

14 August 2014

Ryan Boswell  
Reporter  
ONE News, TVNZ  
[ryan.boswell@tvnz.co.nz](mailto:ryan.boswell@tvnz.co.nz)

Dear Ryan

**Request made under the Official Information Act 1982**

Thank you for your email of 17 July 2014 requesting a regional breakdown of the figures provided to you on 15 July 2014 (showing government funding for local roads and state highways).

The regional breakdown information is shown in the attached spreadsheets. The first spreadsheet shows the information for local roads and the second shows the information for state highways.

Please note the following explanations for some of the variations between years and regions shown in the figures.

- Since 2009/10 funding for maintenance and renewal programmes has been approved as three-yearly allocations. This gives approved organisations (in the case of local roads) and the NZ Transport Agency (in the case of state highways) the ability to move funding between years within their allocations and between maintenance and renewals activity classes. This results in variations from year to year.
- Investment in large improvement projects will vary substantially among regions and years, given that it involves significant expenditure over a finite period. For example, there was considerable investment in the Hawke's Bay southern arterial state highway in the first three years, which eased off once the major project was completed.
- Road renewal is undertaken when the road condition dictates as this provides the best value for money. This leads to uneven expenditure from year to year.
- The amount of funding in emergency works (which is part of local road and state highway maintenance) varies according to the number and size of storm and seismic events in a year and a region, for example, the Canterbury earthquakes in 2010/11. This explains the apparent reduction in funding for the maintenance of state highways in Northland from 2010/11. The figures for 2008/09 (\$24.4 million) and 2009/10 (\$21.4 million) include emergency works funding of \$9.8 million and \$7.4 million respectively, as a result of extreme weather events. By comparison, the emergency works component of the funding for the maintenance of state highways was lower in 2010/11 (\$3.2 million), 2011/12 (\$1.6 million) and 2012/13 (\$0.9 million).

- In 2011/12, we experienced a cash-flow issue due to revenue being lower than forecast. In part this was a delayed effect of the global financial crisis. It required us to pull back state highway and local road improvement expenditure and to enter an arrangement with Auckland Transport to reallocate some funding for renewals and improvements from 2011/12 to later years.

If you would like to discuss this reply with the Transport Agency, please contact Andy Knackstedt, National Media Manager, by email to [andrew.knackstedt@nzta.govt.nz](mailto:andrew.knackstedt@nzta.govt.nz) or by phone on (04) 894 6285.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Dave Brash', with a long horizontal flourish extending to the right.

**Dave Brash**

Group Manager Planning and Investment  
For Chief Executive