

APPENDIX E FINANCIAL CASE

Released under the Official Information Act 1982

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Funding breakdown

1. NZUP (Committed)	Phase type	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
NZUP SH6A Corridor Improvements											
SH6A/McBride Street Intersection	Pre-implementation			\$ 48,001							\$ 48,001
SH6A/McBride Street Intersection	Implementation				\$ 1,047,637						\$ 1,047,637
SH6A Yewlett Cres to Marina	Pre-implementation			\$ 77,517							\$ 77,517
SH6A Yewlett Cres to Marina	Implementation				\$ 1,721,570						\$ 1,721,570
SH6A Marina Heights/Sugar Lane Intersection	Pre-implementation		\$ 50,183								\$ 50,183
SH6A Marina Heights/Sugar Lane Intersection	Implementation			\$ 558,847	\$ 558,847						\$ 1,117,694
SH6A Marina to Perkins Bus Lanes	Pre-implementation			\$ 71,450							\$ 71,450
SH6A Marina to Perkins Bus Lanes	Implementation				\$ 1,544,627						\$ 1,544,627
SH6A New Marina/Perkins Rd Intersection	Pre-implementation		\$ 38,042								\$ 38,042
SH6A New Marina/Perkins Rd Intersection	Implementation			\$ 359,087	\$ 359,087						\$ 718,174
SH6A Middleton Road Eastbound Bus Stop	Pre-implementation			\$ 18,531							\$ 18,531
SH6A Middleton Road Eastbound Bus Stop	Implementation				\$ 321,674						\$ 321,674
SH6A Battery Hill Intersection	Pre-implementation		\$ 35,595								\$ 35,595
SH6A Battery Hill Intersection	Implementation			\$ 825,517	\$ 825,517						\$ 1,651,034
SH6A Goldfield Heights Intersection	Pre-implementation		\$ 68,484								\$ 68,484
SH6A Goldfield Heights Intersection	Implementation			\$ 750,405	\$ 750,405						\$ 1,500,809
SH6A Larch Hill to Goldfields Bus Lane	Pre-implementation			\$ 57,021							\$ 57,021
SH6A Larch Hill to Goldfields Bus Lane	Implementation				\$ 1,181,912						\$ 1,181,912
SH6A Larch Hill Pedestrian Signals	Pre-implementation		\$ 30,698								\$ 30,698
SH6A Larch Hill Pedestrian Signals	Implementation			\$ 282,050	\$ 282,050						\$ 564,099
SH6A Hensman Road Intersection	Pre-implementation			\$ 65,868							\$ 65,868
SH6A Hensman Road Intersection	Implementation				\$ 1,415,920						\$ 1,415,920
SH6A Oaks Club Eastbound Bus Stop & Pedestrian Signals	Pre-implementation			\$ 37,393							\$ 37,393
SH6A Oaks Club Eastbound Bus Stop & Pedestrian Signals	Implementation				\$ 782,097						\$ 782,097
SH6A Pounamu Bus Stops	Pre-implementation			\$ 38,759							\$ 38,759
SH6A Pounamu Bus Stops	Implementation				\$ 816,895						\$ 816,895
SH6A Frankton to Queenstown Shared Path	Pre-implementation		\$ 335,160								\$ 335,160
SH6A Frankton to Queenstown Shared Path	Implementation			\$ 3,931,021	\$ 3,931,021						\$ 7,862,042
SH6A / Melbourne Street Intersection (Arterial - Stage 1)	Property	\$ 720,000									\$ 720,000
Supporting (PT) Infrastructure	Pre-implementation		\$ 128,215								\$ 128,215
Supporting (PT) Infrastructure	Implementation			\$ 1,336,203	\$ 1,336,203						\$ 2,672,405
Subtotal for NZUP SH6A Corridor Improvements	Pre-implementation	\$ -	\$ 686,377	\$ 414,540	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,100,917
Subtotal for NZUP SH6A Corridor Improvements	Implementation	\$ -	\$ -	\$ 8,043,129	\$ 16,875,461	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,918,589
Subtotal for NZUP SH6A Corridor Improvements	Property	\$ 720,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 720,000
Total for NZUP SH6A Corridor Improvements		\$ 720,000	\$ 686,377	\$ 8,457,669	\$ 16,875,461	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,739,506
NZUP Grant Road to KF Bridge Improvements											
Interim Frankton Hub	Pre-implementation			\$ 432,000							\$ 432,000
Interim Frankton Hub	Implementation			\$ 2,444,000	\$ 8,715,800						\$ 11,159,800
Interim Frankton Hub	Property			\$ 1,214,250							\$ 1,214,250
SH6 Grant Road Intersection	Pre-implementation			\$ 166,000							\$ 166,000
SH6 Grant Road Intersection	Implementation				\$ 2,740,660						\$ 2,740,660
SH6 Hawthorne Drive Intersection	Pre-implementation			\$ 184,000							\$ 184,000
SH6 Hawthorne Drive Intersection	Implementation				\$ 3,001,570						\$ 3,001,570
SH6 Hardware Lane to BP (SH6 Frankton/Ladies Mile to SH6/6A intersection)	Pre-implementation			\$ 761,000							\$ 761,000
SH6 Hardware Lane to BP (SH6 Frankton/Ladies Mile to SH6/6A intersection)	Implementation				\$ 12,410,580						\$ 12,410,580
SH6 Hardware Lane to BP (SH6 Frankton/Ladies Mile to SH6/6A intersection)	Property			\$ 5,196,938							\$ 5,196,938
SH6 Kawarau Road (Ross St to Kawarau Falls Bridge)	Pre-implementation			\$ 258,000							\$ 258,000
SH6 Kawarau Road (Ross St to Kawarau Falls Bridge)	Implementation				\$ 4,240,610						\$ 4,240,610
SH6/Joe O'Connell Drive Intersection Events Centre)	Pre-implementation			\$ 47,000							\$ 47,000
SH6/Joe O'Connell Drive Intersection Events Centre)	Implementation				\$ 760,670						\$ 760,670
SH6/Hansen Road	Pre-implementation			\$ 80,000							\$ 80,000
SH6/Hansen Road	Implementation				\$ 1,347,820						\$ 1,347,820
SH6/Hansen Road	Property			\$ 1,676,250							\$ 1,676,250
SH6/Lucas Place	Pre-implementation			\$ 91,000							\$ 91,000
SH6/Lucas Place	Implementation				\$ 1,500,950						\$ 1,500,950
SH6/Humphrey St	Pre-implementation			\$ 76,000							\$ 76,000
SH6/Humphrey St	Implementation				\$ 1,242,560						\$ 1,242,560
SH6/6A Intersection	Pre-implementation		\$ 982,000								\$ 982,000
SH6/6A Intersection	Implementation			\$ 7,934,590	\$ 7,934,590						\$ 15,869,180
SH6/6A Intersection	Property		\$ 3,268,750								\$ 3,268,750
Subtotal for NZUP Grant Road to KF Bridge Improvements	Pre-implementation	\$ -	\$ 982,000	\$ 2,095,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,077,000
Subtotal for NZUP Grant Road to KF Bridge Improvements	Implementation	\$ -	\$ -	\$ 10,378,590	\$ 43,895,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,274,400
Subtotal for NZUP Grant Road to KF Bridge Improvements	Property	\$ -	\$ 3,268,750	\$ 8,087,438	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,356,188
Total for NZUP Grant Road to KF Bridge Improvements		\$ -	\$ 4,250,750	\$ 20,561,028	\$ 43,895,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,707,588
NZUP SH6 Ladies Mile Stage 2											
Ladies Mile West Bound Bus Lane	Pre-implementation			\$ 112,000							\$ 112,000
Ladies Mile West Bound Bus Lane	Implementation				\$ 1,717,961						\$ 1,717,961
Ladies Mile West Bound Bus Lane	Property			\$ 1,313,344							\$ 1,313,344
SH6 Howards Drive Roundabout	Pre-implementation		\$ 292,000								\$ 292,000
SH6 Howards Drive Roundabout	Implementation			\$ 2,323,144	\$ 2,323,144						\$ 4,646,288
SH6 Howards Drive Roundabout	Property		\$ 3,176,531								\$ 3,176,531
Subtotal for NZUP SH6 Ladies Mile Stage 2	Pre-implementation	\$ -	\$ 292,000	\$ 112,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 404,000
Subtotal for NZUP SH6 Ladies Mile Stage 2	Implementation	\$ -	\$ -	\$ 2,323,144	\$ 4,041,105	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,364,249
Subtotal for NZUP SH6 Ladies Mile Stage 2	Property	\$ -	\$ 3,176,531	\$ 1,313,344	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,489,875
Total for NZUP SH6 Ladies Mile Stage 2		\$ -	\$ 3,468,531	\$ 3,748,488	\$ 4,041,105	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,258,124
ITS											
SCATS Priority Engine Software	Implementation	\$ 50,000									\$ 50,000
Variable Message Signs	Implementation			\$ 360,000	\$ 360,000						\$ 720,000
Total for ITS		\$ 50,000	\$ -	\$ 360,000	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 770,000
Subtotal for NZUP	Pre-implementation	\$ -	\$ 1,960,377	\$ 2,621,540	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,581,917
Subtotal for NZUP	Implementation	\$ 50,000	\$ -	\$ 21,104,863	\$ 65,172,376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86,327,238
Subtotal for NZUP	Property	\$ 720,000	\$ 6,445,281	\$ 9,400,782	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,566,063
Total for NZUP (Committed)		\$ 770,000	\$ 8,405,658	\$ 33,127,185	\$ 65,172,376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,475,218

2. CIP (Committed)*	Phase type	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Arterials – Stage 1											
Arterials – Stage 1	Pre-implementation	\$ 2,576,481									\$ 2,576,481
Arterials – Stage 1	Implementation		\$ 27,280,312	\$ 27,280,312							\$ 54,560,623
Arterials – Stage 1	Property	\$ 2,564,865									\$ 2,564,865
Total for Arterials – Stage 1		\$ 5,141,346	\$ 27,280,312	\$ 27,280,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,701,969
Town Centre Street Upgrade – Stage 1											
Full town centre streetscape upgrades (including Park-Camp Street Active Travel, Park St, Hotops Rise to Camp St Active Travel, Rees Street, Beach Street, Man/Brecon Street to Skyline Gondola)	Implementation	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000							\$ 60,000,000
Total for Town Centre Street Upgrade – Stage 1		\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000,000
Subtotal for CIP (Committed)	Pre-implementation	\$ 2,576,481	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,576,481
Subtotal for CIP (Committed)	Implementation	\$ 20,000,000	\$ 47,280,312	\$ 47,280,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 114,560,623
Subtotal for CIP (Committed)	Property	\$ 2,564,865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,564,865
Total for CIP (Committed)		\$ 25,141,346	\$ 47,280,312	\$ 47,280,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,701,969

* Includes Crown and QLDC

3. Waka Kotahi	Phase type	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Travel Behaviour Change											
Travel Behaviour Change SSBC	Single Stage Business Case	\$ 300,000									\$ 300,000
Total for Travel Behaviour Change		\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Stanley Street and Shotover Street Improvements											
Shotover to edge of Arterial 1	Pre-implementation				\$ 414,416						\$ 414,416
Shotover to edge of Arterial 1	Implementation					\$ 4,476,569	\$ 4,476,569				\$ 8,953,139
Shotover to edge of Arterial 1	Property				\$ 249,742						\$ 249,742
Stanley Street - interim bus hub improvements	Pre-implementation	\$ 65,889									\$ 65,889
Stanley Street - interim bus hub improvements	Implementation		\$ 1,346,932								\$ 1,346,932
Stanley Street - PT improvements to support full hub development	Pre-implementation				\$ 423,763						\$ 423,763
Stanley Street - PT improvements to support full hub development	Implementation					\$ 4,439,671	\$ 4,439,671				\$ 8,879,342
Stanley Street - PT improvements to support full hub development	Property				\$ 4,947,719						\$ 4,947,719
Subtotal for Stanley Street and Shotover Street Improvements	Pre-implementation	\$ 65,889	\$ -	\$ -	\$ 838,179	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 904,068
Subtotal for Stanley Street and Shotover Street Improvements	Implementation	\$ -	\$ 1,346,932	\$ -	\$ -	\$ 8,916,240	\$ 8,916,240	\$ -	\$ -	\$ -	\$ 19,179,413
Subtotal for Stanley Street and Shotover Street Improvements	Property	\$ -	\$ -	\$ -	\$ 5,197,461	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,197,461
Total for Stanley Street and Shotover Street Improvements		\$ 65,889	\$ 1,346,932	\$ -	\$ 6,035,640	\$ 8,916,240	\$ 8,916,240	\$ -	\$ -	\$ -	\$ 25,280,941
PT Infrastructure Improvements											
Bus priority lane enforcement infrastructure (cameras)	Implementation				\$ 400,000						\$ 400,000
Total for PT Infrastructure Improvements		\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Road Maintenance											
Operational traffic management (WC123) - SCATS Priority Engine Software	Implementation		\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 40,000
Total Road Maintenance		\$ -	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 40,000
Subtotal for Waka Kotahi	Single Stage Business Case	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal for Waka Kotahi	Pre-implementation	\$ 65,889	\$ -	\$ -	\$ 838,179	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 904,068
Subtotal for Waka Kotahi	Implementation	\$ -	\$ 1,351,932	\$ 5,000	\$ 405,000	\$ 8,921,240	\$ 8,921,240	\$ 5,000	\$ 5,000	\$ 5,000	\$ 19,619,413
Subtotal for Waka Kotahi	Property	\$ -	\$ -	\$ -	\$ 5,197,461	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,197,461
Total for Waka Kotahi		\$ 365,889	\$ 1,351,932	\$ 5,000	\$ 6,440,640	\$ 8,921,240	\$ 8,921,240	\$ 5,000	\$ 5,000	\$ 5,000	\$ 26,020,941

4. QLDC**	Phase type	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Town Centre Improvements – Stage 2											\$ -
Lake Esplanade WITHOUT bus lanes (with upgraded footpaths and surfacing)	Pre-implementation						\$ 515,142				\$ 515,142
Lake Esplanade WITHOUT bus lanes (with upgraded footpaths and surfacing)	Implementation							\$ 10,848,717			\$ 10,848,717
Lake Esplanade WITHOUT bus lanes (with upgraded footpaths and surfacing)	Property						\$ 2,204,648				\$ 2,204,648
Ballarat St (Stanley to Camp)	Pre-implementation				\$ 106,648						\$ 106,648
Ballarat St (Stanley to Camp)	Implementation					\$ 2,347,693					\$ 2,347,693
Camp St	Pre-implementation				\$ 302,118						\$ 302,118
Camp St	Implementation					\$ 3,171,553	\$ 3,171,553				\$ 6,343,107
Church St	Pre-implementation				\$ 131,952						\$ 131,952
Church St	Implementation					\$ 2,854,058					\$ 2,854,058
Earl Street	Pre-implementation				\$ 97,741						\$ 97,741
Earl Street	Implementation					\$ 2,132,936					\$ 2,132,936
Marine Parade (Earl to Church)	Pre-implementation			\$ 56,243							\$ 56,243
Marine Parade (Earl to Church)	Implementation				\$ 1,257,996						\$ 1,257,996
Gorge Road - Hylton Pl/FreshChoice signalised ped crossing	Pre-implementation		\$ 64,000								\$ 64,000
Gorge Road - Hylton Pl/FreshChoice signalised ped crossing	Implementation			\$ 736,000							\$ 736,000
Warren Park signalised ped crossing	Pre-implementation		\$ 64,000								\$ 64,000
Warren Park signalised ped crossing	Implementation			\$ 736,000							\$ 736,000
Subtotal for Town Centre Improvements (Stage 2)	Pre-implementation	\$ -	\$ 128,000	\$ 56,243	\$ 638,459	\$ -	\$ 515,142	\$ -	\$ -	\$ -	\$ 1,337,844
Subtotal for Town Centre Improvements (Stage 2)	Implementation	\$ -	\$ -	\$ 1,472,000	\$ 1,257,996	\$ 10,506,240	\$ 3,171,553	\$ 10,848,717	\$ -	\$ -	\$ 27,256,505
Subtotal for Town Centre Improvements (Stage 2)	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,204,648	\$ -	\$ -	\$ -	\$ 2,204,648
Total for Town Centre Improvements (Stage 2)		\$ -	\$ 128,000	\$ 1,528,243	\$ 1,896,455	\$ 10,506,240	\$ 5,891,344	\$ 10,848,717	\$ -	\$ -	\$ 30,798,998
Arterial Stage 2											
Alternative route - Stage 2 - Gorge Road to Hay Street new link and upgrades	Pre-implementation							\$ 7,730,252			\$ 7,730,252
Alternative route - Stage 2 - Gorge Road to Hay Street new link and upgrades	Implementation								\$ 15,832,770	\$ 15,832,770	\$ 31,665,540
Brecon St Steps	Pre-implementation							\$ 329,694			\$ 329,694
Brecon St Steps	Implementation								\$ 3,354,042	\$ 3,354,042	\$ 6,708,084
Camp-Man Intersection	Pre-implementation							\$ 110,078			\$ 110,078
Camp-Man Intersection	Implementation								\$ 2,252,373		\$ 2,252,373
Subtotal for Arterials Stage 2	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,170,024	\$ -	\$ -	\$ 8,170,024
Subtotal for Arterials Stage 2	Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,439,185	\$ 19,186,812	\$ 40,625,997
Total for Arterial Stage 2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,170,024	\$ 21,439,185	\$ 19,186,812	\$ 48,796,021
Stanley Street Bus Hub											
Stanley Street - full hub improvements (50% cost share with ORC)	Pre-implementation								\$ 650,206		\$ 650,206
Stanley Street - full hub improvements (50% cost share with ORC)	Implementation									\$ 13,153,067	\$ 13,153,067
Stanley Street - full hub improvements (50% cost share with ORC)	Property								\$ 32,129,847		\$ 32,129,847
Total for Stanley Street Bus Hub		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,780,053	\$ 13,153,067	\$ 45,933,120
Frankton Transport Hub											
Frankton hub (50% cost share with ORC)	Pre-implementation								\$ 10,630,750		\$ 10,630,750
Frankton hub (50% cost share with ORC)	Implementation									\$ 4,854,733	\$ 4,854,733
Total for Frankton Transport Hub		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,630,750	\$ 4,854,733	\$ 15,485,483
Frankton											
Old Frankton/ Frankton Village	Pre-implementation			\$ 39,000							\$ 39,000
Old Frankton/ Frankton Village	Implementation				\$ 36,000						\$ 36,000
Humphrey St Link (SH6 to Lucas Place)	Pre-implementation						\$ 119,000				\$ 119,000
Humphrey St Link (SH6 to Lucas Place)	Implementation							\$ 1,945,928			\$ 1,945,928
Humphrey St Link (SH6 to Lucas Place)	Property						\$ 8,785,000				\$ 8,785,000
Subtotal for Frankton	Pre-implementation	\$ -	\$ -	\$ 39,000	\$ -	\$ -	\$ 119,000	\$ -	\$ -	\$ -	\$ 158,000
Subtotal for Frankton	Implementation	\$ -	\$ -	\$ -	\$ 36,000	\$ -	\$ -	\$ 1,945,928	\$ -	\$ -	\$ 1,981,928
Subtotal for Frankton	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,785,000	\$ -	\$ -	\$ -	\$ 8,785,000
Total for Frankton		\$ -	\$ -	\$ 39,000	\$ 36,000	\$ -	\$ 8,904,000	\$ 1,945,928	\$ -	\$ -	\$ 10,924,928
Subtotal for QLDC	Pre-implementation	\$ -	\$ 128,000	\$ 95,243	\$ 638,459	\$ -	\$ 634,142	\$ 8,170,024	\$ 11,280,956	\$ -	\$ 20,946,824
Subtotal for QLDC	Implementation	\$ -	\$ -	\$ 1,472,000	\$ 1,293,996	\$ 10,506,240	\$ 3,171,553	\$ 12,794,645	\$ 21,439,185	\$ 37,194,613	\$ 87,872,231
Subtotal for QLDC	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,989,648	\$ -	\$ 32,129,847	\$ -	\$ 43,119,495
Total for QLDC		\$ -	\$ 128,000	\$ 1,567,243	\$ 1,932,455	\$ 10,506,240	\$ 14,795,344	\$ 20,964,669	\$ 64,849,988	\$ 37,194,613	\$ 151,938,550

** 'Arterial 3' is under further investigation beyond 2030 (\$61.2M)

5. ORC	Phase type	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
Stanley Street Bus Hub											
Stanley Street - full hub improvements (50% cost share with QLDC)	Pre-implementation								\$ 650,206		\$ 650,206
Stanley Street - full hub improvements (50% cost share with QLDC)	Implementation									\$ 13,153,067	\$ 13,153,067
Stanley Street - full hub improvements (50% cost share with QLDC)	Property								\$ 32,129,847		\$ 32,129,847
Total for Stanley Street Bus Hub		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,780,053	\$ 13,153,067	\$ 45,933,120
Frankton Transport Hub											
Frankton hub (50% cost share with QLDC)	Pre-implementation								\$ 10,630,750		\$ 10,630,750
Frankton hub (50% cost share with QLDC)	Implementation									\$ 4,854,733	\$ 4,854,733
Total for Frankton Transport Hub		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,630,750	\$ 4,854,733	\$ 15,485,483
PT Services / Infrastructure Improvements***											
PT Services and Infrastructure DBC	Detailed Business Case	\$ 750,000	\$ 750,000								\$ 1,500,000
Total for PT Services / Infrastructure Improvements		\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
PT CAPEX											
New bus fleet	Implementation				\$ -			\$ 15,333,333	\$ 15,333,333	\$ 15,333,333	\$ 46,000,000
New bus depot	Implementation							\$ 11,333,333	\$ 11,333,333	\$ 11,333,333	\$ 34,000,000
Total for CAPEX		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,666,667	\$ 26,666,667	\$ 26,666,667	\$ 80,000,000
PT OPEX (gross)											
PT Services Improvements within existing contract****	Implementation	\$ 7,593,102	\$ 7,593,102	\$ 7,593,102	\$ 10,761,040	\$ 10,761,040	\$ 10,761,040				\$ 55,062,426
On Road PT Service Improvements (step change)*****	Implementation							\$ 23,840,986	\$ 23,840,986	\$ 23,840,986	\$ 71,522,958
Total for OPEX (gross)		\$ 7,593,102	\$ 7,593,102	\$ 7,593,102	\$ 10,761,040	\$ 10,761,040	\$ 10,761,040	\$ 23,840,986	\$ 23,840,986	\$ 23,840,986	\$ 126,585,384
Subtotal for ORC	Detailed Business Case	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Subtotal for ORC	Pre-implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,280,956	\$ -	\$ 11,280,956
Subtotal for ORC	Implementation	\$ 7,593,102	\$ 7,593,102	\$ 7,593,102	\$ 10,761,040	\$ 10,761,040	\$ 10,761,040	\$ 50,507,653	\$ 50,507,653	\$ 68,515,453	\$ 224,593,185
Subtotal for ORC	Property	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,129,847	\$ -	\$ 32,129,847
Total for ORC		\$ 8,343,102	\$ 8,343,102	\$ 7,593,102	\$ 10,761,040	\$ 10,761,040	\$ 10,761,040	\$ 50,507,653	\$ 93,918,455	\$ 68,515,453	\$ 269,503,987

*** 'Offline PT Service Improvements' is under further investigation beyond 2030 (\$262M)

**** Expected existing contract cost in 2021-24 is not a subject to this business case

***** Continuous programme beyond 2030 until 2051 (\$5.5M average)

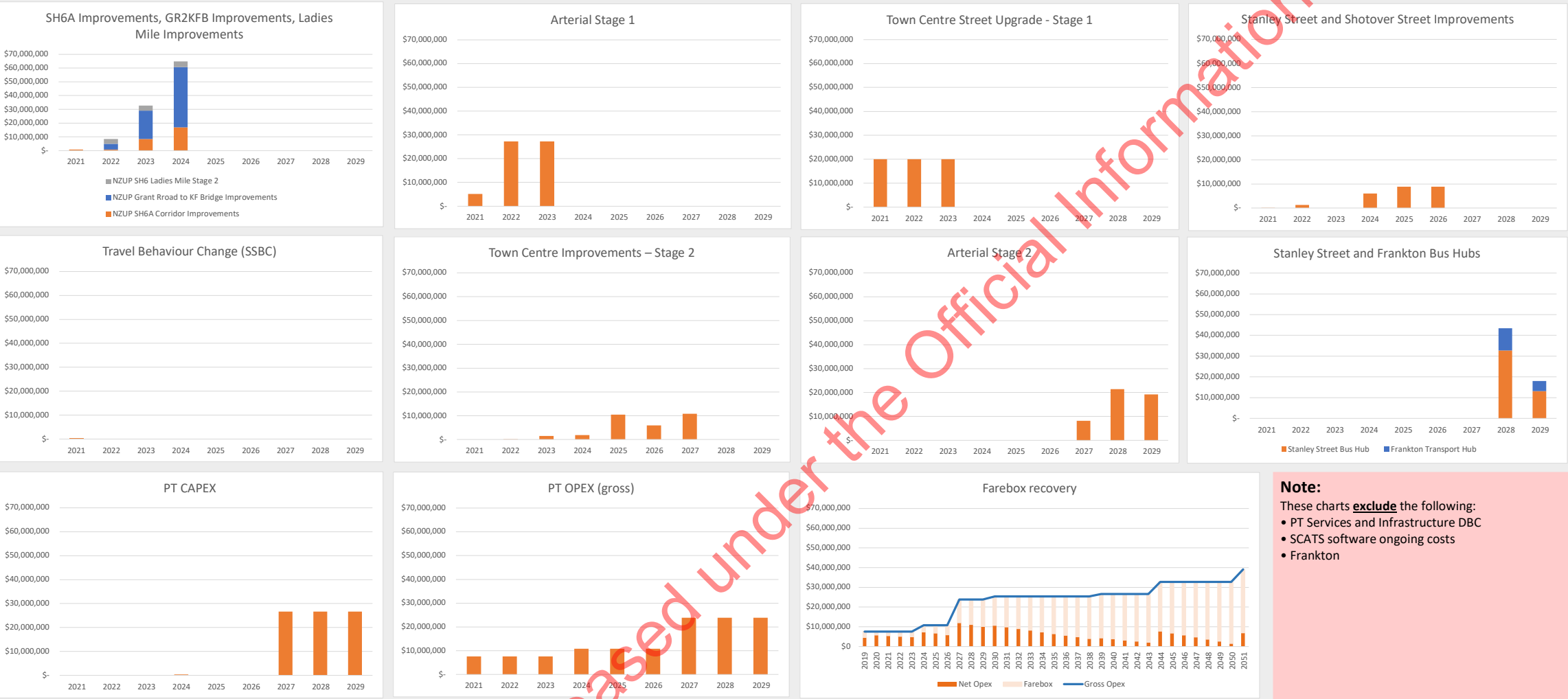
Released under the Official Information Act 1982

Cash flow summary by element

Element	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
NZUP SH6A Corridor Improvements	\$ 720,000	\$ 686,377	\$ 8,457,669	\$ 16,875,461	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,739,506
NZUP Grant Road to KF Bridge Improvements	\$ -	\$ 4,250,750	\$ 20,561,028	\$ 43,895,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,707,588
NZUP SH6 Ladies Mile Stage 2	\$ -	\$ 3,468,531	\$ 3,748,488	\$ 4,041,105	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,258,124
NZUP ITS	\$ 50,000	\$ -	\$ 360,000	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 770,000
Travel Behaviour Change (SSBC)	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Arterials – Stage 1	\$ 5,141,346	\$ 27,280,312	\$ 27,280,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,701,969
Town Centre Street Upgrade – Stage 1	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000,000
Arterial Stage 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,170,024	\$ 21,439,185	\$ 19,186,812	\$ 48,796,021
Town Centre Improvements – Stage 2	\$ -	\$ 128,000	\$ 1,528,243	\$ 1,896,455	\$ 10,506,240	\$ 5,891,344	\$ 10,848,717	\$ -	\$ -	\$ 30,798,998
Stanley Street and Shotover Street Improvements	\$ 65,889	\$ 1,346,932	\$ -	\$ 6,035,640	\$ 8,916,240	\$ 8,916,240	\$ -	\$ -	\$ -	\$ 25,280,941
Stanley Street Bus Hub	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,780,053	\$ 13,153,067	\$ 45,933,120
Frankton Transport Hub	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,630,750	\$ 4,854,733	\$ 15,485,483
PT CAPEX	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ 26,666,667	\$ 26,666,667	\$ 26,666,667	\$ 80,400,000
PT OPEX (gross)	\$ 7,593,102	\$ 7,593,102	\$ 7,593,102	\$ 10,761,040	\$ 10,761,040	\$ 10,761,040	\$ 23,840,986	\$ 23,840,986	\$ 23,840,986	\$ 126,585,384
Total	\$ 33,870,337	\$ 64,754,004	\$ 89,528,841	\$ 84,265,510	\$ 30,183,520	\$ 25,568,624	\$ 69,526,393	\$ 115,357,640	\$ 87,702,265	\$ 600,757,134
Excluded items in charts below:										
PT Services and Infrastructure DBC	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
SCATS software ongoing costs	\$ -	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 40,000
Frankton	\$ -	\$ -	\$ 39,000	\$ 36,000	\$ -	\$ 8,904,000	\$ 1,945,928	\$ -	\$ -	\$ 10,924,928
Total	\$ 750,000	\$ 755,000	\$ 44,000	\$ 41,000	\$ 5,000	\$ 8,909,000	\$ 1,950,928	\$ 5,000	\$ 5,000	\$ 12,464,928

Note:

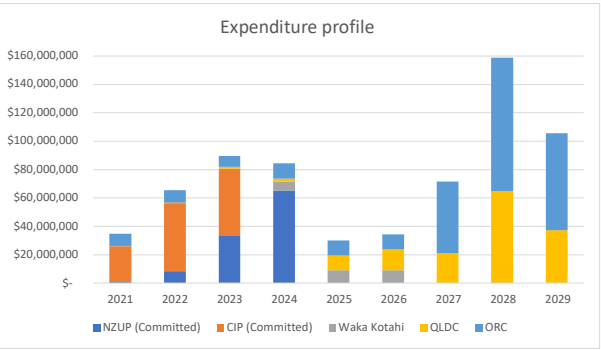
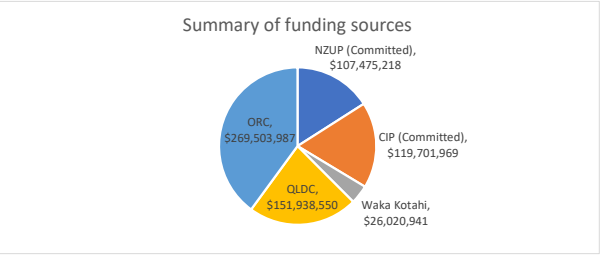
- Arterial 3 (\$61.2M) and Offline PT Service Improvements (\$262M) are under further investigation beyond 2030.
- PT CAPEX includes bus priority lane enforcement infrastructure (cameras) (\$400k) in 2024.
- ITS components (SCATS software and VMS) are included as part of NZUP.



Note:

- These charts **exclude** the following:
- PT Services and Infrastructure DBC
 - SCATS software ongoing costs
 - Frankton

Cash flow summary by organisation



Funder	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total
NZUP (Committed)	\$ 770,000	\$ 8,405,658	\$ 33,127,185	\$ 65,172,376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,475,218
CIP (Committed)	\$ 25,141,346	\$ 47,280,312	\$ 47,280,312	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,701,969
Waka Kotahi	\$ 365,889	\$ 1,351,932	\$ 5,000	\$ 6,440,640	\$ 8,921,240	\$ 8,921,240	\$ 5,000	\$ 5,000	\$ 5,000	\$ 26,020,941
QLDC	\$ -	\$ 128,000	\$ 1,567,243	\$ 1,932,455	\$ 10,506,240	\$ 14,795,344	\$ 20,964,669	\$ 64,849,988	\$ 37,194,613	\$ 151,938,550
ORC	\$ 8,343,102	\$ 8,343,102	\$ 7,593,102	\$ 10,761,040	\$ 10,761,040	\$ 10,761,040	\$ 50,507,653	\$ 93,918,455	\$ 68,515,453	\$ 269,503,987
Total	\$ 34,620,337	\$ 65,509,004	\$ 89,572,841	\$ 84,306,510	\$ 30,188,520	\$ 34,477,624	\$ 71,477,321	\$ 158,773,443	\$ 105,715,066	\$ 674,640,665

Note:

- This table does not take into account the 50% cost share between QLDC and ORC for **Stanley Street Bus Hub and Frankton Transport Hub**.
- CIP (Committed) includes Crown and QLDC.