

National Land Transport Programme 2009-2012

# Manawatu-Wanganui



NZ TRANSPORT AGENCY  
WAKA KOTAHI

New Zealand Government

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**National Office**  
Victoria Arcade  
44 Victoria Street  
Private Bag 6995  
Wellington 6141  
New Zealand

**T** 64 4 894 5400  
**F** 64 4 894 6100

# Introduction from the Regional Director

I'm pleased to introduce to you this National Land Transport Programme (NLTP) for 2009-2012 – the mechanism through which the NZ Transport Agency (NZTA) 'gives effect' to the *Government policy statement on land transport funding* (GPS).



The global economic situation has changed dramatically in the past 18 months, with significant effects for the New Zealand economy. In response, and as part of its commitment to improving New Zealand's economic outlook and performance, the government has set clear expectations and priorities for the land transport sector. These expectations are articulated in the GPS.

The GPS is the government's statement of its short- to medium-term goals for transport investment. Issued in May 2009 and covering the 10 years between 2009 and 2019, it has a clear message: the number one priority for investment in land transport is increasing economic growth and productivity in New Zealand.

In particular, this means directing investment into high-quality infrastructure projects and transport services that encourage the efficient movement of people and freight and contribute to economic activity and employment. It's to be achieved by investing in the transport network, extracting better value for money from all land transport activities and enhancing individual projects' economic efficiency.

The NZTA's role is to allocate money from the National Land Transport Fund to activities within activity classes in the GPS. Through our rigorous assessment and prioritisation process, we aim to draw a balance between national and regional priorities (identified in the regional land transport programme (RLTP)), and between networks' local and regional, and inter-regional and national roles. We're also committed to delivering value for money in all transport activities, in all regions.

A strong commitment to value for money has also led to changes in how R (regionally distributed) funding is used. R funds come from fuel excise duty and light road user charges and are allocated proportionally to regions based on population. In the past, R funding was used to fund lower-priority projects that would otherwise not qualify for funding.

To ensure value for money, 'R' funding will be used for the highest-priority projects in this NLTP, providing a guaranteed minimum level of funding for the Manawatu-Wanganui region.

The National Land Transport Fund can only be used to fund activities listed in the NLTP. The tables in this NLTP list:

- Activities that have been given funding approval and represent committed funding.
- Activities that the NZTA anticipates may be given funding approval during 2009-12 (category 2 activities). More activities are listed than will be funded because many do not progress as planned.
- Reserve activities that are expected to be funded beyond 2009-12, but might be funded in 2009-12 (if circumstances justify it).
- Activities that are not expected to be funded because they have too low a priority to warrant funding.

This document details the funding provided for the Manawatu-Wanganui region – and as a dynamic document will be reviewed and updated regularly to reflect any approved variations to programmes, with the latest version available on the NZTA's website at [www.nzta.govt.nz](http://www.nzta.govt.nz). For information on funding for the rest of New Zealand (and how the NLTP is developed and managed) please see the 'national' document, which is also available at [www.nzta.govt.nz](http://www.nzta.govt.nz).

## Manawatu-Wanganui – the context

Manawatu-Wanganui is strategically important in the lower North Island as a transport hub, both for north-south and east-west travel and as a focal point for a wide range of social services for the central North Island. The region includes the first 30 kilometres of the Levin to Wellington Airport corridor identified by the government as a 'road of national significance' (see page 6).

This NLTP will deliver the best value to the region by investing in projects and initiatives designed to improve regional and national economic productivity, safety and route security.

All regional activities included in this NLTP were drawn from the Manawatu-Wanganui RLTP. However, RLTPs throughout New Zealand proposed greater levels of activity than could be supported by the funding available. As a result, this NLTP prioritises and indicates which activities that the NZTA anticipates funding because their indicative priority is sufficient to warrant it.

## Highlights of Manawatu-Wanganui's NLTP

This NLTP provides an investment of \$282.1 million for the Manawatu-Wanganui region over the 2009-2012 period.

As the key north-south roading lifeline, State Highway (SH) 1 is the most important highway in the country. For this reason, this NLTP addresses capacity and safety issues from north of Levin to Pukehou as part of the government's roads of national significance (RoNS) initiative, which identifies the route between Levin and Wellington Airport as requiring significant investment and development. This section of SH1 is a key priority not only as a national link, but also as a strategically and economically crucial regional route. This NLTP provides for the investigation of a Levin bypass, which is a key component of the Levin to Wellington RoNS initiative.

Funding has been approved to undertake a realignment project on SH2 Papatawa (north of Woodville) to improve safety on the route. This has been identified as a priority by the Horizons Regional Transport Committee (RTC). This programme also provides a funding opportunity for an upgrade of a section of the Pahiatua Track, which provides alternative access between Manawatu and Wairarapa when the gorge is closed. The Taihape-Napier Road seal extension, the River Rd/Raetihi-Pipiriki Road improvements, and the Okahukura Saddle Road Seal Extension have been approved for construction, and will deliver significant benefits on a local and regional level.

The SH1 Ohingaiti to Makohine realignment south of Taihape has made excellent progress since construction began in March 2008. Due for completion in 2011, it will provide a safer, easier route, increase the reliability and efficiency of this important stretch of highway and help to reduce the likelihood of crashes.

As the largest centre in the region, Palmerston North remains a key focus of planning for growth. The NZTA is committed to supporting industrial and commercial development around Palmerston North with a road network that serves these developments. We must also plan for the transport needs of increased residential development by exploring the future need for an additional Manawatu River crossing to provide better access from Palmerston North.

As the region's sole east-west state highway link, Manawatu Gorge is heavily relied upon by regional and national industries. Recognising that it's particularly vulnerable to closure in adverse





weather conditions, the NZTA is committed to improving route security and efficiency with a rigorous maintenance programme.

Preserving the highway network and undertaking maintenance and improvements are fundamentally important from both economic and safety perspectives. For this reason, operations and maintenance activities make up a large proportion of the forecast expenditure in the Manawatu-Wanganui region, with existing funding levels sustained to ensure we continue to meet future service levels.

This focus on maintaining the existing state highway network is accompanied by a number of activities to improve road safety. These include intersection improvements, realignments and seal widening, and installing new stock effluent facilities throughout the Manawatu-Rangitikei District. We'll also be working to provide safer passing opportunities in the next three years, with the aim of reducing the driver frustration and crashes that result from limited passing opportunities in some parts of the road network.

A further priority involves managing the connections between state highways and local roads, as well as access to state highways from adjacent land, to support the function of key arterial roads in enabling medium- to long-distance travel.

Meanwhile, funding for passenger transport services will remain at current levels, which will ensure that all existing bus and total mobility services continue.

Planning for the integration of strategic transport routes in Palmerston North City and Manawatu District is important to the NZTA and the RTC, and the NLTP proposes to progress this by funding the Manawatu Regional Transport Study.

For an overview of all projects in the region likely to receive funding in the next three years, see the maps on pages 4 to 5.

## Working with the Manawatu-Wanganui region

The RTC has a pivotal role in shaping the Manawatu-Wanganui region's transport future through the Regional Land Transport Strategy and the RLTP.

The committee comprises elected members from the district authorities and Horizons Regional Council, the NZTA, and community representatives with expertise in areas such as access and mobility, safety and personal security and economic development.

One of the committee's key tasks is to develop Manawatu-Wanganui's three-year RLTP, which prioritises all the regional transport activities proposed by the NZTA, local authorities and Horizons Regional Council.

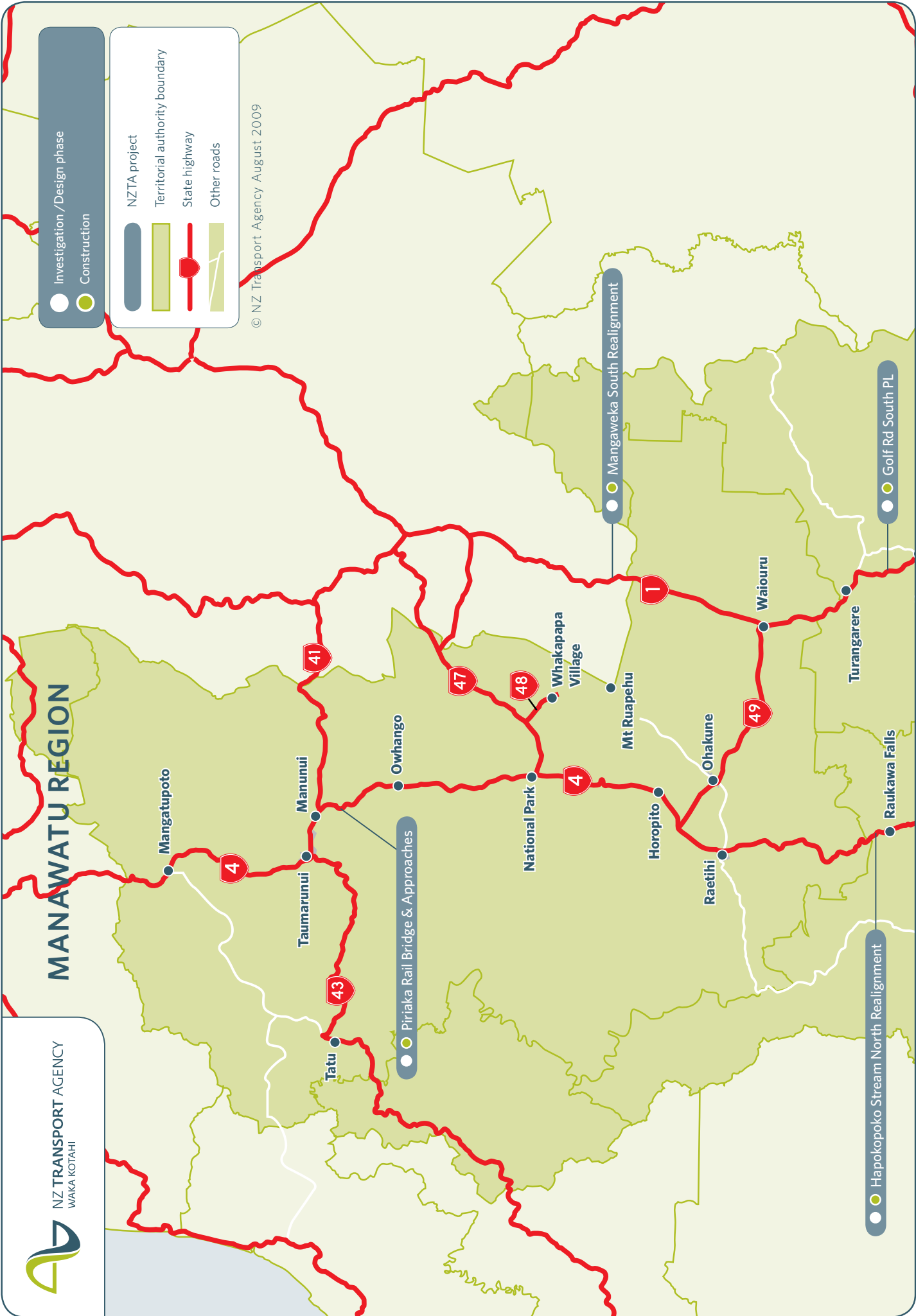
This regional perspective enabled the NZTA to build a geographic view of land transport requirements nationwide, and to align regional and national views in deciding on the most appropriate allocations of funds to give effect to the GPS priorities. Public submissions on Manawatu-Wanganui's draft programme were reflected in the final programme that went to the NZTA Board, which made the ultimate funding decisions for the NLTP.

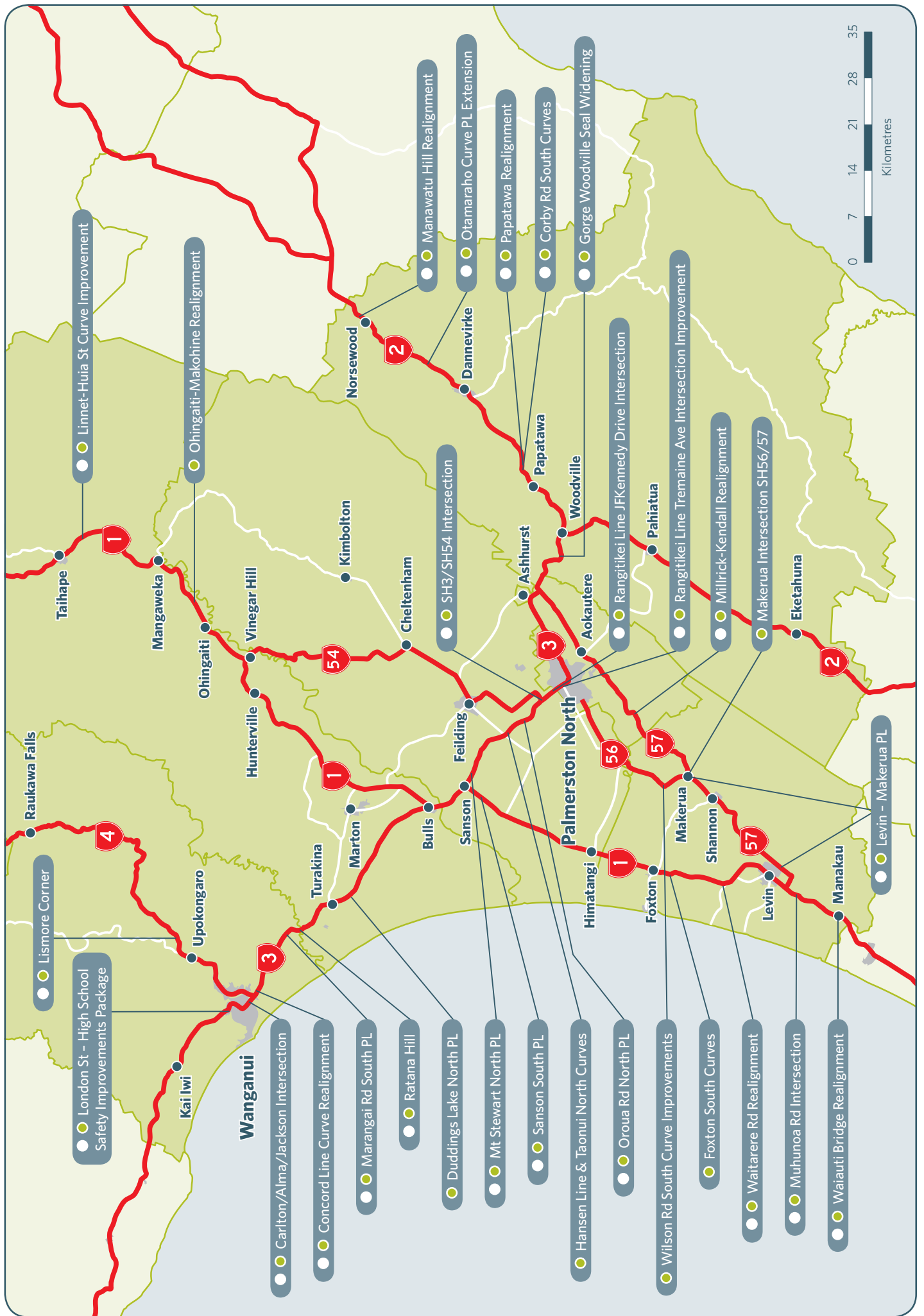
Another important task for the committee is to develop the longer term Regional Land Transport Strategy. This will be an important document for setting the regional strategic transport vision for the future.

I believe this NLTP will support Manawatu-Wanganui's social and economic wellbeing well into the future and assist its significant contribution to the national economy. I look forward to working closely with our regional partners and the Manawatu-Wanganui community to ensure it is implemented successfully.



**Jenny Chetwynd**  
Regional Director





# Regional summary

## Overview of the transport system

**Table 1: Key statistics on the Wanganui-Manawatu region (June 2007-July 2008)**

	Wanganui-Manawatu region	New Zealand	Region as % of NZ
Population	229,000	4,268,500	5
Land area (km <sup>2</sup> )	22,200	275,400	8
Imports (gross tonne) <sup>1,2</sup>	4.6 million	79.2 million	6
Exports (gross tonne) <sup>1,2</sup>	4.3 million	73.4 million	6
Gross domestic product (GDP) (\$)	6800 million	155,400 million	4
Passenger transport - bus - boardings	1,063,300	92,777,200	1
Passenger transport - rail - boardings	-	18,346,600	-
Passenger transport - ferry - boardings	-	4,695,000	-
Vehicle kilometres travelled	2,600 million	40,200 million	6
Fatalities <sup>3</sup>	31	366	8
Serious injuries <sup>3</sup>	154	2553	7
Local roads - urban all (km)	1132	17,298	7
Local roads - urban sealed (km)	1107	16,956	7
Local roads - rural all (km)	6685	65,601	10
Local roads - rural sealed (km)	3835	33,698	11
State highways - all (km)	959	10,906	9
State highways - sealed (km)	959	10,850	9
State highways - motorway (km)	-	172	-

Notes:

- 1 Indicative only - based on a ratio determined from a 2002 report on international and inter-regional freight movements.
- 2 Includes both international and inter-regional freight movements.
- 3 Safety data is for the year ending 2008.

## Roads of national significance

The section of SH1 between Levin and Otaki has been identified as part of the Levin to Wellington Airport road of national significance (RoNS) - one of seven roads whose further development, according to the GPS, will have national benefits to the roading network and to national economic development and that require significant development to reduce congestion, improve safety and support economic growth. Regions surrounding the Wellington Northern Corridor RoNS will benefit from better routes from their regions to large cities.

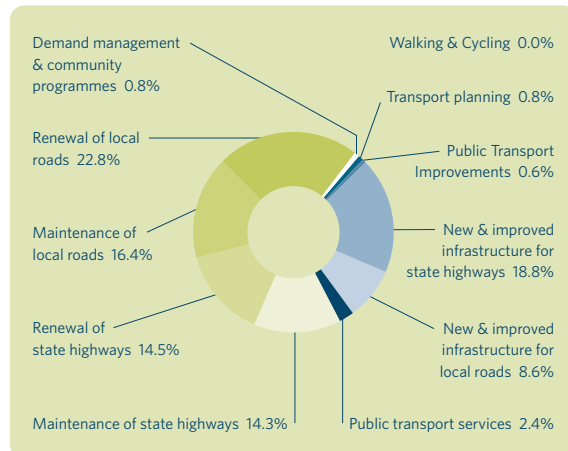
Safety and capacity issues from north of Levin to Pukehou are also being investigated, and a bypass to the east of Levin is proposed for investigation to improve the network's efficiency and safety.



## Expected expenditure in Manawatu-Wanganui

Table 2: Expected expenditure in Manawatu-Wanganui

Manawatu-Wanganui	2009/12	% of total
Walking and cycling	-	0.0%
Transport planning	2.3	0.8%
Public transport improvements	1.7	0.6%
New & improved infrastructure for state highways	53.1	18.8%
New & improved infrastructure for local roads	24.2	8.6%
Public transport services	6.8	2.4%
Maintenance of state highways	40.3	14.3%
Renewal of state highways	40.8	14.5%
Maintenance of local roads	46.2	16.4%
Renewal of local roads	64.3	22.8%
Demand management & community programmes	2.3	0.8%
	<b>282.1</b>	<b>100%</b>



Note: includes R funds of \$58m

### State highway operations, maintenance and renewal

About \$81.1 million of the NLTP funding in Manawatu-Wanganui will go into operating and maintaining the region's state highway network. In addition to preserving the highway network and undertaking maintenance and improvements to meet future service levels, it will enable the NZTA to:

- resurface 70 kilometres of highway
- undertake three kilometres of road pavement reconstruction
- continue to provide high-quality, skid-resistant road surfaces
- widen the carriageway to target seal widths as part of maintenance activities, when appropriate and affordable
- enhance the management of slips and unstable areas to reduce road user risks and maintain route security.

### State highway improvements

This NLTP allocates \$53.1 million for improvements on Manawatu-Wanganui state highways.

A number of activities are designed to improve route security and efficiency and road safety, and manage the connections between state highways and local roads and access to state highways from adjacent land. These include:

- the Ohingaiti-Makohine realignment 30 kilometres south of Taihape on SH1, which is due for completion in 2011. This will provide a safer, straighter route and remove an out-of-context S-bend at a level crossing
- the Papatawa realignment north of Woodville on SH2, which aims to reduce crashes through a new three-kilometre alignment that will ease a number of corners on this stretch of highway
- the Manawatu Hill realignment on SH2, which will improve safety for motorists by easing a number of out-of-context curves.

The NZTA has also identified a number of small and medium-sized activities to improve the safety and efficiency of sections of the state highway network, including intersections. These include intersection improvements, realignments and seal widening. In addition, works identified from previous crash reduction studies that will be undertaken in the Manawatu-Rangitikei District include:

- upgrading the intersection of Rangitikei Street at Tremaine Avenue and JF Kennedy Drive for capacity and safety
- safety improvements at the intersection of SH3/SH54 on this route leading into Palmerston North

- safety improvements at the intersection of SH3/SH4
- managing or removing roadside hazards to improve safety and route security.

We will also work to provide more vehicle passing opportunities with a suite of projects throughout the region.

In addition, and as part of a national programme to provide a safe and convenient network of stock effluent disposal facilities, we plan to build facilities on SH2 in Woodville and near National Park.

## Local road operations, maintenance and renewal

Local road maintenance funding of \$110.5 million will provide local roads in the Manawatu-Wanganui region with better route security, enhanced safety and the ability to meet growing traffic demands. Funding levels are at a similar level for the next three years to maintain service levels.

The NZTA expects organisations to manage their operations, maintenance and renewal activities including any changes in costs within their approved allocation.

## Local road improvements

The NLTP allocates \$24.2 million for local road improvements during 2009-2012. This funding will enable improvements such as sealing the remaining unsealed sections of the Taihape to Napier road, the Okahukura Saddle Road and the Raetihi-Pipiriki Road. New projects to enhance safety on local roads include safety improvements on the Ohakune Mountain Road and the Rangitikei Tremaine signal upgrade.

There is also provision to upgrade the Pahiatua Track (on the Tararua side) and to begin preparatory investigations into a second crossing of the Manawatu River (Palmerston North City Council).

## Public transport services

The NZTA's priorities for investment in public transport focus on urban areas with severe congestion with the aim of significantly improving peak-time public transport patronage and optimising the efficiency of existing services and infrastructure.

In this NLTP, funding for existing passenger transport services for Manawatu-Wanganui is to remain at current levels, which will ensure that all existing bus and total mobility services continue.

Horizons Regional Council is proposing improvements to bus services in Palmerston North. This NLTP provides the opportunity for funding these improved bus services and some limited network improvements where it can be demonstrated these align with the NZTA's priorities for investment.



## Demand management and community programmes

NLTP funding of \$2.3 million will enable Horizons Regional Council to work collaboratively with local community groups in developing and delivering local transport safety and sustainability activities throughout the region. Activities range from driver licence assistance courses to child restraint checking clinics and speed awareness and fatigue campaigns.

The NZTA's primary investment focus for 2009/10 is on programmes that deliver on a relevant road safety strategy and achieve a change in travel behaviour that will reduce severe congestion in major urban areas.

The NZTA Board has requested a review of this activity class to provide evidence of the benefits and value for money that its programmes deliver.

Accordingly, the funding for this activity class is approved for 2009/10 only, with the review expected to establish the funding direction for the subsequent two years. One result of this review is expected to be the development of guidelines and processes to ensure that demand management and community programmes are supported by evidence of benefits and value for money.

## Transport planning

Planning for the future of Manawatu/Wanganui's transport network will be undertaken through the Horizons Regional Land Transport Strategy review, which plans for the future of Manawatu-Wanganui's transport network and enables the region to explore integrated planning opportunities. An important component of the RLTS is the Strategic Transportation Study, a joint initiative between Manawatu District Council, Palmerston North City Council, Horizons Regional Council and NZTA which is proposed for funding in the NLTP.

## Road policing

National Land Transport Fund funding for New Zealand Police road policing activities in the Manawatu/Wanganui region in 2009/10 totals \$17.710 million.

This includes:

- \$14.940 million for strategic policing of the 'fatal five' road safety issues: speeding, drink/drugged driving, restraints, dangerous/careless driving and high-risk drivers
- \$2.094 million for incident and emergency management, crash attendance and investigation and traffic management
- \$85,000 for road policing resolutions which includes sanctions, prosecution and court orders
- \$591,000 for community engagement in road policing which includes police community services and school road safety education.

The NLTP and the detailed 2009/10 Road Policing Programme can be viewed on the New Zealand Police website at [www.police.govt.nz/service/road](http://www.police.govt.nz/service/road). The programmes for 2010/11 and 2011/12 will be published annually on the site once they have been approved by the Minister of Transport.

## Regionally significant projects from 2012/13 onwards

While there are no nationally significant projects proposed at this stage for 2012-2015, the government identified in March 2009 a number of nationally significant transport routes. These include the Wellington Northern Corridor RoNS from Levin to Wellington, of which a section (Levin to Otaki) is in the Horizons Regional Council's area. Investigations into improving this route are likely to be fast-tracked.

# Regional tables

## Key (for tables)

<b>FTE staff</b>	The number of full time equivalent NZ Police staff allocated to the activity.
<b>Phase type</b>	The phase type of the project phase listed on this row.
S	Study
I	Investigation
D	Design
C	Construction
P	Property purchase
<b>NLTP status</b>	The status of the programme within the 2009/12 NLTP.
COM	A commitment carried forward from previous years.
APP	Approved new works, allocations approved for expenditure on the related project or programme.
CAT2	Projects included in the NLTP which have not been given funding approval, but may be considered for funding during 2009/12 and, based on information submitted to the NZTA, are expected to meet the requirements for funding. Funding applications for the projects are expected during the course of 2009/12.
RES	Projects included in the NLTP which have not been given funding approval and are not likely to be promoted for funding during 2009/12 either due to expenditure being programmed beyond 2009/12 or because preliminary assessment of their profile (based on submitted information) gives them a priority below that expected to be funded in 2009/12.
<b>Funding priority</b>	
Probable	Category 2 activities which, based on information submitted to the NZTA, probably have sufficient priority to warrant funding.
Possible	Category 2 activities which, based on information submitted to the NZTA, possibly have sufficient priority to warrant funding, subject to funding being available.
Res. A	Reserve activities indicatively programmed over 2009/12 that, based on the information submitted to the NZTA, have a lower indicative profile and priority and are therefore not expected to be affordable unless there is a significant improvement in priority and funding is available.
Res. B	Reserve activities indicatively programmed to start beyond 2011/12 which would be considered for funding during 2009/12 should circumstances warrant, considering their priority and the availability of funding.
Not fundable	Types of activity that are not funded through the NLTP, or activities with such low priority that funding is not contemplated.
<b>SH</b>	The state highway associated with the project or programme.
<b>WC</b>	Work category.
<b>Profile</b>	A three letter string describing the strategic fit of the activity and the effectiveness and efficiency of the solution. H is High, M is Medium, and L is Low.
<b>Total phase costs \$000</b>	The total cost of the project phase for all years, including local share subsidy.
<b>Prev. spend \$000</b>	The total spent to date on the phase for all years, including local share subsidy.
<b>%FAR</b>	The funding assistance rate applying to the phase.
<b>NLTF</b>	The total cost to be spent in 2009/12 on implementing the phase and the funding from the National Land Transport Fund available for this.
<b>Indicative funding source</b>	The funding source of the project phase. The funding source is definite for commitments or approved new works. It is indicative for Cat 2, and will potentially change.
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 general circular 08/12 to meet transport needs for communities in areas of high socio-economic deprivation.
R	Regionally distributed funding from the named region.
N	Nationally distributed funds.

## Work categories

001 Regional land transport planning and management	215 Structures component replacements	511 Bus services
002 Studies and strategies	221 Environmental renewals	512 Passenger ferry services
003 Activity management plans	222 Traffic services renewals	513 Bus and passenger ferry concession fares
111 Sealed pavement maintenance	231 Associated improvements	514 Passenger transport facilities operations and maintenance
112 Unsealed pavement maintenance	241 Preventive maintenance	515 Passenger rail services
113 Routine drainage maintenance	321 New traffic management facilities	517 Total mobility operations
114 Structures maintenance	322 Replacement of bridges and other structures	519 Wheelchair hoists
121 Environmental maintenance	323 New roads	521 Total mobility flat rate payments
122 Traffic services maintenance	324 Road reconstruction	531 Passenger transport infrastructure
123 Operational traffic management	325 Seal extension	533 Passenger transport road improvements
124 Cycle path maintenance	331 Property purchase (state highways)	711 Strategic road policing
131 Level crossing warning devices	332 Property purchase (local roads)	712 Incident and emergency management
141 Emergency reinstatement	333 Advance property purchase	713 Road policing resolutions
151 Network and asset management	341 Minor improvements	714 Community engagement in land transport
161 Property management (state highways)	421 Demand management	811 Research programme
171 Financial grants	432 Community programmes	812 National education and promotion programmes
211 Unsealed road metalling	442 Sea freight operations	813 Training and support programme
212 Sealed road resurfacing	445 Rail freight infrastructure	911 Programme management
213 Drainage renewals	446 Sea freight infrastructure	912 Performance monitoring
214 Sealed road pavement rehabilitation	451 Pedestrian facilities	913 Crash analysis system
	452 Cycle facilities	

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTIF (\$'000)	2010/11 NLTIF (\$'000)	2011/12 NLTIF (\$'000)	Funding priority	Funding source*
<b>DOC (Manawatu-Wanganui)</b>											
<b>Renewal of local roads</b>											
Road renewals			App.			640.0	270.0	270.0	100.0		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance			App.			480.0	160.0	160.0	160.0		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12			App.	341		-	34.4	30.6	18.2		N
<b>Horizons Manawatu</b>											
<b>Public transport services</b>											
Bus & ferry concession fares		Operations	App.	513	50%	246.2	39.6	41.0	42.5		N
Bus services		Operations	App.	511	50%	7,213.7	1,202.3	1,202.3	1,202.3		N
Public transport facilities maintenance and operations		Operations	App.	514	60%	951.3	149.9	154.6	266.3		N
Public transport professional services/ administration		Operations	App.		50%	768.2	127.6	128.3	128.3		N
Total mobility flat payments		Operations	App.	521	100%	516.9	170.6	172.3	174.0		N
Total mobility operations		Operations	App.	517	50%	2,085.8	347.6	347.6	347.6		N
Wheelchair hoists		Operations	App.	519	60%	120.0	24.0	24.0	24.0		N
Palmerston North Bus Service Improvements	9	Implementation	Cat2	511	50%	-	176.3	182.2	187.0	Possible	N
<b>Demand management &amp; community programmes</b>											
Community Programmes 2009/12		Implementation	App.	432	75%	-	697.1	-	-		N
<b>Transport planning</b>											
Regional land transport planning management		Implementation	App.	001	100%	442.1	152.0	145.1	145.0		
<b>Supergold card</b>											
Supergold trip administration		Implementation	App.			27.0	9.0	9.0	9.0		
Supergold trip payments		Implementation	App.			300.0	100.0	100.0	100.0		
<b>Horowhenua District Council</b>											
<b>Renewal of local roads</b>											
Road renewals		Local Roads	App.			6,154.4	995.7	974.4	922.5		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance		Local Roads	App.			5,811.7	920.2	928.0	938.0		N
E/Works 2007/08		Construction	Com	141	47%	-	141.0	-	-		N
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12		Local Roads	App.	341		-	153.3	135.4	130.5		N
<b>Manawatu District Council</b>											
<b>Renewal of local roads</b>											
Road renewals		Local Roads	App.			23,867.8	4,036.5	4,136.4	4,238.4		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance		Local Roads	App.			11,922.3	2,028.8	2,079.1	2,131.0		N



Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12		Local Roads	App.	341		-	485.2	442.4	446.6		N
Strategic Roading Network - Feilding to Palmerston North	12	MMMM	Cat2	324	62%	7,200.0	124.0	1,550.0	2,170.0	Possible	R/N
Kopane Bridge Replacement	13	MML	Reserve	322	62%	380.0	235.6	-	-	Res. A	
Improve, expand or replace network group		Group allocation	Alloc.				-	-	-		
Stewart Road/Awahuri Feilding Road Intersection Improvement	-	MML	Reserve	324	62%	450.0	124.0	155.0	-	Res. A	
<b>Walking and cycling facilities</b>											
Walking and Cycling - Access and community benefits		Group allocation	Alloc.				-	-	-		
Cycleway Construction	-	LMM	Reserve	452	62%	635.0	35.3	36.0	37.2	Res. A	
<b>Manawatu/Wanganui Highway &amp; Network Operations</b>											
<b>Renewal of state highways</b>											
Road renewals		State Highways	App.			39,277.2	14,139.0	12,569.1	12,569.1		N
Preventive Maintenance 9/12	-	Construction	Cat2	241	100%	2,539.8	2,086.6	226.6	226.6		
Scour Investigation 9/12	5	Construction	Cat2	241	100%	525.0	170.0	175.0	180.0		
<b>Operation and maintenance of state highways</b>											
Road operations and maintenance		State Highways	App.			38,583.2	12,855.4	12,863.9	12,863.9		N
EW SH4 Braeburn Riverbank West Wanganui	-	Construction	Com	141	100%	-	3,007.3	-	-		N
EW SH4 Raukawa Falls West Wanganui	-	Construction	Com	141	100%	-	30.0	-	-		N
EW West Wanganui 06/07	-	Construction	Com	141	100%	-	1,972.2	-	-		N
EW West Wanganui 06/07 (Okura)	-	Construction	Com	141	100%	-	700.0	-	-		N
<b>New &amp; improved infrastructure for State highways</b>											
Manawatu Hill Realignment	5	Property	Com	331	100%	275.0	59.0	107.0	109.0		N
Ohingaiti-Makohine Realignment	-	Construction	Com	324	100%	15,074.4	4,854.2	3,029.7	-		R
SH2 Papatawa Realignment	-	Design	Com	324	100%	200.0	200.0	-	-		R
SH2 Papatawa Realignment	-	Property	Com	331	100%	772.5	772.5	-	-		R
Carlton/Alma/Jackson Intersection		Design	Com		100%	60.0	10.0	-	-		N
Concord Line Curve Realignment		Investigation	Com		100%	70.0	20.0	-	-		N
Corby Road South Curves		Design	Com		100%	80.0	10.0	-	-		N
Desert Road North Passing Lane		Construction	Com		100%	673.7	15.0	-	-		N
Duddings Lake North P/L		Construction	Com		100%	1,649.9	206.0	-	-		R
Foxton South Curves		Construction	Com		100%	4,435.1	203.6	-	-		R
Hansen Line and Taonui Nth Curves		Construction	Com		100%	650.0	350.0	-	-		N
Linnet-Huia St Curve Imp		Design	Com		100%	50.0	20.0	-	-		N
Lismore Corner		Design	Com		100%	50.0	11.0	-	-		N
London Street - High School Safety Improvements Package		Design	Com		100%	40.0	20.0	-	-		R
Makerua I/S SH56/57		Construction	Com		100%	3,299.9	233.6	-	-		R
Manunui Intersection		Construction	Com		100%	323.7	22.0	-	-		N
North of Upokongaro Realignment		Construction	Com		100%	523.8	18.1	-	-		N
Otamaraho Curve P/L Extension		Design	Com		100%	120.0	110.6	-	-		N
P/L Merge Treatments (Region 8)		Design	Com		100%	100.0	50.0	-	-		N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTIF (\$'000)	2010/11 NLTIF (\$'000)	2011/12 NLTIF (\$'000)	Funding priority	Funding source*
Pukeapa Road South P/L		Construction	Com		100%	1,260.0	1,290.0	200.0	-		N
Rangitikei Line Tremaine Ave Intersection Improvement		Design	Com		100%	80.0	17.5	-	-		N
Region 8 Stock Effluent Disposal Facilities		Design	Com		100%	110.0	32.0	-	-		N
SH3 SH54 Intersection		Investigation	Com		100%	70.0	75.0	-	-		N
SH56/57 Drainage Safety Profiling		Investigation	Com		100%	60.0	30.0	-	-		N
Waiaiti Bridge Realignment		Design	Com		100%	285.0	35.0	-	-		N
Wikitoria I/S		Construction	Com		100%	1,800.0	1,470.0	320.0	-		N
Wilson Road South Curve Improvements		Construction	Com		100%	2,430.0	1,380.0	-	-		N
Minor improvements 2009/12		State Highways	App.	341		-	1,743.5	1,744.1	1,744.1		N
Manawatu Hill Realignment	5	Construction	Cat2	324	100%	12,481.0	-	-	2,216.1	Probable	R/N
Manawatu Hill Realignment	5	Design	Cat2	324	100%	2091	103.1	105.9	-	Probable	R/N
Mangaweka South Realignment	2	Design	Cat2	324	100%	156.8	77.7	79.1	-	Probable	R/N
North of Levin to Otaki (Levin Bypass)	-	Design	Cat2	323	100%	10,500.0	-	2,200.0	2,600.0	Probable	R/N
North of Levin to Otaki (Levin Bypass)	-	Investigation	Cat2	323	100%	1,200.0	400.0	400.0	400.0	Probable	R/N
SH2 Papatawa Realignment	-	Construction	Cat2	324	100%	9,337.7	1,518.1	4,872.0	2,947.5	Probable	R/N
Tahoraiti Railway Crossing	2	Investigation	Cat2	324	100%	217.0	-	52.8	164.2	Possible	N
Whakarutapu Stream Bridge Replacement & Realignment	1	Construction	Cat2	324	100%	5,464.8	-	1,593.3	2,190.9	Probable	N
Whakarutapu Stream Bridge Replacement & Realignment		Property	Cat2	324	100%	83.6	41.3	42.4	-	Probable	N
Strategic network group		Group allocation	Alloc.				656.3	721.9	721.9		
Muhunoo Road I/S	1	Construction	Cat2	324	100%	456.0	-	456.0	-	Probable	R/N
Waiaiti Bridge Realignment	1	Construction	Cat2	324	100%	3,771.0	-	-	1,863.0	Probable	R/N
Waitarer Road Realignment	2	Investigation	Cat2	324	100%	22.0	-	-	22.0	Probable	R/N
Improve, expand or replace network group		Group allocation	Alloc.				7,000.0	7,700.0	7,700.0		
Dannevirke SE Disposal facility	16	Construction	Cat2	321	100%	212.0	-	212.0	-	Probable	R
Golf Road South Passing Lane	7	Design	Cat2	324	100%	41.0	41.0	-	-	Probable	R
Golf Road South Passing Lane	7	Construction	Cat2	324	100%	796.0	-	796.0	-	Probable	R
Gorge Woodville SW	6	Investigation	Cat2	324	100%	41.0	41.0	-	-	Probable	R
Gorge Woodville SW	6	Design	Cat2	324	100%	42.0	-	42.0	-	Probable	R
Levin - Makerua Passing Lanes	1	Investigation	Cat2	324	100%	85.0	-	85.0	-	Probable	R
Levin - Makerua Passing Lanes	1	Design	Cat2	324	100%	55.0	-	-	55.0	Probable	R
Linnet-Huia St Curve Imp	1	Construction	Cat2	324	100%	318.0	-	318.0	-	Probable	R
Lismore Corner	7	Design	Cat2	324	100%	23.0	23.0	-	-	Probable	R
Millrick-Kendall Realignment	1	Design	Cat2	324	100%	209.0	103.0	106.0	-	Probable	R
Millrick-Kendall Realignment	1	Construction	Cat2	324	100%	4,500.0	-	-	600.0	Probable	R
National Park SE Disposal facility	16	Construction	Cat2	321	100%	219.0	-	-	219.0	Probable	R
Otamaraho Curve P/L Extension	14	Construction	Cat2	324	100%	3,667.0	-	-	1,088.0	Probable	R
P/L Merge Treatments (Region 8)	1	Design	Cat2	324	100%	50.0	50.0	-	-	Probable	R
Rangitikei Line JFKennedy Drive Intersection	12	Construction	Cat2	324	100%	515.0	515.0	-	-	Probable	R
Rangitikei Line Tremaine Ave Intersection Improvement	12	Construction	Cat2	324	100%	1,255.0	619.0	636.0	-	Probable	R
Sanson South P/L	13	Design	Cat2	324	100%	42.0	-	42.0	-	Probable	N
SH3 SH54 Intersection	14	Design	Cat2	324	100%	53.0	53.0	-	-	Probable	R
SH3 SH54 Intersection	14	Construction	Cat2	324	100%	1,186.0	-	531.0	655.0	Probable	R
SH56/57 Drainage Safety Profiling	6	Design	Cat2	324	100%	66.0	66.0	-	-	Probable	R
SH56/57 Drainage Safety Profiling	6	Construction	Cat2	324	100%	3,015.0	-	1,487.0	1,528.0	Probable	R

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTIF (\$'000)	2010/11 NLTIF (\$'000)	2011/12 NLTIF (\$'000)	Funding priority	Funding source*
Taihape SE Disposal facility	16	MMH	Cat2	321	100%	206.0	206.0	-	-	Probable	R
Hapokopoko Stream North Realignment	2	MMM	Cat2	324	100%	74.0	-	74.0	-	Probable	R/N
Improved Driver Information 9/12	8	MMM	Cat2	321	100%	690.3	223.3	230.0	236.9	Probable	R/N
London Street - High School Safety Improvements Package	8	MMM	Cat2	324	100%	328.0	-	-	328.0	Probable	R/N
Marangai Road South P/L	14	MMM	Cat2	324	100%	1,517.0	-	422.0	1,095.0	Probable	R/N
Mt Stewart North Passing Lane	8	MMM	Cat2	324	100%	1,192.0	927.0	265.0	-	Probable	R/N
Oroua Road North P/L	14	MMM	Cat2	324	100%	62.0	41.0	21.0	-	Probable	R/N
Pavement Smoothing 9/12	5	MMM	Cat2	324	100%	1,035.0	479.4	289.0	266.6	Probable	R/N
Piriaka Rail Bridge & Approaches	8	MMM	Cat2	324	100%	22.0	-	-	22.0	Probable	R/N
Property Acquisitions 9/12	5	MMM	Cat2	331	100%	1,324.3	428.5	441.3	454.5	Probable	R/N
Ratana Hill	3	MMM	Cat2	324	100%	54.0	-	21.0	33.0	Probable	R/N
Ratana Hill	3	MMM	Cat2	324	100%	22.0	-	-	22.0	Probable	R/N
Rehabilitation Seal Widening 9/12	8	MMM	Cat2	324	100%	862.9	279.2	287.5	296.2	Probable	R/N
Safety Retrofit 9/12	5	MMM	Cat2	324	100%	2,588.6	837.5	862.6	888.5	Probable	R/N
Seismic Retrofit 9/12	5	MMM	Cat2	322	100%	2,399.0	61.0	274.0	2,064.0	Probable	R/N
Strategic Plan Initiatives 9/12	5	MMM	Cat2	324	100%	2,070.9	670.0	690.1	710.8	Probable	R/N
Dalvey Road South P/L	15	MML	Cat2	324	100%	53.0	-	53.0	-	Possible	N
Mangaweka South Realignment	2		Reserve			26,310.0				Res. B	
North of Levin to Otaki (Levin Bypass)			Reserve			196,876.9				Res. B	
North of Levin to Otaki (Levin Bypass)			Reserve			30,112.6				Res. B	
Tahoraiti Railway Crossing	2		Reserve			114.0				Res. B	
<b>Demand management &amp; community programmes</b>											
Community Advertising 9/12 - Manawatu-Wanganui			App.	432	100%	-	38.9	-	-		N
<b>Walking and cycling facilities</b>											
Walking and Cycling - Key safety and congestion			Alloc.				98.4	98.4	98.4		
Turitea Stream Bridge Widening	4	MMM	Cat2	452	100%	101.5	50.0	51.5	-	Possible	R
Turitea Stream Bridge Widening	4	MMM	Cat2	452	100%	1,182.9	-	-	636.5	Possible	R
Walking and Cycling - Access and community benefits			Alloc.				-	-	-		
Bulls Bridge Cycleway	8	LMM	Reserve	452	100%	151.5	100.0	51.5	-	Res. A	
Bulls Bridge Cycleway	8	LMM	Reserve	452	100%	2,082.4	-	1,030.0	1,052.4	Res. A	
Manawatu River Bridge SH3 Ashhurst Cycle/walkway	4	LMM	Reserve	452	100%	80.0	80.0	-	-	Res. A	
Manawatu River Bridge SH3 Ashhurst Cycle/walkway	4	LMM	Reserve	452	100%	156.0	-	103.0	53.0	Res. A	
Manawatu River Bridge SH3 Ashhurst Cycle/walkway	4	LMM	Reserve	452	100%	2,153.6	-	-	1,060.9	Res. A	
Cobham Bridge South - Wikitoria	3	LMM	Reserve	452	100%	72.1	-	72.1	-	Res. A	
Cobham Bridge South - Wikitoria	3	LMM	Reserve	452	100%	750.0	525.0	215.0	-	Res. A	
Rauma Railway Walkway	9	LMM	Reserve	452	100%	40.0	40.0	-	-	Res. A	
Rauma Railway Walkway	9	LMM	Reserve	452	100%	114.8	-	61.8	53.0	Res. A	
Rauma Railway Walkway	9	LMM	Reserve	452	100%	510.4	-	-	106.1	Res. A	
Manawatu River Bridge SH1 Whirokino Cycle/Walkway	4	LMM	Reserve	452	100%	61.8	-	61.8	-	Res. A	
Manawatu River Bridge SH1 Whirokino Cycle/Walkway	4	LMM	Reserve	452	100%	127.3	-	-	127.3	Res. A	
Old West Road (North) SW	2	LML	Reserve	452	100%	1,100.0	1,100.0	-	-	Res. A	
<b>Transport planning</b>											
Regional funding for parallel and peer reviews			Com	002	100%	250.0	127.3	-	-		N

	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTF (\$'000)	2010/11 NLTF (\$'000)	2011/12 NLTF (\$'000)	Funding priority	Funding source*
Wanganui PFR Funding for Annual Plans	Study			Com	002	100%	30.0	7.5	-	-		N
Activity management plans	Study			Cat2	003	100%	1,290.1	429.9	430.1	430.1		N
Mana-Wang Kiwirap Black Route Safety Study	Study	-	MM_	Cat2	002	100%	100.0	34.0	33.0	33.0		N
Mana-Wang safe, sustainable and efficient routes study	Study	-	MM_	Cat2	002	100%	100.0	34.0	33.0	33.0		N
<b>Palmerston North City Council</b>												
<b>Renewal of local roads</b>												
Road renewals	Local Roads			App.			11,856.9	1,751.4	1,756.7	1,946.1		N
<b>Operation and maintenance of local roads</b>												
Road operations and maintenance	Local Roads			App.			12,538.4	1,912.3	1,918.7	1,949.6		N
<b>New &amp; improved infrastructure for local roads</b>												
Railway Road Improvement.	Construction	-		Com	324	56%	2,782.0	616.0	-	-		R
Minor improvements 2009/12	Local Roads			App.	341		-	293.1	261.6	273.2		N
New Bridge - Advance Land Purchase	Construction	13	MMM	Cat2	333	56%	3,007.0	1,344.0	269.9	70.0	Possible	R/N
New Bridge Manawatu River	Design	13	MMM	Cat2	322	56%	2,800.0	224.0	560.0	784.0	Possible	R/N
Strategic Roading - North Eastern Link	Construction	12	MML	Reserve	324	56%	1,452.0	42.0	288.4	296.2	Res. A	
Improve, expand or replace network group	Group allocation			Alloc.				220.0	330.0	330.0		
Rangitikei Tremaine Signal Upgrade - Local share	Construction	12	MMH	Cat2	324	56%	823.0	-	460.9	-	Probable	R
Featherston Street widening	Property	-	MMM	Cat2	333	56%	1,235.0	-	691.6	-	Possible	R/N
Ashurst Street Improvements	Construction	-	MMM	Cat2	324	56%	250.0	140.0	-	-	Possible	R/N
Walding St safety upgrade	Construction	-	MMM	Cat2	324	56%	300.0	168.0	-	-	Possible	R/N
Ferguson Ruahine Intersection Upgrade	Construction	-	MMM	Cat2	324	56%	257.0	143.9	-	-	Possible	R/N
Grey Albert Roundabout	Construction	-	MMM	Cat2	324	56%	290.0	-	162.4	-	Possible	R/N
James Line reconstruction - stage II	Construction	-	MML	Reserve.	324	56%	1,151.0	-	432.3	-	Res. A	
<b>Public transport infrastructure</b>												
General access & community benefits PT group	Group allocation			Alloc.				560.0	560.0	560.0		
Passenger Transport - Bus terminal	Construction	10	LMM	Reserve	531	56%	10,000.0	-	840.0	2,520.0	Res. A	
Urban transport choice, network improvements & safety PT group	Group allocation			Alloc.				20.3	20.3	20.3		
Passenger Transport Road Improvements	Construction	-	MMM	Cat2	533	56%	746.0	66.1	26.9	29.1	Probable	R/N
Demand management & community programmes	Implementation			N/F								
Travel Planning 2009/12	Implementation			N/F								
<b>Walking and cycling facilities</b>												
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				-	-	-		
Cycling / walking improvements 09/12	Construction	-	LMM	Reserve	452	56%	88.0	49.3	-	-	Res. A	
Cycling / walking improvements 09/12	Construction	-	LMM	Reserve	452	56%	1,382.0	-	773.9	-	Res. A	
Cycling / walking improvements 09/12	Construction	-	LMM	Reserve	452	56%	5,836.0	-	-	871.4	Res. A	
<b>Transport planning</b>												
Aokautere Bypass Study	Study	-	MM_	Cat2	002	75%	144.0	-	108.0	-		N
Joint Strategic Roading Study	Study	-	MM_	Cat2	002	75%	62.5	46.9	-	-		N

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
<b>Rangitikei District Council</b>											
<b>Renewal of local roads</b>											
Road renewals		Local Roads	App.			19,885.1	3,728.0	3,983.1	4,021.1		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance		Local Roads	App.			10,880.1	2,132.0	2,156.6	2,168.7		N
<b>New &amp; improved infrastructure for local roads</b>											
Taihape Napier Road Seal Extension (R)	-	Construction	Com	325	85%	11,850.0	4,381.7	-	-		N & R
Minor improvements 2009/12		Local Roads	App.	341		-	468.8	437.0	434.1		N
Improve, expand or replace network group		Group allocation	Alloc.				-	-	-		
Wylies Bridge Renewal	13	MML	Reserve	322	69%	155.0	-	-	107.0	Res. A	
<b>Transport planning</b>											
Route Strategy Studies		Study	Cat2	002	75%	150.0	37.5	37.5	37.5		N
<b>Ruapehu District Council</b>											
<b>Renewal of local roads</b>											
Road renewals		Local Roads	App.			14,126.2	2,413.0	3,165.3	3,179.9		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance		Local Roads	App.			9,982.1	2,106.1	2,029.0	2,063.2		N
<b>New &amp; improved infrastructure for local roads</b>											
Dobbs Bluff Reconstruction	-	Construction	Com	324	72%	601.0	252.7	-	-		R
Mountain Road (SPR) Bridge at 9 km	-	Construction	Com	322	75%	1,150.0	843.8	-	-		N
Okahukura Saddle Road Seal Extension (R)	15	Construction	Com	325	73%	1,870.0	769.7	-	-		R
River Rd / Raetihi-Pipiriki Road (R)	-	Construction	Com	325	79%	4,080.0	592.5	592.5	312.7		R
Minor improvements 2009/12		Local Roads	App.	341		-	361.5	369.7	367.7		N
Improve, expand or replace network group		Group allocation	Alloc.				75.0	-	75.0		
Mountain Road (SPR) 7.6km Fatality Site	-	Design	Cat2	324	75%	100.0	75.0	-	-	Probable	R
Mountain Road (SPR) 3km Passing Lane	-	Construction	Cat2	324	75%	120.0	-	-	90.0	Possible	R/N
Mountain Road (SPR) Hair Pin at 13.0 km	-	Investigation	Cat2	324	75%	50.0	-	-	37.5	Possible	R/N
User benefits improvements group		Group allocation	Alloc.				-	-	-		
Waitaanga Road Seal Extension	-	Design	Reserve	325	72%	50.0	-	-	36.0	Res. A	
<b>Demand management &amp; community programmes</b>											
Community Programme 2009/12		Implementation	N/F								
<b>Ruapehu District Council SPR</b>											
<b>Renewal of local roads</b>											
Road renewals		SPR	App.			998.4	323.0	332.6	342.8		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance		SPR	App.			805.5	260.6	268.5	276.4		N



Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTIF (\$'000)	2010/11 NLTIF (\$'000)	2011/12 NLTIF (\$'000)	Funding priority	Funding source*
<b>New &amp; improved infrastructure for local roads</b>											
Minor improvements 2009/12		SPR	App.	341	-	46.7	42.8	43.4			N
<b>Tararua District Council</b>											
<b>Renewal of local roads</b>											
Road renewals			App.			17,762.3	3,507.5	3,552.5	3,597.5		N
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance			App.			12,912.3	2,572.8	2,599.3	2,623.3		N
<b>New &amp; improved infrastructure for local roads</b>											
Coast Rd Seal Extension 08-09	-		Com	325	70%	220.0	144.8	-	-		N
Minor improvements 2009/12			App.	341		-	486.4	437.9	436.2		N
Pahiataua Track Route Realignment ( R Funded) 09-12	5	MMM	Cat2	324	70%	8,700.0	2,100.0	2,800.0	1,190.0	Possible	R/N
User benefits improvements group			Alloc.				-	-	-		
Coast Road Seal Extension 09-12	-	LMH	Reserve.	325	70%	1,180.0	266.0	276.5	283.5	Res. A	
<b>Wanganui District Council</b>											
<b>Renewal of local roads</b>											
Road renewals			App.			15,020.5	3,034.9	3,133.1	3,144.8		N
Preventative Maintenance - Somme Parade	-		Cat2	241	62%	540.0	334.8	-	-		
<b>Operation and maintenance of local roads</b>											
Road operations and maintenance			App.			13,871.4	2,870.5	2,890.5	2,909.9		N
<b>New &amp; improved infrastructure for local roads</b>											
Forestry on Rural Roads - Study	-		Com	311	72%	90.0	57.6	-	-		N
River Rd / Raetihi-Pipiriki Road (R)	-		Com	325	79%	4,080.0	592.5	592.5	312.7		R
Minor improvements 2009/12			App.	341		-	472.4	428.8	424.6		N
Improve, expand or replace network group			Alloc.				-	20.0	45.0		
Mangamahu - Bridge Renewal - Wylies Bridge - No.46	13	MMM	Cat2	322	72%	25.0	-	-	18.0	Possible	R/N
Mangamahu - Bridge Renewal - Wylies Bridge - No.46	13	MMM	Cat2	322	72%	130.0	-	-	93.6	Possible	R/N
User benefits improvements group			Alloc.				100.0	100.0	100.0		
<b>Walking and cycling facilities</b>											
Walking and Cycling - Access and community benefits			Alloc.				-	-	-		
Phase 2.1	-	LMH	Reserve	452	72%	377.0	271.4	-	-	Res. A	
Phase 2.2	-	LMH	Reserve	452	72%	382.0	-	275.0	-	Res. A	
Phase 2.3	-	LMH	Reserve	452	72%	393.0	-	-	283.0	Res. A	
<b>Transport planning</b>											
Urban Wanganui Transportation Study	-	MM_L	Cat2	002	75%	155.0	75.0	41.3	-		N

# Police

	2009/10 FTE staff	2009/10 Funding (\$'000)		2009/10 FTE staff	2009/10 Funding (\$'000)
<b>Manawatu/Wanganui</b>					
<b>Police district managed activities</b>					
Traffic camera operations	5.8	933.5	<b>Rangitikei District</b>	2.5	398.5
Strategic road policing - rural arterial routes	3.4	543.5	Speed control	1.2	189.7
Enhanced alcohol CBT project	10.9	1,736.9	Drinking or drugged driver control	0.5	76.7
Court orders	0.5	85.2	Restraint device control	1.2	198.2
<b>NZTA Highway and Network Operations</b>					
Highway patrol	24.4	3,904.3	Visible road safety and general enforcement	0.1	16.0
<b>Horowhenua District</b>					
Speed control	2.2	346.3	School road safety education	0.2	26.6
Drinking or drugged driver control	1.8	294.1	Crash attendance and investigation	1.8	282.4
Restraint device control	0.6	98.0	Traffic management	0.1	10.7
Visible road safety and general enforcement	0.8	124.7	<b>Ruapehu District</b>		
Police community services	0.2	37.3	Speed control	2.0	315.4
School road safety education	0.3	48.0	Drinking or drugged driver control	1.3	213.1
Crash attendance and investigation	1.8	282.4	Restraint device control	0.4	70.3
Traffic management	0.3	42.6	Visible road safety and general enforcement	1.1	179.0
<b>Manawatu District</b>					
Speed control	1.3	207.8	Police community services	0.1	21.3
Drinking or drugged driver control	3.0	480.6	School road safety education	0.1	21.3
Restraint device control	0.5	77.8	Crash attendance and investigation	0.8	122.5
Visible road safety and general enforcement	1.5	240.8	Traffic management	0.3	48.0
Police community services	0.2	37.3	<b>Taranui District</b>		
School road safety education	0.4	69.3	Speed control	1.1	173.7
Crash attendance and investigation	0.9	143.9	Drinking or drugged driver control	1.2	195.0
Traffic management	0.1	21.3	Restraint device control	0.6	93.8
<b>Palmerston North City</b>					
Speed control	2.7	434.8	Visible road safety and general enforcement	1.3	203.5
Drinking or drugged driver control	3.3	530.7	Police community services	0.2	26.6
Restraint device control	1.4	223.8	School road safety education	0.2	26.6
Visible road safety and general enforcement	4.6	739.5	Crash attendance and investigation	1.1	175.8
Police community services	0.2	37.3	Traffic management	0.1	10.7
School road safety education	0.8	127.9	<b>Wanganui District</b>		
Crash attendance and investigation	2.7	431.6	Speed control	3.0	479.5
Traffic management	0.4	69.3	Drinking or drugged driver control	2.9	468.9
			Restraint device control	1.7	266.4
			Visible road safety and general enforcement	3.1	500.8
			Police community services	0.1	16.0
			School road safety education	0.5	79.9
			Crash attendance and investigation	2.5	404.9
			Traffic management	0.3	48.0

# Glossary

Activity	A land transport output or capital project, or both.
Activity class	A grouping of similar activities.
Approved organisation	A public organisation approved under section 23 of the LTMA. It's usually a regional council, a local authority or another public organisation.
ARTA	Auckland Regional Transport Authority.
ATMS	Advanced traffic management system.
Benefit cost ratio	The ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project's or service's costs.
Betterment	The increased value of land arising from improved access.
Category 1 activity	An activity that is ready for funding approval.
Category 2 activity	An activity that the NZTA can anticipate funding within the three years of the NLTP, but does not currently meet category 1 requirements.
Crash book	An analytical document that provides long-term risk profiles of stretches of roads, groups of intersections and geographical areas within police districts or areas.
Farebox recovery	An arrangement in which a proportion of total operating costs is recovered through public transport fare revenue.
Fuel excise duty	A tax imposed by the government on fuel that is used to fund land transport activities.
Funding assistance rate	The percentage of the total cost of an approved activity that the NZTA pays.
GPS	The Government policy statement on land transport funding - the government's statement of its short- to medium-term goals for transport investment.
Impact	The contribution made to help achieve the government's economic, social and environmental objectives.
Investment and Revenue Strategy	A high-level direction-setting and prioritisation tool that helps the NZTA to balance competing priorities and select the best possible mix of activities for funding.
Land transport	Transport on land by any means and the infrastructure, goods and services facilitating that transport, including: <ul style="list-style-type: none"> <li>• coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure</li> <li>• the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to that transport.</li> </ul>
Local road	A road (other than a state highway) in the district, and under the control, of a local authority.
Local share	The portion of the total cost of an activity that is provided by an approved organisation.
Long-term council community plan (LTCCP)	Produced by each local authority, a plan that describes its activities and provides a long term focus for its decision-making. It must cover a period of 10 consecutive financial years though it is prepared every three years.
Land Transport Management Act 2003 (LTMA)	The main act governing the land transport planning and funding system.
Ministry of Transport	The government's principal transport policy adviser that both leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand.
Model community	A community that aims to reduce congestion by providing user-friendly environments for walking and cycling.

Motor vehicle registration and licensing fees	The Motor Vehicle Register is established under the Transport (Vehicle and Driver Registration and Licensing) Act 1986, and records details of vehicles that are registered to operate on the road. Motor vehicle registration and licensing fees are defined as land transport revenue.
NLTF/National Land Transport Fund	The set of resources, including land transport revenue, that are available for land transport activities under the NLTP.
NLTP/National Land Transport Programme	A three-yearly programme of investment in land transport infrastructure and services from the NLTF.
Pavement	The road structure that is constructed on the subgrade and supports the traffic loading.
Public transport	Passenger transport services provided or subsidised by local and central government.
Regional Transport Committee	A committee required to be established by every regional council or unitary authority comprising a range of representatives, including from the regional council, local authorities, the NZTA, one representing each of the five transport objectives and one from a cultural perspective. Its main functions are to prepare an RLTS and an RLTP.
Regional land transport programme (RLTP)	A three-yearly land transport infrastructure and services proposal for funding from the National Land Transport Fund prepared by a Regional Transport Committee. In Auckland, the RLTP is prepared by ARTA.
Regional land transport strategy (RLTS)	A strategy that every Regional Transport Committee, on behalf of the regional council, must prepare, and consult on to provide guidance on the land transport outcomes the region seeks. The RLTS must be produced every six years, cover 30 years and contribute to its vision.
Road-controlling authorities	Authorities and agencies, including the NZTA, local authorities, the Waitangi Trust and the Department of Conservation, that have a legal responsibility for roading.
Road user charges	Charges on diesel and heavy vehicles paid to the government and used to fund land transport activity.
Roads of national significance	Seven New Zealand roads identified by the GPS whose further development 'will have national benefits to the roading network and to national economic development' and that 'require significant development to reduce congestion, improve safety and support economic growth'.
RPP/Road Policing Programme	The programme of land transport enforcement activities delivered by New Zealand Police.
RSAP/Road safety action plan	A plan developed at the local level to address road safety issues in the area.
RTPP/Risk-targeted patrol plan	New Zealand Police operational tasking documents used to allocate strategic road policing resources to known safety risks by location and time.
State highway	A road operated by the NZTA, as defined by the LTMA.
Unitary authority	A local authority that undertakes the additional functions of a regional council.
Vehicle kilometres travelled	The total annual vehicle kilometres travelled in an area.

## Key to map abbreviations

4L	Four-laning
PL	Passing lane
SH	State highway
Nth Bd	Northbound
Nth	North
Sth Bd	Southbound
Sth	South
East Bd	Eastbound
West Bd	Westbound





## Our contact details

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### NATIONAL OFFICE

Victoria Arcade, 44 Victoria St  
Private Bag 6995  
Wellington 6141  
New Zealand  
T 64 4 894 5400  
F 64 4 894 6100

Level 1, Seddon House  
Park Place  
PO Box 345, Wanganui Mail Centre  
Wanganui 4540  
T 64 6 349 6520  
F 64 6 345 7151

Level 3, 43 Ashley St  
PO Box 1947, Palmerston North Central  
Palmerston North 4440  
T 64 6 953 6396  
F 64 6 953 6203

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