## Attachment 1– Proposed variation to RLTP 2015

**Organisation:** Upper Hutt City Council

<table>
<thead>
<tr>
<th>Activity Name</th>
<th>Stage</th>
<th>Expected start year</th>
<th>Duration (months)</th>
<th>Cost ($m) 2015/16</th>
<th>Cost ($m) 2016/17</th>
<th>Cost ($m) 2017/18</th>
<th>Cost ($m) 2018/19</th>
<th>Cost ($m) 2019/20</th>
<th>Cost ($m) 2020/21</th>
<th>6 year cost ($m)</th>
<th>10 year projected cost ($m)</th>
<th>Delivery against strategic objectives</th>
<th>Assessment Profile ***</th>
<th>Funding Source(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hutt River Trail Cycleway Sealing and Widening</td>
<td>Construction</td>
<td>2015/2016</td>
<td>30</td>
<td>$355,165</td>
<td>$395,316</td>
<td>$703,419</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,453,900</td>
<td>$1,453,900</td>
<td>4,5,6,7,8</td>
<td>HHM</td>
<td>UHCC LTP Urban Cycleway Fund</td>
</tr>
</tbody>
</table>

**Significant activity?** No  
If Yes, what is the recommended priority ranking: n/a

**Key:**

**Strategic Objectives** that projects are assessed against in terms of project primary delivery goals:

1 = A high quality, reliable public transport network  
2 = A reliable and effective strategic road network  
3 = An effective network for the movement of freight  
4 = A safe system for all users of the regional transport network  
5 = An increasingly resilient transport network  
6 = A well planned, connected and integrated transport network  
7 = An attractive and safe walking and cycling network  
8 = An efficient and optimised transport system that minimises the impact on the environment

- Estimated year 6 construction and property cost  
- Estimated year 10 construction and property cost  
- Three letter assessment profile based on NZTA requirements. Strategic Fit, Effectiveness and Economic Efficiency.

**Significant activity definition** = Any large new improvement projects that have a total cost greater than $5million.