financial tables](#).

## Case study one: Supporting Wellington's public transport network



Wellington real time bus information. (JPG, 87KB)

Tens of thousands of commuters use Wellington's buses and trains every day. For many of those travelling by bus, the recent rollout of real time information systems means they can save time and reduce frustration by finding out exactly when their next bus is due from bus stop digital displays, from smart phones, or from the web before they leave home or work.

Train commuters will be the next to benefit, with funding approved to complete a real time information system for rail services. Station displays will go live with real time information in late 2012.

These moves are expected to further boost public transport use in the capital, especially when coupled with integrated ticketing, the investigation of which is likely to start in this financial year.

**NZTA** is working closely with [Greater Wellington Regional Council](#) on these and other measures to contribute to integrated improvements to the network. In particular the council is working to reduce pressure on key travel corridors - especially in areas of population growth such as the northern part of the region.

This NLTP includes the loan payments for the capital investment in 35 additional Matangi trains to replace the current aging Ganz Mavag train fleet and meet existing and future peak period demand on the Wellington commuter network. While the \$141 million investment (capital cost) will help grow passenger numbers through improving the reliability and quality of peak services, the option of investing in the new Matangi units also offer better value for money than refurbishing existing units.

[Greater Wellington Regional Council](#), with investment support from NZTA, is rolling out a new approach to contracting bus operations that will promote increased service quality and efficiency. We are also focusing our investment to ensure value for money.

For example, we are an investment partner (along with the Greater Wellington Regional and Wellington City councils) in the [Public Transport Spine Study](#) examining the best long term option for a high quality, high frequency public transport spine from the Wellington railway station to the Wellington regional hospital.

NZTA is also supporting the council on:

- a complete review of the bus network to improve route design and timetabling
- a substantial fare structure review
- high quality trains and renewal work to railway stations and bus stops



- technology initiatives such as real time information and integrated ticketing to increase service quality and customer experience.

The benefits from these projects contribute to a more effective public transport system, and are expected to play a role in increasing patronage.

## Case study two: Optimising Auckland passenger transport



Optimising Auckland passenger transport. (JPG, 92KB)

A network operating framework seeks to make best use of the transport network by assigning priority to different modes of transport at particular times of the day on key routes. In addition to being a network optimisation tool, the framework also seeks to provide a basis for making informed decisions with regard to land use and transport planning.

**Auckland Transport** and **Greater Wellington Regional Council**, have both recently carried out reviews of their public transport networks and services and are proposing to optimise their networks by running more frequent services on fewer, but more direct routes.

While the benefits are for the future, following consultation and implementation of the various programme elements, predictions from overseas jurisdictions which have similar systems are encouraging. About 40% of people in urban Auckland would be within 500 metres of a frequent service, and more rational routes could reduce peak bus numbers (which set the capital investment level for operators) by about 50 buses. The 400 current bus routes could reduce to around 140 key routes.

This mirrors world best practice and allows passengers to use the network intuitively and without the need for a timetable on most main routes. It also requires a high standard of integration with other elements of the system such as integrated fares and preferably an integrated electronic ticket.

On-street infrastructure will also be needed, including well-located interchanges and stops, bus priority measures at intersections, well coordinated traffic signals, and bus layovers.

Optimising the network in this way could have a profound effect on the way the departments within the regional agency develop, prioritise, fund and implement their work programmes.

<sup>1</sup> Includes regional councils, approved organisations, **Auckland Transport**, and territorial authorities who have been delegated responsibility for management of public transport under the **Local Government Act 2002**.

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## Encouraging walking and cycling

Updated: 29 August 2012

Walking and cycling are cheap, healthy, environmentally friendly transport options that can help alleviate severe congestion in urban areas and provide commuters with more travel choices.

Recognising these benefits, the 2012-15 NLTP supports an investment level of around \$79 million through the walking and cycling activity class. In addition, approximately \$80 million of walking and cycling facilities are also expected to be provided as part of investments in roading projects and other activities.



### Improving safety

This NLTP investment is targeted at making cycling and walking safer - and therefore more attractive. This safety focus includes investigating a link between Petone and Ngauranga in Wellington (\$17 million estimated cost), and looking at starting an extension to connect the Northwestern Cycleway to central Auckland (\$9 million).

### Relieving congestion

The other main priority for this investment is to help relieve severe congestion in the main centres. This is especially important to help unplug key passenger and freight routes at peak times.

Past investments in these modes appear to have been successful. In Auckland for example, monitoring at 60 sites shows the number of people walking and cycling has increased by 30% since 2007.

### Targeting investment

This NLTP includes a continued commitment to walking and cycling 'model communities' - urban environments where walking or cycling are encouraged as the easiest, safest transport choice.

New Plymouth and Hastings became New Zealand's first model communities in 2010.

Acknowledging that it is very challenging to expect noticeable change in only two years, this NLTP will continue to invest in the New Plymouth (\$5 million) and Hastings (\$10 million) model community programmes.

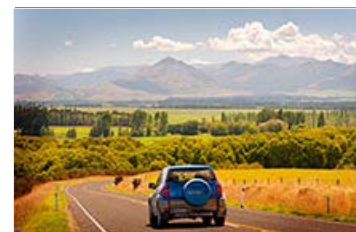
This approach of focusing investment on a few model communities allows for a significant investment into a few integrated programmes, rather than spreading it too thinly. Results to date show the previous investments in these two communities are producing good results.

### Integrated Planning

Walking and cycling are relatively low cost solutions which allow us to build additional capacity into existing transport networks.

This NLTP again encourages a planning, design and investment approach to deliver a comprehensive package of infrastructure and educational activities that integrate walking and cycling into wider urban transport networks and land use planning.

The NZTA will continue to encourage our investment partners to consider issues such as surrounding land use, the transport corridor type and function, along with safety issues. Transport planning also needs to be integrated with engineering best practice and quality urban design to promote multi-modal and "whole of network" solutions.



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Taking a strategic, integrated approach to routes and facilities is expected to attract more users in particular by contributing to people's sense of safety by having options specifically dedicated to walking and cycling.

## Regional Plans

The NZTA will also continue to seek consistency between local and regional cycling strategies, and the relevant regional land transport strategies and plans.

A "one size fits all" approach to providing cycling and walking facilities is not viable, so we are encouraging local government to develop integrated walking and cycling networks appropriate for each region, and for specific areas within the region.

For example, Auckland's Cycle Network Plan 2030 shows a 3-tier hierarchy of cycle routes. This hierarchy distinguishes between dedicated high quality 'cycle highways', dedicated on-road 'cycle connectors' linking key destinations, and 'cycle feeders' providing local area access in lower speed/lower volume streets. This approach has also been included in Auckland's Integrated Transport Plan.

## Contribution of other activity classes

As well as the walking and cycling activity class, many other activity classes also contribute to the total NLTP investment in walking and cycling. Activities funded from other activity classes include on-road cycling paths, pedestrian crossings and intersections, bridges and shoulder widening, signage, paint marking and road layout – all of which can make life much easier for pedestrians and cyclists.

The contribution of these other activity classes can be significant. For example, the Waterview project in Auckland includes a \$10 million shared facility for walking and cycling funded from the new and improved infrastructure for state highway activity class.

Similarly, the road safety promotion activity class contributes to investment in walking and cycling through activities such as cyclist skills training and awareness raising for motorists, while the public transport infrastructure activity class funds bike storage facilities, street furniture and bike racks.

## Case study one: Helping Hastings love cycling



Helping Hastings love cycling (Hastings Model Communities). (JPG, 96KB)

'iWay', the Hastings Model Community programme jointly funded by the NZTA and the Hastings District Council, funds new and improved cycle lanes, develops commuter-specific routes, road upgrades and also promotes community safety programmes.

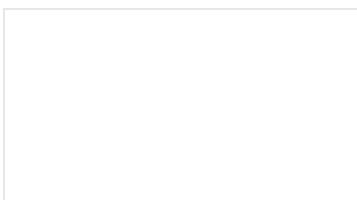
Those leading the project call themselves a "bunch of passionate walking and cycling advocates" and their aim is by 2013 to see "a huge increase in the number of people making walking and cycling an everyday part of their lives and loving it as much as we do".

The results so far show they are well on track:

- a 25% increase in cyclist numbers on selected routes
- a 24% increase in the perception of safety
- a reduction in the number of crashes involving pedestrians and cyclists
- bus patronage up 8%
- very high community awareness, and
- local businesses reporting significant growth in cycling related activity and sales.

The next three-year programme intends to build on this momentum by embedding walking and cycling into key Council strategic planning documents, and by integrating walking and cycling networks into the wider transport network. Infrastructure treatments will continue to focus on improving connectivity and the continuity of routes. Complementary education activity will ensure the community remains engaged and informed.

## Case study two: Lighting the way



While some cyclists say the Awatoto Bridge is so narrow they have to hold their breath going across it, they can now do so more safely.

As a result of a joint NZTA and Hawke's Bay Regional Council project, solar-powered safety lights now warn motorists when a cyclist is on the bridge at night.



Awatoto Bridge Hastings, cyclist button. (JPG, 104KB)

When the cyclist crosses a magnetic field underneath the road their bike frame breaks the loop's magnetic field, activating the lights. Buttons attached to stand-alone poles further up the road are there as a back up, in case a cyclist misses the loop.

Cameron Darwen, the Operations Manager for Direct Earth, the company that installed the lights, says short of erecting a physical barrier, it was really the only technology you can put in the side of the road.

"You can't have anything that causes a danger. Although costly, the signs are sustainable and safe. They are powered by solar panels and don't have a voltage risk.

It's been a big push from the NZTA and the Council with the consultants, Opus, to increase the safety on our roads. They've been really proactive and it is nice to see. I've been really impressed with what they're trying to achieve."

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## Managing the transport network

Network management is about making the best use of New Zealand's roading networks so that people and freight can move efficiently. That involves maintaining roads and other infrastructure to an appropriate standard, and ensuring the network is resilient in the face of significant disruptions and shifting circumstances.

It also means making better use of what we already have by creating a range of transport choices and options that will help maximise the efficiency of the network, including services, modes and infrastructure.

In all this work we look to minimise adverse environmental impacts.



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## Network resilience

Resilience is about the ability of the transport network to deal with a range of significant disruptions and shifting circumstances from natural disaster to changing demographics or economic shocks. Investment in network resilience includes providing robust infrastructure on key routes, seismic strengthening on bridges, mitigating weather risks such as landslips and avalanches, and identifying alternative routes.

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## Managing the transport network

Network management is about making the best use of New Zealand's roading networks so that people and freight can move efficiently. That involves maintaining roads and other infrastructure to an appropriate standard, and ensuring the network is resilient in the face of significant disruptions and shifting circumstances.

It also means making better use of what we already have by creating a range of transport choices and options that will help maximise the efficiency of the network, including services, modes and infrastructure.

In all this work we look to minimise adverse environmental impacts.



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## Optimising the network

A key way of getting better value out of the billions of dollars invested in New Zealand's transport system is to make better use of the existing network.

By maximising the performance and capacity of the existing network we can make it more cost-effective and potentially minimise the need for major investment in new infrastructure while still making the transport system more reliable and efficient, as well as safer.

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## Minimising environmental impacts

NZTA's work to reduce the environmental impacts of land transport is evidenced in nearly every facet of what we do – through transport planning, the provision of new infrastructure, the management and maintenance of state highways, and by actively encouraging alternate transport modes, especially public transport, walking and cycling in congested urban areas.

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## Maintaining the network

Everyone who uses New Zealand's roading network wants the security of knowing that the roads they use are in good shape and safe to drive on.

This National Land Transport Programme (NLTP) will invest \$4.82 billion in the maintenance operation and renewals maintaining and operating New Zealand's roading network.

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## Network resilience

Updated: 29 August 2012

We rely on transport to get goods to market, people to work and to connect our communities. A resilient transport network is a more reliable one, and as a result network resilience is directly connected to New Zealand's social and economic well being.



In the 2012-15 National Land Transport Programme (NLTP), we are continuing to invest in strengthening the transport network so that it can cope with both significant disruptions and shifting circumstances. This investment includes:

- Providing robust infrastructure on key routes. In particular through the [RoNS programme](#) this NLTP continues significant investment in our [urban networks](#) to improve connections and provide more route options for people and freight
- Making better use of [existing transport networks](#) to ensure that we extract all available capacity from what we already have
- Implementing new technologies such as variable messaging signage to warn of congestion, hazards or changes in road conditions. Such information minimises disruption freight operators and travellers by guiding them from problem areas onto alternative routes
- Seismic strengthening of bridges to reduce the impact of earthquakes and replacing old bridges that are nearing the end of their life. For example, the Waitaki Bridges at Kurow will be replaced as a result of this NLTP, at an expected cost of \$17 million
- A focus on integrated transport planning that takes account of and connects transport systems, the form of urban development and how land is used to improve planning and investment decisions
- Collaborating with others as one network facilitates planned responses, communications and preventative maintenance (eg. through the Joint Traffic Operation Centre)
- Predicting changes in land use activities to ensure the road network has adequate and timely investment.

### The nature of resilience

Protecting against significant incidents like earthquakes or other natural disasters, or at least mitigating the impact of them, is often viewed as the only aspect of network resilience.

However, the NZ Transport Agency (NZTA) takes a wider view. Resilience is about the ability of network infrastructure to deal with a range of significant disruptions and shifting circumstances from natural disasters to changing demographics or economic shocks.

This wider view of resilience is in keeping with the Government's National Infrastructure Plan. That plan has a vision that by 2030 New Zealand's infrastructure is resilient and coordinated and contributes to economic growth and increased quality of life. Resilience is one of the six principles underpinning the Plan.

One example of economic changes impacting on network resilience is in Canterbury. An upsurge in the number of heavy dairying and forestry freight vehicles is putting pressure on rural roads, and this pressure is expected to increase with the opening up of more of the Canterbury Plains for dairy and grain production.

Demographic pressures on the roading network are evident in the Western Bay of Plenty. This is one of New Zealand's fastest growing residential areas, and the population is expected to double over the next 30 years. By preparing now and addressing the need to manage growth, including through the development of the [Tauranga Eastern Link](#), the NZTA can ensure that the roading network remains resilient and reliable despite this population increase.

## Lifelines

Essential infrastructure services such as water, wastewater, transport, energy and telecommunications underpin the functioning of our communities, businesses and economy.

Road networks have a particular significance among these engineering lifelines.

All the other lifelines - waste, wastewater, stormwater, electricity, gas and telecommunications networks – depend on the road corridor and road structures to deliver their services.

The roading network becomes particularly critical in a natural disaster, as was evident in Canterbury after the September 2010 and February 2011 earthquakes. Despite the magnitude of those events, investment in seismic retrofitting work on the region's bridges over the preceding decade helped ensure the state highway system proved resilient, thereby allowing emergency services access.

Growing Canterbury and supporting the recovery of Christchurch is a major focus of this NLTP. In response to earthquake recovery challenges, the government will make between \$130 million and \$180 million available to rebuild Canterbury for each year of the 2012-15 period. This is funded at \$50 million per year from the National Land Transport Fund, with the balance coming from the [Canterbury Earthquake Recovery Fund](#) or other Crown funds.

## Nature's other challenges

Earthquakes are just one of the natural challenges to route security and network resilience. New Zealand's geologically young terrain and climate pose a number of other challenges ranging from unstable hillsides to significant seasonal changes in surface temperature.

An intensive monitoring and reporting regime helps us to ensure that problems such as blocked or washed out roads and melting or frozen road surfaces are responded to as quickly as possible.

Some regions are particularly prone to threats to route security. For example many South Island strategic routes cross wide braided rivers and alpine passes and are subject to a number of hazards including flooding, slope instability, rock fall, landslides, avalanches, coastal erosion and sea level rise.

In Northland the main issue threatening route security is the sub-tropical climate. This results in regular extreme weather events that, in combination with challenging soils, often create landslips and flooding that cut off communities and impact on the region's productivity.

We also use remote-reporting weather stations for predicting the likelihood of avalanches. Our most hazardous route ([SH94 from Te Anau to Milford Sound](#)) used to be closed for many weeks of the year because of harsh winter conditions. Now, our sophisticated avalanche management programme keeps the road open most of the time.

In 2008, this programme won a major international award for maintenance management.

Approximately \$40 million is provided in the 2012-15 NLTP to mitigate such risks through preventative maintenance. However such events do still happen and so approximately \$320 million is earmarked for emergency works in this NLTP (excluding Christchurch earthquake costs), to deal with such challenges.

## Reliability never guaranteed

Route reliability can be improved, but it can never be guaranteed as the roading network will never be impervious to all adverse events.

Instead the challenge is to develop a road network that is less susceptible to such events, so the network can either withstand the disruption, or recover quickly afterwards.

The emphasis is often on identifying suitable diversions for contingency routes, especially for highly vulnerable routes.

For example, ongoing slips have repeatedly forced the closure of the [Manawatu Gorge](#). SH3 is classified as a

national strategic highway and a key freight route for east-west freight through the lower North Island. It is also an important commuter link between southern Hawkes Bay and northern Wairarapa, and Palmerston North employment.

However the nature of the Gorge terrain is such that it will continue to pose a resilience risk. As a result this NLTP will include designing and improving a route using the local roading network that is capable of taking detoured state highway traffic in the event the Gorge is closed again. Approximately \$5 million is earmarked for this work.

Solutions to such issues need to be fit for purpose and appropriate, including delivering value for money. So while a tunnel through the Tararuas might be seen by some as the perfect solution to the issues with the Manawatu Gorge issues, it is unlikely to ever be an appropriate, cost-effective solution.

## Case study one - Rebuilding Christchurch



Men working in Woodgrove Street. (Photo courtesy of Neil MacBeth, SCIRT). (JPG, 75KB)

Emergency work management has been a key feature of NZTA's work in Canterbury in the last year. The focus for the rebuild in Christchurch is on the repair of underground services prior to the roading reinstatement so that as much of the infrastructure is repaired just the once.

Following the 2011 earthquake the NZTA, **Christchurch City Council** and the **Canterbury Earthquake Recovery Authority** formed an alliance to coordinate and deliver the repair and reconstruction of damaged roads and services infrastructure (storm, waste and drinking water) in the city.

The alliance, **Stronger Christchurch Infrastructure Rebuild Team** (SCIRT), is an arrangement for the infrastructure repair and rebuild programme through the 2012-15 NLTP. The SCIRT alliance model brings

together the expertise of the public and private sectors, and promotes information sharing and working together.

Alliances such as SCIRT have shown their worth in the challenging and uncertain situation facing Christchurch where teamwork, expertise and sharing ideas that underpin successful alliances shine through.

The NZTA has been able to influence early thinking around earthquake recovery planning and continuing to work on the land use and transport planning strategies that will take Christchurch beyond the rebuilding phase.

Our **Christchurch RoNS projects** are a core component of our contribution to Canterbury's recovery and great progress is being made across all of these. Two sections of the Western Corridor are now under construction and Stage 1 of the **Southern Motorway** is progressing well and on target for a 2013 completion.

With a long-term recovery strategy for the rebuild of greater Christchurch now in place, the NZTA is entering a new phase of working with our partners in the Client Governance Group and the SCIRT to develop a "one network" approach to transport programmes and investment strategies across the region.

## Case study two – Emergency works to access Opotiki



Waioeka Gorge slip. (JPG, 118KB)

The NZTA manages incidents and events on the road, such as earthquakes and rainstorms, through 'emergency works'. These are works to repair and restore roads following such events so that they are safe for emergency vehicles and service vehicles, and subsequently for public use.

Such events can cause serious inconvenience to road users and ongoing damage to local economies. One example earlier in 2012 was on SH 2 through the **Waioeka Gorge**, between Opotiki and Gisborne.

A series of large slips meant that as much as 100,000 cubic metres of dirt and rock blocked the road. The closure of this link to Opotiki was a huge

challenge for Gisborne's freight industry, shutting the road to 1400 vehicles daily and impacting industry and regional productivity as alternative routes added hours to the journey.

A concerted effort by the NZTA saw the road reopened to traffic through a temporary diversion around the slip within four weeks.

This NLTP will include \$320 million for emergency works, excluding Christchurch earthquake related costs.

## Case study three - Making Wellington's Terrace Tunnel safer



The **Terrace Tunnel** is a key part of Wellington's transport infrastructure, carrying more than 40,000 vehicles into and out of the city every day. At 462 metres long, it is one of New Zealand's largest road tunnels.



Terrace Tunnel. (JPG, 81KB)

Much of a recent \$50 million upgrade focused on improving the tunnel to make it safer in an emergency.

Fire resistant wall panels prevent the spread of fire and protect the tunnel services that lie behind them while eight new 90kw fans, similar in power to a small car, maintain air quality.

In cases of a fire these fans control smoke by blowing it away from the source, enabling fire crews a better view of the fire, and providing a clear path for people to escape. This is vital because smoke control is one of the most important factors in dealing with tunnel emergencies.

To suppress a fire in the tunnel until the Fire Service arrives, a deluge system can deliver more than 3000 litres of water a minute, the equivalent of 390 mm per hour. The tunnel is divided up into 18 deluge zones, each of which can be individually controlled to ensure water is directed where it's needed.

Thirteen new cameras in and around the tunnel send live pictures directly to the NZTA's traffic operations centre. Some are programmed to detect unusual activity, such as smoke or vehicles travelling erratically, and some can rotate and zoom so controllers can get a close look at any areas and direct emergency services straight to the problem.

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## Optimising the network

Updated: 29 August 2012

A key way of getting better value out of the billions of dollars invested in New Zealand's transport system is to make better use of the existing network.

By maximising the performance and capacity of the existing network we can make it more cost-effective and potentially minimise the need for major investment in new infrastructure while still making the transport system more reliable and efficient, as well as safer.



Examples of how this will be done through investments from this National Land Transport Programme (NLTP) include:

- Investing in integrated transport and land use planning
- Engineering efficiencies, for example improving intersections, adding passing lanes and addressing specific gaps in the network
- Managing travel demand, for example around work travel planning and safety around schools
- Using technology such as ramp metering and real-time travel information to responsively manage the network and help road users to make informed, timely travel decisions
- Actively prioritising some users at certain times, for example using dedicated bus lanes or high occupancy vehicle lanes, to ensure that people and goods get to work and markets efficiently.

### Integrated Planning

To make the best use of our existing network, planning for the land transport system must be integrated with land use and development to ensure that transport investments are effective.

The NLTP is strongly influenced and led by both the integrated strategies developed collaboratively between the NZ Transport Agency (NZTA) and approved organisations, and by approved organisations themselves. For example, Access Hamilton, the State Highway Classification System and the Regional Land Transport Strategies

This integrated approach is further developed through the NLTP transport planning activity class, which prioritises the development of studies that take a whole of network approach, and are integrated with land use.

Key priority areas for the better integration of land use and transport developments over the 2011-12 year have included input into the Auckland Plan, a focus on the upper North Island, planning for making freight movements more efficient and Canterbury recovery work.

Once land use and transport have been integrated, demand management and network operations planning is used to further optimise use of the network. In the NLTP 2012-15, activities are prioritised to provide an appropriate range of transport choices. One example is through the "model communities" programme in Hastings and New Plymouth that deliver safe walking or cycling alternatives as part of an urban network.

### Co-ordination to unlock capacity

Co-ordinated approaches across road controlling authorities are vital to unlocking the capacity and performance of existing infrastructure and modes. An example of operating local roads, state highways and public transport as a single integrated network is the Joint Traffic Operations Centre in Auckland.

The centre is a partnership between the NZTA and **Auckland Transport**, to make journeys easier by coordinating the management and operation of local roads and state highways in the region. It uses advanced technology (including more than 200 closed circuit cameras monitoring roads, bus lanes and rail lines, and the ability to adjust settings on more than 700 sets of traffic lights), and the ability to provide commuters with real time information through variable message signs.

For example, on the Auckland Central Business District to Airport route motorists can read travel information signs updated every twenty seconds using a number of measures along the route.

**Real time information** is also available through the internet and electronic signs at Auckland bus stops, and similar systems will continue to be used in other regions and other modes as a result of this NLTP.

Also in partnership with **Auckland Transport**, the NZTA is working on understanding more about what the priority transport modes and functions are on key routes around the city at various times of the day, so we can get greater efficiencies on key routes. The rollout of this route optimisation programme will continue with investment from this NLTP.

## Engineering improvements

Minor improvements can also be used to optimise networks, for example using minor changes to intersections, adding passing lanes or re-prioritising road space at "pinch points" on the network, to release additional capacity.

Addressing specific gaps in networks can result in big improvements. For example, a primary objective of this NLTP is to increase productivity by maximising the movement of freight, especially by opening up more key end-to-end routes to High Productivity Motor Vehicles (HPMVs).

On some routes only one or two bridges are preventing round trips for HPMVs. This NLTP will therefore focus on investing in the bridges that have limited capacity to permit the additional weight of these freight vehicles, allowing them to complete their journeys from origin to destination. This NLTP earmarks \$45 million for opening up HPMV routes.

Optimising networks can also involve "future proofing" new infrastructure developments by anticipating future demand, for instance a bridge over the Waikato is larger than is currently needed but allows for a walking and cycling "clip on" at a future date.

By applying all the approaches outlined above before committing to investment in major infrastructure, capital investment can be targeted to where it is most needed to support the government's key priorities of economic growth and productivity, and improving safety.

## Case study one: Optimising Auckland routes



Symonds Street in Auckland. (JPG, 335KB)

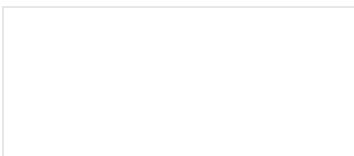
In May 2012, NZTA approved funding for work to develop a new and improved traffic signal infrastructure for local roads. The investment of \$695,000 in Auckland's traffic signal improvements will give drivers valuable savings in time and fuel costs.

This investment will be used to optimise fifteen key routes in the region and covers the first year of what will become a four-year programme. Analysis of the benefits from optimisation of just the first three routes has already shown that annual benefits of \$7.50 million can be achieved by improving co-ordination of traffic signals along Symonds Street.

At an individual traveller level, the savings amount to two minutes time savings for 20,000 vehicles per day, which results in 1150 litres less fuel burned per day. At the sections of Dominion Rd and St Lukes Road impacted by the signal improvements, this equates to 420,000 hours/per year time savings and 560,000 litres less fuel burned per year.

**Auckland Transport** recognises the gains from this project validate the goal of making efficient and effective use of the existing regional transport assets. Engineers from **Auckland Transport** and the NZTA are reviewing other batches of traffic signals to understand and implement additional coordination along key corridors.

## Case study two: Time saving at Homer Tunnel



The Homer Tunnel is the only road into Milford Sound - one of New Zealand's top tourist destinations - and during summer, more than 100 tourist buses a day pass through it, causing traffic delays at peak times.

Previously the traffic lights worked on a rotation between vehicles at each





Homer Tunnel, West Coast South Island. (JPG, 145KB)

portal and a sign indicated that the wait could be up to 15 minutes. If the light was red, people would not know exactly how long they had to wait, so they would often get out of their cars to take photos, and then rush back to their cars when the light turned green.

Technology now built into the tunnel provides information on when a car is waiting and when the last car is due out. This information is transferred to smart self monitoring traffic lights, so light sequencing is based on actual traffic flows.

A variable messaging sign at one portal displays the time remaining until the next green light, so drivers are in their cars ready to proceed, also helping dramatically improve efficiency. This summer another variable messaging sign will be installed at the other portal.

As a result of these changes, the maximum wait through last summer dropped from 15 minutes to 7.5 minutes. And as well as improving efficiency, there are also safety benefits to these changes. Cars no longer overtake on the yellow lines to pass cars not ready to move, and the sign warning of vehicles exiting the tunnel helps keep people off the road at inappropriate times.

### Case study three: Joining up for a "one network" approach



Joint Traffic Operations Centre in Auckland. (JPG, 112KB)

NZTA operates three Traffic Operations Centre around New Zealand – in Auckland (in partnership with Auckland Transport), Wellington and Christchurch. All three have a vital role to play in delivering a safer, more reliable, sustainable and more efficient network for travellers every day.

Using integrated systems, including variable message signs, cameras and monitors, they provide real time information to advise the travelling public, police, road contractors and others about incidents on the network quickly and accurately. As a result the three centres help ease congestion and increase efficiency, saving travellers' time, getting freight where it needs to go faster and reducing deaths and serious injuries.

The systems now also provide early weather alerts and alarms, using Met Service's localised roadside weather monitors and enable us to update drivers on natural road hazards such as black ice, snow, fog or heavy winds.

### Case study four: Integrated planning in Waikato



Waikato land use and transport integration. (JPG, 211KB)

In the Waikato region, the review of the Regional Land Transport Strategy (RLTS) provided a good opportunity to achieve alignment with the Regional Policy Statement (RPS), which is the key regional statutory document under the Resource Management Act.

This has allowed the RLTS and RPS to be jointly developed, ensuring that they are highly aligned and provide a consistent view of land use and transport integration across statutes. The NZTA has supported these review processes and assisted with this alignment and integration.

This alignment at a statutory level across the region enables the development of integrated transport strategies using an agreed view of land use and growth issues, and enables growth and development to be located in a way that more effectively uses the existing land transport network.

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## Minimising environmental impacts

Updated: 7 September 2012

The [Land Transport Management Act](#) requires that the NZ Transport Agency (NZTA) exhibits a sense of social and environmental responsibility. In addition, the NZTA is required to give effect to the [Government Policy Statement on Land Transport Funding \(GPS\)](#) through the NLTP. The GPS aims to contribute to achieving "an affordable, integrated, safe, responsive and sustainable land transport system", including ensuring environmental sustainability.

This NLTP continues to invest in the mitigation, remedying or avoidance of the environmental impacts of land transport through transport planning, the provision of new infrastructure, the management and maintenance of state highways, and by actively encouraging alternate transport modes, especially public transport, walking and cycling in congested urban areas.



### Integrated transport planning

Better integration of land use, transport planning and urban design activity is an important aspect of the NZTA's environmental work.

A well designed transport network integrated with land use, and utilising good urban design, can improve accessibility and mobility, contribute to a better quality of life, and help grow the economy.

The NZTA's recently completed Victoria Park Tunnel in Auckland project is an example of the successful integration of planning, transport needs and urban design. In addition to the benefits it provided in reducing severe congestion and freeing up freight movements, it improved the local urban environment through:

- improved cycling and walking access from St Marys Bay to the Central Business District
- preservation of the historic Rob Roy Hotel and the Campbell Free Kindergarten
- noise walls adjacent to Freemans Bay and through St Marys Bay
- reinstatement of Victoria Park on top of the tunnel, including a new skate-park.

A longer term example of this approach is our involvement in the Greater Christchurch Urban Development Strategy (UDS) - a 35-year plan for managing growth in Greater Christchurch. The UDS integrates planning, funding and implementation, of land use, transport and infrastructure. All the Christchurch roads of national significance projects are included in the UDS and are integral to achieving the UDS vision of a sustainable transport system that supports prosperous communities.

### Managing construction and maintenance impacts

The NZTA operates within the Resource Management Act 1991. This means that as a developer of urban and rural transport projects we must employ a wide variety of techniques to avoid, remedy or mitigate adverse environmental and social effects. Our environmental management techniques compare favourably with international best practice, and we have won several national and international awards in recognition of this.

In all aspects of state highway planning, construction and maintenance the NZTA aims to include actions to improve our performance in:

- mitigating traffic noise and vibration
- managing effects on air and water quality

- protecting cultural and heritage features
- improving the visual appearance of highways and
- protecting biodiversity.

Work on the **Waikato Expressway**, a road of national significance, is a good example of how we adapt what we do to take account of sensitive environments and are constantly looking for ways to improve our processes in this regard.

The Te Rapa Alliance Waikato Expressway project recently won a 'best practice' award from the Waikato Regional Council for its work in controlling a high degree of erosion and sediment control during earthworks.

Particularly innovative approaches developed by the project's sub-contractors and suppliers included the use of a silt 'cloak', a clean water kerb and a channel diversion along with the use of de-watering bags. The project's storm-water retention ponds are another key part of minimising the environmental effects of this project.

## Minimising travel impacts

NZTA promotes the safe and efficient movement of goods and people in ways that minimise adverse environmental and social impacts.

This NLTP includes \$1.74 billion to make public transport more affordable, reliable and accessible, as well as safer and easier to use. This is a six per cent increase on the last period, and as a result we expect more people to use public transport, and more often – particularly in Wellington and Auckland, while in Christchurch we hope to re-grow patronage levels.

Nationwide an 11% increase in trips per year is projected by the end of this NLTP.

Like **public transport** investments, support for **walking and cycling** initiatives helps alleviate congestion, improve safety, provide more travel choices and are cheap, healthy, and environmentally friendly alternatives to cars.

For these reasons this NLTP provides \$79 million to the **walking and cycling** activity class. Investment through other activity classes is expected to add approximately \$80 million more to the amount actually invested in these modes during this NLTP.

## Minimising freight movement impacts

While this NLTP focuses on improving the efficiency of freight movements in order to promote New Zealand's economic growth, it also invests in ensuring the negative impacts of those freight movements are reduced or mitigated.

The NZTA's work on delivering the seven **roads of national significance** includes redesigning the network to move high volume freight routes away from residential areas, schools and routes used by vulnerable road users.

Where these roads do move through urban areas the NZTA is investing in ways to reduce the impact of this traffic on neighbouring communities. This provides benefits to communities and also saves time and money in moving freight.

## Collaborative relationships

NZTA work around environmental issues also involves working closely throughout the life of a project with local communities and other interested stakeholders.

For example when engaging with the local community on route options for the **Peka Peka to Otaki section** of the Kapiti Expressway, the Wellington regional team held public open days and welcomed feedback from the community on what was proposed as measures to protect the local environment. Conveying technical matters to people without a background in the issues can be a challenge, so the open days involved providing technical specialists in everything from storm water to landscape design.

## Procurement role

Procurement practices are also an important tool in supporting environmental sustainability outcomes and mitigating environmental impacts. For example, the procurement process can help:

- manage the containment of site run-off to minimise external impacts through contractual arrangements
- require the use of recycling options for materials such as pavement
- ensure the safe and effective containment of hazardous materials on the work site

- ensure the use of fuel-efficient or resource-efficient techniques
- ensure specified standards are met (eg. ISO 14000)
- seek whole-of-life value for money by taking into account environmental and social costs and benefits when procuring goods and services.

## Case study one: Traherne Island restoration plan



Staff member Chris Brooks, a Trainer from Information Services in Auckland, on Traherne Island planting day, June 2012.

A natural heritage restoration plan for Traherne Island in Auckland's Waitemata Harbour has been developed through the combined efforts of the NZTA, Auckland Motorway Alliance, the Department of Conservation (DOC) and the Auckland Council.

Traherne Island/Te Kou is surrounded by the Motu Manawa-Pollen Island Marine Reserve. In the 1950s the island was dissected by SH16, a causeway between Point Chevalier and Te Atatu that is now being upgraded as part of the Western Ring Route road of national significance.

The vision for the restoration project is of a natural environment where indigenous flora and fauna can thrive free from significant impacts of introduced plant and animal pests. All work on the Western Ring Route will be in accordance with the restoration plan.

A pest control programme targeting rats, mice and stoats over the last two years has helped encourage the regeneration of native flora as well as protecting the many species of native birds and lizards on the island and surrounding area.

The Board of Inquiry held for the Western Ring Route project this year recognised the success of the restoration plan and asked the NZTA to continue the work for the duration of the resource consents granted. Both the Auckland Council and DOC have now committed more resources to the area to ensure that the restoration project is an integrated part of a regional biodiversity initiative, including supporting the goals of the wider marine reserve.

## Case study two: SH1 Northern Gateway Toll Road



NZTA is responsible for monitoring of the kokopu (fish) presence and assimilation into the environment for several more years. (JPG, 178KB)

An environmental enhancement programme undertaken by the Northern Gateway Alliance has boosted the small remnant population of giant kokopu – a native whitebait species considered rare and vulnerable – within the Nukumea Stream, north of Orewa.

Giant kokopu live most of their lives in streams, but juveniles go out to sea to feed and grow, returning to streams after a few months. It is believed they were once common in the stream, but the last sighting was in 2002. The decline is thought to be linked to a culvert located close to the mouth of the Nukumea Stream.

As part of the NZTA's mitigation programme associated with the construction of the SH1 Northern Gateway toll road, the culvert was removed in 2009, eliminating the physical barrier to upstream passage of the juveniles. Thirty adult kokopu were then released into the stream by

the National Institute of Water and Atmospheric Research, working with Mahurangi Technical Institute, in the first controlled test in New Zealand of reintroducing native fish as a restoration tool.

Several years of monitoring since then has shown that these fish have adapted to their environment without adverse effects on resident fish and other species present.

## Case study three: Penguin fence for West Coast



Conservation volunteers and the West Coast Blue Penguin Trust ranger work on the penguin proof fence in March 2012. From left to right Ellyn Williams - USA, Tanja

In late 2011 the West Coast Blue Penguin Trust and the NZTA joined forces to build a mesh fence south of Punakaiki on SH6 to stop little blue penguins from being killed by vehicles on the road.

At dusk and dawn, penguins travel to and from the sea to feed, putting them at risk when they crossed the busy state highway. In the six years before the fence was installed, at least 109 blue penguins were reported killed along the nine kilometre stretch between Punakaiki and Fox River.

The fence - believed to be the first one of its kind in New Zealand - has been extremely successful in reducing the numbers of penguins killed on the road and as a result the local penguin population is on the increase.

Schaeferholt - Germany, Bruce  
Eade - Conservation Volunteers  
Team Leader, Reuben Lane - West  
Coast Blue Penguin Trust Ranger,  
Borim Kim - Korea. (JPG, 239KB)

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## Maintaining the network

Updated: 30 August 2012

Everyone who uses New Zealand's roading network wants the security of knowing that the roads they use are in good shape and safe to drive on.

This National Land Transport Programme (NLTP) will invest \$4.82 billion in the maintenance, operation and renewals at New Zealand's roading network.



This investment includes \$1.45 billion for state highways, up 1% against the actual spend of last NLTP, and \$2.58 billion for the maintenance, operation and renewals of local roads, up 5% from the 2009-12 actual spend.

These figures exclude emergency works, preventative maintenance and adjustments from 2009-12.

This investment will build on previous NLTPs by delivering further:

- Support for New Zealand's economic growth and productivity, in particular by targeting renewals to roads heavily used by dairy, forestry and delivery freight vehicles
- Reductions in deaths and serious injuries, particularly by minimising potentially dangerous road defects
- Easing of severe congestion and improved journey time reliability
- Greater network security and resilience through appropriate maintenance practises designed to mitigate the effects of natural hazards and events
- Minimising vehicle operating costs by ensuring that road surface conditions are appropriately maintained
- Minimising costs of existing networks through smart asset and network management, so maintenance and other interventions are timely and cost-effective.

All investments in the NLTP for both state highways and local roads were reviewed against the same approach and criteria. These included safety, freight and road condition criteria, which are generally very positive after a decade of significant investment.

A "whole of system" approach underpins the approach of this NLTP, to ensure that investments provide the greatest economic and social returns at a local, regional and national level. The focus is on maintaining and improving roads to the appropriate level that is fit for the purpose they serve while minimising the whole-of-life cost of these assets.

The NZTA has been working closely with local authorities and contractors to get the right service delivery incentives and the right contract models in place to progress this approach.

### Road Maintenance Taskforce

Under this NLTP, no road controlling authority is receiving less funding than their previous allocation for road maintenance, operations and renewals (unless requested). But in some cases investment levels will not keep up with the rate of inflation and growth. The challenge will be to achieve greater efficiencies within a constrained budget.

The interim findings of the cross-sector Road Maintenance Taskforce provide ideas for tackling that challenge over

the next three years. The Taskforce identified four areas for increasing effectiveness in the delivery of operations, road maintenance and renewals:

- adapting business models currently used to deliver maintenance, renewal and operations and encouraging greater collaboration
- improving procurement practices by standardising documentation, clarifying risk allocation and supporting new delivery models
- improving asset management practices to optimise long term effectiveness and efficiency of programmes
- using more sophisticated prioritisation methods in investment decision making. A national classification system is being developed to assist greater understanding of the roading networks across the country.

Work is now underway on establishing an on-going, cross sector implementation group to embed these changes.

## State Highways maintenance and operations under review

The New Zealand Transport Agency is also actively looking at ways that we can work smarter, including examining how to get better value from the maintenance, operations and renewals work we do on state highways.

The state highway network is vital for the efficient movement of people and freight. It is only 12% of the total road network, but accounts for 50% of the vehicle kilometres driven every year and around two-thirds of the distance driven by heavy freight vehicles.

Industry workshops have been held to test key ideas on how to get better value from the state highway spend, and a Strategic Asset Management Group is now being formed to help establish best practice asset management, optimise our maintenance and operations investment, and improve our performance measurement across the entire state highway network.

We expect the outcome of this work to result in better asset and contract management and greater collaboration with other road controlling authorities, taking a 'one network' approach as recommended by the Road Maintenance Taskforce.

## Fit for purpose service levels for State Highways

There is significant potential to optimise whole of life costs of the current state highway network using the State Highway Classification System. This system aims, over time, to align, the level of service offered on each part of the state highway network with its role and function, to make service levels fit for purpose.

The system incorporates 30-year levels of service for each category of the state highway network. Provisional levels of service, and the strategic direction, have been agreed by the NZTA Board, and sector engagement will inform the further development of those levels before they are implemented in the 2015-18 State Highway Asset Management Plan.

## Case study one: Smarter Southland investment



Smarter Southland. (JPG, 71KB)

An innovative tool developed by the **Southland District Council** in collaboration with the NZTA has been endorsed by the Road Maintenance Taskforce as one that other road controlling authorities could use to help reduce their future road maintenance costs.

The tool uses the council's network data, such as the value of primary export products moved on local roads, traffic counts, crash data, nearby land uses and traffic-generating activities, and links it to segments and intersections of the local road network as well as state highways.

The council has begun to use this tool to get greater value out of its investment in local roads by taking a more integrated approach to the transport network and linking maintenance levels to levels of service.

The resulting information, displayed in a geographical information system, allows the council to test the resilience and integrity of its local road network and how it would respond to future demands such as dairy expansion. It provides a tool to assist the Southland District Council to optimise its maintenance, operating and renewal expenditure.

Such an integrated approach ensures that infrastructure can be planned and implemented with the confidence that it will support Southland's future economic growth and development where it is most needed.

## Case study two : Small investment, big difference





Goodwin Road Bridge. (Photo courtesy of Gisborne City Council) (JPG, 150KB)

Getting freight around New Zealand more efficiently is not just about big projects that grab the headlines. Expenditure of \$300,000 on the 50-year-old Goodwin Road Bridge in Gisborne means that trucks are now able to use the bridge rather than waiting to ford the river at low tide, wasting valuable time and money.

Previously, the trucks could get into the area's forestry blocks, but once loaded they couldn't use the bridge and had to ford the river. Trucks with up to 40 tonne loads are now able to use the bridge after the piers and deck were strengthened as part of Gisborne Council's roading programme. The NZTA contributed about 60% of the costs.

Currently 30 bridges within the district are unable to carry more than 20 tonne vehicles. Over the next ten years, **Gisborne Council** plans to strengthen more of these to meet freight industry needs and help the region grow.

### Case study three: Ashburton Road rehabilitation supported



Ashburton pavements. (JPG, 69KB)

The growth of the dairy and forestry sectors in Canterbury has resulted in an upsurge in heavy freight vehicles using rural roads.

Ashburton District in mid-Canterbury is a rural district with a total roading network of 2,643km, including 1,485km of sealed roads.

In this NLTP, the NZTA has supported the **Ashburton District Council's** request for an 80% increased investment in road rehabilitation funding to help the district address the deterioration of its rural roads resulting from changing land use, and particularly repair damage from increased heavy vehicle and agricultural traffic.

The increase is from \$3.5 million in the 2009-12 programme to \$6.3 million for 2012-15.

The District Council has set a target to achieve approximately 9km of road rehabilitation a year for the next three years. It is offsetting the increase in this work category by reducing work in other aspects of road renewal in order to address current pressing needs while maintaining an appropriate level of service on the rest of the network.

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## National Land Transport Programme in the regions

Over the next three years this National Land Transport Programme (NLTP) will deliver transport solutions that will help communities across New Zealand thrive.

There will be a particular focus on rebuilding and growing Canterbury, and on Auckland where there are significant transport opportunities to support that city's contribution to the country's economic growth.



▶ A key focus of this NLTP is growing Canterbury and supporting the rebuild of Christchurch. (Photo courtesy of Neil MacBeth, licensed to SCIRT.)

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- ▶ Marlborough
- ▶ Canterbury
- ▶ West Coast

## Northland

NLTP investment in Northland in 2012-2015 will focus on maintaining the region's extensive network in resilient condition, to enable the region's far-flung residents to travel safely and freight to move efficiently.

The Northland region has a large road network that is critical for local exports and providing access to remote communities, but is susceptible to extreme weather events and has a poor safety record.

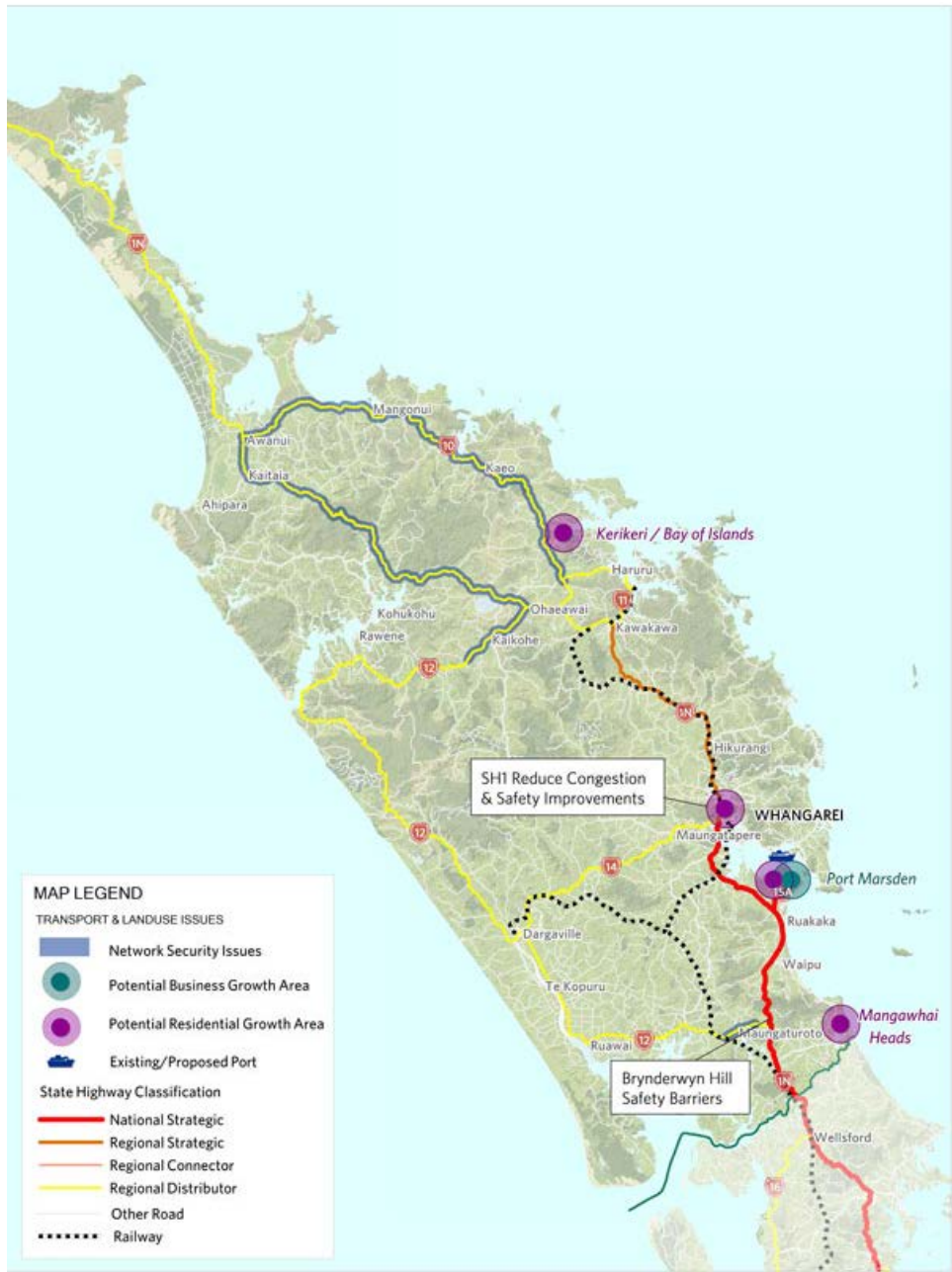
The focus of investment in Northland in 2012-15 will be on maintaining the region's extensive network in sound and serviceable condition, while also providing some safety and efficiency improvements.

This investment will mean ensuring the network can continue to provide the levels of service necessary to meet the region's transport needs, keep its communities connected and supporting the regional economy.

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► A key focus of this NLTP is growing Canterbury and supporting the rebuild of Christchurch. (Photo courtesy of Neil MacBeth, licensed to SCIRT.)

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► Bay of Plenty

► Gisborne

► Hawke's Bay

► Taranaki

► Manawatu/Whanganui

► Wellington

► Nelson

► Tasman

► Marlborough

► Canterbury

► West Coast

### Auckland

The NLTP 2012-2015 investment in the Auckland region in collaboration with transport partners will make it increasingly easier for commuters to move around Auckland, and more efficient for freight movements.

Auckland city is home to 1.5 million people and has the country's largest CBD. As a fast growing city Auckland influences growth and prosperity to the rest of New Zealand which is why investment in this city's land transport continues to grow.

Auckland has the highest traffic flows, highest proportions of freight traffic and greatest levels of congestion in the country, all of which has a significant effect on the efficiency of the transport network. It is also home to the country's largest air and sea ports.

Key projects for the 2012-2015 NLTP period include the [Waterview Tunnel](#) as part of the Western Ring Route and Auckland Manukau Eastern Transport Initiative (AMETI) and a significant amount of this NLTP investment is on public transport services. Approximately \$890 million will be spent on committed public transport activities.

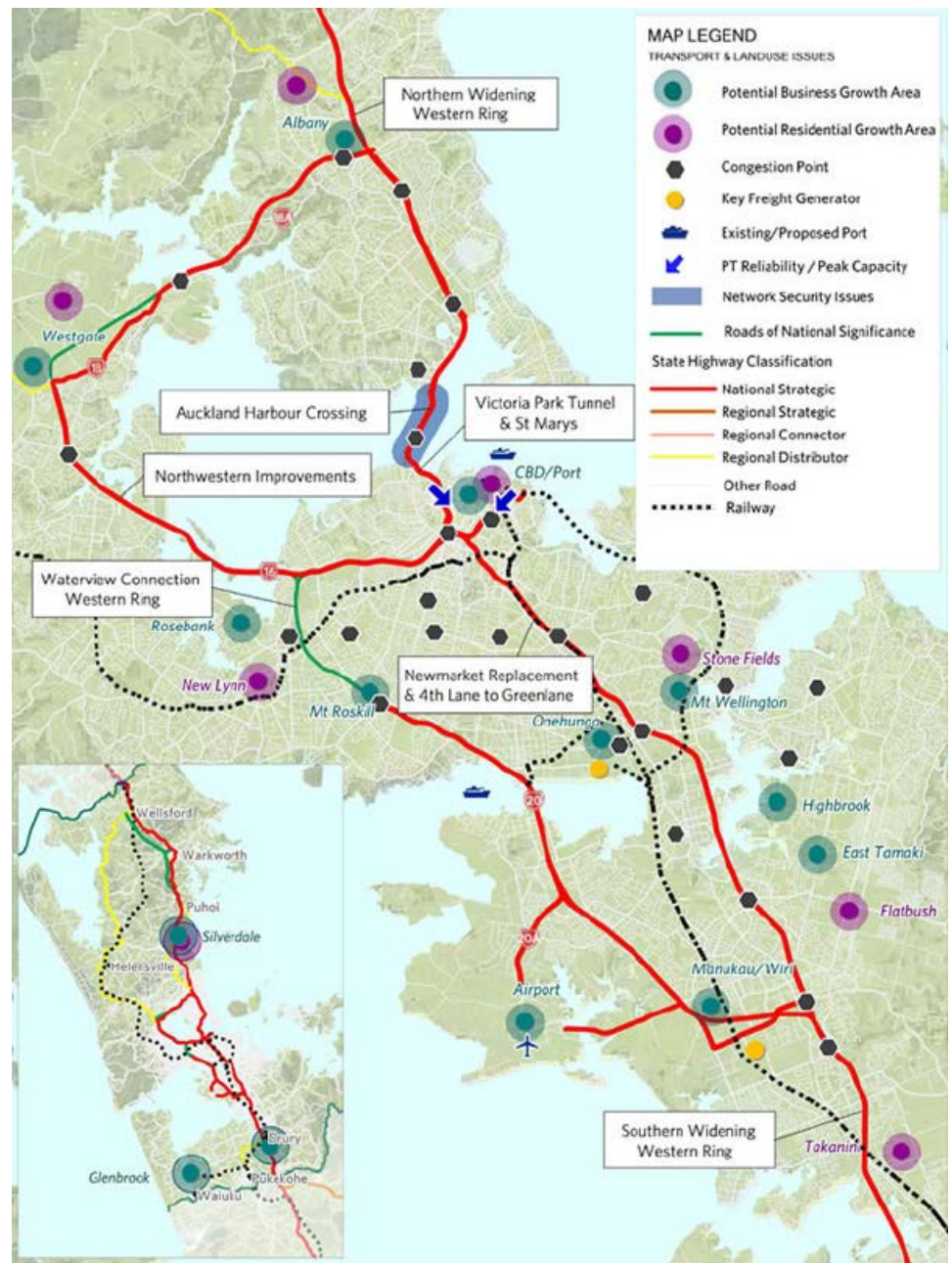
This investment will fund the loan repayments on the introduction of 57 electric trains. It also includes passenger transport related rail improvements, such as station upgrades, as well as the introduction of integrated public transport ticketing across all public transport modes in Auckland. This is expected to provide greater convenience for passengers, and improve accessibility between busses, trains and ferries.

The combined effect of this investment will mean that it will become increasingly easier for commuters to move around Auckland, and more efficient for freight movements. Our collaboration with key partners is helping to ensure that we are spending money in the right place, at the right time, and on the right projects.

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### Waikato

This 2012-2015 NLTP investment focuses on improving the efficiency and safety of Waikato's roading network, maximising freight movements and reducing deaths and serious injuries on the roads.

The Waikato region's natural and physical resources are economically significant to the entire country. The region's economy centres on dairy and commercial forestry. Because of its central location and key connections to other regions (and also with the sea ports in Auckland and Tauranga) the Waikato plays an important role in the transportation of goods nationally.

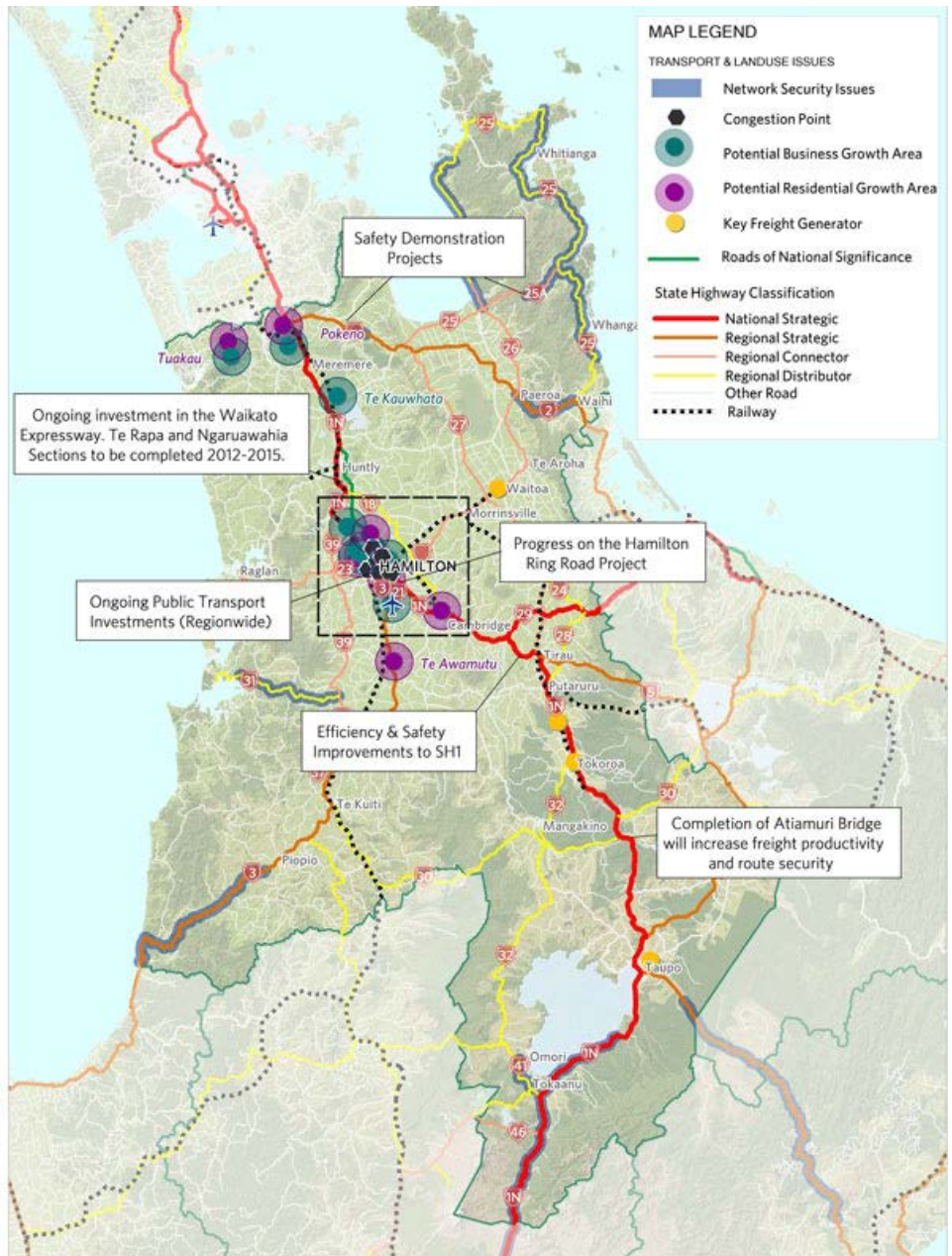
As transports costs can be significant to exporters and importers, New Zealand's ability to compete globally relies on the efficient movement of freight to and from air and sea ports. The roading network is key to this movement.

Over the next three years, approximately \$1-\$1.3 billion from the National Land Transport Fund will be invested in the Waikato region's transport system. Combined with investment made by local and regional councils, this will be targeted at enhancing existing transport networks, improving the efficiency of key freight links and reducing the number of deaths and serious injuries on our roads.

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### Bay of Plenty

The NLTP 2012-2015 investment in the Bay of Plenty will enable the roading network to meet the demands of heavy vehicles using the Port of Tauranga, the safe journeys of all road users, and be resilient to natural hazard events.

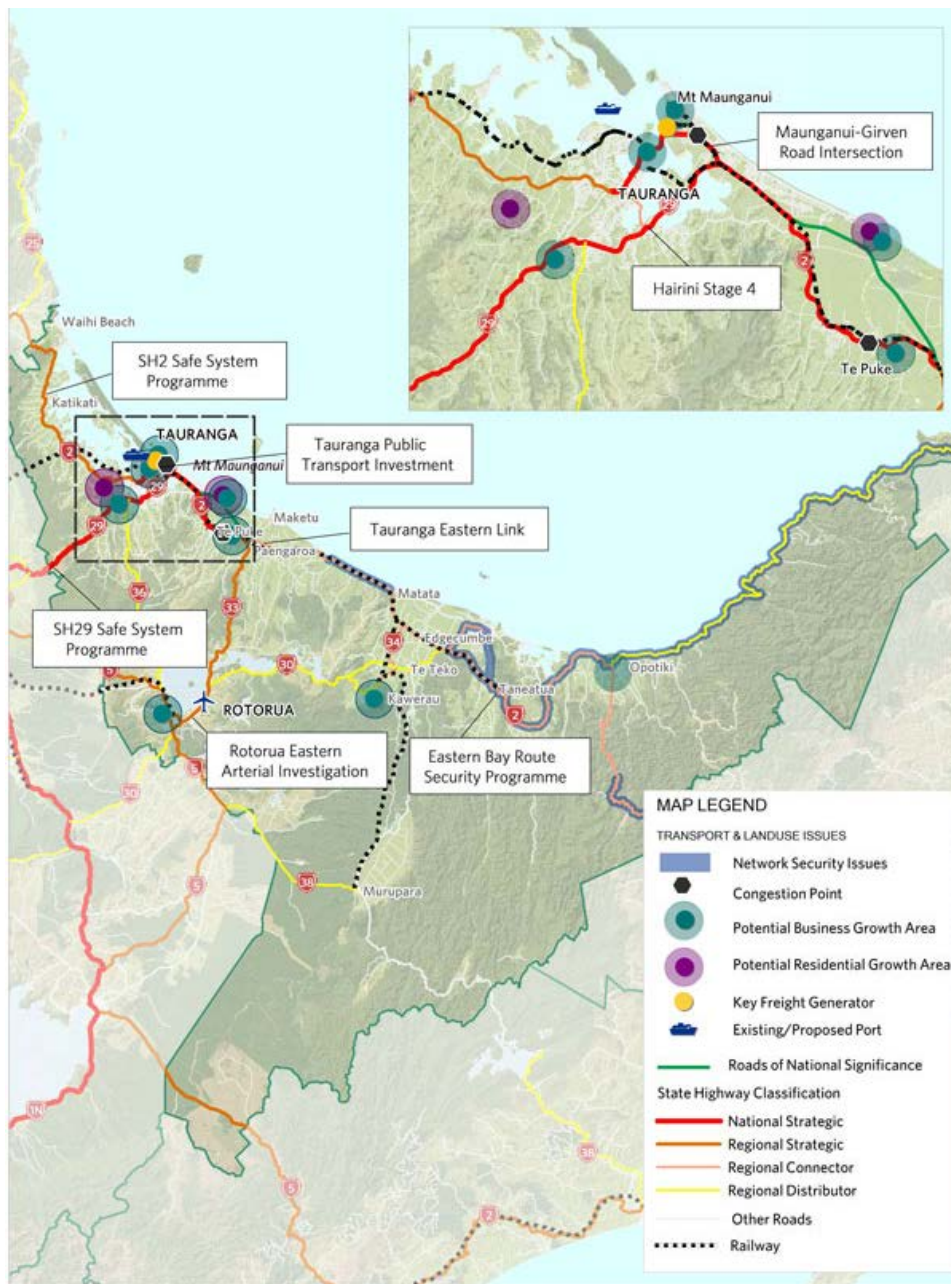
The residents of the Bay of Plenty enjoy a stunning natural environment, coupled with thriving business and industry. The roading network needs to be able to meet the demands of heavy vehicles going to and from the Port of Tauranga, the safe journeys of residents and tourists, and be resilient to natural hazard events.

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## Gisborne

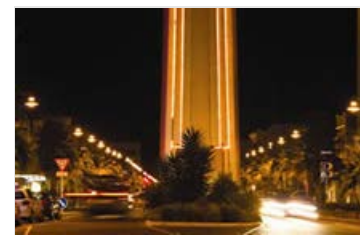
NLTP 2012-2015 investment will focus on improving key linkages to the Port of Gisborne to support forestry in the region, and improving route resilience and security for both local road users and loggers.

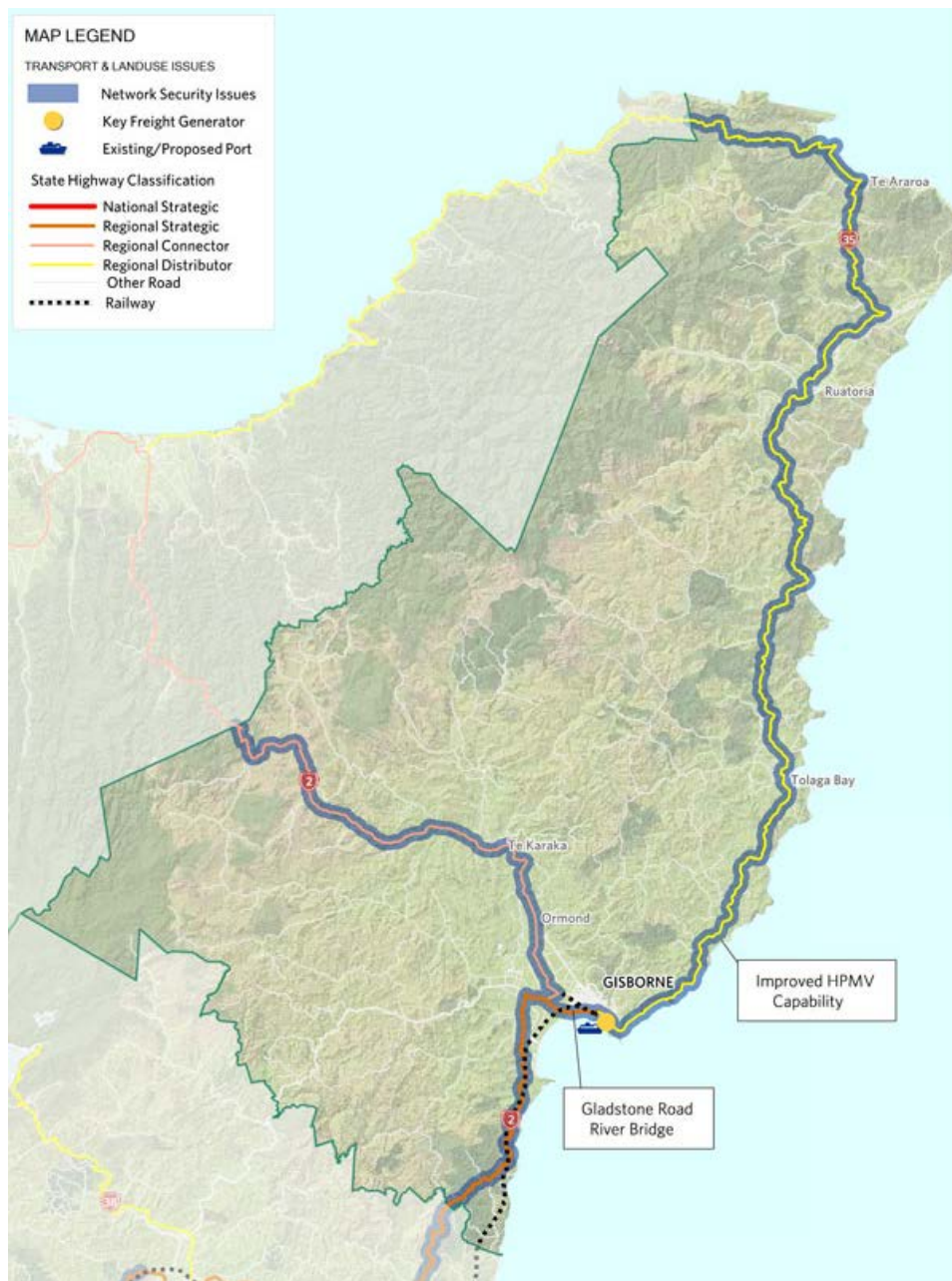
The Gisborne road network is crucial for supporting primary industry in the region, including transporting logs to the Port of Gisborne - a cornerstone of the local economy. Over the next three years transport investment will focus on improving key linkages to the Port particularly for High Productivity Motor Vehicles.

Route security is a key issue that both threatens access for forestry industry to the Port and access to and from rural communities. Investment will also focus on improving network resilience in and out of the region and around vulnerable sections of the East Cape to improve route security.

Gisborne also has a relatively poor road safety record, and investment will be directed towards safety retrofit and minor safety works projects to address higher risk sections of the road network.

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### Hawke's Bay

NLTP 2012-2015 investments in the Hawke's Bay will focus on improving freight links between industrial growth areas, the wider region and the Port, and encourage transport choice through a pilot walking and cycling programme.

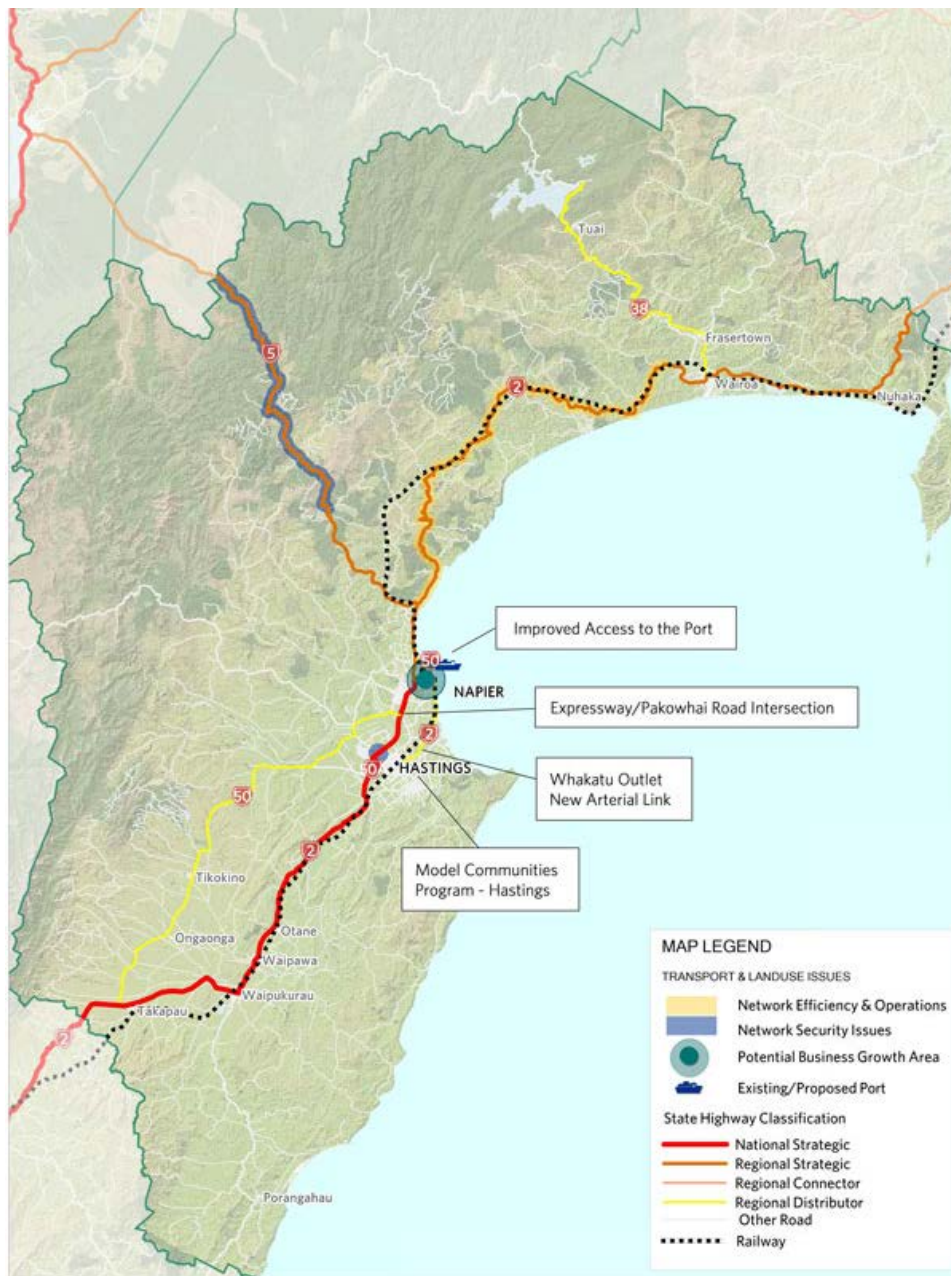
Over the next three years investment in the transport network will focus on producing greater freight efficiencies along key arterial corridors and improving links between industrial growth areas/the wider region and the Port. In addition, given the region's comparatively high severe crash rate, investment will be directed towards adopting the principles of *Safer Journeys* to address higher risk sections of the roading network.

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### Taranaki

Investment in the Taranaki region in the 2012-2015 NLTP will target efficient freight movement in this productive area, and relieve congestion through public transport and a pilot walking and cycling programme.

The Taranaki region is a major producer of dairy products and also has significant petrochemical and engineering industries, all of which place high demand on the transport network.

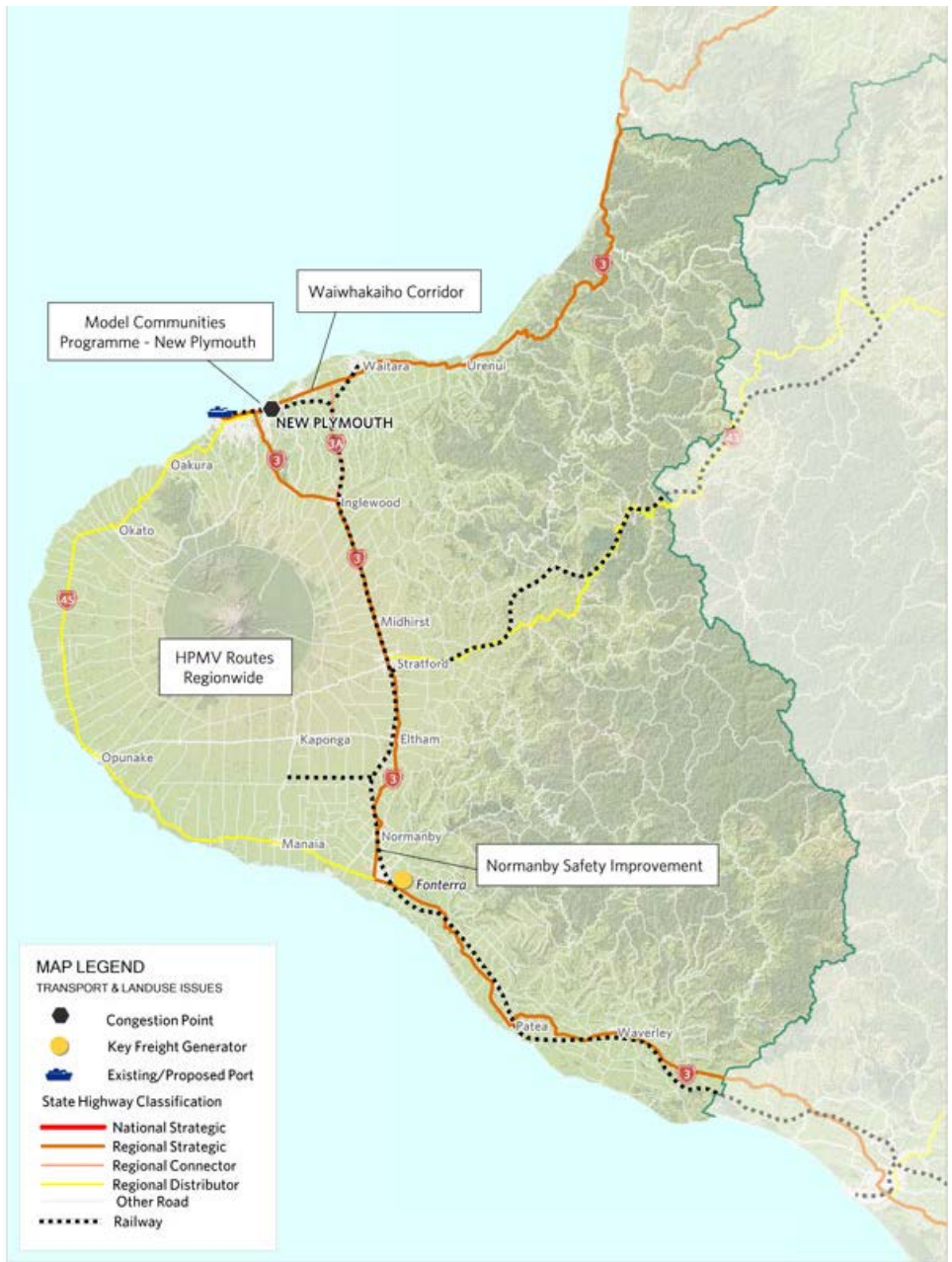
Taranaki's population is heavily concentrated in the New Plymouth urban area, with growth occurring in the eastern end of the city. One of the highest roading investment priorities focuses on the Waiwhakaiho Basin and the potential congestion arising from development in the Bell Block area.

Public transport, and the model communities walking and cycling investment should encourage modal shift away from private vehicle use in New Plymouth.

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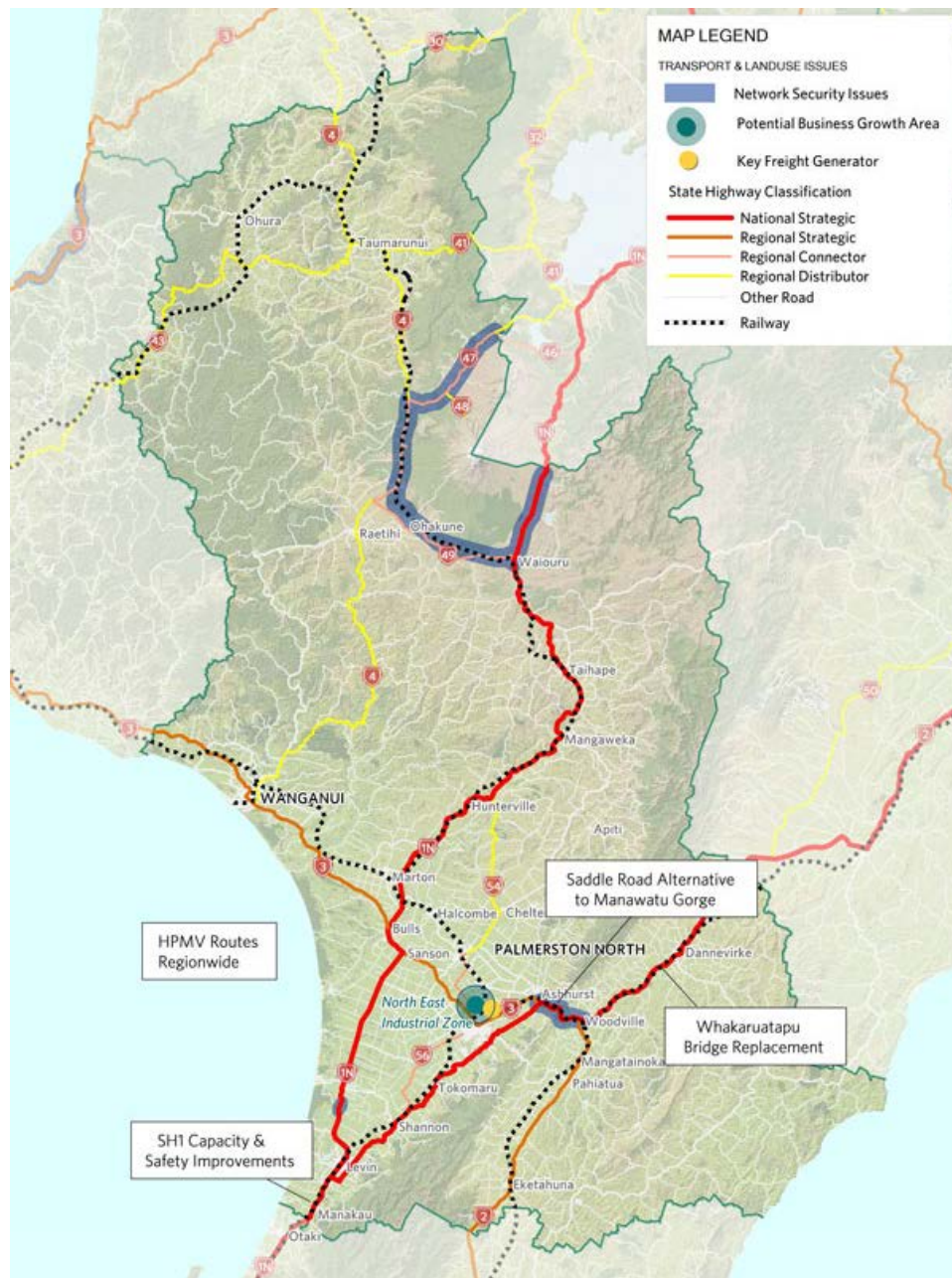
### Manawatu/Whanganui

NLTP 2012-2015 investment in the Manawatu/Whanganui region will focus on improving the efficiency of moving primary products, maintaining the network to a high standard and improving its safety, resilience and security.

The Manawatu/Whanganui region is reliant on an efficient transport network to support the primary industries in the region and the developing freight hub in Palmerston North. The network experiences some resilience, and safety issues, and investment in the region is focused on improving safety and enhancing efficient freight movements, and maintaining the network to a high standard.

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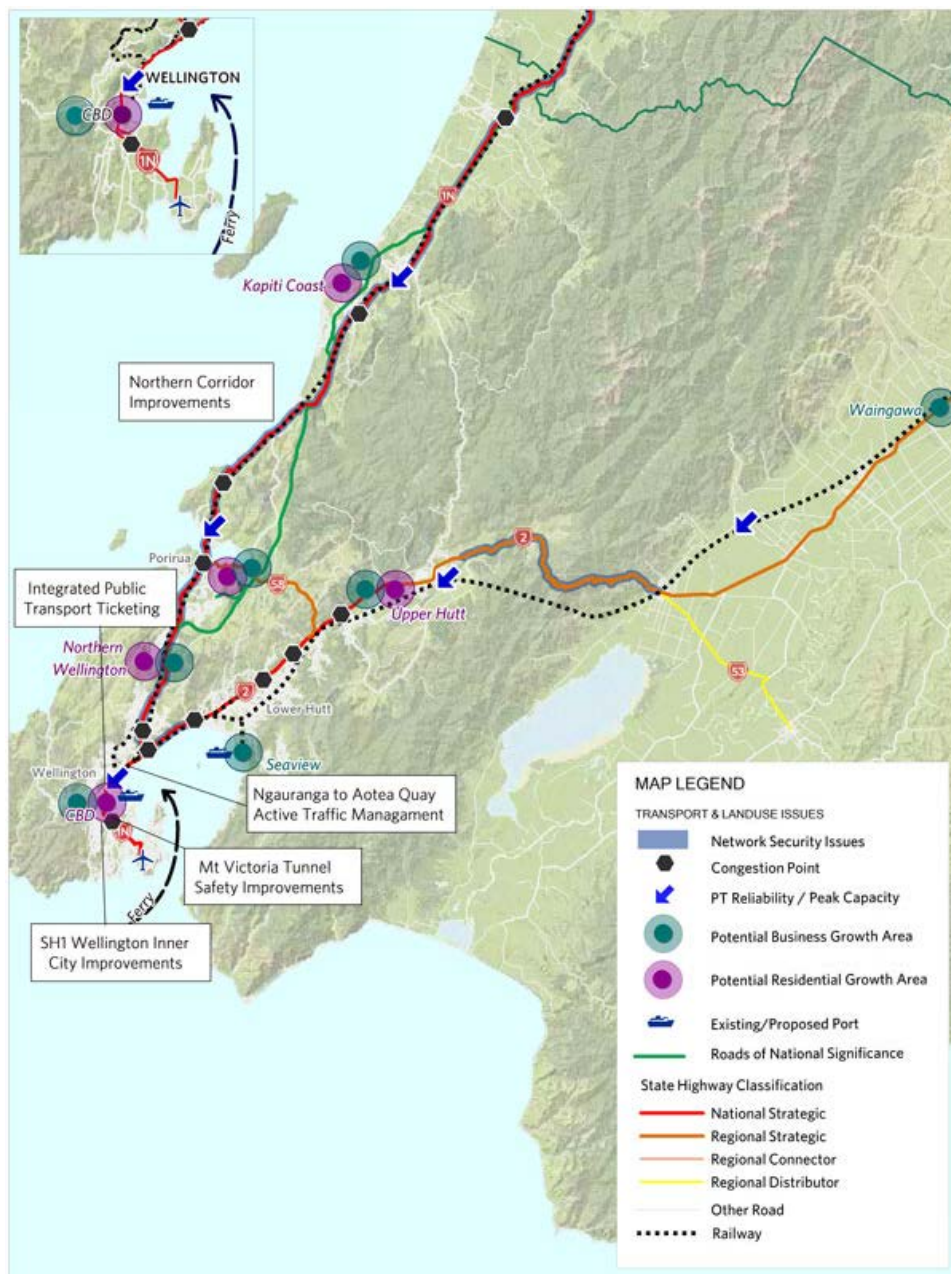
## Wellington

In New Zealand's capital and third largest city, investments are focused on relieving congestion, enhancing public transport efficiency and improving the safety and resilience of key economic links across the transport network. \$415 million will be invested over the next three years in projects to relieve congestion and improve freight connections into and around the city, including improvements to state highway links to the port and airport.

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### Nelson

Safety, route efficiency and alternative transport mode choices are key focus areas for the NLTP 2012-2015 investment in the Nelson region.

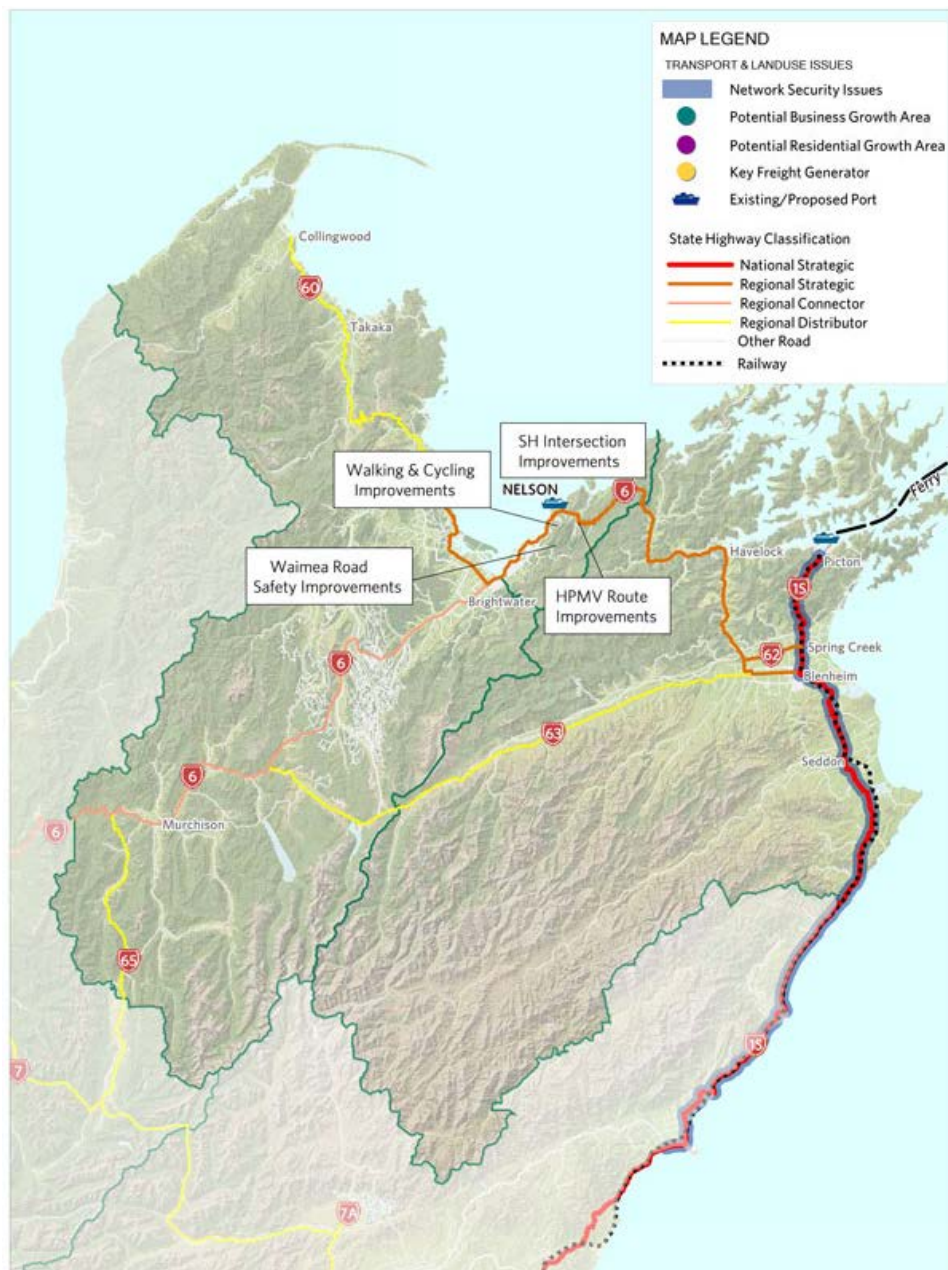
Safety, route efficiency and alternative transport mode choices are key focus areas for investment in the Nelson Region. Nelson also has \$21.7 million of regional funding to invest across a range of projects including High Productivity Motor Vehicle (HPMV) improvements, a package of walking and cycling works and state highway intersection and safety improvements.

Overall, the regionally funded package of improvements, coupled with the maintenance, operations and renewals investment will enhance Nelson's attraction as a sustainable city with the potential for growth.

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### Tasman

NLTP 2012-2015 investment in the Tasman region is focused on maintaining a safe and resilient network, which provides route security for tourism and freight movement and keeps local communities safe and connected.

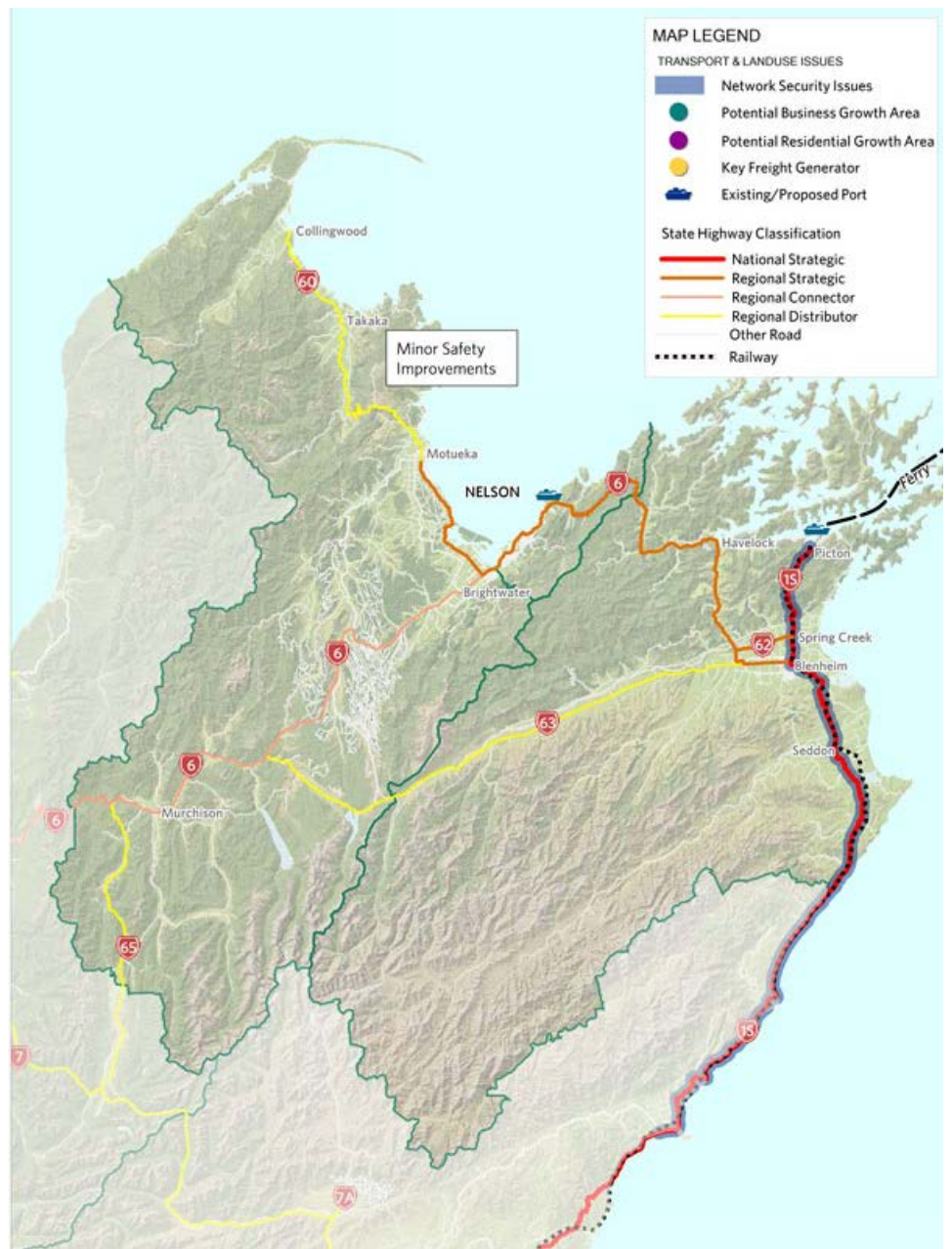
Tasman District is benefitting from above-average population growth of 7% over the past year. This population growth, along with the high proportion of forestry traffic and the importance of tourism to the area means maintaining a safe, resilient network which can sustain future growth is vital for Tasman.



Over the next three years, investment will be primarily targeted at maintenance, operations and renewals of the network. The investment of approximate \$85 million for local roads and state highways in these activities is an increase on the 2009-12 programme spend.

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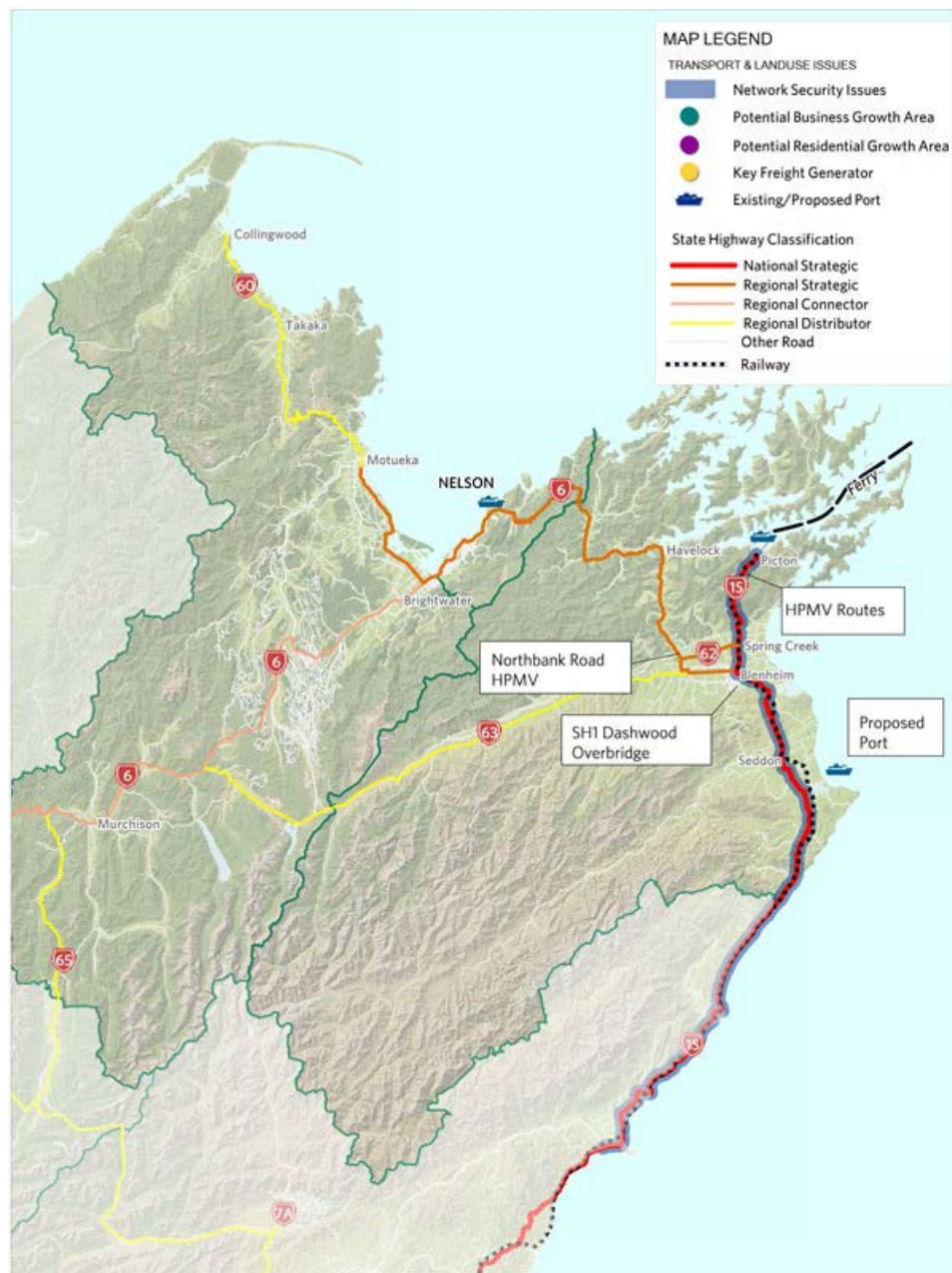
### Marlborough

NLTP 2012-2015 investments in improving the HPMV capability of Marlborough's roads will improve the efficiency of freight movements, while continuing investment in maintenance should retain current levels of service, safety and route security.

Marlborough's economic potential as New Zealand's largest wine growing region, along with growth in aquaculture, forestry and tourism opportunities mean maintaining and optimising the current network is vital. To achieve this, the investment in maintenance, operations and renewals of local roads has increased compared to the 2009-12 programme. The anticipated spend in these activities for local roads and state highways is \$55 million.

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### Canterbury

Growing Canterbury and supporting the recovery of Christchurch is a major focus of the NLTP 2012-2015, while continuing to support Canterbury's resilient export sector by maintaining and enhancing strategic freight routes.

The NZTA's major focus for the region during the 2012-15 National Land Transport Programme (NLTP) will be on growing Canterbury and supporting the recovery of Christchurch. To support the future prosperity of Canterbury and Christchurch which is dependent upon on the productivity of the rural hinterland, we are investing in infrastructure that will support the fast and efficient movement of product from the farm gate to the market. In particular, new infrastructure such as the Southern Motorway will assist Canterbury's export sector which has proved very resilient in the period since the earthquakes of 2010-11.

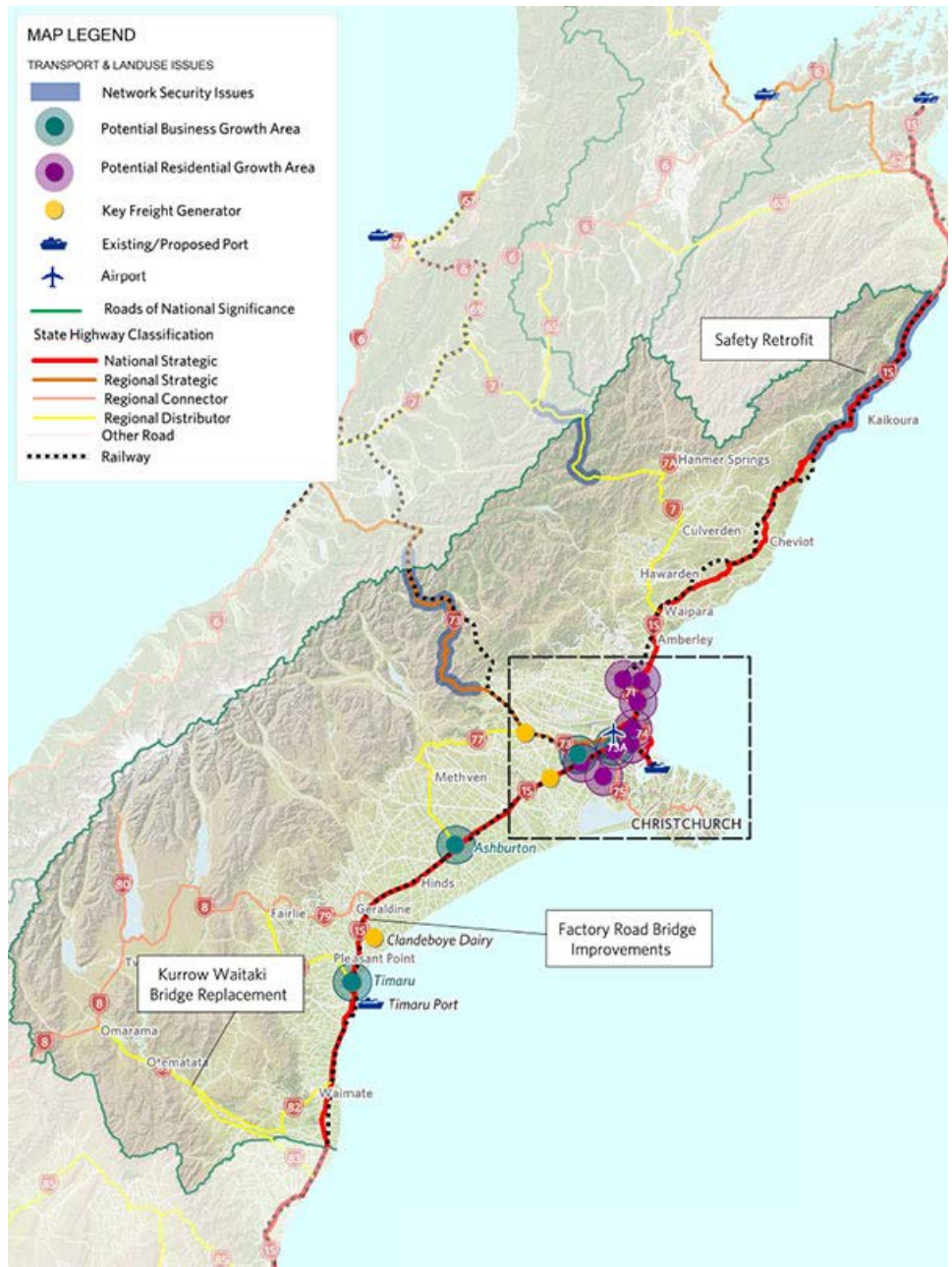
The NZTA is also focusing on maintaining a high level of service of key strategic roads, improving route security on links between adjoining regions and continuing investment to reduce the number of deaths and serious injuries in the region.

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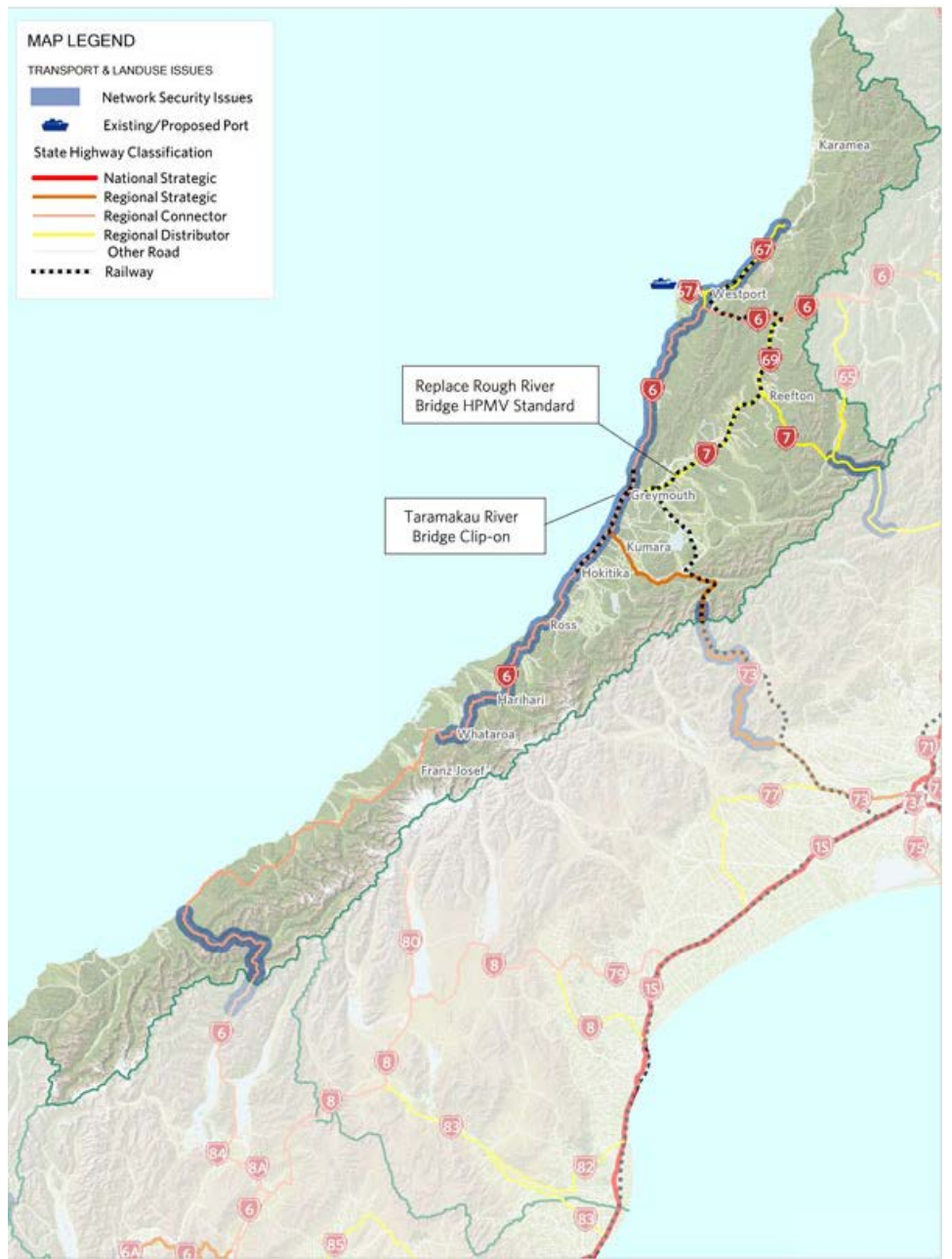
### West Coast

Investment in the West Coast from the National Land Transport Programme 2012-2015 will concentrate on maintaining the good current condition of its key strategic roads, with a focus on route security and safety.

The NZTA's focus in the region over the 2012-2015 National Land Transport Programme (NLTP) period will be on maintaining the current level of service that the key strategic roads provide. These roads are of vital importance to the region, particularly because of the economic function they serve. To support this function we will be investing approximately \$100 million in the maintenance, operations and renewal of West Coast State highways and local roads over the next three years.

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### Chatham Islands

NLTP 2012-2015 investment will continue to support the provision of an efficient, reliable and safe road network in the Chatham Islands and its essential contribution to the local economy.

The NZTA's investment focus over the 2012-15 NLTP period will be supporting the Chatham Islands Council to maintain the current level of service across the roading network. The continued provision of a safe and reliable roading network is of great importance to the Islands, particularly because of the economic function the road network serves. To support this function we will be investing approximately \$10m in the maintenance, operations and renewal of Chatham Islands' local roads over the next three years.

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### Otago

Investment in Otago's transport network over the next three years will be focused on maintaining the efficiency, overall resilience and safety of the extensive network for individual road users and freight movers.

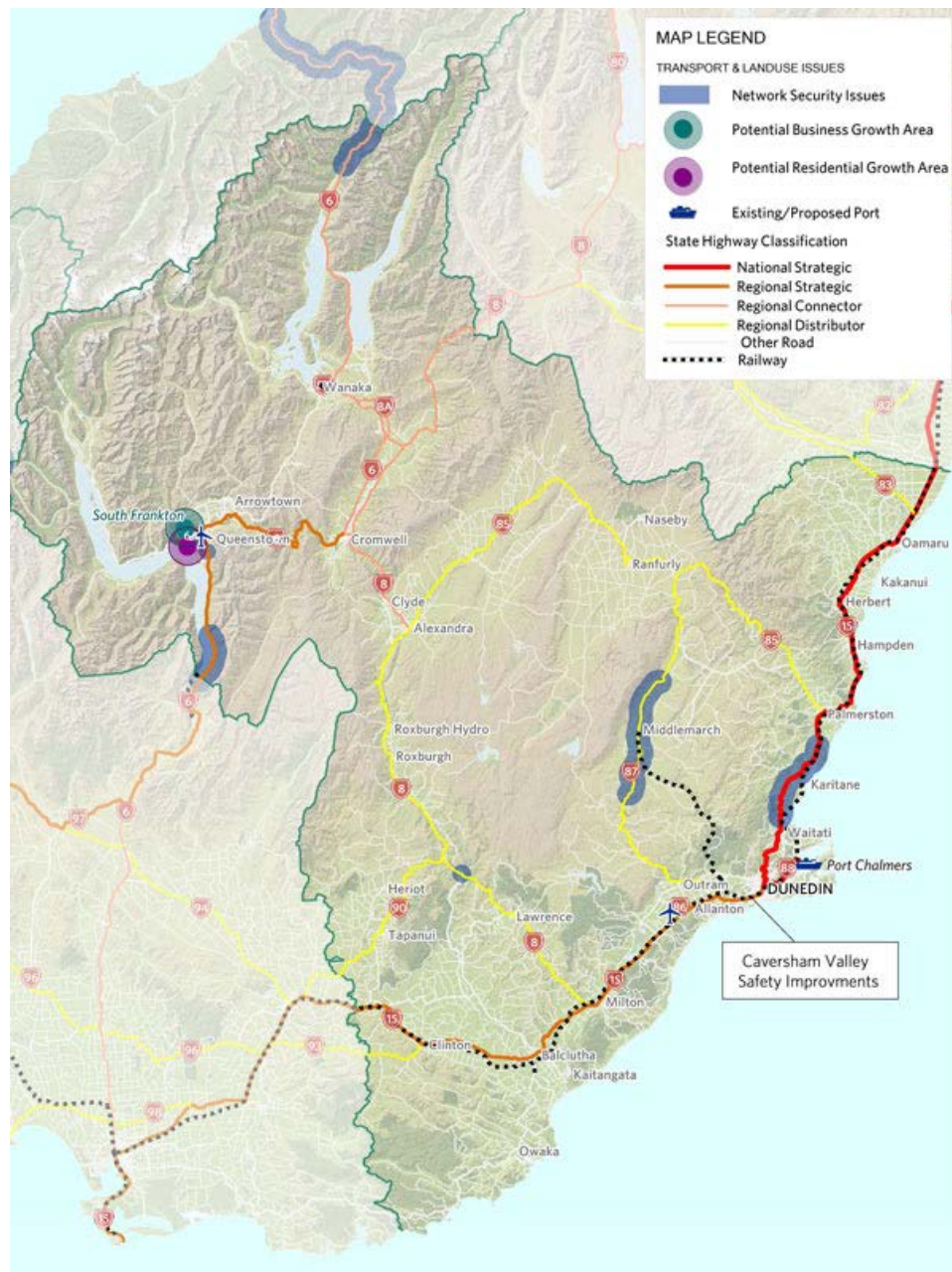
Otago's transport network is a rurally based network serving a relatively small population. It has a strong freight function as well as carrying day-to-day domestic travel for residents. Apart from two isolated urban locations, there is no significant congestion. Condition indicators show that the network is generally at, or above average, and holding relatively steady. However, Otago has a comparatively poor safety record, particularly in serious injury crashes.

Investment in Otago's transport network over the next three years will be focused on maintaining the efficiency and overall resilience of the network without any significant variation in the condition indicators. Investment in safety will be on high risk activities specified in Safer Journeys, with the bulk of investment on State highways, and the balance on targeted local roading projects and road safety promotion programmes. The [Caversham Valley Safety Improvements](#) project is the major capital improvement in Otago and is also focused on delivering safety benefits.

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## National Land Transport Programme in the regions

Over the next three years this National Land Transport Programme (NLTP) will deliver transport solutions that will help communities across New Zealand thrive.

There will be a particular focus on rebuilding and growing Canterbury, and on Auckland where there are significant transport opportunities to support that city's contribution to the country's economic growth.



► A key focus of this NLTP is growing Canterbury and supporting the rebuild of Christchurch. (Photo courtesy of Neil MacBeth, licensed to SCIRT.)

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### Southland

Investment in Southland over the next three years will be focused on maintaining the efficiency, overall resilience and safety of its extensive network for individual road users and the freight movement of its primary products.

Southland has a rurally based transport network serving a relatively small population. It has a strong rural freight function as well as carrying day-to-day domestic travel for residents. Condition indicators show that the network is generally at, or above average, and holding relatively steady. However, Southland has a comparatively poor safety record for both deaths and serious injury crashes.

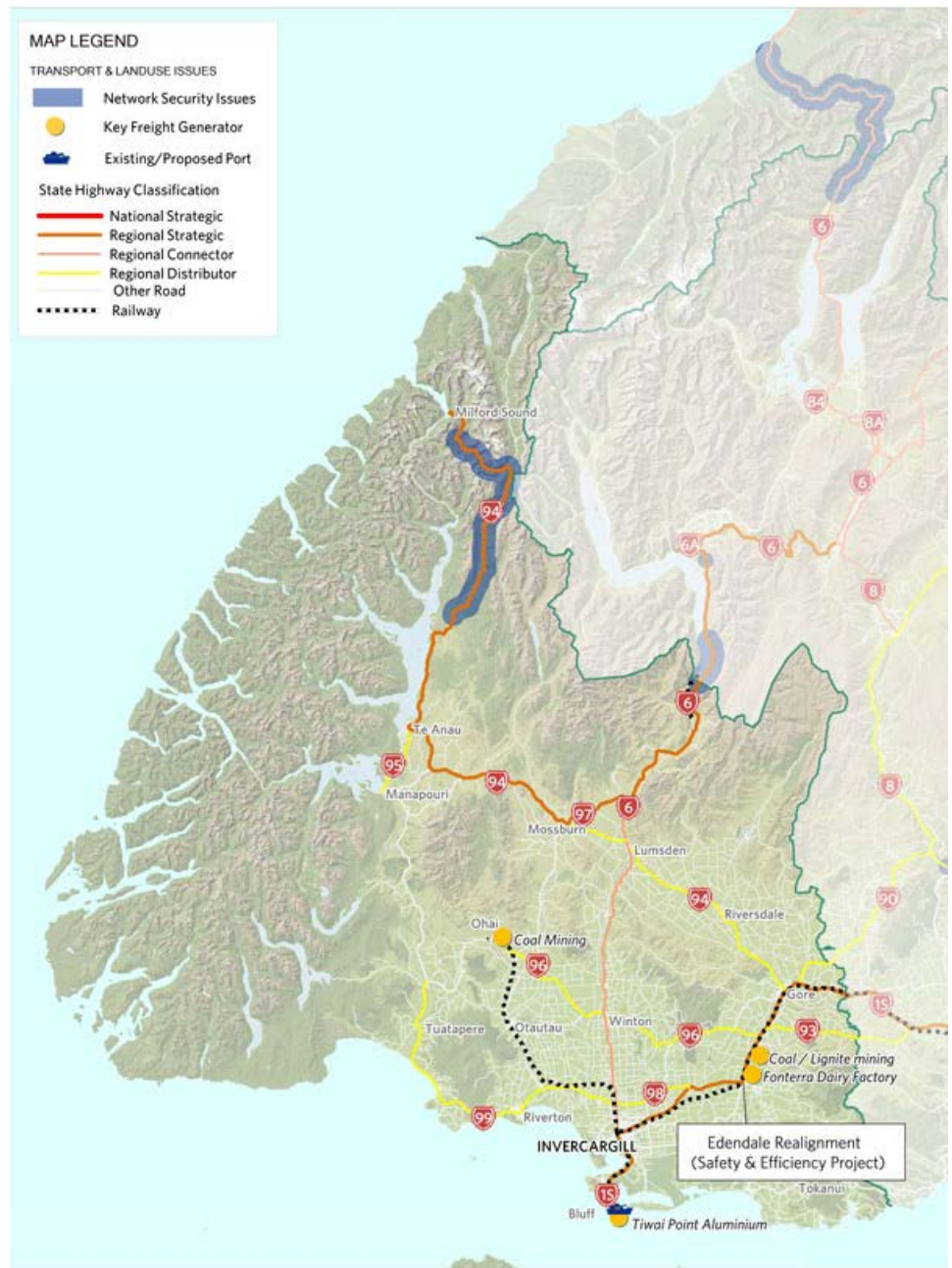
Investment in Southland's transport network over the next three years will be focused on maintaining the efficiency and overall resilience of the network without any significant variation in the condition indicators. Investment in safety will be focused on high risk activities specified in *Safer Journeys*, with the bulk of investment on State highways, and the balance on targeted local roading projects and road safety promotion programmes.

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## Northland

Updated: 12 September 2012

The Northland region has a large road network that is critical for local exports and providing access to remote communities, but is susceptible to extreme weather events and has a poor safety record.

The focus of investment in Northland in 2012-15 will be on maintaining the region's extensive network in sound and serviceable condition, while also providing some safety and efficiency improvements.

This investment will mean ensuring the network can continue to provide the levels of service necessary to meet the region's transport needs, keep its communities connected and support the regional economy.



### Regional issues

The region's economy is relatively small in the national context (representing about 2.5% of national GDP), with a population of 157,000<sup>1</sup> and the lowest GDP per capita in New Zealand<sup>2</sup>.

Northland has a comparatively large land area of 14,000 square kms, and an extensive roading network of around 6,600 kms (750 kms of state highways provide the spine of the network, with 2,360 km of sealed local roads and a further 3,500 km of unsealed local roads)<sup>3</sup>. This, coupled with a relatively small regional population, means that the focus is on maintaining the region's extensive network in sound and serviceable condition.

It is critical for regional GDP that this extensive network provides efficient access for the region's agricultural and forestry products to the deep water port at Marsden Point, or to other destinations within and beyond the region for processing. The network also supports tourism activities, supplies the region's goods and services, and connects its many isolated coastal and rural communities. Petroleum refining is one of Northland's major economic activities, with petroleum products currently being transported south to Auckland by pipeline.

Northland's sub-tropical climate results in regular extreme weather events which, in combination with challenging soils, often cause land-slips and flooding, cutting off communities and impacting on the region's productivity.

In 2011 the Northland region had seven deaths and 83 serious injuries on its network which is comparatively poor against other regions when considering the rate of accidents per vehicle kilometre travelled.

### Targeted investment

Given the importance of maintaining the network, \$255 million has been allocated for maintenance, operations and renewals activities for 2012-15<sup>4</sup>. Of this \$155 million will be spent in the 2012-15 NLTP on local road maintenance, operations and renewals, this is an increase of 3.9% on the 2009-12 NLTP.

Some State Highway and local road improvement activities to address efficiency, safety and route resilience in flood prone areas will also be advanced.

In particular, subject to funding availability, we would expect to progress improvements on:

- State Highway 1 through Whangarei to reduce congestion and improve safety
- Sections of State Highway prone to flooding to improve route resilience
- Brynderwyn Hills safety barriers to reduce crashes

#### Northland factsheet

▶ [View Northland regional summary \(PDF, 243KB\)](#)

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- High productivity heavy vehicle routes to support economic productivity
- Bridge replacement and strengthening to cater for forestry activity

There has been a recent significant reduction in deaths on Northland roads (seven fatalities in 2011, down from an average of 21 over the previous five years). Funding will continue to be provided for road policing activity and road safety community programmes that target the identified risks and support the Road Safety 2020 Safe System approach.

A slight increase in funding will also be provided for Whangarei's bus services, which are an important element in the city's transport system. The services provide options for commuters and help reduce traffic congestion in the city's business district, as well as providing accessibility.

The **Puhoi to Wellsford Road of National Significance** (RoNS), while located in the Northern sector of Auckland region, will provide a high standard connection and significantly enhance the efficiency, safety and resilience of Northland's life-line to and from Auckland.

The RoNS will bypass the towns of Warkworth and Wellsford along with other settlements on the current route, substantially reducing travel time between Auckland and Northland.

Consents and a designation for the Puhoi to Warkworth component of the Puhoi to Wellsford RoNS are expected during this NLTP period. This RoNS will enhance the efficiency, safety and resilience of Northland's life line to Auckland.

## Outcomes

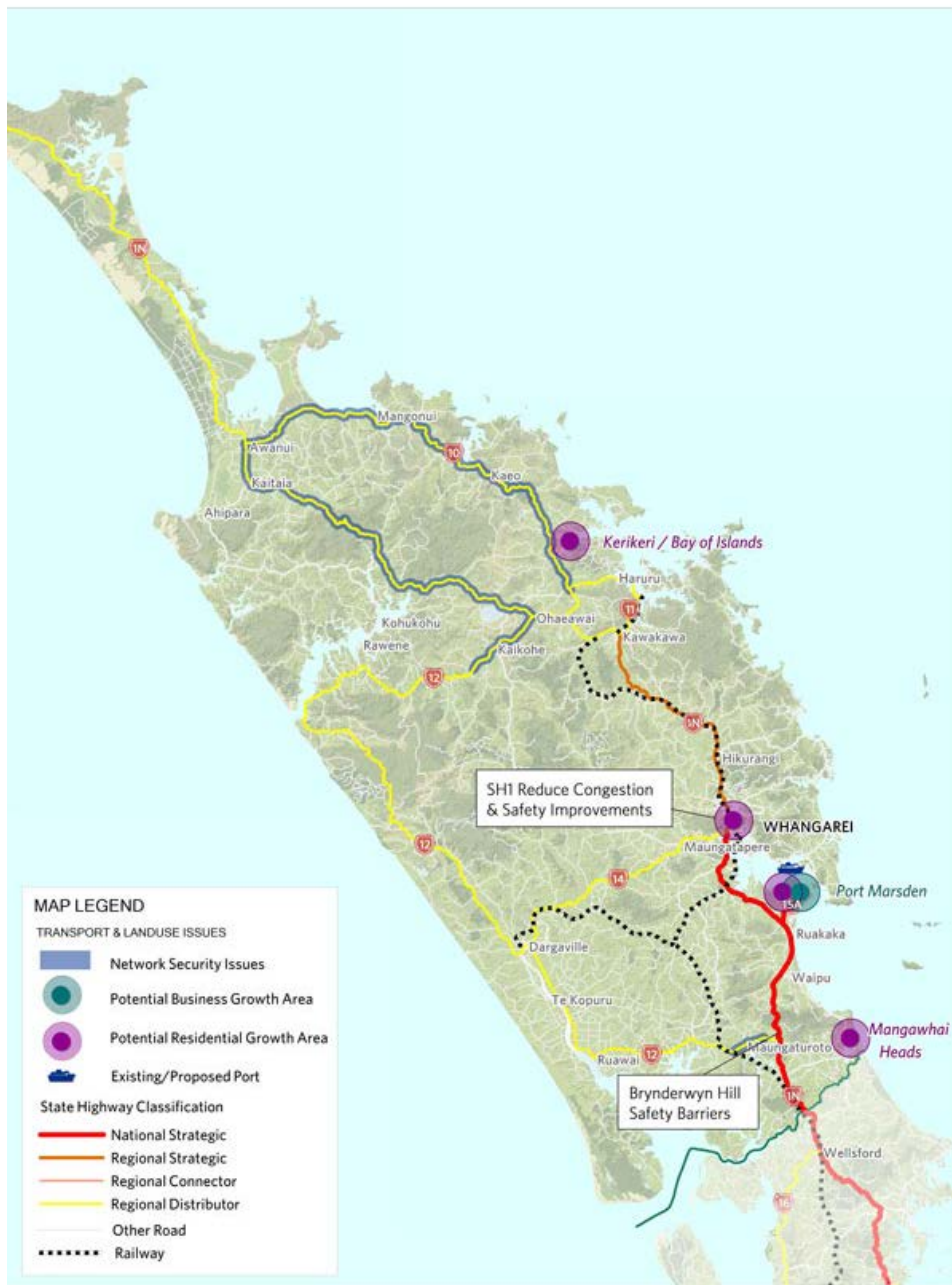
For the 2012-15 NLTP, the principal outcome sought is maintenance of the existing asset in sound and serviceable condition, and keeping it open during weather events to support the region's economy and maintain access to communities.

Support for the region's key economic activities, ongoing reduction in deaths and serious injuries on the region's roads, and the reduction of traffic congestion in and around the Whangarei CBD are also priorities.

## Sustaining the benefits

Specific transport planning efforts that the Northland NZTA team will be working on with its partners include:

- embedding Safer Journeys – ensuring the regional strategic priorities for road safety are clearly articulated and aligned to Safer Journeys priorities and on-going implementation aligned to integrated transport solutions to support optimisation of current and future investment
- Upper North Island Freight Story - The NZ Transport Agency has teamed up with KiwiRail, Auckland Transport and the Upper North Island Strategic Alliance (UNISA) made up of Northland Regional Council, Whangarei District Council, Auckland Council, Waikato Regional Council, Hamilton City Council, Bay of Plenty Regional Council and Tauranga City Council to work together on initiatives to reduce the costs of doing business in New Zealand - through an upper North Island lens.
- alongside partners – early on-going engagement on key planning frameworks to ensure that NZTA objectives and outcomes are integrated and aligned with our partners to support a joined up approach to planning, sharing of efficiencies and resources – ie savings of legal, planning, technical work
- whole of Network Planning Approach – supporting a streamlined approach to strategy development with our partners to support a clear strategic context and agreed evidence base for collaborative planning and investment decisions to support a whole of network approach, optimised planning and investment - for example the Whangarei Transportation Network Strategy, and Northland Regional 30 year Transport Strategy
- Activity Management Plans – focussing effort, in this NLTP 2012-15, to support approved organisations to be strategy-led through their Activity Management Planning approach to support integrated outcome delivery and decision making.



<sup>1</sup> Northland Regional Council, Draft RLTP 2012-15.

<sup>2</sup> Northland Regional Council 'State of the Environment' report, 2012.

<sup>3</sup> Northland Regional Council, Draft RLTP 2012-15.

<sup>4</sup> NLTP 2012 - 15 moderation outcome, 2012.

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## Auckland

Updated: 12 September 2012

Auckland city is home to 1.5 million people and has the country's largest CBD. As a fast growing city Auckland influences growth and prosperity to the rest of New Zealand which is why investment in this city's land transport continues to grow.

Auckland has the highest traffic flows, highest proportions of freight traffic and greatest levels of congestion in the country, all of which has a significant effect on the efficiency of the transport network. It is also home to the country's largest air and sea ports.



Key projects for the 2012-2015 NLTP period include the [Waterview Tunnel](#) as part of the Western Ring Route and Auckland Manukau Eastern Transport Initiative (AMETI) and a significant amount of this NLTP investment is on public transport services. Approximately \$890 million will be spent on committed public transport activities.

This investment will fund the loan repayments on the introduction of 57 electric trains. It also includes passenger transport related rail improvements, such as station upgrades, as well as the introduction of integrated public transport ticketing across all public transport modes in Auckland. This is expected to provide greater convenience for passengers, and improve accessibility between busses, trains and ferries.

The combined effect of this investment will mean that it will become increasingly easier for commuters to move around Auckland, and more efficient for freight movements. Our collaboration with key partners is helping to ensure that we are spending money in the right place, at the right time, and on the right projects.

### Regional issues

Freight movements in the Upper North Island, in which Auckland is a key player, are predicted to double by 2020. Current congestion levels are already reducing the productivity of the freight industry.



Auckland congestion. (JPG, 99KB)

In 2011 the Auckland region had 48 deaths and 350 serious injuries on its network which is high, but comparatively good against other regions when vehicle kilometres travelled (VKT) are considered.

Auckland has relatively poor transport choice alternatives which has led to reliance on the private motor vehicle and has led to the congested network it now has.

Auckland's road network generally has low resilience particularly to congestion, and often a lack of alternative routes if the network does suffer a disruption.

### Targeted investment

As well as investment in public transport two important multi-modal transport infrastructure projects are being carried out in Auckland, the Auckland Western Ring Route (WRR) and Auckland Manukau Eastern Transport Initiative (AMETI).

The WRR estimated cost for this NLTP is \$1.15 billion. The current programme of the WRR estimates the project will largely be completed within the next five years and final completion by 2021. The effect of this is to reduce the current high traffic volumes on suburban streets, and to provide an alternative route to SH1. This latter benefit will build in the much needed 'resilience' or alternate corridor through the Auckland district.

#### Auckland factsheet

- ▶ [View Auckland regional summary \(PDF, 265KB\)](#)
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AMETI is a 30 year, \$1.5b strategy aimed at dealing with current traffic congestion, poor transport options and projected growth in a vital retail, commercial and residential area. This strategy includes improved rail facilities, a larger bus transport hub, and faster and more frequent bus services are top priorities. Road safety is also paramount, and a reduction of deaths and serious injuries from road crashes is anticipated.

The AMETI project will contribute to economic growth and productivity particularly in southeast Auckland.

High Productivity Motor Vehicles (HPMV) is the biggest investment after AMETI. The amendment to the [Land Transport Rule: Vehicle Dimensions and Mass Amendment 2010](#) changes some of the lengths for heavy vehicles, and creates a new permit class for High Productivity Motor Vehicles (HPMVs) at increased weights. Much of this freight will go by road. Allowing trucks to carry more per trip could reduce the number of trips needed to cope with increasing freight volumes. That productivity increase could make our roads more efficient, reduce congestion and make our economy more competitive.

Other measures to improve movements include: targeted location of freight-related developments, dedicated traffic management such as a freight on-ramp from Onehunga Port, freight-specific signage, parking and rest facilities, freight bypasses and dedicated lanes leaving Auckland.

This NLTP supports a package approach to multimodal projects through transport solutions that provide greater choice between private vehicles, public transport and walking and cycling. An example of this is the Grafton Cycle way project.



Auckland public transport. (JPG, 92KB)

Public transport is still considered one of the safest forms of transport and a significant amount of money is being spent on Public Transport services (\$890m). Integrated ticketing is being introduced across all public transport modes in Auckland.

SMART is a project aimed at planning for and securing the corridor for improved road, rail, walking and cycling access across southwest Auckland and including the Auckland Airport. This integrated multi-modal package is worth \$1.5 million, and includes route investigation; consultation and engagement and corridor protection. It aims to prepare for long term growth in this economically important area.

Improving heavy vehicle safety is a high priority for the NZTA, and education and regulation play an important role in this. Various weight restrictions for heavy vehicles exist on the road network, and we have invested in effective, hi-tech data collection systems such as Weigh-in Motion. These devices, as installed on the Auckland Harbour Bridge, provide effective information to the freight industry and the NZTA about freight tonnages and volumes.



Auckland region. (JPG, 93KB)

There are a number of initiatives being planned to address the safety of vulnerable users - motorcyclists, pedestrians and cyclists. These include a continuation of the Safe Motorcycling Demonstration Project which aims to improve road facilities for motorcyclists along some key corridors, and the Central Connection project which will provide an off-road cycle path between State Highway 16 near Symonds Street and the Ports of Auckland. Also, upgrading of pedestrian and cycle facilities as part of corridor upgrades on several key arterial routes are being progressed.

Safer Journeys is a key outcome sought through this NLTP. We are investing in a large number of safety projects to reduce fatal injuries and serious crashes. This is the Safe System approach - with many work

streams under way, and a particular project on safety performance in Northland. This initiative involves even minor safety improvements, such as reviews of roadside risks, including post and power lines, speed and run-off-road safety. Another project is investment in Auckland Transport's Safe Speed Demonstration Project in South Auckland, where lower speeds, more appropriate to the road environment, are being introduced.

We are expecting that our investments in safety will reduce the number of crashes on the network over the next three years.

## Outcomes

This NLTP will complete or make significant progress to more networks than any previous NLTP. These projects include the [Waterview](#) project (and [Western Ring Route](#)), [Newmarket Viaduct](#), and the Auckland Manakau Eastern Transport Initiative (AMETI). It also includes the introduction of 57 electric trains and associated signalling, electrification and other passenger transport facilities; and integrated public transport ticketing.

The long awaited completion of the Western Ring Route through Waterview and the upgrades to SH16 will deliver a 48 kilometre continuous motorway, providing an alternative major route to State Highway 1 between Manukau and Albany, via SH20, 16 and 18. It will by-pass Auckland's central business district and link Manukau, Auckland,

Waitakere and North Shore districts. The major outcomes anticipated for the route is easing severe congestion, improving journey time reliability and enhancing network resilience.

Integrated ticketing is being introduced across all public transport modes in Auckland. This will provide greater convenience to passengers and improved accessibility between buses, trains and ferries. Improved public transport has already led to greatly increased patronage over the last few years and we expect integrated ticketing, new trains and better systems for the disadvantaged will help boost patronage even further. We have also invested in infrastructure to promote the use of real time journey information where customers are able to access real time information via the web and real time monitors across the public transport network.

Rideshare and workplace travel planning is managed in conjunction with Auckland Council and Auckland educational institutions and NZTA contributes to travel demand management and easing of congestion on the road network. High occupancy vehicle lanes (HOVs) or car-pool lanes, (partly fund to Auckland Council) contribute to funding taking into account the customers' regional needs.

Both walking and cycling alleviates congestion and helps improve travel times for all road users. For these reasons, we're committed to planning and delivering high-quality pedestrian and cyclist networks around Auckland.

## Sustaining the benefits

The outcomes aimed for through this NLTP are only achievable through strong partnerships. To this end we have adopted a 'One Network' and 'One System' approach with Auckland Transport and KiwiRail.

Another example of collaboration is how we are responding to the Auckland Council's Plan, the overarching plan for this unitary authority. Auckland's highways and roading network is viewed as 'One System', and optimising that is critical. During this NLTP there will be a concerted effort to get more from existing investments. The Joint Transport Operations Centre in Smales Farm on the North Shore of Auckland is another example of how these three organisations are working together on the 'One Network' approach.

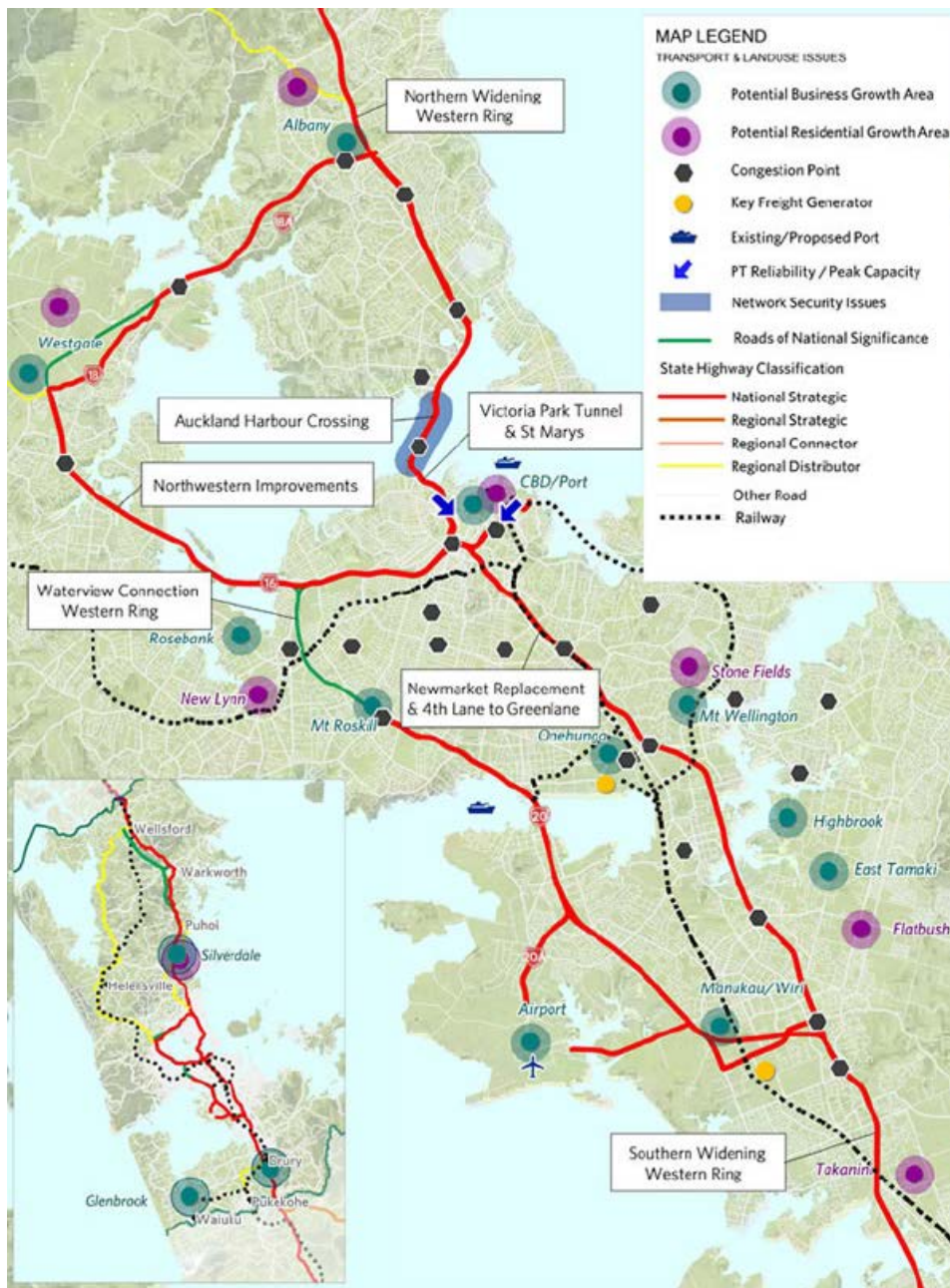
The Upper North Island Freight Story involves the NZ Transport Agency, teamed up with KiwiRail, Auckland Transport and the Upper North Island Strategic Alliance (UNISA) made up of Northland Regional Council, Whangarei District Council, Auckland Council, Waikato Regional Council, Hamilton City Council, Bay of Plenty Regional Council and Tauranga City Council, to work together on initiatives to reduce the costs of doing business in New Zealand - through an upper North Island lens.

Customer choice is a big part of freight. We are being more sector led and working with the freight industry to understand how and when they move goods - a bottom up planning approach. For example we consider the effects of road closures and detours on freight operators, even to considering their effects during the night. These directly affect truck operators and costs them time and money.

Other regionally significant activities that are likely to be considered for funding in the years 2015-2018 are:

- AMETI and east-west link
- remove strategic route pinch points eg Southern motorway Hill Rd to Takinini
- upgrade regional arterials focusing on PT and freight
- the City Rail Link
- Puhoi to Wellsford motorway connection planned with Puhoi to Warkworth constructed (in Northland RLTS as well)
- Additional Waitemata Harbour Crossing (investigation)
- develop "single system" including Advanced Traffic Management Systems Stage V (HNO), signal Optimisation, ramp metering and freight priority lanes
- Further development of cycleways along state highway corridors (alternatively stated as 70% of Auckland's cycling network completed)
- Busway extension Albany to Hibiscus Coast (designation)
- South-west airport multi-modal corridor (early stages only)
- Southdown to Avondale rail corridor designated
- Botany to Manukau RTN (investigation)
- Henderson to Albany RTN (investigation)
- Red light camera installation
- Mill Road (regional arterial connection between Botany Downs and Papakura)





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## Waikato

Updated: 12 September 2012

The Waikato region's natural and physical resources are economically significant to the entire country. The region's economy centres on dairy and commercial forestry. Because of its central location and key connections to other regions (and also with the sea ports in Auckland and Tauranga) the Waikato plays an important role in the transportation of goods nationally.

As transports costs can be significant to exporters and importers, New Zealand's ability to compete globally relies on the efficient movement of freight to and from air and sea ports. The roading network is key to this movement.



Over the next three years, approximately \$1-\$1.3 billion from the National Land Transport Fund will be invested in the Waikato region's transport system. Combined with investment made by local and regional councils, this will be targeted at enhancing existing transport networks, improving the efficiency of key freight links and reducing the number of deaths and serious injuries on our roads.

### Connecting the regions

The Upper North Island is home to more than half New Zealand's population and it accounts for 56% of freight movements nationwide. The Waikato is literally central to the movement of inter-regional freight.

Approximately 25% of road based freight in New Zealand uses roads within the Waikato region; and around 45% of national rail-based freight is transported from, to or through the region<sup>1</sup>. Significant opportunity exists to reduce the cost of doing business in the upper North Island, through investing in network efficiency improvements within the region. As such, investment in the region is aligned to the Upper North Island Freight Story which, when completed, will be focused on maximising freight movement within the Upper North Island and beyond. The NZ Transport Agency has teamed up with KiwiRail, Auckland Transport and the Upper North Island Strategic Alliance (UNISA) made up of Northland Regional Council, Whangarei District Council, Auckland Council, Waikato Regional Council, Hamilton City Council, Bay of Plenty Regional Council and Tauranga City Council to work together on initiatives to reduce the costs of doing business in New Zealand - through an upper North Island lens.

### Improving safety

Creating a safer journey is integral to the work of the NZTA, as part of the Government's Safer Journeys strategy. This focus is particularly relevant to the Waikato region which is a key transit region for traffic travelling to and from destinations all over the North Island.

In terms of safety, the risk of fatal and serious crashes occurring in the Waikato is high, with the network having a number of 'KiwiRap black routes', which often carry high percentages of heavy commercial vehicles. In 2011 there were 56 deaths and 265 serious injuries on the region's roads. This compares poorly to other regions around the country. The social cost of these crashes is around \$500 million per year.

Detailed below are some key projects and focus areas which demonstrate the 2012-15 National Land Transport Programme investment in action in the Waikato region.

### Freight

The convergence of nationally significant road and rail corridors in the region has seen the establishment of freight hubs in Hamilton, including those serving both general freight and logistics companies and also Fonterra's major distribution centre. A further inter-regional freight hub is planned on the east side of Hamilton next to the alignment of the proposed Waikato Expressway.

#### Waikato factsheet

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## Key projects

### Waikato Expressway



Waikato Expressway. (JPG, 110KB)

The **Waikato Expressway** has been identified by the Government as a '**Road of National Significance**' (RoNS) that will generate economic growth within the region and provide a vital national link for freight and tourism. \$700 million will be invested in new infrastructure in the Waikato Region, around three quarters of this investment will be used to support the staged construction of the Waikato Expressway.

The Waikato Expressway will provide 102km of continuous divided four-lane highway from the Bombay Hills to south of Cambridge. The Waikato Expressway project will reduce the length of State Highway 1 (SH1) by 6km and also add another 12km of new or upgraded links and a new bridge over the Waikato River north of Hamilton.

Progressing the Waikato Expressway, and **associated projects** including the Hamilton City Ring Road, will reduce the freight cost of doing business in and beyond the Waikato region. For example, due to the reduced length of SH1 once the Waikato Expressway is completed, the average journey time between Auckland and Cambridge will be reduced by around 20 minutes.

The main benefits the Waikato Expressway will deliver are:

- improved economic growth and productivity for Auckland, Waikato and Bay of Plenty through more efficient movement of people and freight between Auckland, Hamilton, Tauranga and Rotorua
- reduced travel times and congestion between Waikato and Auckland
- improved freight reliability, increased safety and greater route security between Auckland, Hamilton, Tauranga and Rotorua.

The Expressway is being built in eight sections.

The Te Rapa and Ngaruawahia sections of the Expressway demonstrate the benefits of integrating of land use and transport planning. For example, the project's work on these two sections takes into account the development of approximately 50 hectares of industrial zoned land within Hamilton City's and Waikato District's Northern Growth Corridor.

### Atiamuri Bridge Replacement project



Atiamuri Bridge. (JPG, 118KB)

The replacement of the bridge will improve productivity for HPMV vehicles travelling between Tokoroa and Taupo and ensure route security and improve safety for traffic on this section of SH1 overall. The **SH1 Atiamuri Bridge** is part of a significant freight route with high volumes of heavy vehicles.

The new bridge will be next to the current bridge and it will have a wider carriageway plus facilities for pedestrians and cyclists. The project also includes a new northbound passing lane and improvements to the approach road, which will improve the alignment of SH1 and enable the intersection to SH30 to be upgraded.

### Safe Systems projects

There are a number of safety projects being undertaken by both the NZTA and its partner councils to reduce the risk of fatal and serious injuries across the Waikato region's roads, including targeted black spots and longer corridor treatments. This balanced approach to investment aligns with the Government's Safer Journeys 2020 road safety strategy.

For example, the stretch of State Highway 2 from Pokeno to Mangatarata has one of the region's worst records for safety - the eighth worst in New Zealand in terms of the 'KiwiRAP' NZ Road Assessment Programme, which identifies those road links which have a high number of fatal and serious crashes on them per kilometre.

This demonstration project will consider a 'whole of system' approach, using Safe System principles through safer road use; safer roads and roadsides; safer speeds and safer roads.

### Partner projects and other state highway projects

The remaining investment in new infrastructure in the Waikato Region \$100-\$150 million will be used to continue progress a number of other NZTA state highway and NZTA partnered projects across the region.

The most significant project NZTA is contributing to, is the Hamilton City Council's Hamilton City Ring Road project.

The NZTA is also a partner with Hamilton City, Waikato and Waipa Districts and Waikato Regional Council in the FutureProof Growth Strategy. This Strategy is intended to help manage the direction and the effects of growth in the Waikato region in an integrated and collaborative manner.

Route security (ensuring access is maintained consistently along our roading network) is an issue region-wide, especially in winter. A number of key lifeline issues have been identified, in particular, state highways 2, 29 and 5 to the Bay of Plenty; state highways 1 and 4 to the south; and State Highway 3 south to Taranaki. These issues can have a major social and economic impact if the road connections are lost.

A further approximate \$485 million is intended to be invested to maintain and operate the state highway and local road networks. About \$300 million of this will be invested on local roads in the 2012-15 NLTP period, this is an increase of 7.6% on the 2009-12 NLTP. Approximately \$50 million is also being invested to operate the region's public transport infrastructure and services. A key focus of the three year period will be to achieve value for money by optimising how we maintain the transport network.

## Sustaining the benefits

The broader Waikato transport community works collaboratively to maximise opportunities from investments through a 'one network' transport approach. The Waikato Regional Land Transport Strategy provides long term strategic planning involving all road controlling authorities, adjoining regions and respective user groups, to achieve agreed transport outcomes.

Councils experiencing growth have well established growth strategies, in particular the FutureProof Growth Strategy, as mentioned above. This Strategy is aligned with the objectives of the Waikato Regional Council's draft Regional Policy Statement and the NZTA actively promotes the integration of councils' planning processes to ensure integrated land use and transport solutions support optimisation of current and future investment.

Guided by the Waikato Regional Land Transport Strategy, transport investment is prioritised using a one network approach which supports a clear strategic context and agreed evidence base for collaborative and optimised planning and investment. The key documents relating to this approach are:

- Waikato Regional Land Transport Strategy
- Waikato Regional Land Transport Programme 2012-13 - 2014-15
- Waikato Road Safety Strategy
- Waikato Expressway Network Plan
- Access Hamilton transport strategy
- Waipa Integrated Transport Strategy,
- Waikato District Council Integrated Transport Strategy
- Taupo 2050
- Strategic Corridor Studies SH1/2/29
- Proposed Upper North Island Network Plan.

In addition, it is expected that implementation of the findings of the Road Maintenance Task Force will ensure greater efficiencies are achieved from an increased focus on enhanced activity management planning and procurement.

The investment in the Waikato will ensure that safety outcomes are at least maintained over the next three years, despite the projected increases in freight volumes and traffic across the region.

## Summary



Tokoroa. (JPG, 93KB)

The Waikato regional investment under the 2012-15 National Land Transport Funding programme is targeted at key projects which deliver local and national transport network solutions that enable economic growth and productivity, provide value for money and support safer journeys.

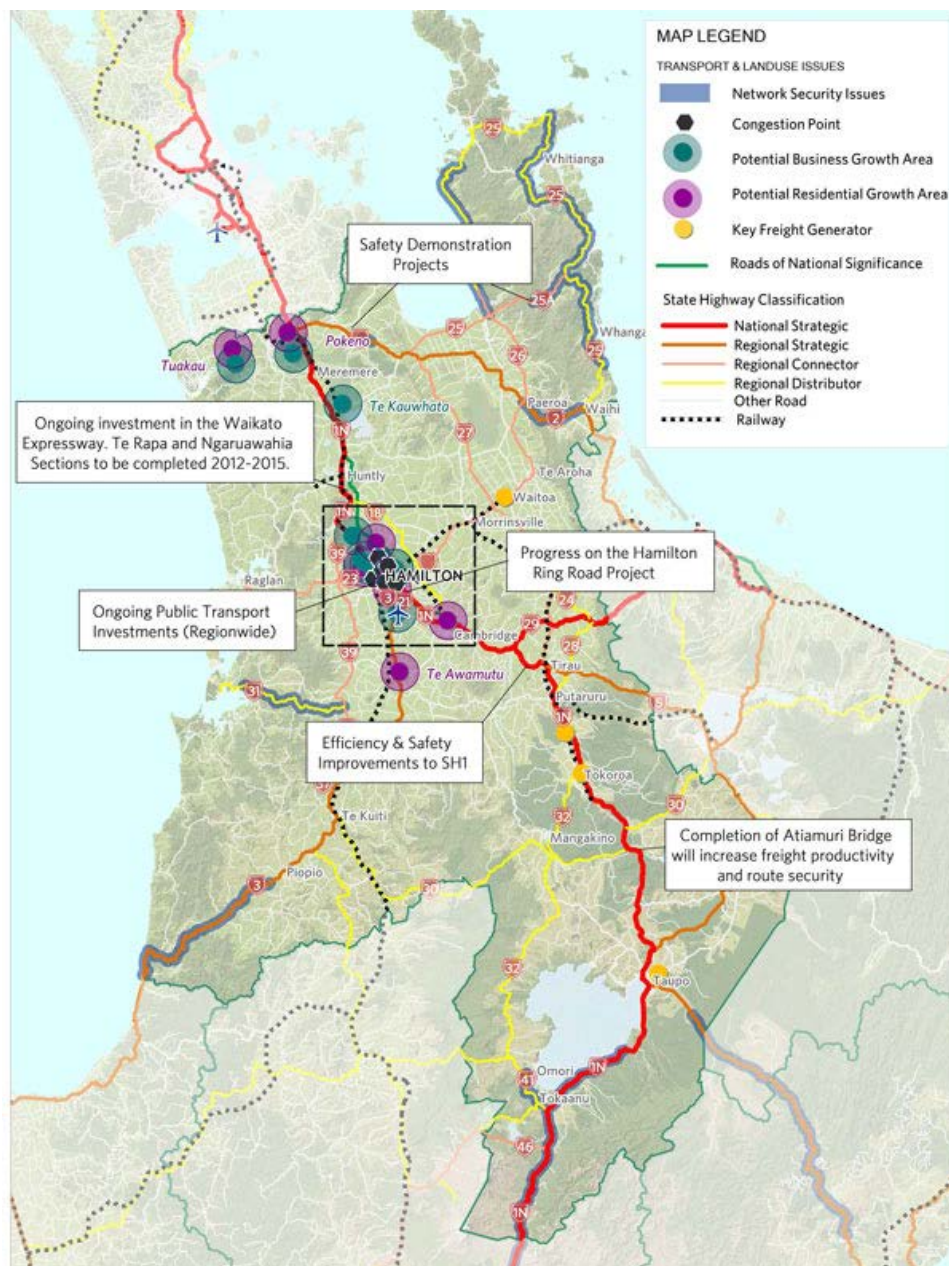
The key projects and sustainable benefits outlined above provide examples of this funding investment in action and in line with these key outcomes, through the most efficient use of resources.

NLTP investments also reflect an emphasis on providing a range of transport choices based on customer needs and preferences.

The NZTA in the Waikato region will continue to focus on these outcomes in relation to our region's state highway network. We are also committed to ongoing liaison with NZTA partners and local councils to assist them in achieving these outcomes across their local roading networks as part of our investment planning.

As identified in the Regional Land Transport Programme, regionally significant activities that are likely to be considered for development or construction funding in the years 2015-18 include:

- construction complete on the Waikato Expressway
- continued focus on safety on inter-regional state highway particularly those linking Auckland-Waikato-Bay of Plenty
- continued inter-regional transport planning activities.



<sup>1</sup> Source: Waikato Regional Land Transport Strategy 2011-2041.



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## Bay of Plenty

Updated: 12 September 2012

The residents of the Bay of Plenty enjoy a stunning natural environment, coupled with thriving business and industry. The roading network needs to be able to meet the demands of heavy vehicles going to and from the Port of Tauranga, the safe journeys of residents and tourists, and be resilient to natural hazard events.



### Summary

The Bay of Plenty region is likely to receive investment of approximately \$800 million in the National Land Transport Programme (NLTP) 2012-15 period. This will support the key economic drivers in the region through maintaining the existing network, improving inter and inter-regional freight movement efficiency, and improve network security and resilience.

The investment will also support the implementation of the Safe System approach to provide safe travel outcomes. The investment in public transport will increase modal choice and support network efficiency.

The three main economic drivers in the region are:

- Key national and regional businesses and industries including the Port of Tauranga, horticulture, agriculture, forestry and manufacturing activities which require an efficient and well maintained network to operate effectively.
- Population, household and employment growth, particularly in the western Bay of Plenty. Employment growth is forecasted to grow by around 2.5%<sup>1</sup> per annum between 2006 and 2021.
- Tourism, the Bay of Plenty, Rotorua in particular, is the third most popular tourism destination in New Zealand.

These economic drivers influence the future transport network requirements in different ways. In the Western Bay of Plenty, the location of the Port of Tauranga and State Highway 29, a nationally strategic high volume freight route, means efficient inter and intra-regional freight movement is a key issue for the transport network. The Bay of Plenty road network carries the third largest freight traffic in the country, and 27% of the nation's export volume passes through the Port of Tauranga which makes it New Zealand's largest port by volume<sup>2</sup>. Therefore it is important to maintain an efficient network in and out of the Port of Tauranga, however, currently there are medium congestion issues here compared to other centres.

In addition, Bay of Plenty roads carry the highest heavy vehicle weight intensity in the country (214.8 thousand tonnes per km compared with the New Zealand average of 106.5<sup>3</sup>).

Freight movement is also an important issue for the wider region. Rotorua's transport network performs a key role in linking the central and upper North Island economies. Investment in the region reflects the priorities of integrated and optimised planning with key partners.

### Key projects – reducing the cost to do business, enabling growth and improving safety

#### Tauranga Eastern Link

#### Bay of Plenty factsheet

- [View Bay of Plenty regional summary \(PDF, 286KB\)](#)
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The **Tauranga Eastern Link roads of national significance** is a key investment and will deliver travel time savings and provide a more efficient freight supply route to the Port of Tauranga, with completion scheduled for 2016. It will also provide safe travel outcomes and support planned residential and business growth in the eastern corridor of the western Bay of Plenty sub-region. The Tauranga Eastern Link is due for completion in 2016, its benefits will be attained beyond this National Land Transport Programme period.

The key features of this road of national significance include:

- four lanes, two in each direction, providing a safer and more direct route between Tauranga to Paengaroa
- a median separated corridor providing a Star Rating of 4 from Domain Road to Te Maunga and 5 Star from Domain Road to Paengaroa
- new intersections for Sandhurst Drive, Domain Road and Paengaroa junction (SH2/33)
- a new overbridge for Parton and underpass for Maketu Roads
- an electronic free-flow tolling system.

### Maunganui-Girven Intersection

The **Maunganui-Girven Intersection improvement** project is a key major project for the Bay of Plenty. This project is directed at enabling the benefits to be delivered by the Tauranga Eastern Link to be optimised through removing a significant congestion point on State Highway 2 on the route to the Port of Tauranga. The project will also provide safety travel outcomes at the busiest intersection in the region where heavy freight and rail crossing intersect with local and state highway traffic.

### Hairini Link - Stage 4

The **Hairini Link** Stage 4 aims to improve efficiency and safety of road users by separating local and state highway traffic at the intersection of SH29 and SH2a. The NZTA have already undertaken preliminary work over the last three years to improve congestion and safety at the Maungatapu and Hairini roundabouts and at the intersection of SH2a and Fraser Street, by installing signalised lights and pedestrian refuge areas. These were the two initial stages of the Hairini Link project. This next stage of the project focuses on Stage 4 of the Hairini Link works with funding proposed for further investigation and detailed design and the initial stages of construction in this 2012-15 NLTP period.

### Rotorua Eastern Arterial

The **project** aims to improve journey time reliability, support the region's economic growth strategy, and improve safety for all road users travelling in the eastern suburbs of Rotorua. The investigation phase of the project will continue in the next National Land Transport period, with the project's design and construction phases currently scheduled for future NLTP periods.

### Regional issues

The population of the Bay of Plenty region is approximately 270,000<sup>4</sup>, making it the fifth largest region in population size out of the 16 regions in New Zealand. The Bay's urban centres account for approximately 80%<sup>5</sup> of the region's total population. Tauranga is the largest urban centre, with a population of about 115,000, followed by Rotorua with around 54,000 and Whakatane with approximately 15,000<sup>6</sup>.

In the eastern Bay of Plenty, transport network security and resilience is an inter-regional issue affecting Gisborne/East Coast as well as the Bay of Plenty. Parts of the strategic and local transport network in this area provide a vital community lifeline and link for business in the Eastern Bay of Plenty and the East Coast. The area's susceptibility to natural hazards (eg. flooding and slips) is an issue, with approximately 330 hours of state highway closures per year over the past four years. This has resulted in temporary community severance or increased costs to business due to the disruption, including the lengthy alternative detour routes which need to be taken in order to get goods to and from their market.

Road user safety is a key issue in the region with the Bay of Plenty, having 17 deaths and 127 serious injuries in 2011. Particular safety issues have been identified on the following KiwiRap black spot routes:

- State Highway 29
- State Highway 2 north of Tauranga
- State Highway 2 East (Tauranga to Paengaroa)

The region is identified as a medium risk overall on the Safer Journeys Communities at Risk register but does have areas with high risk ratings for alcohol and lack of use of restraints, and a high risk of speed rating in some communities.

### Targeted investment

The approximate \$800 million investment in the Bay of Plenty region is to maintain and operate the existing networks, reduce congestion, and improve road user safety and network resilience and route security. The importance of freight movement to the regional and wider economy is a key driver for this investment. Approximately \$265 million will be invested in maintenance, operations and renewals on the whole network in the 2012-15 NLTP, \$136 million of this will be on the local roads which is an increase of 5% on investment in the 2009-12 period.

Between \$400 million and \$480 million is expected to be invested to improve the network efficiency and safety performance over and above that required for its ongoing maintenance and operation.

In the western Bay of Plenty sub-region, investment is targeted to reduce congestion and improve the efficient operation of key strategic routes linking to the Port of Tauranga and the upper North Island of New Zealand.

In the Eastern and Central Bay of Plenty the investment is targeted to maintaining and operating the network. In the Eastern Bay of Plenty, investment will also be directed to improving route security and resilience. A number of SH2 corridor improvement projects for the Eastern Bay of Plenty are proposed for funding in this NLTP. The NZTA invested \$14 million in emergency works in the 2011-12 year in this area including emergency works at Waioeka Gorge and Maraenui Hill. We have also completed construction of the new Reids Canal Bridge along SH2 which was severely damaged by flooding a number of years ago. The NZTA continues to work with local authorities to investigate a number of route security projects in the Eastern Bay of Plenty.

Across the Bay of Plenty, over this NLTP period, the NZ Transport Agency will be investing in regional safety improvement projects and programmes, including safe system projects on the State Highway 2 corridor north of Tauranga (approximately \$8 million over this NLTP period), and the eastern Kaimai's safe system corridor projects on State Highway 29 (approximately \$3 million). The investment in other projects in the region, including the Tauranga Eastern Link, will also contribute to safe travel outcomes. This investment is in addition to other national safety initiatives such as national safety advertising.

Investment in public transport (approximately \$31 million) is a focus in the urban centres of Tauranga and Rotorua, where it will support delivery of an efficiently operating transport network as well as through increased transport mode choice. There is still a requirement for an acceptable business case to be developed by the Bay of Plenty Regional Council and presented to the NZTA for some proposed public transport service activities (eg. network optimisation project as part of the Ministry of Education withdrawal from school bus services in Tauranga) to be approved.

Significant investment has also been made to upgrade roads to accommodate High Productivity Motor Vehicles (HPMVs) on key freight routes. Bridge-strengthening works plus upgrading works for pavements, surfacing and geometry on routes along SH5 between Napier and Taupo and SH2 in the Western Bay of Plenty are supporting the agency's focus of improving freight efficiency.

In the western Bay of Plenty, the NZTA is working with local authorities and tangata whenua through the Smartgrowth Strategy collaborative partnership to support integrated planning, growth management and the alignment of infrastructure and investment in the area.

The collaborative partnership approach has helped to support decisions to invest in the western Bay of Plenty sub-regions transport network since the establishment of the SmartGrowth Strategy in 2004, these include:

- funding approval for the construction of the Tauranga Eastern Link road of national significance, the Pyes Pa bypass and Harbour Link (second bridge) projects
- funding for the Tauranga Northern Link and Tauriko Upgrade investigation projects.

## Outcomes

The investment in road maintenance and renewals activities is expected to maintain the transport network in a condition that enables it to operate in a safe and efficient way.

The investment in improvements in the western Bay of Plenty sub-region is to deliver network efficiency outcomes. In terms of efficiency benefits, a reduction in the travel time per average trip and an increase in the cost savings to businesses are expected on key strategic routes including State Highway 2 east of Tauranga. The Tauranga Eastern Link project is forecast to:

- deliver a 12-minute journey time saving each way versus the existing State Highway 2<sup>7</sup>
- provide a more direct and efficient route to the Port of Tauranga, and improve travel time reliability
- support managed growth (eg. residential; business) in the western Bay of Plenty eastern corridor
- provide a safer route between Tauranga and Paengaroa.

In the eastern part of the region, the investment is expected to deliver a more secure and resilient transport network. In so doing, the susceptibility of key parts of the transport network to road closures and the associated disruption to business or community severance from particular natural hazard events is to be reduced.

The investment in public transport services is expected to provide an optimised service including increased patronage, support an efficient network and increase mode choice in the Tauranga and Rotorua urban centres.

Road fatality and serious injury numbers are expected to slightly decrease due to the investment in the Bay of Plenty's road safety. The ongoing implementation of the Safer Journeys programme and other legislative changes including the new give way rules and new vehicle standards is also anticipated to contribute to increased safety outcomes for the Bay of Plenty region.

## Sustaining the benefits

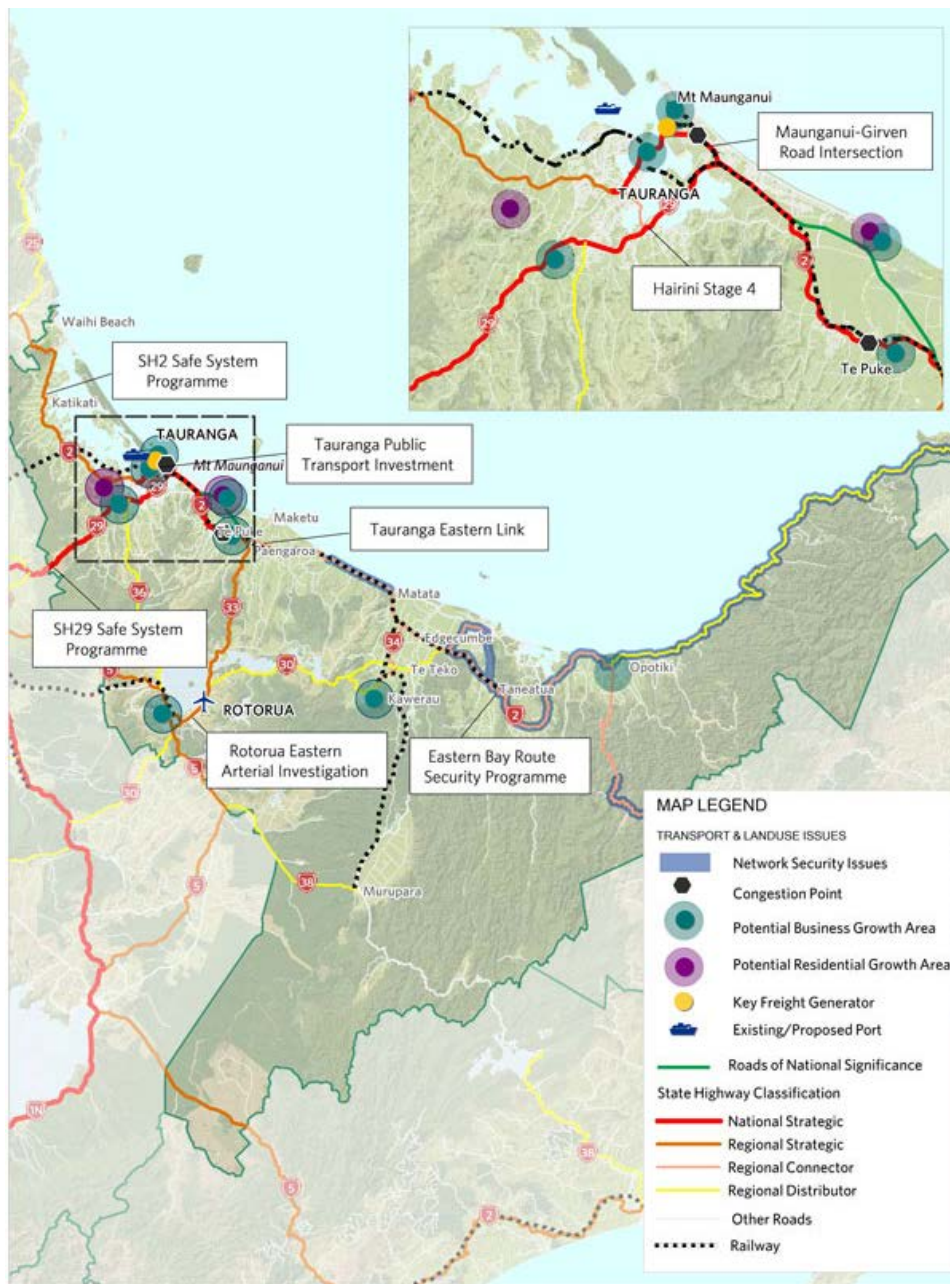
A core part of NZTA business is around how we plan with our partners to protect and enhance the benefits we expect through our investments. The Bay of Plenty New Zealand Transport Agency team will be working with delivery partners on the:

- Upper North Island Freight Story - The NZ Transport Agency has teamed up with KiwiRail, Auckland Transport and the Upper North Island Strategic Alliance (UNISA) made up of Northland Regional Council, Whangarei District Council, Auckland Council, Waikato Regional Council, Hamilton City Council, Bay of Plenty Regional Council and Tauranga City Council to work together on initiatives to reduce the costs of doing business in New Zealand - through an upper North Island lens.
- SmartGrowth Strategy Review: supporting growth management in an integrated and collaborative way with key partners in the western Bay of Plenty sub-region.
- Integrated Planning: ensuring planning documents including the Regional Policy Statement, and the Tauranga, Rotorua and Whakatane District Plans promote the integration of land use and infrastructure investment, and the protection of the function of strategic transport routes.
- Network Planning: supporting strategy development with our partners that promotes a whole of network approach to planning and investing in the transport network.
- Activity Management Plans: supporting the development of activity management plans with councils that promote integrated and collaborative outcome delivery, and decision making.

As identified in the Regional Land Transport Programme, regionally significant activities that are likely to be considered for development or construction funding in the years 2015-2018 include:

- Western Bay of Plenty Growth
- Eastern Bay of Plenty Route Security
- Rotorua Growth.





<sup>1</sup> Bay of Plenty Region – Situation Analysis Community Outcomes, May 2007.

<sup>2</sup> Ibid, page 10.

<sup>3</sup> Ibid, page 10.

<sup>4</sup> Bay of Plenty Regional Land Transport Strategy 2011-2041, page 6.

<sup>5</sup> Ibid, page 6.

<sup>6</sup> Ibid, page 6.

<sup>7</sup> Tauranga Eastern Link Network Plan, November 2011, page 12.

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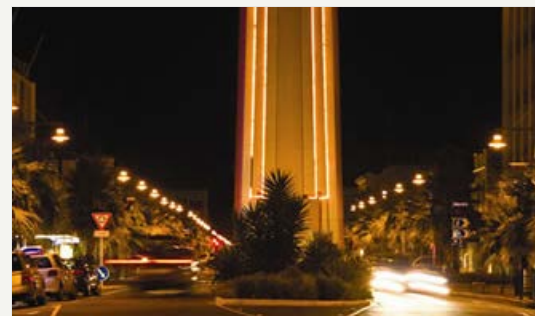
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## Gisborne

Updated: 12 September 2012

The Gisborne road network is crucial for supporting primary industry in the region, including transporting logs to the Port of Gisborne - a cornerstone of the local economy. Over the next three years transport investment will focus on improving key linkages to the Port particularly for High Productivity Motor Vehicles.

Route security is a key issue that both threatens access for forestry industry to the Port and access to and from rural communities. Investment will also focus on improving network resilience in and out of the region and around vulnerable sections of the East Cape to improve route security.



Gisborne also has a relatively poor road safety record, and investment will be directed towards safety retrofit and minor safety works projects to address higher risk sections of the road network.

### Regional issues

Gisborne has a population of 45,000, 94% of whom live in the Gisborne urban area. Outside of the main urban area, the Gisborne region is made up of several smaller rural communities situated along SH35 and SH2 (Ruatoria, Tologa Bay, Tokomaru Bay and Te Karaka). Population growth is projected to remain static until 2031.

The region's economy is predominately reliant on horticulture, agriculture and forestry as well as tourism. Forestry products dominate the freight movements at the Port of Gisborne and the movement of logs is a key transport issue for the region. For this reason the region needs a resilient, efficient and well maintained network linking the forests to the port.

Route security and network safety are the primary issues for the region. The challenging geological conditions on the East Cape mean that parts of the network are unstable and prone to closure during adverse weather events. Disruptions in access to forests and remote communities have both social and economic effects.

The region operates a two route public transport service. Investment in this is low but crucial to providing a service to public transport users. The region is also looking to providing some walking and cycling facilities within the urban area.

In 2011 the Gisborne region had one fatal and 26 serious injury crashes on the road. The Government has set out a Safer Journeys strategy for an on-going reduction in fatal and serious injuries across the entire transport network.

### Targeted investment

Approximately \$105 million will be invested in the region over the next three years to maintain, operate and renew the road network. Of this, \$50 million will be spent on state highways and \$55 million on local roads. A significant portion of this will be used to improve the resilience of the strategic networks in and out of the region as well as improving route security around the East Coast.

Regional funds will be invested in improvement projects on key links to the Port of Gisborne and to open up routes to High Productivity Motor Vehicles (HPMV), with a focus on improving HPMV capability along SH35 from Tologa Bay to the Port, primarily by improving bridge capacity.

The region operates a small scale public transport service and investment will continue at the same level.

The region's relatively poor safety record has seen approximately \$6 million tagged for safety retrofit projects and

#### Gisborne factsheet

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minor improvements. This is in addition to the other education focused safety investments through the road safety programme.

## Outcomes

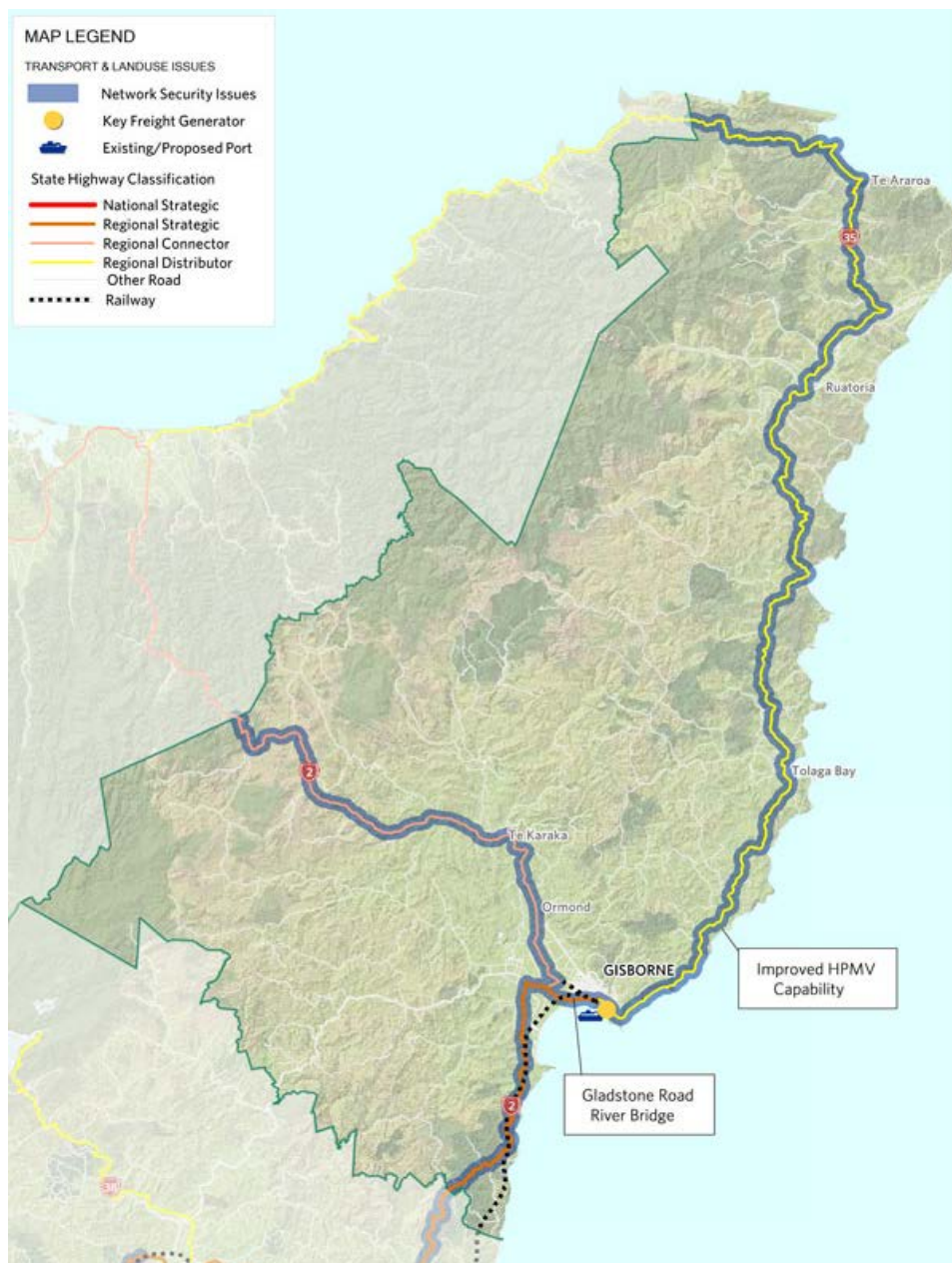
Investment in the road infrastructure projects will produce greater freight efficiency along key arterial corridors and improve links between the wider region and the Port; resulting in increased productivity. Opening the forest to port route to HPMV is crucial to achieving greater freight efficiency from source to destination.

Road fatality and serious injury numbers are expected to slightly decrease, influenced by the regional focus on embedding the Safer Journeys outcomes. Investment will be targeted at reducing crash rates as well as pedestrian/cyclists and motorcyclist accidents. Greater emphasis through education and awareness, as well as targeted physical works, should see a reduction in accidents involving high risk users.

## Sustaining the benefits

The Central Region NZTA team will be working with delivery partners on:

- Central North Island Freight Plan: to look for ways to optimise planning and investment so that ways to further reduce the cost of doing business in New Zealand can be identified and implemented.
- Integrated planning: to ensure land use planning is aligned to integrated transport solutions to support current and future investment, and continued protection of the highly trafficked strategic routes.







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## Hawke's Bay

Updated: 12 September 2012

Over the next three years investment in the transport network will focus on producing greater freight efficiencies along key arterial corridors and improving links between industrial growth areas/the wider region and the Port of Napier. In addition, given the region's comparatively high severe crash rate, investment will be directed towards adopting the principles of Safer Journeys to address higher risk sections of the roading network.



### Regional issues

Hawke's Bay has a population of 155,300; of which 130,000 live on or immediately adjacent to the Heretaunga Plains. The Napier-Hastings urban area is the fifth largest population concentration in the country. Population growth is projected to slow and peak at around 160,000 in 2046 based on current projections. <sup>1</sup>

The region's economy is predominately reliant on horticulture, viticulture, agriculture, forestry (and associated downstream processing) as well as tourism. This means an efficient and well maintained network from source to destination is vital.

The Port of Napier is important not just to the Hawkes Bay region but to the lower North Island. The transport network needs to enable the efficient and safe movement of freight within the region, to other regions, and to the Port.

A large proportion of the processing of rural products is centred on the industrial areas of Hastings (Tomoana/Whakatu, Omahu Road and Irongate Road) and Napier (Awatoto and Onekawa) and linking these areas to the expressway and to the Port of Napier is a key issue. The region also has a number of regionalised centres (Waipawa, Wairoa, and Waipukurau) which require efficient and resilient network links.

The road network to the north (SH2) and west (SH5) of the Napier-Hastings area has resilience issues due to the lack of alternative routes, extreme weather events and unstable terrain that these routes traverse.

Given the close proximity of Napier and Hastings there is a high volume of commuting traffic between the two centres. Public transport provides an alternative mode of travel between the two centres whilst significant local investment in walking and cycling has seen a moderate modal shift in Napier and a significant shift in Hastings.

In 2011 the Hawke's Bay region had 15 fatal and 56 serious injuries per year. Hawke's Bay has a comparatively high serious crash rate when comparing crashes per vehicle kilometres travelled. The Government has set out a Safer Journey Strategy for an on-going reduction in fatal and serious injuries across the entire transport network.

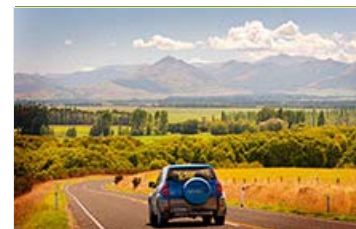
### Targeted investment

Given the region's focus on economic growth and productivity, projects that improve key links to the region's economic hubs, such as the Port of Napier, are priorities.

Investment of regional funds will be focused on improving the link between the industrial areas of Hastings and the Port by developing the Whakatu Outlet and Expressway/Pakowhai Road intersection. Other improvements projects will focus from the Expressway to the Port through Napier. These investments are focussed on improving the efficiency of freight movements from source to destination.

#### Hawke's Bay factsheet

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There will be \$74 million invested on maintaining, operating and renewing state highways and a further \$116 million on local roads. A primary target will be greater resilience on strategic routes within the region and to other regions.

In addition \$10 million will be invested in maintaining the region's public transport network with a target of increasing patronage and providing an alternative mode of transport. We will continue to invest in walking and cycling in Hastings through the Model Communities program. This investment will be targeted at education and greater awareness with the aim of shifting more trips to sustainable and active modes of transport. The overall aim of this focused investment is to deliver walking and cycling environments that make this the easiest transport choice for the community.

Given the region's safety record, further investment will be directed towards adopting the principles of Safer Journeys to address higher risk sections of the roading network. This will assist to improve the region's road safety record. The investment is in addition to the other education focused safety investments delivered through the Road Safety Promotion programme.

## Outcomes

The region is targeting economic productivity as a priority by improving source to destination efficiencies over key arterial routes and investment will focus on improving links between industrial growth areas/the wider region and the Port.

The region will be looking to reduce the road fatality and serious injury numbers with programmes that deliver education, enforcement and targeted physical works. In particular, we will be embedding Safer Roads and Roadsides through targeted investment in transport programmes principally in the rural areas where a high proportion of fatal and serious accidents occur.

The investment in walking and cycling is expected to see a reduction in accidents involving high risk users through a focus on improved driver/cyclist's education, greater awareness and walking/cycling facilities.

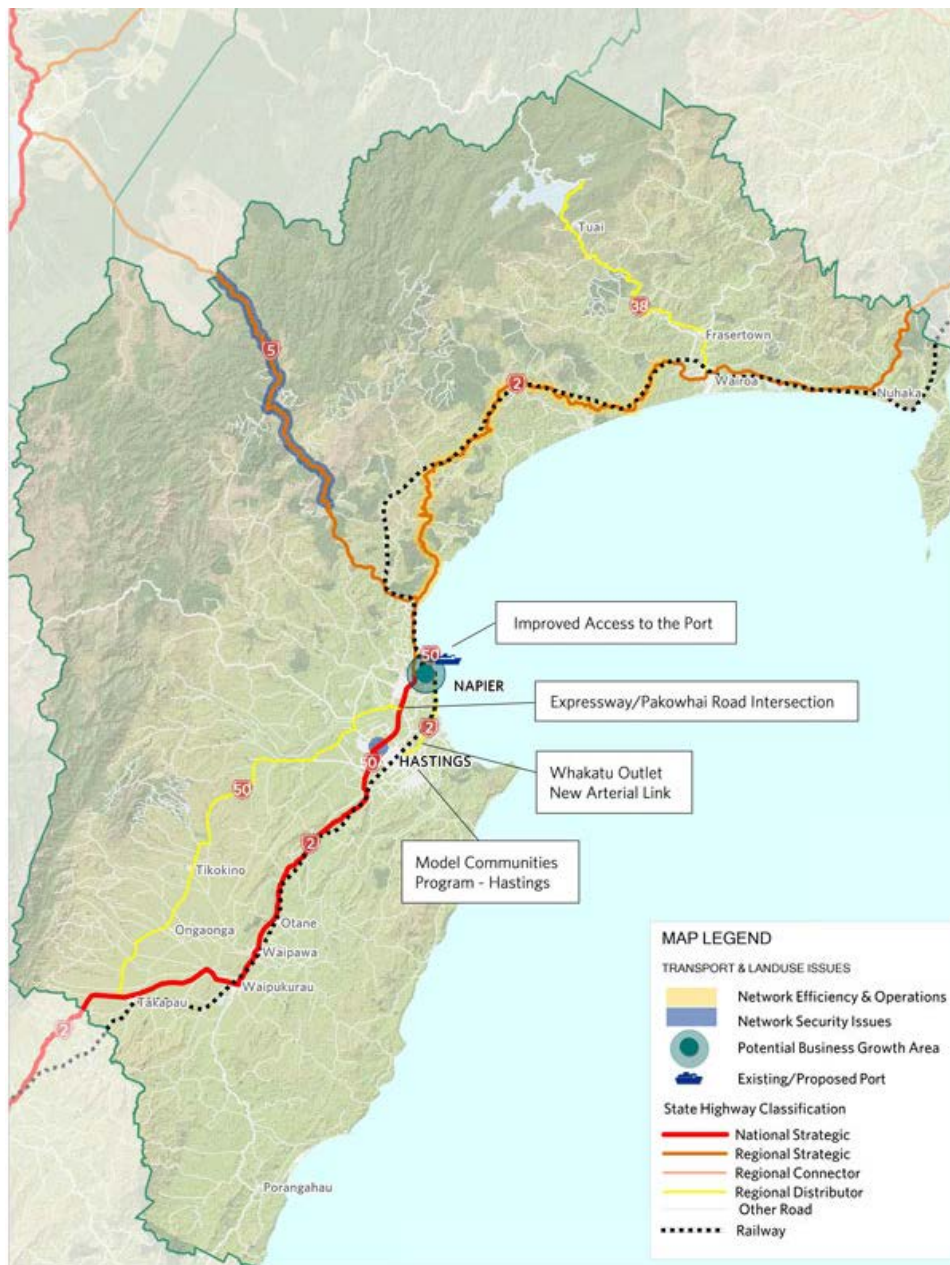
## Sustaining the benefits

Napier's NZTA team will be working with delivery partners on:

- Central North Island Freight Plan: to look for way to optimise planning and investment so that ways to further reduce the cost of doing business in New Zealand can be identified and implemented
- One Network Plan: to develop a clear strategic context, and agreed whole of network approach, to ensure planning and investment decisions are based off an agreed network view
- Integrated Planning: to ensure land use planning is aligned to integrated transport solutions to support current and future investment, and continued protection of the highly trafficked strategic routes.

Other regionally significant activities that are likely to be considered for development or construction funding in the years 2015-2018 include:

- State highway improvements Napier-Gisborne-passing lanes
- Tarawera Hill realignment
- Whakatu Outlet
- Awatoto to Expressway
- Pakowhai Expressway Grade Separation Intersection (not currently in the RLTP) with the main aim to provide improved access between Hastings, Napier and Gisborne and to the Port of Napier.



<sup>1</sup> Data sourced from Hawke's Bay Regional Land Transport Strategy 2012-2042.

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## Taranaki

Updated: 12 September 2012

The Taranaki region is a major producer of dairy products and also has significant petrochemical and engineering industries, all of which place high demand on the transport network.

Taranaki's population is heavily concentrated in the New Plymouth urban area, with growth occurring in the eastern end of the city. One of the highest roading investment priorities focuses on the Waiwhakaiho Basin and the potential congestion arising from development in the Bell Block area.

Public transport and the model communities' walking and cycling investment should encourage modal shift away from private vehicle use in New Plymouth.



### Regional issues

Taranaki is located in the west of the central region. It has a population of 109,700 and an area of 7,257 sq kms. Population is heavily concentrated in New Plymouth city with medium-sized centres at Stratford and Hawera. Growth in New Plymouth is constrained by topography and lies principally to the east of the city, creating potential for congestion at peak times in the Waiwhakaiho/city corridor.

The regional economy is heavily based on pastoral farming with dairying being particularly prominent. The Fonterra plant at Hawera draws raw milk from the southern and central North Island and processes up to 14,000 litres of raw milk per day (Fonterra 2012). It distributes product internationally through the Ports of Napier and Tauranga. The dairy industry is a heavy user of the local road network and requires an efficient and reliable network to support its business.

The regional economy also has a strong underpinning from natural gas, oil and petrochemicals. The presence of several large petrochemical installations supports a heavy engineering industry in the region.

In 2011 the region had nine fatalities and 43 serious injuries, which when considering crashes per vehicle kilometres travelled does not compare well with the rest of New Zealand.

The region experiences some resilience issues on the roading network due to topography and exposure to storms. Historically, State Highway 3 to the north of Taranaki connecting to the northern North Island has created challenges arising from difficult terrain and heavy rainfall.

### Targeted investment

New Plymouth is one of two locations in New Zealand chosen to pilot the "model communities" walking and cycling programme. This is a programme of on-and-off network physical works and an education and awareness programme. It is complemented by NZTA's investment in public transport in the region.

- Three key projects have been identified for regional investment. The growth of energy production sites in South Taranaki has prompted the need for investment in a High Productivity Motor Vehicle (HPMV) route to Port Taranaki to unlock further efficiencies in a highly productive region.
- Improvements around the Waiwhakaiho Bridge are targeted for both congestion relief and freight efficiency, as this section of SH3 is a key link between the growing Bell Block residential and industrial zones and Port Taranaki.
- Investment in safety improvements at Normanby Bridge in South Taranaki is also a priority.

#### Taranaki factsheet

▶ [View Taranaki regional summary \(PDF, 280KB\)](#)

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Maintenance in Taranaki, as elsewhere, will be targeted to ensure that the maximum benefits are obtained from the expenditure. In total approximately \$165 million will be spent on maintenance, operations and renewals, with \$84 million on local roads (3.3% increase on 2009-12 NLTP investment) and \$81 million on state highways.

## Outcomes

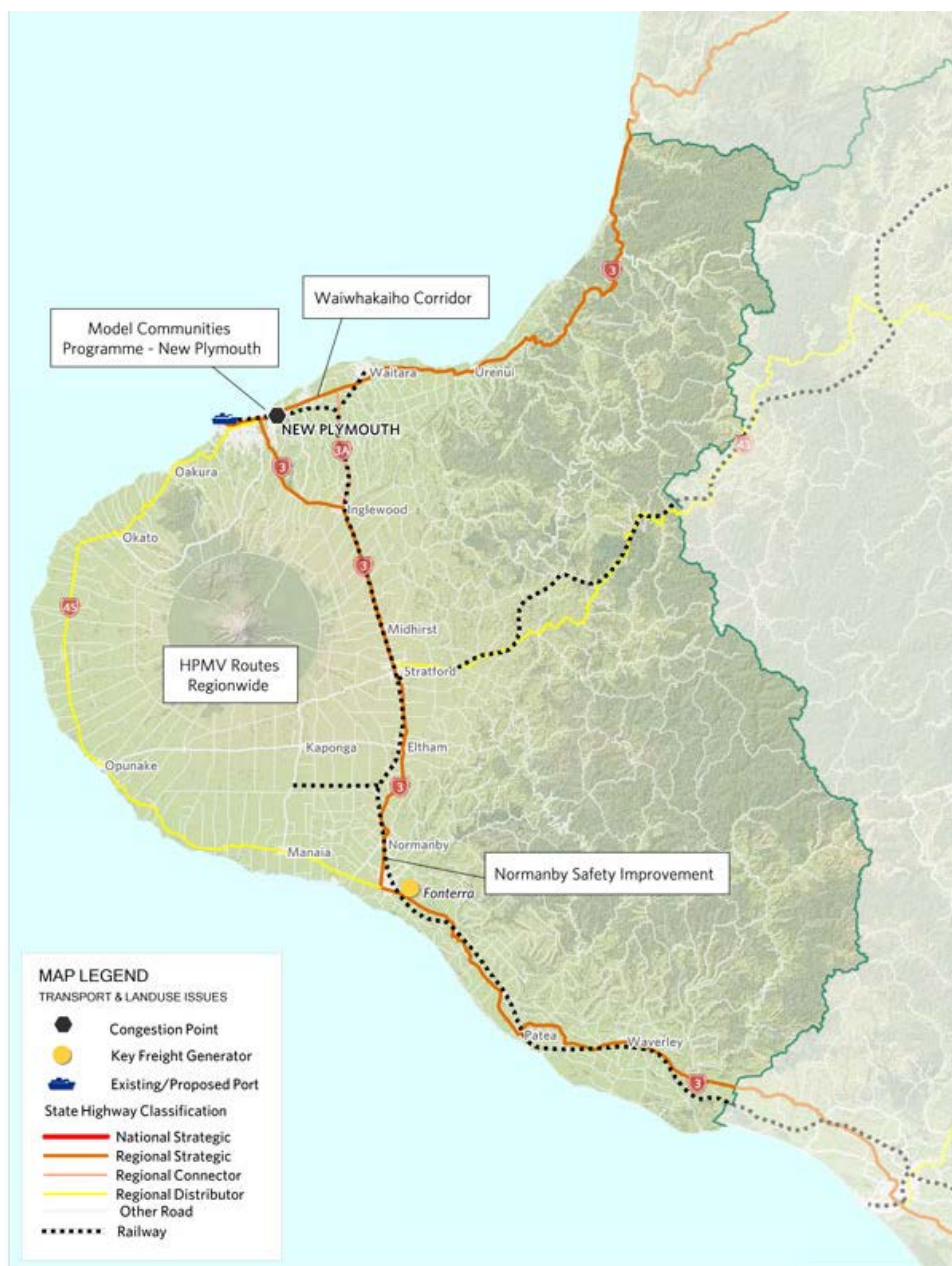
Further work to improve the resilience of the network should lead to increased reliability which will support the delivery of time-sensitive products such as dairy products. Investment in HPMV related improvements to structures will see efficiency benefits in the movement of freight throughout the region. Investment in the Waiwhakaiho corridor will result in both efficiency (congestion prevention) and safety benefits for the region's largest population centre.

An increased uptake in walking and cycling and associated benefits are expected as a modal shift from using private vehicles to walking and cycling occurs as a result of the model communities programme. Continued investment in public transport will also contribute to modal shift, providing less congestion and a more efficient network. Investment in safety retrofit projects and minor improvements will improve the region's safety outcomes. This will be supported by other education and promotion focused safety investments through the road safety programme and the wider national Safer Journeys programme.

## Sustaining the benefits

Taranaki's NZTA team will be looking to capture as many benefits as possible by acting in the following areas:

- Central North Island Freight Plan - which will seek ways to gain maximum economic benefits from the freight movements across and through the central North Island and to ease and facilitate the movement of freight
- Integrated planning - NZTA will look to ensure that land use planning and transport are integrated to support investment and protection of the major traffic routes; state highways 3, 3A and 45
- Network planning - will be carried out to develop clear strategies and a whole of network approach to ensure that planning and investment decisions are made within the context of an agreed understanding of the functions and development of the network.



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## Manawatu and Whanganui

Updated: 12 September 2012

The Manawatu/Whanganui region is reliant on an efficient transport network to support the primary industries in the region and the developing freight hub in Palmerston North. The network experiences some resilience, and safety issues, and investment in the region is focused on improving safety and enhancing efficient freight movements, and maintaining the network to a high standard.



### Regional issues

The Manawatu/Whanganui region sits at the heart of the NZTA Upper Central region. It has a population of 232,000 and area of 22,215sq kms. Its main population centres are Palmerston North and Whanganui with lesser centres at Taumarunui, Dannevirke, Levin and Feilding.

The region's economy is strongly based on agriculture and the movement of agricultural and other primary products such as logs, emphasising the need for a reliable transport network.

As a result of the region's position at the axis of the main north/south and east/west traffic flows in the southern North Island, a substantial freight hubbing industry is developing in the Palmerston North area. This development emphasises the need for a reliable network and connections to other regions with minimal delays from congestion or resilience issues.

Congestion (efficiency) performance into Palmerston North and Whanganui compares favourably with other regions.

Route security can be an issue, and resilience issues in the region result from severe weather on the central plateau where snow can close both State Highway 1 and 4. Further south the challenging geology in the region's more mountainous areas such as the Manawatu Gorge have resulted in recent closure of the Gorge road which has had a significant impact on travel between regions.

In 2011 the region had 25 deaths and 102 serious injuries, which when considering crashes per vehicle kilometres travelled does not compare well with the rest of New Zealand.

### Targeted investment

The 2012-15 National Land Transport Programme (NLTP) investment will continue to focus on regional issues and the Government Policy Statement (GPS) objectives of safer journeys, route resilience and journey time reliability. Major projects put forward for funding include:

- Manawatu Gorge Alternative Route, to provide route resilience between Manawatu and Hawkes Bay
- Whakaruatapu Bridge replacement, improving safer journeys along a narrow and windy section of State Highway
- Wellington roads of national significance, Otaki to Levin investigations to improve journey time reliability to Centre Port and Wellington generally
- High Productivity Motor Vehicle (HPMV) routes from Manawatu to Wellington. Creating opportunities for economic efficiencies and growth is important to rural/provincial New Zealand.

#### Manawatu and Whanganui factsheet

▶ [View Manawatu and Whanganui regional summary \(PDF, 243KB\)](#)

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Approximately \$230 million will be spent on maintenance, operations and renewals, of which \$185 million will be on local roads (an increase of 3% on 2009-12 NLTP investment) and \$44 million on state highways. There will also be continued investment in safety through minor improvement programmes.

## Outcomes

Investment to improve route resilience, journey time reliability, and enable greater use of High Productivity Motor Vehicles will assist the development of a Palmerston North freight hub and support the regional economic development. A high performing public transport system in Palmerston North has proven very effective in relieving and preventing congestion.

The investment in the region will ensure that safety outcomes are at least maintained over the next three years, despite the projected increases in freight volumes and traffic across the region. However, when the effect on the safety outcomes from the national Safer Journeys programme and other legislative changes are overlaid on to the region, it is expected that greater safety outcomes will be achieved.

## Sustaining the benefits

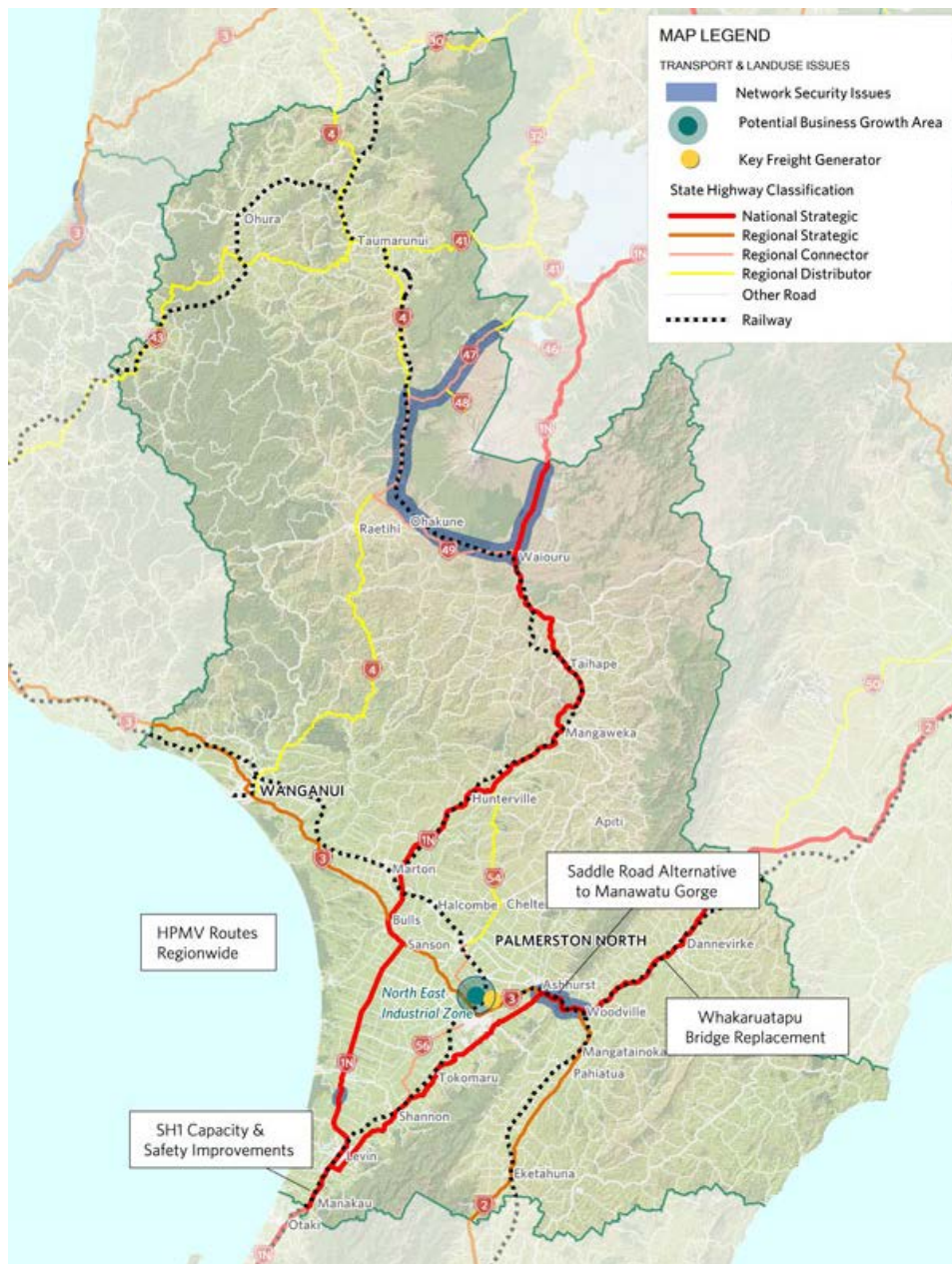
Manawatu/Whanganui's NZ Transport Agency (NZTA) team will be looking to capture as many benefits as possible by acting in the following areas:

- Central North Island Freight Plan which will seek ways to gain maximum economic benefits from the freight movements across and through the central North Island and to ease and facilitate the movement of freight
- Integrated planning: NZTA will look to ensure that land use planning and transport are integrated to support investment in and protection of the major traffic routes; State Highways 1,2 and 3
- Network planning will develop clear strategies and a whole of network approach to ensure that planning and investment decisions are made within an agreed understanding of the functions and development of the network.

Other regionally significant activities that are likely to be considered for development or construction funding in the years 2015-2018 include:

- SH2 Otanga Road realignment
- Manawatu Gorge North Seal widening (SH2 Woodville to Dannevirke)
- SH57 Waterfall Stream Curves realignment.





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## Wellington

Updated: 12 September 2012

In New Zealand's capital and third largest city, investments are focused on relieving congestion, enhancing public transport efficiency and improving the safety and resilience of key economic links across the transport network. \$415 million will be invested over the next three years in projects to relieve congestion and improve freight connections into and around the city, including improvements to state highway links to the port and airport.



The Wellington road network also has low levels of resilience to cope with natural or weather hazards or crash events. Investments in the [Wellington Northern Corridor](#) (one of the [roads of national significance](#) (RoNS)), safety retrofitting and multi-modal transport options will address resilience challenges.

### Regional issues

Wellington has New Zealand's third largest population (430,000 people). The region has a distinct central business district (CBD) core with a number of sub-regional centres and large rural areas to the east.

In comparison to other parts of the country, Wellington has high levels of severe congestion along SH1 and 2 into the city from the Kapiti Coast and the Hutt Valley, and from the airport into the city. This is primarily because 65% of Wellington region's workforce commutes into Wellington city, with freight and commuters competing for the same limited network capacity at peak times. Public transport plays a key role in efficiently enabling commuters to get to work, but network efficiency is still an issue in and around the city (including the port, airport, and the regional hospital in Newtown).

The Wellington road network also has a low level of resilience due to limited alternative routes in and out of Wellington city, which are not only susceptible to landslides and extreme weather events but also amplify the delays due to crash and other events on the network.

In 2011 the Wellington region had 12 deaths and 159 serious injuries. Although Wellington's safety results are comparatively good against other regions, the Government has set out a Safer Journey strategy for an on-going reduction in fatal and serious injuries across the entire transport network.

### Targeted investment

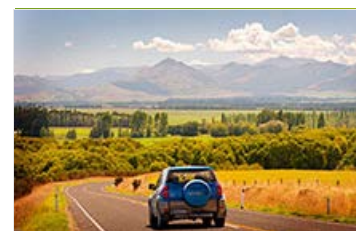
To improve congestion, \$415 million will be invested over the next three years in Wellington efficiency projects to improve the flow into and around the city. A large proportion of the efficiency investment is focused on infrastructure projects, including Western Corridor improvements, [SH1 Basin Reserve Improvements](#) and the Ngauranga to Aotea Quay: Active Traffic Management project. These investments are primarily focused on improving the congestion issues in the region, and will also serve to improve the resilience of the network. The SH1 Basin reserve project also plays a significant role in improving public transport efficiency through separating the north-west public transport spine from east-west vehicle, pedestrian and cycling traffic.

Investment in public transport is a key focus for managing congestion, and approximately \$350 million will be invested in providing bus and train services and infrastructure.

NZTA will also be investing \$226 million in regional safety improvements including the Mt Victoria Tunnel Safety Improvements and Wellington's regional safety retrofit programme. This investment is on top of national safety initiatives such as national safety advertising.

#### Wellington factsheet

- ▶ [View Wellington regional summary \(PDF, 252KB\)](#)
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Maintenance investments will be targeted to ensure that the maximum benefits are obtained from the expenditure. In total, approximately \$260 million will be spent on maintenance, operations and renewals, with \$184 million on local roads (5.5% increase on 2009-12 National Land Transport Programme (NLTP) investment) and \$76 million on state highways.

Investigation and design work to link Petone and Grenada, including investigating improved connections between SH2 and SH58, will be undertaken. A package of benefits for pedestrians and cyclists, including a proposed cycleway linking Petone and Ngauranga will be progressed.

## Outcomes

Investment in public transport is expected to improve public transport travel-time and service reliability, which will lead to increased patronage and therefore reduce severe road congestion, particularly on SH1 and SH2 coming into the city.

Investment in road infrastructure projects will produce significant congestion and resilience benefits. However many of these will only be fully realised outside of the 2012-15 NLTP period. Across a range of multi-modal transport investments, and in line with the Wellington Regional Land Transport Strategy 2020 targets, we are expecting to at least "hold the line" on congestion despite any increases in traffic and freight movement.

Road fatality and serious injury numbers are expected to slightly decrease due to Wellington's safety investment in roads with a continuous reduction over time. The greater influence on the safety outcome for the Wellington region is expected to be through the national Safer Journeys programme and other legislative changes including the new give way rules and new vehicle standards.

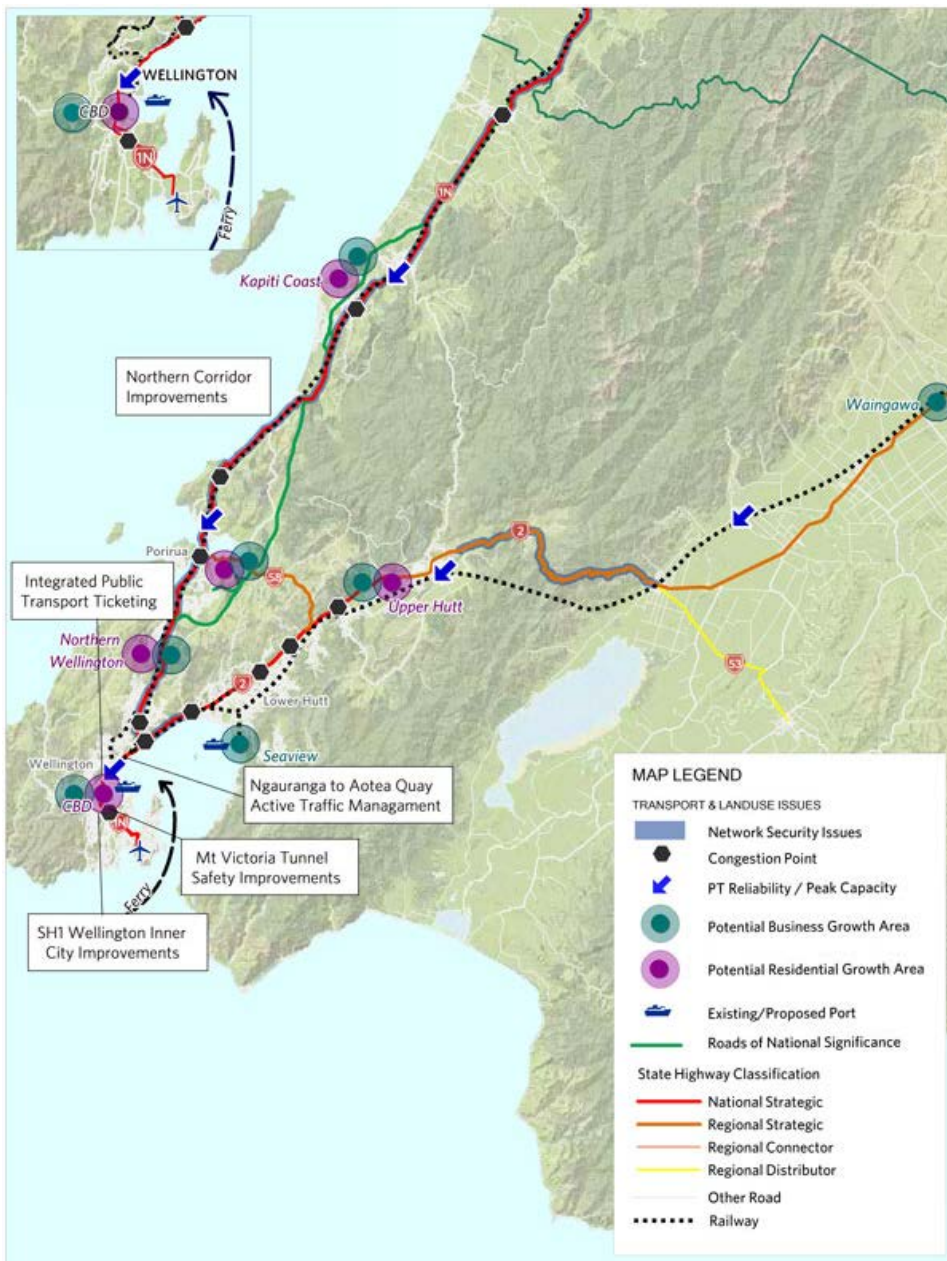
## Sustaining the benefits

Wellington's NZTA team will be working with delivery partners on:

- Central North Island Freight Study - to look for a way to optimise planning and investment so that ways to further reduce the cost of doing business in New Zealand can be identified and implemented
- Public Transport (PT) Spine Study and Wellington PT investment plan - to identify high quality, high frequency PT spine through central Wellington that is well integrated with the wider transport network
- Integrated Planning - to ensure land use planning is aligned to integrated transport solutions to support current & future investment, and continued protection of the heavily trafficked strategic routes, SH 1 and 2
- Network Planning - to develop a clear strategic context, and agreed whole of network approach, to ensure planning and investment decisions are based off an agreed network view.

Other regionally significant activities that are likely to be considered for development or construction funding in the years 2015-2018 include:

- Aotea Quay Improvements
- Bus Priority Phase 2
- Regional Rail Plan – Passenger Rail Improvements
- SH1 (RoNS) Mt Victoria Tunnel Duplication
- SH1 (RoNS) Peka Peka to Otaki Expressway
- SH1/SH2 Petone to Grenada Link Road
- SH1 (RoNS) Terrace Tunnel Duplication
- SH1 (RoNS) Transmission Gully Expressway
- SH1 MacKays Crossing to Centennial Highway Safety Improvements
- SH1 Otaihangā to Waikanae Safety Improvements Stage 3
- SH2/58 Intersection Improvement
- Strategic Transport Models Rebuild
- The Esplanade Upgrade Project



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## Nelson

Updated: 12 September 2012

Safety, route efficiency and alternative transport mode choices are key focus areas for investment in the Nelson region. Nelson also has \$21.7 million of regional funding to invest across a range of projects including High Productivity Motor Vehicle (HPMV) improvements, a package of walking and cycling works and state highway intersection and safety improvements.

Overall, the regionally funded package of improvements, coupled with the maintenance, operations and renewals investment, will enhance Nelson's attraction as a sustainable city with the potential for growth.



### Regional issues

The population of Nelson is 44,300 over a land area of only 400km<sup>2</sup>. The region is benefiting from above-average population growth which has increased 7% over the past year as a result of the relocation of earthquake-affected Cantabrians.

The Nelson economy is based on the 'big four' industries; seafood, horticulture, tourism and forestry. Tourism accounts for some 3.6 million visitor nights in the city. Port Nelson achieved a throughput of 2.71 million tonnes in 2011 including 723,000 tonnes of exported logs. There are also a range of growth industries, including art and craft, aviation, engineering technology, and information technology.

Nelson Airport is located southwest of the city and is the fourth-busiest airport in New Zealand. Approximately 1.2 million people use the airport terminal annually and the airport averages 90 aircraft movements every day.

The Nelson/Tasman/Marlborough area has a relatively good safety performance when compared to other areas of the country with nine deaths and 48 serious injuries in 2011. The Government has set out a Safer Journeys strategy for an ongoing reduction in fatal and serious injuries across the entire transport network so safety improvements are also of importance in this area.

### Targeted investment

Nelson has a significant (\$21.7 million) amount of regional funding to invest and its priorities are:

- the HPMV route connecting Blenheim to Richmond
- improving safety and traffic management along Waimea Road
- delivering a substantial walking and cycling package, that will improve safety for pedestrians and cyclists going to and from schools, as well as enhancing cycle tourism opportunities and encouraging alternative modes.
- State Highway 6 safety improvements
- a new stock effluent disposal facility
- seismic bridge strengthening
- State Highway intersection improvements.

The maintenance, operations and renewals proposed investment for the three years is \$13 million for local roads and \$22 million for State highways.

### Outcomes

This programme will deliver safety, route efficiency and alternative mode choices. Investment in walking and

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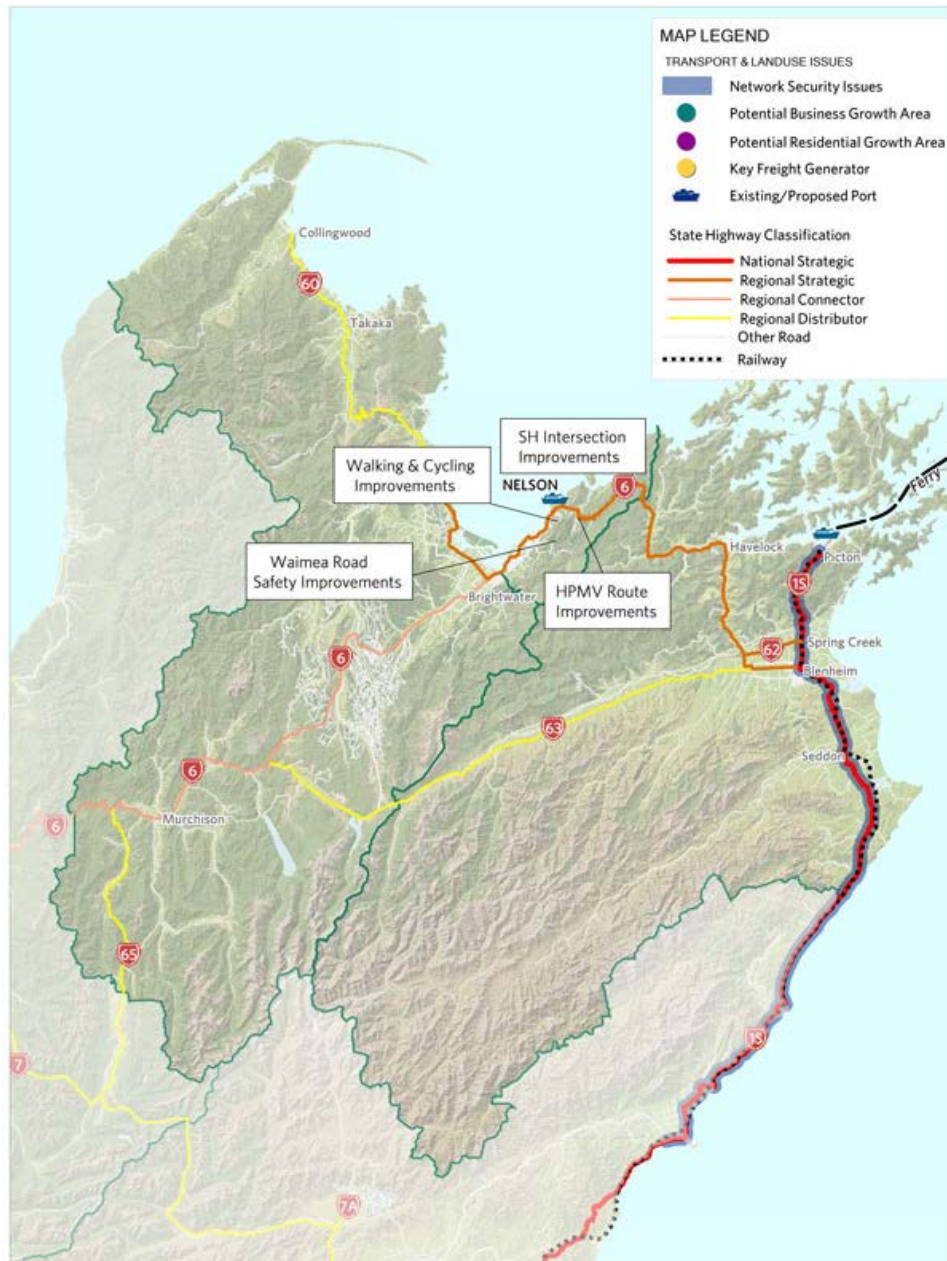


cycling will promote health benefits, improved safety and enhance tourism.

A study into the construction of an arterial road linking Annesbrook with the CBD concluded that such road would not be necessary for 20-plus years. An outcome of this was to look to improve Waimea road as a safe and resilient alternative to SH6 Rocks Road.

## Sustaining the benefits

Overall, the regionally funded package of improvement projects coupled with the maintenance, operations and renewals investment will enhance Nelson's attraction as a sustainable city with the potential for growth.



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## Tasman

Updated: 12 September 2012

Tasman District is benefitting from above-average population growth of 7% over the past year. This population growth, along with the high proportion of forestry traffic and the importance of tourism to the area means maintaining a safe, resilient network which can sustain future growth is vital for Tasman.

Over the next three years, investment will be primarily targeted at maintenance, operations and renewals of the network. The investment of approximately \$85 million for local roads and state highways in these activities is an increase on the 2009-12 programme spend.



## Regional issues

Tasman District covers 9,786 square kilometres and is bounded to the west by the Matiri Ranges, Tasman Mountains and the Tasman Sea. Tasman has a local road network of 1702 kms and a state highway network of 260 kms.

Agriculture and forestry are important to the region's economy, and forestry haulage is a significant component of the transport task. Tourism is also important to the region's economy. Tasman is home to three national parks: Abel Tasman National Park (New Zealand's smallest at 225 km<sup>2</sup>), Nelson Lakes National Park (1,017 km<sup>2</sup>) and Kahurangi National Park (4,520 km<sup>2</sup>). Abel Tasman National Park is one of the top five non-urban tourism attractions nationwide.

Tasman is benefitting from above-average population growth which has increased 7% over the past year as a result of the relocation of earthquake-affected Cantabrians. This has provided a boost to employment and retail spending. There has also been much stronger housing market activity in the Tasman region. Urban growth at Saxton Fields development (between Richmond and Nelson) is putting pressure on three roundabouts linking the urban areas with State Highway 6 - known locally as the Saxton Fields roundabouts.

Tasman's transport needs are to provide route security for tourism, freight movement and keeping local communities safe and connected. The primary transport issue for the region is maintaining a safe and resilient network. While there are some public transport links between Richmond and Nelson, the region is largely reliant on private motor vehicles for transport.

The Nelson/Tasman/Marlborough area has a relatively good safety performance when compared to other areas of the country with nine deaths and 48 serious injuries in 2011. However, the Government's Safer Journey strategy aims for an on-going reduction in fatal and serious injuries across the entire transport network so safety improvements will continue to be important.

## Targeted investment

Investment in maintenance, operations and renewals of local roads has increased by around 4.8% compared to the 2009-12 programme. The programmed spend is approximately \$36 million for local roads and \$49 million for state highways.

Tasman's regional funds were fully utilised in the 2009-12 National Land Transport Programme (NLTP) to construct the \$30 million Ruby Bay Bypass which provides a more direct and safer route between Motueka and Nelson.

NZTA, along with the Tasman and Nelson Councils, will undertake further investigation of improvement and funding options for upgrading the Saxton Fields roundabouts.

### Tasman factsheet

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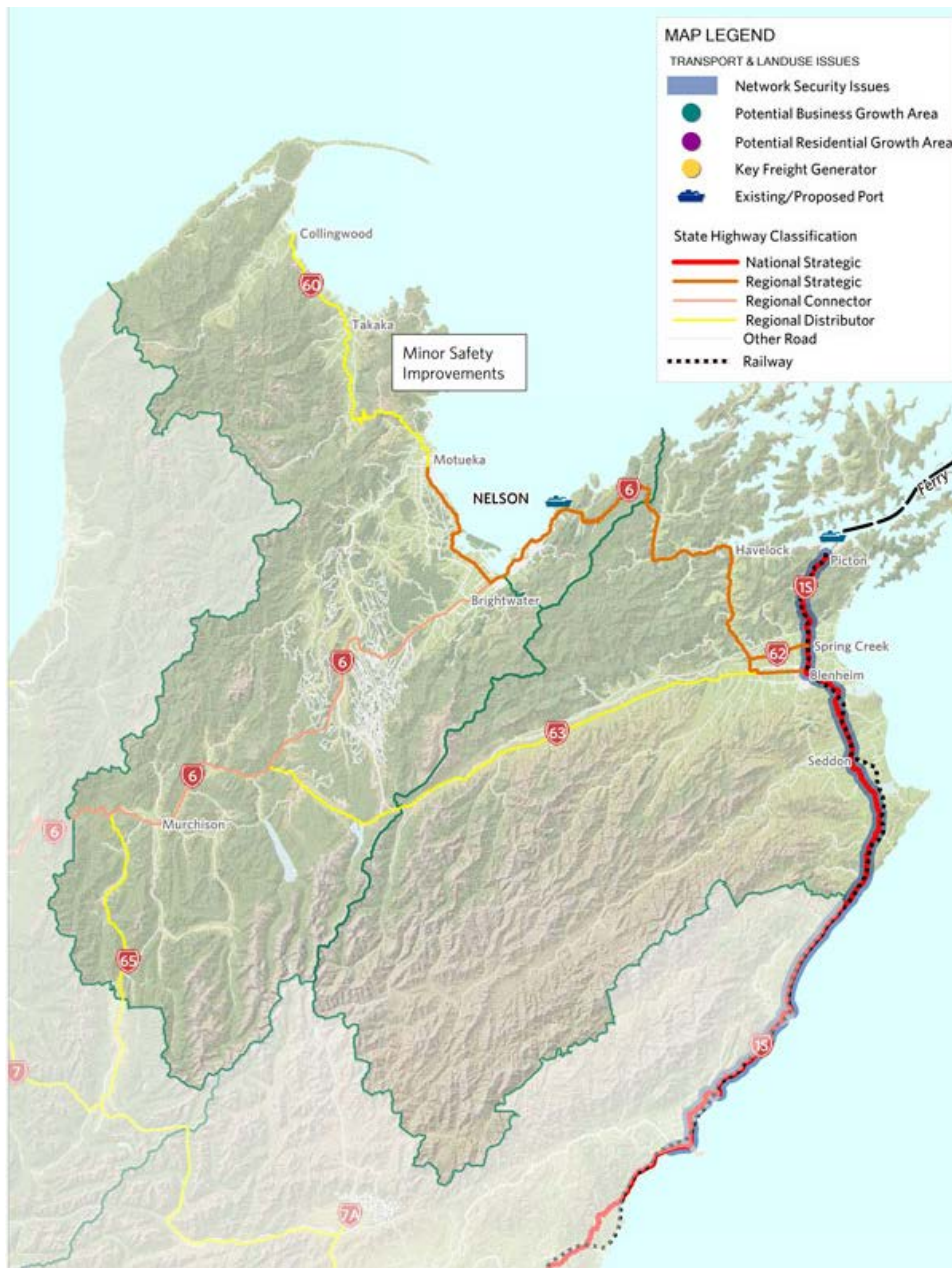
The ongoing minor improvements investments on both the local and state highway network will deliver resilience and safety benefits. Those safety benefits will be supported by other education and promotion focused safety investments through the road safety programme and wider the national Safer Journeys programme.

## Outcomes

Continuing investment in maintenance operations and renewals of the state highway and local roads will improve the resilience of the network, and should lead to increased safety and route reliability.

## Sustaining the benefits

A reduction in accidents coupled with consistent journey time reliability will allow Tasman to grow its households and potentially increase its GDP as one of the fastest growing regions in South Island.



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## Marlborough

Updated: 12 September 2012

Marlborough's economic potential as New Zealand's largest wine growing region, along with growth in aquaculture, forestry and tourism opportunities mean maintaining and optimising the current network is vital. To achieve this, the investment in maintenance, operations and renewals of local roads has increased compared to the 2009-12 programme. The anticipated spend in these activities for local roads and state highways is \$55 million.



### Regional issues

Marlborough has a land area of 12,500 km<sup>2</sup> with a local road network of 1519kms and a state highway network of 330kms. Marlborough's total population is around 43,600. Blenheim, the principal township, has a population of around 30,300.

Marlborough is New Zealand's largest wine growing region and offers substantial tourism opportunities. Aquaculture has also grown steadily in production, with both salmon and mussels being produced in the region. Forestry is also a major industry with extensive areas of exotic plantings, mainly Radiata Pine.

The road and rail link between the North and South islands at Picton has a nationally strategic role. With an expected doubling in freight by 2028, the importance of this link can only increase. The Government is considering an option for a new rail and road ferry terminal at Clifford Bay, south of Blenheim. This has the potential to save around 90 minutes journey time from Wellington to Christchurch.

The Nelson/Tasman/Marlborough area has a relatively good safety performance when compared to other areas of the country with nine deaths and 48 serious injuries in 2011, however the government has set out a Safer Journeys strategy for an on-going reduction in fatal and serious injuries across the entire transport network so safety improvements are also of importance in this area.

### Targeted investment

Investment in maintenance, operations and renewals of local roads has increased by 2.7% on the 2009-12 programme. The planned spend for these activities is \$28 million for local roads and \$27 million for State highways over the 2012-15 programme totalling a \$55 million investment.

Marlborough also has significant amount of regional funding (\$7.4 million) to invest in High Productivity Motor Vehicle (HPMV) route improvements on Northbank Road and State Highway 1, the replacement of the Dashwood Overbridge, and safety retrofit projects, to improving safety.

### Outcomes

Investment in HPMV will deliver cheaper, safer and more efficient movement of goods to market.

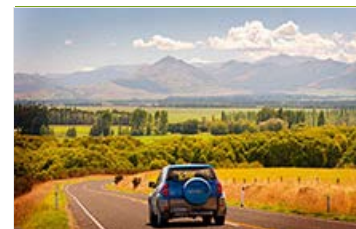
Replacing the Dashwood Overbridge and upgrading the section of highway to geometric standards which are consistent with adjacent sections of highway will improve route security, travel times and safety on State Highway 1.

### Sustaining the benefits

Improvements to freight movements through HPMV investments should encourage economic growth, while

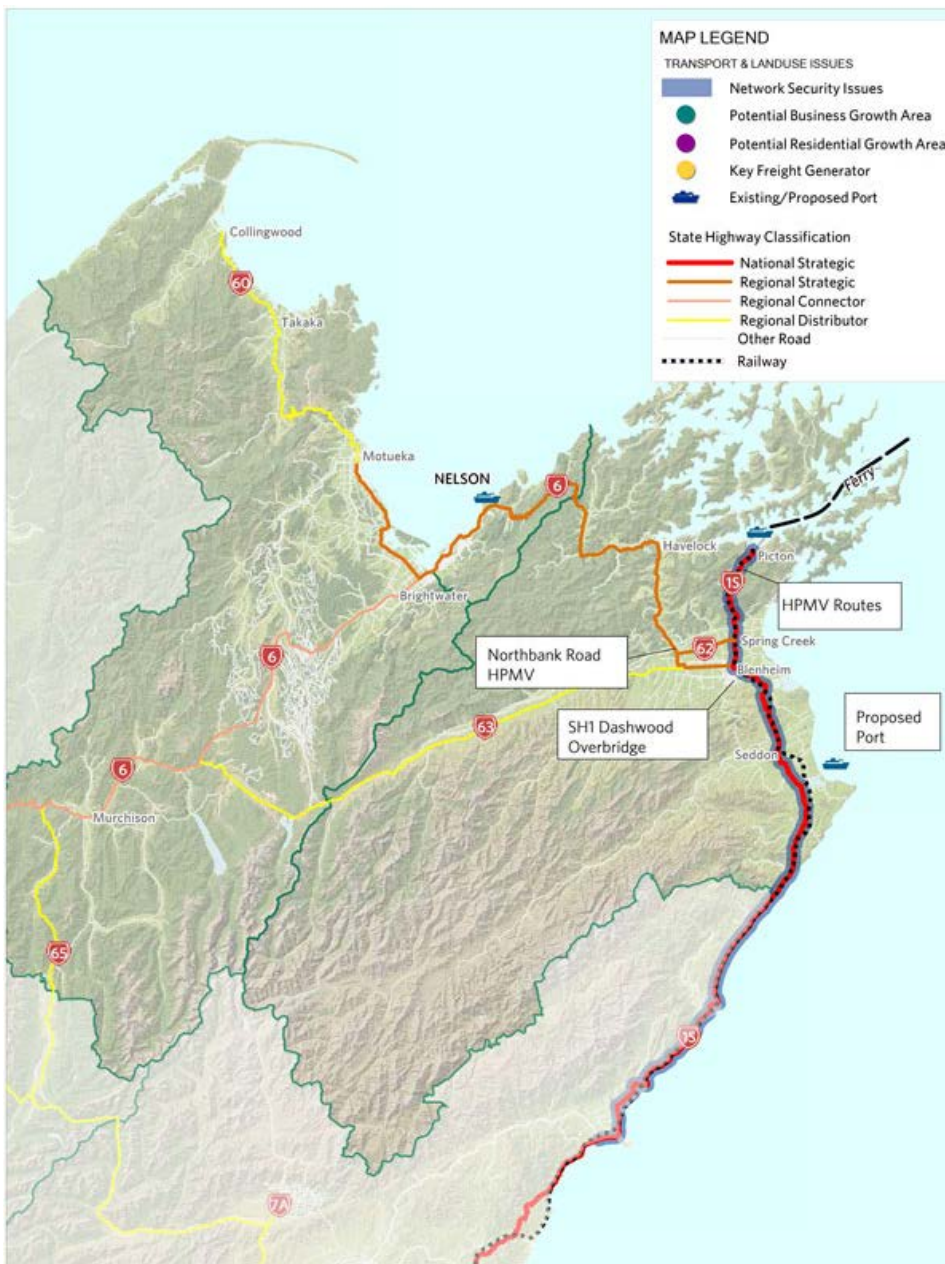
#### Marlborough factsheet

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continuing investment in maintenance should retain current levels of service, safety and route security.



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## Canterbury

Updated: 12 September 2012

The NZTA's major focus for the region during the 2012-15 National Land Transport Programme (NLTP) will be on growing Canterbury and supporting the recovery of Christchurch. To support the future prosperity of Canterbury and Christchurch which is dependent upon on the productivity of the rural hinterland, we are investing in infrastructure that will support the fast and efficient movement of product from the farm gate to the market. In particular, new infrastructure such as the Southern Motorway will assist Canterbury's export sector which has proved very resilient in the period since the earthquakes of 2010-11.

The NZTA is also focusing on maintaining a high level of service of key strategic roads, improving route security on links between adjoining regions and continuing investment to reduce the number of deaths and serious injuries in the region.

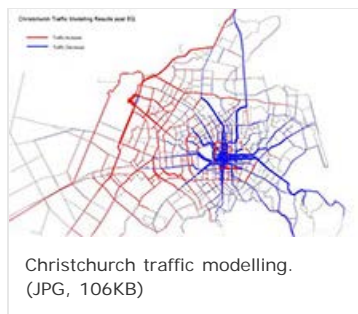


Photo courtesy of Neil MacBeth, licensed to SCIRT.

## Regional issues

Canterbury plays an important role in the national economy with its strong agricultural, manufacturing, trade and tourism sectors. In the period preceding the 2011-12 earthquakes, Christchurch experienced strong population growth corresponding with strong economic growth in the region. This growth is linked with an increased amount of freight being moved in the region. Growth in dairying and forestry in particular has resulted in increased heavy vehicle traffic on the rural network. The drive to open up larger areas of irrigated land on the Canterbury Plains is expected to increase dairy and grain production which will in turn amplify pressure on the rural and arterial network.

The region's principal challenge in the short to medium term is in recovering from the damaging effects of the earthquakes in the greater Christchurch area. Land use decisions affecting Christchurch's eastern suburbs and a devastated CBD has changed, and will continue to change settlement patterns and the location of business activities. Population growth is expected to accelerate in the north and southwest of Greater Christchurch relative to central Christchurch, and many businesses previously situated in the CBD have now relocated across greater Christchurch with a significant focus on the southwest. This has significantly altered transport patterns in and around the city which in turn is placing pressure on the movement of freight between rural and business areas to Christchurch International Airport and Lyttelton Port.



While aiding the earthquake recovery is a key focus for the NZTA, it is important to maintain a good standard of network quality throughout the region. Although it has a largely resilient and secure network. Canterbury's strategic routes cross wide braided rivers, alpine passes and navigate dynamic coastlines. They are subject to a number of hazards including: flooding, slope instability, rock fall, landslides, avalanches, coastal erosion and sea level rise. Some of the key routes require long detours if blocked.

Improving public transport effectiveness is one of the NZTA's top priorities. The public transport network was significantly impaired in Christchurch after the February 2011 earthquake. Disruption to services and abrupt changes in transport patterns affected patronage levels. There were over 17 million trips per annum in 2009-10, which dropped 40% to just over 10

million for the year to December 2011. As a result of recent service changes, patronage has recovered for the year to June 2012 to an estimated level of just over 11 million trips. Farebox recovery fell from 46.4% in 2009-10 to an estimated 32% for the year 2011-12. The efficient functioning of the Christchurch transport network is dependent upon a good public transport service; therefore it is important that the NZTA work with Environment Canterbury and the Greater Christchurch Urban Development Strategy partners to grow patronage further.

In 2011 the Canterbury region had 34 fatal and 266 injury crashes on the road. The Government has set out a

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Safer Journeys Strategy for an ongoing reduction in fatal and serious injuries across the entire transport network.

## Targeted investment and outcomes sought

In response to earthquake recovery challenges, the Government is investing between \$130 million and \$180 million for each year of the 2012-15 NLTP period to fund the region's rebuild. As part of the Client Governance Group, the NZTA will be contributing \$50 million per year from the National Land Transport Fund (NLTF) with the balance contributed from the Canterbury Earthquake Recovery Fund. Furthermore, the NZTA will continue its focus on improving the strategic network by developing the Christchurch roads of national significance.

The Southern Motorway is a key freight link from the south to Lyttelton Port and the Western Corridor improvements are needed to increase capacity around the western edge of the city and provide an efficient connection to the Christchurch International Airport.

The NZTA is investing \$130 million into stage 1 of the Southern Motorway and is looking to invest a further \$300 million into stages 2 and 3 to complete the motorway through to Rolleston.

Fast and efficient delivery of product to overseas markets is a particularly important driver of economic growth. The Southern Motorway (stage one due for completion in February 2013) and the Western Corridor projects will improve freight connections to Christchurch International Airport and Lyttelton Port. Additional investment is being made into a Timaru to Christchurch High Productivity Motor Vehicle (HPMV) investigation. This will contribute towards improving the capability of the network to accommodate HPMV traffic and the efficiency benefits that brings. Other freight improvements include widening and strengthening of the Factory Road Bridge to increase the safety, resilience and efficiency of the network serving the Clondeboy dairy factory.

The NZTA along with local authorities will also continue to invest in maintenance, operations and renewals as part of this NLTP. While it is recognised that the standard of the road network for Canterbury is high, the levels of service will come under increasing pressure as the freight demand increases on the local road network. For this reason, there has been a focus on maintaining the renewal programme to ensure that the key local freight routes continue to meet the regional and national needs. The NZTA will be investing approximately \$242 million on local roads maintenance, operations and renewals in the 2012-15 NLTP period, which is an increase of 5.7% on expenditure in the 2009-12 NLTP period. In total, the NZTA will spend \$385 million on maintenance, operations and renewals in the 2012-15 NLTP period on all roads (local and SH).

The NLTP includes a reserve \$30 million for Christchurch for new and improved local roads. However, this reserve may also be spent on a range of integrated activities including public transport, walking or cycling.

The Waitaki Bridges at Kurow are nearing the end of their useful life, and as such require replacement. The project to replace the bridges is programmed in the 2012-15 NLTP period with an investment of approximately \$17 million. The bridge replacements will increase the route security and resilience for the State Highway 82/83 route.

Throughout the 2012-15 NLTP period, the NZTA will continue to support public transport in the region. After the Christchurch earthquakes we invested \$750,000 to assist Christchurch City Council and Environment Canterbury establish a new central city exchange which has been particularly effective at growing patronage. The NZTA supports the concept of Environment Canterbury's recent proposal for a redesigned public transport network for Greater Christchurch. This involves changing the existing radial network to a "hub and spoke" model to more efficiently service the market at a reduced overall cost.

As part of the Safer Journeys strategy the NLTP will be investing over \$6.5 million in safety-related programmes and promotions in Canterbury. This includes working with councils to address the high priority safety issues (alcohol, speed, young drivers, motorcyclists, and roads and roadsides: rural roads and urban intersections) through the Road Safety Promotion programme. Additional to this are the inherent benefits of constructing new infrastructure to higher standards including traffic separation on the Southern Motorway and Western Corridor. The outcome the NZTA is expecting from the investment in safety initiatives is a continuation of the reduction in the number of deaths and serious injuries on Canterbury roads.

The NZTA has targeted investment in incremental safety improvements north and south of Kaikoura on State Highway 1. The works have included a 20km retrofit of the state highway north of Kaikoura to install side protection and median barriers. This resulted in a reduction in serious and fatal accidents on this part of the network. As part of the 2012-15 NLTP, we intend to complete the safety retrofit of the section south of Kaikoura by the end of 2012. The NZTA is also working closely with transport companies as part of a road safety education campaign.

## Sustaining the benefits

The NZTA will continue to promote and encourage better integration of land use and transport planning throughout the region. This is particularly important in greater Christchurch as the recovery effort accelerates. The Greater Christchurch Urban Development Strategy, of which the NZTA is a partner, provides an excellent framework to work collaboratively with transport providers in greater Christchurch. Furthermore, the NZTA is working closely with the Canterbury Earthquake Recovery Authority (CERA) to assist in co-ordinating the recovery and rebuild. The NZTA is part of the Client Governance Group, with those same organisations with the purpose of ensuring a strong



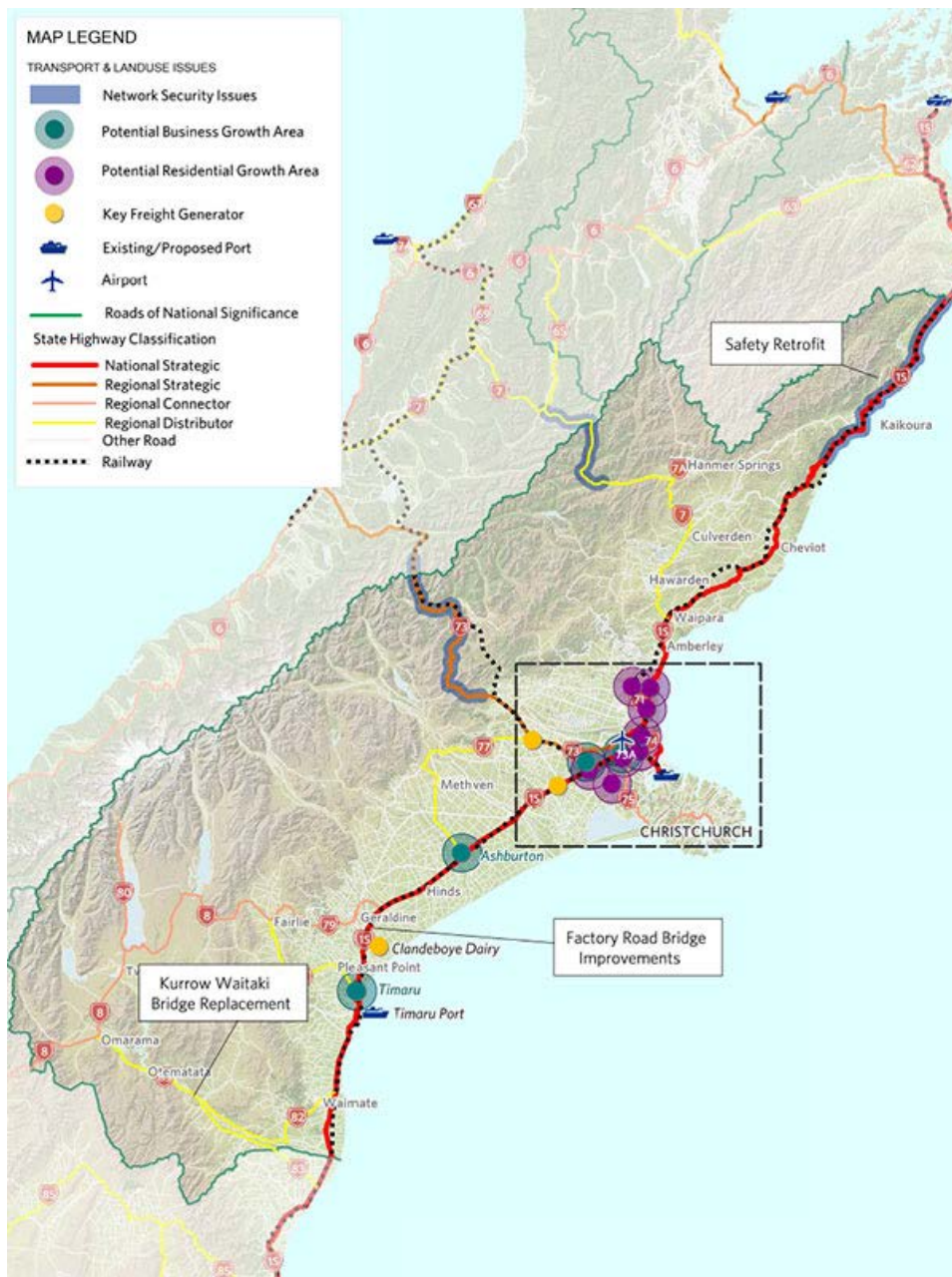
relationship between the planning, delivery and monitoring of the rebuild and the available funding, and ensuring there is a focus on value for money in all rebuild activities.

Specific transport planning projects that the Canterbury's NZTA team will be working with delivery partners on include:

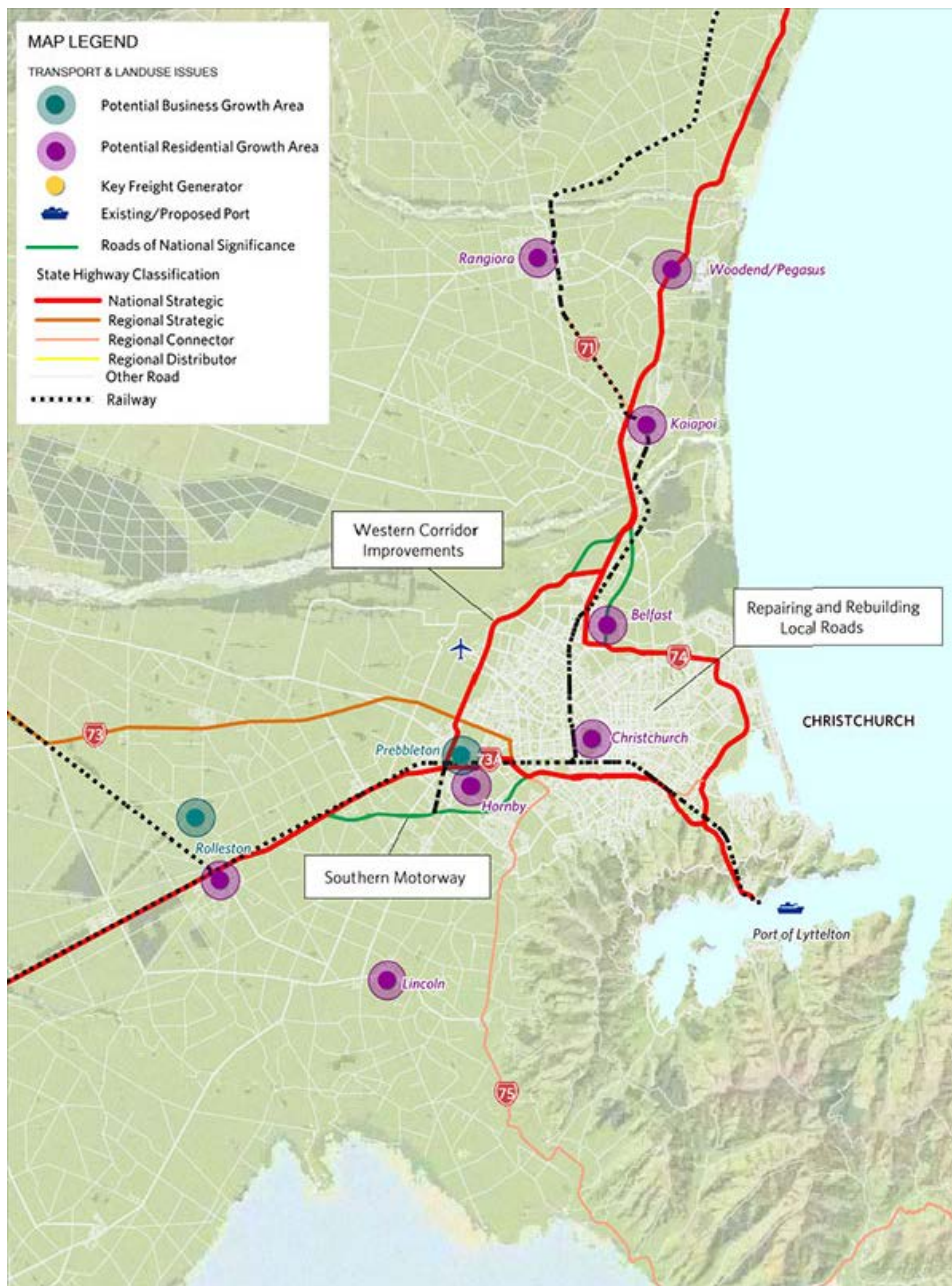
- the Greater Christchurch Transport Statement: an overarching plan that establishes the transport principles that support the Greater Christchurch Urban Development Strategy land use direction
- a South Island Freight Plan: A NZTA-led planning exercise to help lift productivity, reduce transport costs and increase our exports earnings through developing more efficient freight supply chains
- the Christchurch Transport Plan: A Christchurch City Council-led plan that focuses on a balanced network approach over a 30 year timeframe. The plan, currently in draft format, places strong emphasis on integrating transport and land use planning
- a public transport study for Christchurch: The purpose of the study is to undertake a broad public transport network investigation into future public transport needs that recognises the changing travel demands and opportunities, including the implications of a public transport optimised land use pattern, that have arisen from the earthquakes in Christchurch
- promotion of a balanced network approach amongst the transport network providers.

As identified in the Regional Land Transport Programme, regionally significant activities that are likely to be considered for development or construction funding in the years 2015-2018 include:

- New Ashburton Bridge, Ashburton
- Christchurch Northern Arterial Rural with QE2
- Southern Motorway Haswell Junction Road to Waterholes (stage 2)
- SH1 Waterholes to Rolleston 4 laning (stage 3)
- Memorial Avenue Intersection Upgrade
- Timaru Port Southern Access







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## West Coast

Updated: 12 September 2012

The NZTA's focus in the region over the 2012-2015 National Land Transport Programme (NLTP) period will be on maintaining the current level of service that the key strategic roads provide. These roads are of vital importance to the region, particularly because of the economic function they serve. To support this function we will be investing approximately \$100 million in the maintenance, operations and renewal of West Coast State highways and local roads over the next three years.



### Regional issues

The mainly rural and sparsely populated West Coast region extends 600km from Kahurangi Point in the north to Awarua Point in the south making the delivery of transport solutions in the region a challenge.

The West Coast economy relies heavily on its natural resources and agriculture. Predicted increases in dairying and tourism over the coming years are likely to put increasing pressure on the road network.

Road connections to neighbouring regions are vital to the West Coast economy; therefore route security is of high importance to the region. State Highway 73 is the main link to Canterbury and underpins much of the economic wellbeing of the West Coast, with this route handling more heavy vehicles and increasing numbers of tourists. Other key links include State Highway 6 to the south and State Highway 7 to the north. Because of the region's rugged terrain, isolation and climate, its roads are vulnerable to a number of natural hazards including: coastal erosion, rising sea levels, rock falls, snow, ice, slips and flooding.

The region's roads are often challenging, narrow and twisty, causing some driver frustration due to lack of passing opportunities. There are relatively few crashes, but they tend to result in a high proportion of serious injuries, and many involve tourists. In 2011, the region had eight deaths and 26 serious injuries. From a national perspective, the social cost of accidents on the West Coast is low at approximately \$61 million (in 2011) but there is still room for improvement.

### Targeted investment and outcomes sought

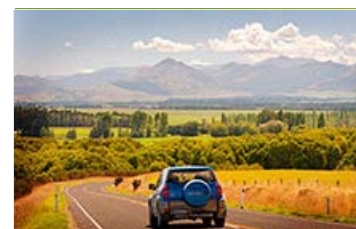
Over the 2012-15 NLTP period the NZ Transport Agency (NZTA) is investing approximately \$38 million in maintenance, operations and renewal of local roads, which is a 9.5% increase on the 2009-12 NLTP period, and \$62 million in the state highway network. The focus of the maintenance and renewal programme is on ensuring key strategic routes (principally State Highway 73) continue to meet regional and national needs. The West Coast road network is generally in good condition. However, given the tight financial situation, levels of service on roads with fewer vehicles using them may receive less attention than key routes with higher traffic volumes.

To improve route security and freight efficiency, the NZTA is investing in the Atarau Road over-dimension route. Atarau Road is used by large trucks to bypass the State highway network. However, Rough River Bridge on Atarau Road is a vulnerable part of this route as it's nearing the end of its useful life. The bridge is programmed for replacement during the 2012-15 period and a new bridge will be built to enable high productivity motor vehicles (HPMV) up to 53 tonne to use the route to transport coal from the region. This investment will increase route security and freight efficiency as well as supporting the strategic development of the region's key growth industries.

In response to safety issues, the NZTA is investigating the installation of a 'clip-on' addition to the Taramakau River Bridge and associated improvements using Regional Funds (Rfunds) during the 2012-15 NLTP period. The bridge, which is on the National Cycle Pathway, poses safety issues for cyclists and motorcyclists, especially in wet

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weather. It is one of the last single lane, shared road/rail bridges in the country.

The improvements include upgrading the road surface and traffic control devices on the approach to the bridge. This project will provide road safety and tourism benefits for the region.

As part of the Safer Journeys strategy the NZTA is investing in safety related programmes and promotions in the West Coast region. This includes working with councils to address the high priority safety issues through the Road Safety Promotion programme. From its investment in various safety initiatives, the NZTA is aiming for a continuation of the reduction in the number of deaths and serious injuries on West Coast roads.

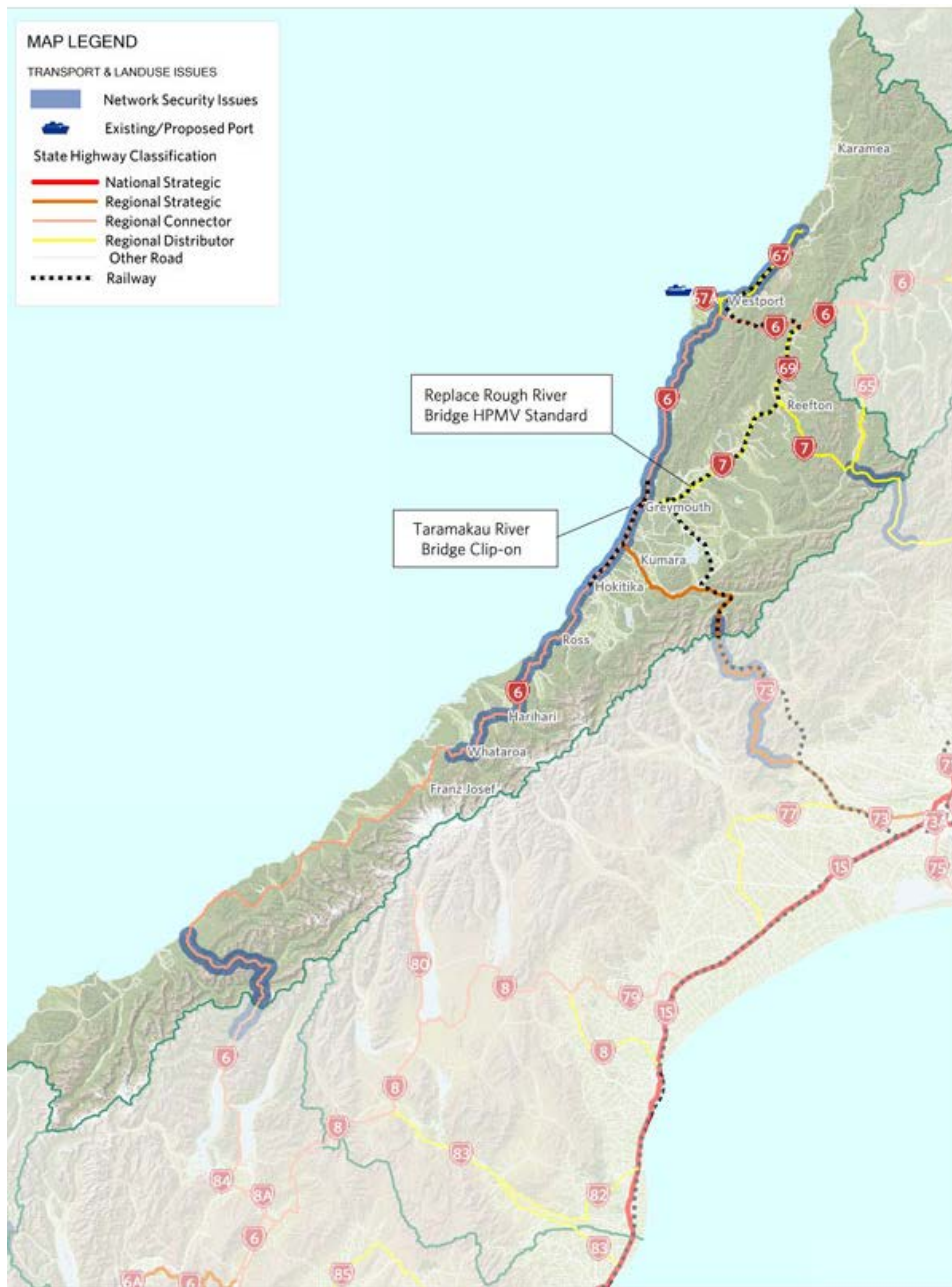
The NZTA is continuing to invest in the Regional Council's total mobility programme through the Passenger Transport activity class. This programme enables those with limited ability to drive and who meet certain criteria to have access to a subsidised taxi service.

## **Sustaining the benefits**

To ensure West Coast roads are managed to a high standard, ongoing monitoring will be carried out to enable the NZTA to respond to growth pressures. The NZTA will continue to work closely with West Coast councils to maximise the benefits of transport investments into the future.

A regionally significant activity that is likely to be considered for funding in the years 2015-2018 is:

- Gates of Haast Construction



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## Chatham Islands

Updated: 12 September 2012

The NZTA's investment focus over the 2012-15 National Land Transport Programme (NLTP) period will be supporting the Chatham Islands Council to maintain the current level of service across the roading network. The continued provision of a safe and reliable roading network is of great importance to the Islands, particularly because of the economic function the road network serves. To support this function we will be investing approximately \$10 million in the maintenance, operations and renewal of Chatham Islands' local roads over the next three years.



### Targeted investment in response to local issues

An efficient, reliable and safe road network will continue to be vital to the Chatham Islands community and its fishing, farm and tourism based economy in the next three years and beyond.

The majority of the Islands' 180 kilometres of road are unsealed. This 2012-15 NLTP aims to support the Council to maintain an adequate standard of road condition while incrementally improving the overall quality and safety of the roads.

The gains from road maintenance, renewal and improvement work completed over the past five years will continue through a number of projects in the next three years. In particular, the Te One bridge replacement is a high priority because of its importance as a key connection between Waitangi and Owenga.

#### Chatham Islands factsheet

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## Otago

Updated: 12 September 2012

Otago's transport network is a rurally based network serving a relatively small population. It has a strong freight function as well as carrying day-to-day domestic travel for residents. Apart from two isolated urban locations, there is no significant congestion. Condition indicators show that the network is generally at, or above average, and holding relatively steady. However, Otago has a comparatively poor safety record, particularly in serious injury crashes.



Investment in Otago's transport network over the next three years will be focused on maintaining the efficiency and overall resilience of the network without any significant variation in the condition indicators. Investment in safety will be on high risk activities specified in Safer Journeys, with the bulk of investment on state highways, and the balance on targeted local roading projects and road safety promotion programmes. The [Caversham Valley Safety Improvements](#) project is the major capital improvement in Otago and is also focused on delivering safety benefits.

### Otago factsheet

- ▶ [View Otago regional summary \(PDF, 286KB\)](#)
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## Regional issues

Otago is New Zealand's third largest region, but accounts for only 4.5% of New Zealand's total population. Approximately 60% of the region's population lives in Dunedin City.

The region is largely rural in nature. It supports an extensive transport network with comparatively lengthy distances between urban nodes. Apart from one or two isolated largely urban locations, Otago's small population means there is no significant congestion on the transport network. Much of the network, particularly state highways, is utilised for day-to-day domestic orientated travel – typical household, social and economic activities.

Otago also has New Zealand's third largest port facility by volume at Port Chalmers. Key products for the port are forestry and logging, dairy products and manufacturing. Freight is brought to Port Chalmers either by road or by rail and is reliant on an efficient transport system.

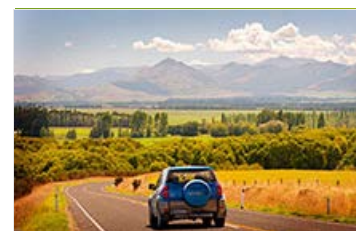
Otago has a largely resilient and secure transport network, but is susceptible to extreme winter weather events. Routes closed as a consequence of extreme winter weather events temporarily affect the tourism and freight industries.

In 2011 the region had 12 deaths and 127 serious injuries. Otago's performance is relatively unsatisfactory compared to the rest of New Zealand, particularly in serious injuries. Based on crash data from 2007-2011, Otago is the worst performing region for serious injuries in the country with 9.7 serious injuries/100 million vehicle kilometres travelled. In response, the Government has set out a Safer Journeys Strategy for an on-going reduction in VKT fatal and serious injuries across the entire transport network.

## Targeted investment

Network indicators for the condition of Otago's roads are generally at, or above average, and are holding relatively steady. However, Otago has a comparatively poor safety record, particularly in serious injury crashes.

As a consequence, the NZ Transport Agency's (NZTA's) investment in the 2012-15 National Land Transport Programme (NLTP) targeting efficiency benefits in Otago's transport network is focused on maintaining the local road network (approximately \$190 million), an increase of 1.8% on the 2009-12 NLTP. In total, the NZTA will be investing \$280 million on maintenance, operations and renewals on all roads. There is little additional investment required over the next three years to maintain the existing overall efficiency in the transport network.



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The NZTA will be investing \$21 million in Stage 2 of the **Caversham Valley Safety Improvements** project. This stage of the project is focused on delivering safety benefits as opposed to Stage 1, which was focused on efficiency. This investment is in addition to the broad spectrum of safety improvements that will be delivered across the region. These will be delivered through the regular maintenance and operations and renewals programmes, minor improvements (approximately \$10 million), and through targeted road safety promotion (approximately \$2.6 million).

The bulk of the safety improvements in the region are focused on the state highway, although there are small, targeted black-spot safety projects from councils on top of their wider safety programmes. This investment is additional to national safety initiatives such as national safety advertising.

## Outcomes

Investment in efficiency benefits are likely to see small efficiency improvements, but will have a stronger impact on reducing any potential resilience issues. This is despite expected increases in passenger and freight VKT over the next three years.

Safety outcomes are expected to slightly improve as a result of the region's safety investments. The greater influence on the safety outcome for the Otago region is expected to be through the national Safer Journeys programme and other legislative changes, including the new give way rules and new vehicle standards.

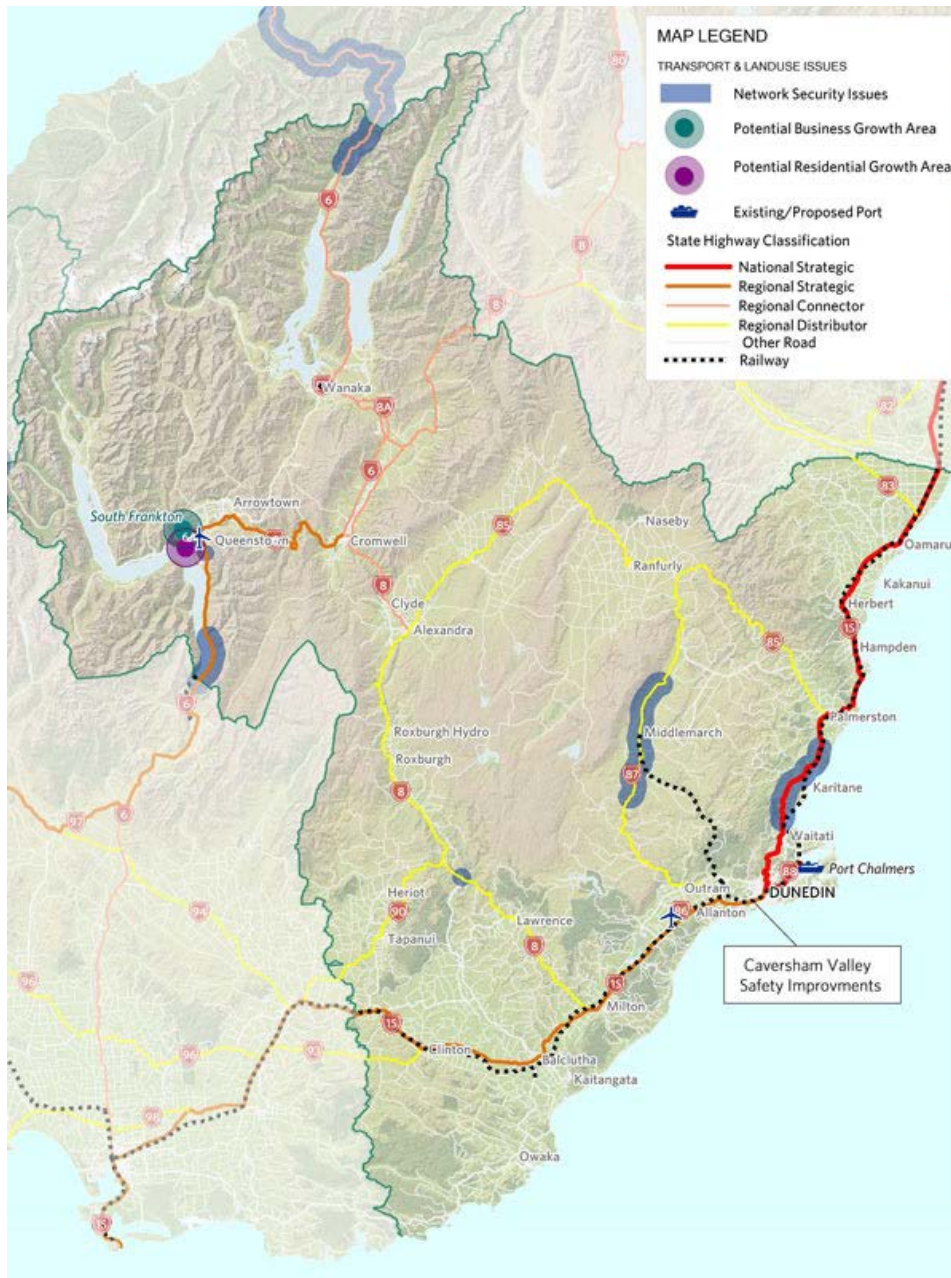
## Sustaining the benefits

Otago/Southland's NZTA team will be working with delivery partners in Otago on:

- Proposed Otago Regional Road Safety Strategy – ensuring the regional strategic priorities, for road safety are clearly articulated and aligned to Safer Journeys priorities and on-going implementation is aligned to integrated transport solutions to support optimisation of current and future investment.
- Proposed South Island Freight Story – supporting integrated and optimised planning and investment decisions with partners to improve efficiencies and safety and 'reduce the cost to do business in NZ'.
- Alongside partners – early on-going engagement on key planning frameworks to ensure that NZTA objectives and outcomes are integrated and aligned with our partners to support a joined-up approach to planning, sharing of efficiencies and resources – ie. savings of legal, planning, technical work.
- Whole of Network Planning Approach – supporting a streamlined approach to strategy development with our partners to support a clear strategic context and agreed evidence base for collaborative planning and investment decisions which support a whole of network approach, optimised planning and investment - for example, the Wakatipu Transportation Strategy, Dunedin City Transportation Strategy and Otago Regional Land Transport Strategy.
- Activity Management Plans – focusing effort, in this NLTP 2012-15, to support approved organisations to be strategy-led through their Activity Management Planning approach to support integrated outcome delivery and decision making.

Regionally significant activities that are likely to be considered for development or construction funding in the years 2015-2018 are:

- Projects to deliver the Wakatipu Transportation Strategy, including the Inner links project
- Kawarau Falls Bridge replacement
- Further Dunedin strategic corridor improvements
- Replacement of two bridges in the Clutha District, at Papatowai and MacLennan (if not undertaken as maintenance projects)



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## Southland

Updated: 12 September 2012

Southland has a rurally based transport network serving a relatively small population. It has a strong rural freight function as well as carrying day-to-day domestic travel for residents. Condition indicators show that the network is generally at, or above average, and holding relatively steady. However, Southland has a comparatively poor safety record for both deaths and serious injury crashes.

Investment in Southland's transport network over the next three years will be focused on maintaining the efficiency and overall resilience of the network without any significant variation in the condition indicators. Investment in safety will be focused on high risk activities specified in Safer Journeys, with the bulk of investment on State highways, and the balance on targeted local roading projects and road safety promotion programmes.



### Regional issues

Southland is New Zealand's second largest region and accounts for approximately 2% of New Zealand's total population.

The region is largely rural in nature. It supports an extensive transport network with comparatively lengthy distances between urban nodes. Southland's small population does not lead to significant congestion on the transport network. However, much of the network, particularly state highways, is utilised for day-to-day domestic orientated travel - typical household, social and economic activities.

The main driver of transport in the region is freight. Many different types of freight are handled throughout the region including log and dressed timber, dairy, meat, coal and lignite. Despite having a port - South Port in Bluff - much of the freight originating in Southland is transported to points further north for export.

Whilst there is not a large tourism centre in Southland, the route connecting Queenstown to Milford Sound is of high importance to South Island and New Zealand tourism.

Freight, Tourism and Passenger vehicle kilometres travelled (VKT) are expected to continue its high growth rate in the region (over 8% growth over the next 3 years).

In 2011 the Southland region had six deaths and 54 serious injuries. Southland's performance is relatively unsatisfactory compared to the rest of New Zealand for both deaths and serious injuries. Based on crash data from 2007-2011, the region sits amongst the bottom five regions in the country with 1.43 deaths per 100 million VKT and 8.51 serious injuries per 100 million VKT. In response, the Government has set out a Safer Journeys strategy for an on-going reduction in fatal and serious injuries across the entire transport network.

### Targeted investment

Network indicators for Southland are generally at, or above average, and are generally holding relatively steady. However, Southland has a comparatively poor safety record, both in deaths and in serious injury crashes.

As a consequence, the NZ Transport Agency's (NZTA's) investment for efficiency benefits in Southland's transport network is focused on maintaining the local road network in the 2012-15 National Land Transport Programme (NLTP) period (approximately \$101 million), an increase of 6.2% on the 2009-12 NLTP. In total the NLTP will be investing \$165 million on maintenance, operations and renewals on all roads. There is little additional investment required over the next three years to maintain the existing efficiency in the transport network.

The main efficiency and safety improvement in the region will be the Edendale realignment on the key strategic

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route Invercargill along SH1. This estimated cost of constructing this realignment is \$8.2 million. This investment is in addition to the broad spectrum of safety improvements that will be delivered across the region. These will be delivered through the regular maintenance and operations and renewals programmes, minor improvements (approximately \$5 million), and through targeted road safety promotion (approximately \$1.6 million).

The bulk of the safety improvements are focused on the state highway although there are small, targeted black-spot safety projects from councils on top of their wider safety programmes. This investment is on top of national safety initiatives such as national safety advertising.

Homer Tunnel will have continued investment in maintenance and operations this NLTP period to reduce the risk profile of the tunnel to an acceptable level. Investigations for a long-term solution will be completed and design commenced.

## Outcomes

Investment in efficiency benefits is likely to see small efficiency improvements, but will have a stronger impact on reducing any potential resilience issues. This is despite expected increases in passenger and freight VKT over the next three years.

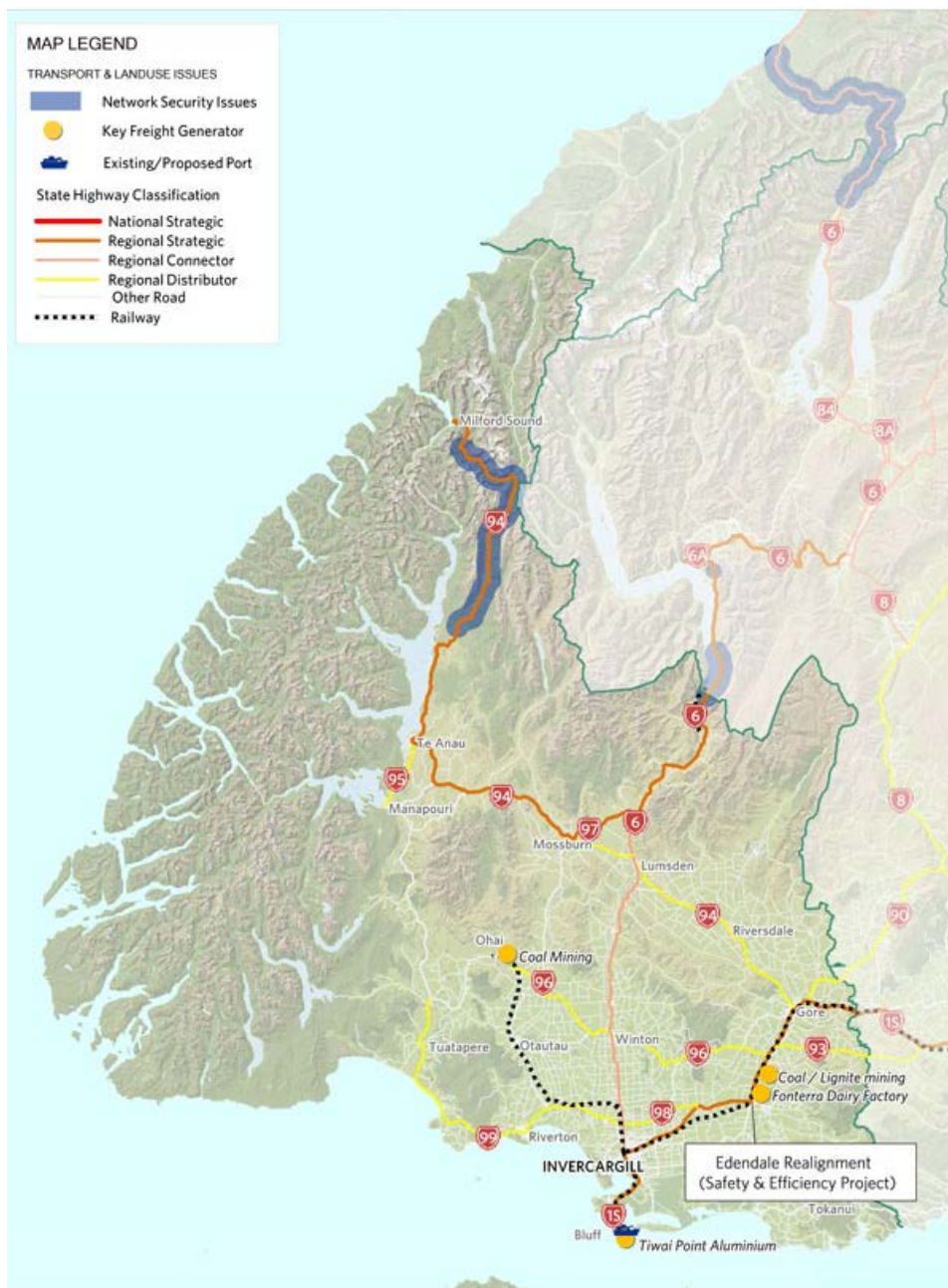
Safety outcomes are expected to be maintained in the region, despite the increases in VKT, due to the regional safety investment. However, the overall safety outcome is expected to improve slightly due to the national Safer Journeys programme and other legislative changes.

## Sustaining the benefits

Otago/Southland's NZTA team will be working with delivery partners in Southland on:

- Economic Network Plan – encouraging the delivery and implementation of the tool in Southland district (and potentially beyond) that seeks to value components of the transport network, determine the relative return on investment for the various components of the network, and target subsequent investment to attain best return and more efficient and functional network
- proposed South Island Freight Study – to support integrated and optimised planning and investment decisions with partners to improve efficiencies and safety and 'reduce the cost to do business in NZ'
- alongside partners – early on-going engagement on key planning frameworks to ensure that NZTA objectives and outcomes are integrated and aligned with our partners to support a joined up approach to planning, sharing of efficiencies and resources – ie. savings on legal, planning, technical work
- Whole of Network Plan Approach - supporting a streamlined approach to strategy development with our partners to support a clear strategic context and agreed evidence base for collaborative planning and investment decisions to support a whole of network approach, and optimised planning and investment - for example, the Regional Road Safety Strategy and Integrated Transport Study
- Activity Management Plans – a focus in this NLTP 2012-15 to support our partners to be strategy-led in their approach to activity management planning to support integrated outcome delivery and decision making.





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