

Application name	Submitter	Application date	Meeting date	Summary	Decision	Reason if declined
Moorhouse & Stewart Intersection Improvement	Christchurch City Council	1/01/2024	8/02/2024	Installing traffic signals at the intersection of Moorhouse Avenue and Stewart Street, Christchurch.	Approved	
Upper North Island Port Study	NZTA - Northland	2/02/2024	8/02/2024	Development of a study on the implications on the land transport system for any possible major changes to the upper North Island's port system. Informed views are sought on preferences or concerns associated with any changes to port operations, including system implications (e.g. changes in travel patterns, freight costs, emissions, network condition and efficiency) and investment implications (timing and nature of potential future upgrades to strategic land transport networks).	Approved	
Millers Acre Bus Hub	Nelson City Council	31/01/2024	22/02/2024	Building a new Central City Bus Interchange at Millers Acre, Nelson.	Approved	
Activity Management Plans	Tauranga City Council	6/03/2024	21/03/2024	Improvement of existing Activity Management Plan (AMP). This is a key document for councils seeking funding from the National Land Transport Programme (NLTP). An AMP sets out a three-year, 10-year and 30-year or longer view of planned expenditure.	Approved	
Activity Management Plans	Western Bay of Plenty District Council	6/03/2024	21/03/2024	Improvement of existing Activity Management Plan (AMP). This is a key document for councils seeking funding from the National Land Transport Programme (NLTP). An AMP sets out a three-year, 10-year and 30-year or longer view of planned expenditure.	Approved	
Walking Investment - Manurewa	Auckland Transport	11/03/2024	5/04/2024	A project to focus on how to increase the mode share of walking for short local trips in Manurewa, particularly to nearby public transport routes and stations and schools.	Declined	Declined due to: <ul style="list-style-type: none"> • Low priority rating according to the draft Investment Prioritisation Method (draft IPM). • Low strategic alignment with the draft 2024 Government Policy Statement (draft GPS). • The Cost and Benefit ratio (BCR) is below 1.
Cyclone Gabrielle Response Planning for Recovery	Gisborne District Council	22/04/2024	2/05/2024	Preparation of a business case to provide a high-level overview of integrated transport and land use planning for Gisborne, to feed into how local road related project priorities are determined.	Approved	
CAN Share RoNS Project Development	NZTA - Canterbury	6/05/2024	16/05/2024	Preparing a review and confirmation of the scope of the proposed SH1 Belfast to Pegasus and Woodend bypass.	Approved	
NLTD Share RoNS Project Development	NZTA - Northland	30/05/2024	4/06/2024	Northland Corridor Project Initiation (three Roads of National Significance - SH1 Whangarei to Port Marsden, Alternative to Brynderwyns, and SH1 Warkworth to Wellsford).	Approved	
Hawke's Bay Expressway - Stage One Scope Confirmation Review	NZTA - Hawke's Bay	4/06/2024	13/06/2024	Scope confirmation of a project to increase capacity of the Hawke's Bay Expressway (Stage One - the midblock section between Taradale Road to Pakowhai Road intersection)	Approved	
2025 Public Transport Network	Hawke's Bay Regional Council	24/05/2024	13/06/2024	Preparation of a business case to move from a coverage-based loop network in Hawke's Bay to a patronage-based bi-directional network, focussing on the benefits this will deliver for bus passenger numbers and fare revenue.	Approved	
Ferry Terminal And Berths Pine Harbour	Auckland Transport	17/06/2024	26/06/2024	Preparation of a business case for expanding Pine Harbour Marina.	Declined	The decision to decline was based on strategic information gaps, and concern over the scope of work proposed for the next steps. <ul style="list-style-type: none"> • Auckland Transport's priority for their public transport improvement programme and ferry programme in a funding constraint environment was not able to be confirmed, noting that the activity has been submitted for inclusion in the 2024-27 NLTP. • The feasibility study identified two possible options. The costs estimate for implementation was unlikely to be affordable in the next 10 years from the Public Transport Activity Class. The Indicative Business Case (IBC) is intended to allow further estimation for the costs of planning, consents and resource management involved in these options. It is unclear an IBC would add value as the two options both seem to be unaffordable. • The feasibility study did not look at the wider context of the ferry strategy, new housing development, affordability/financial case and management case etc. Noting the need to consider strategic issues, Auckland Transport was encouraged to reassess the overall ferry strategy with respect to affordability and funding sources, and where ferry terminal upgrades, such as Pine Harbour, should be prioritised alongside other activities.

Released under the Official Information Act 1982