National Land Transport Programme 2009–2012

Northland

NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

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Introduction from the Regional Director

I'm pleased to introduce to you this National Land Transport Programme (NLTP) for 2009–2012 – a programme through which the NZ Transport Agency (NZTA) is making a record investment in land transport at a time when New Zealand needs it most.

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 *Government policy statement on land transport funding* (GPS).

Through this NLTP, the NZTA 'gives effect' to the GPS with a focus on supporting economic activity and employment throughout the country. It aims to deliver the best possible returns for New Zealand, through prioritising a wide range of national and regional activities.

The NZTA has adopted a national prioritisation approach to ensure increased efficiency and effectiveness, with an ongoing focus on improving safety and reducing the adverse environmental effects of land transport. Inevitably there is a greater investment in areas where these expectations are clearly met.

This document details the funding provided for the Northland 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. 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.

Northland – the context

The Northland NLTP seeks to improve connectivity within the Northland region and between Northland and the rest of the country to help stimulate economic growth and productivity. It reflects our commitment to delivering value for money in all activities and across all regions – and to ensuring we get the best return on our investments.

Northland's transportation is governed by its challenging terrain, widely spread rural population and a manufacturing economy based on pastoral farming, forestry, fishing and tourism. As a result, the region's economic growth and development depend on high-quality, efficient transport corridors connecting its cities, towns and ports.

We're tasked with addressing a number of issues, including:

- increasing congestion through Whangarei on State Highway (SH) 1 owing to intensifying land use around the city
- a likely increase in forestry traffic over the next few years owing to more harvesting
- the need to create secure, efficient and safe corridors, especially between Whangarei and Auckland
- the need to improve regional access to Marsden Point
- increasing tourist traffic as Northland continues to develop as a tourism destination
- the need to manage the impacts of weather events.

Northland's geology and climate often mean the roads are winding and undulating with uneven surfaces. This makes safety and route security major issues, so we aim to focus on improving the network's resilience to protect important transport routes that contribute to economic growth. Other priorities are to create more passing lanes and rest areas, widen roads and separate heavy freight and general traffic.

Transport infrastructure also supports tourism, an important contributor to the region's economy. One of our projects that will deliver economic, tourism and safety benefits is the completion of the last unsealed section of SH1 in New Zealand, from Waitiki Landing to Cape Reinga.

A strong commitment to value for money has led to changes in how R (regional) funding is used. R funding (regionally distributed) will be used for the highest-priority projects in this NLTP, providing

a guaranteed minimum level of funding for Northland. R funding comes from a portion of fuel excise duty and light road user charges and is 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. The new approach delivers much greater value for money for all public money invested in land transport. N (nationally distributed) and C (Crown) funding will continue being used to fund the balance of the approved programme, with C funds explicitly tagged to relevant activities in the next three years.

Note that while the prioritisation process has resulted in some projects in Northland's regional land transport programme (RLTP) being reflected in this NLTP, others are unlikely to receive funding. Some projects, such as Lily Pond Bridge to Quarry seal widening and Salesyard Road intersection improvements, may attract funding when more information is known about them (particularly in terms of economic efficiency).

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.

Highlights of Northland's NLTP

I'm confident that this NLTP gives effect to the GPS. All funds have been allocated to activity classes within the GPS limits and in line with the NZTA's Investment and Revenue Strategy – and we've targeted funding in Northland to activities that deliver against the GPS' required impacts and investment priorities. This NLTP provides an investment of $317.3 million for the Northland region over the 2009/10-2011/12 period.

We look forward to the next three years in Northland in which we may be:

- doubling the number of lanes on SH1 between Selwyn Avenue and Tarewa Road in Whangarei. Starting in 2010, this project will reduce congestion through Whangarei and improve access to this major Northland economic centre
- providing a new connection between Western Hills Drive and the existing bypass north of Kamo Road with the Kamo bypass stage 2 project north of Whangarei
- improving the Kensington Avenue intersection and extending Spedding Road to improve access to the Kamo bypass from the northeast. This will reduce the current bottleneck and benefit freight and tourism traffic
- developing the second crossing of the Lower Hatea River
- easing congestion between Whangarei's central business district (CBD) and the Okara Park retail area and port with a $7.5 million extension to Porowini Avenue. This project includes a new bridge over the north Auckland rail line
- working on the Gorge Road to Artillery Road curves realignment project on SH1 in the Brynderwyns to improve safety and travel time reliability
- progressing numerous bridge replacement projects in Whangarei and Kaipara
- completing the Whangarei urban area south roading strategy study to establish current and future travel demands
- conducting the Wellsford to Whangarei strategic study to assess the route's efficiency, security and resilience.

For an overview of all projects in the region which may receive funding in the next three years, see the maps on pages 6–7.

Recent achievements

We've achieved a number of milestones in the past 12 months in making our region's roads safer, more resilient and more suitable for the people that use them each day.

Northland's connection to Auckland was boosted in 2009 with the opening of the new SH1 Northern Gateway Toll Road, which has created a faster, safer and more efficient route between the two centres. Looking ahead, the government's designation of the Puhoi to Wellsford section of SH1 as a 'road of national significance' (one of seven in New Zealand) is another important commitment to further enhancing inter-regional connections.

As mentioned earlier, work has started on sealing the remaining 17 kilometres of SH1 to Cape Reinga. When this project is completed in 2010, there will be no dust clouds, fewer accidents and better conditions for all road users. In addition:

- widening the road and straightening curves will enable tour buses and campervans to negotiate corners more easily
- more advisory signs and lower speed differences between bends will make this road safer
- new rest areas will make it easier for drivers to refresh and enjoy views and walking tracks on the way to the Cape.

Public transport services have also been improved in Whangarei, with more buses and expanded routes.

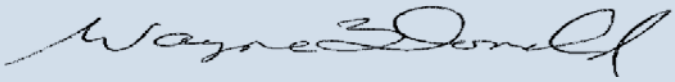
Working with the Northland region

I'd like to acknowledge the work of the Northland Regional Transport Committee, which has an influential role in shaping the region's transport future.

One of the committee's key tasks is to develop Northland's three-year regional land transport programme, which prioritises all of the regional transport activities proposed by the NZTA and regional and local authorities.

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 Northland's draft programme were reflected in the final programme that went to the NZTA Board, which made the ultimate funding decisions for the NLTP.

I believe this NLTP augurs well for Northland's future as a key contributor to New Zealand's social and economic wellbeing. I look forward to working closely with our regional and local authority partners, New Zealand Police and the Northland community on ensuring it is implemented successfully.



Wayne McDonald
Regional Director

Regional summary

Overview of the transport system

Table 1: Key statistics on the Northland region (June 2007-July 2008)

	Northland region	New Zealand	Region as % of NZ
Population	184,500	4,268,500	4
Land area (km^2)	13,900	275,400	5
Imports (gross tonne)[1, 2]	7.7 million	79.2 million	10
Exports (gross tonne)[1, 2]	2.4 million	73.4 million	3
Gross domestic product (GDP) ($)	4200 million	155,400 million	3
Passenger transport – bus – boardings	248,000	92,777,200	less than 1%
Passenger transport – rail – boardings	–	18,346,600	–
Passenger transport – ferry – boardings	–	4,695,000	–
Vehicle kilometres travelled	1700 million	40,200 million	4
Fatalities[3]	29	366	8
Serious injuries[3]	137	2553	5
Local roads – urban all (km)	569	17,298	3
Local roads – urban sealed (km)	538	16,956	3
Local roads – rural all (km)	5265	65,601	8
Local roads – rural sealed (km)	1753	33,698	5
State highways – all (km)	749	10,906	7
State highways – sealed (km)	732	10,850	7
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

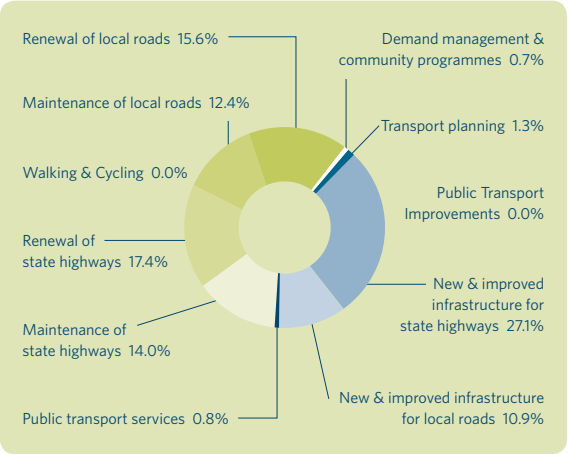
The GPS specifically identifies seven roads of national significance (RoNS) whose further development 'will have national benefits to the roading network and to national economic development' and that 'require significant development to reduce congestion, improve safety and support economic growth'.

While there are no roads of national significance in Northland, the Puhoi to Wellsford upgrade of SH1 will significantly improve connectivity and journey times for local, industry, freight and tourism traffic.

Expected expenditure in Northland

Table 2: Expected expenditure in Northland

Northland	2009/12	% of total
Walking and cycling	-	0.0%
Transport planning	4.0	1.3%
Public transport improvements	-	0.0%
New & improved infrastructure for state highways	85.8	27.1%
New & improved infrastructure for local roads	34.5	10.9%
Public transport services	2.5	0.8%
Maintenance of state highways	44.3	14.0%
Renewal of state highways	55.1	17.4%
Maintenance of local roads	39.4	12.4%
Renewal of local roads	49.5	15.6%
Demand management & community programmes	2.2	0.7%
	317.3	**100%**



Note: includes R funds of $36m

New and improved infrastructure for state highways and local roads

Local road improvements mostly comprise groups of activities, such as bridge replacements, as well as significant individual activities to address safety and efficiency. The programme also includes numerous state highway 'block' projects (whose individual costs are less than $4.5 million).

State highway and local road improvements that may be funded in the next three years include:

- bridge replacements as part of a national programme to identify bridge upgrades
- extending the seal on SH1 from Waitiki Landing to Cape Reinga
- widening the seal on SH12 Mountain Road to reduce the number of loss-of-control crashes
- safety improvements at various locations
- road reconstruction, including relocating the Saleyard Road North intersection, improving the Puketona SH11 intersection to reduce accidents, and realigning 1.36 kilometres of SH11 at Taumarere to improve safety
- improving the condition of high-priority logging routes
- asset management plan reviews
- constructing the new Dargaville Link Road between Awakino Road and Hokianga Road to improve route and network efficiency
- extending Spedding Road to improve access between areas northeast of Whangarei and stage 2 of Kamo bypass
- an extension to Porowini Avenue to ease congestion and improve access between the Whangarei CBD and the Okara Park retail area and the port, including a new bridge over the north Auckland rail line
- building a new bridge across the Hatea River to link the Port and Kioreora Road intersection with Riverside Drive. The Lower Hatea River crossing project will reduce congestion and encourage the use of public transport and walking and cycling
- upgrading the key arterial intersections of Mill Road and Nixon Street and Nixon Street and Kensington Avenue to reduce congestion, improve capacity and increase safety
- capacity improvements along One Tree Point Road
- installing traffic signals at selected intersections in Whangarei to improve safety.


NORTHLAND REGION
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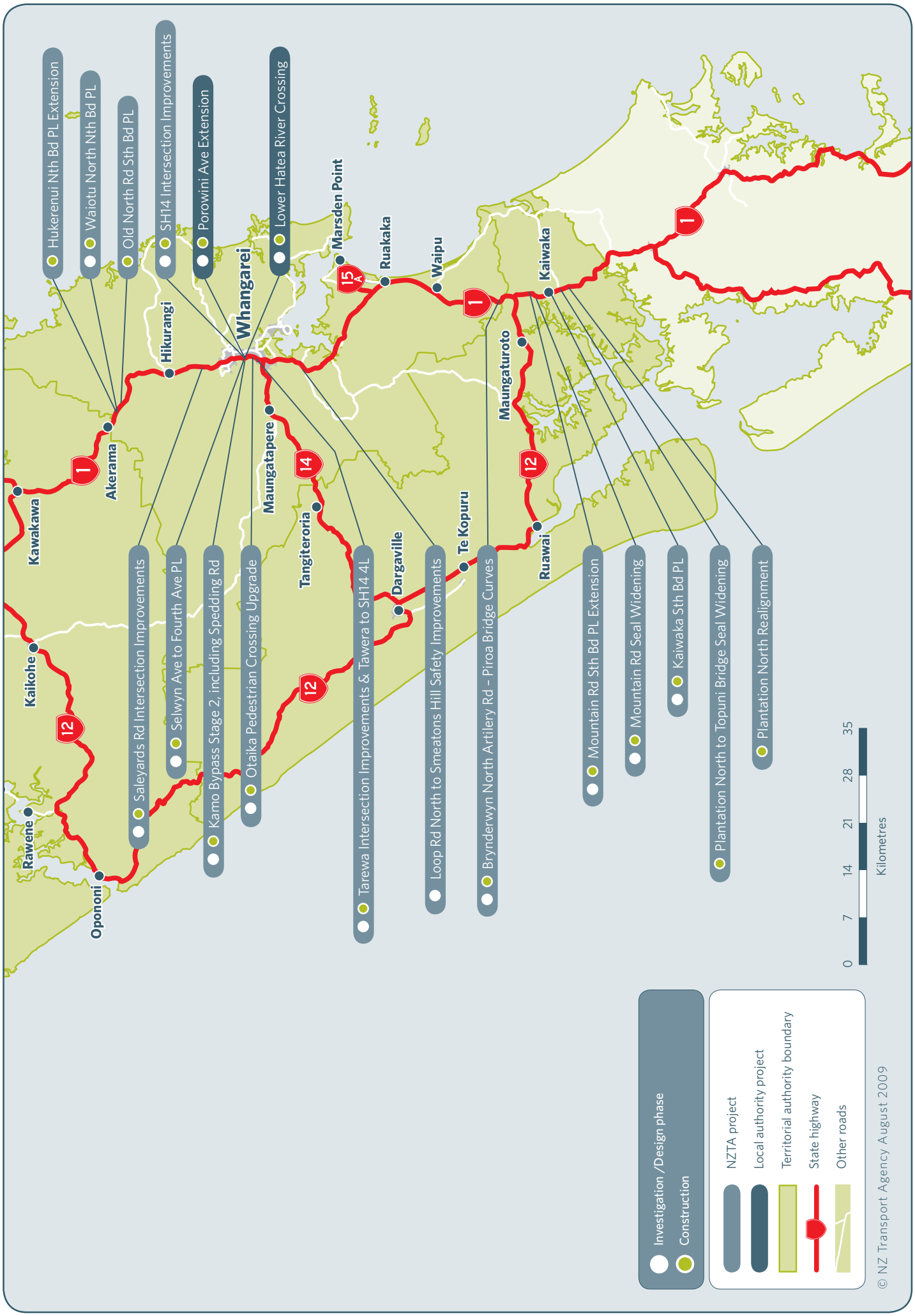
Waitiki Landing to Cape Reinga Seal Extension Stage 2
Waipapa Rd Intersection Improvements
Kerikeri River Pedestrian Bridge
Paihia to Haruru Falls Pedestrian Facility
Taumarere Realignment
Kawakawa Township Footpath
Callaghan Rd Nth Bd PL
Akerama Curves Realignment and Sth Bd PL
Bulls Gorge Realignment
Bends South of Wakelin Rd Safety Improvements
Puketona SH11 Intersection Improvements
Opononi – Omapere Safety Improvements
Cape Reinga
Waitiki Landing
Mangonui
Kaeo
Kerikeri
Russell
Paihia
Kawakawa
Akerama
Awanui
Kaitaia
Broadwood
Ohaeawai
Kaikohe
Kohukohu
Rawene
Opononi
1
10
11
12


Hukerenui Nth Bd PL Extension
Waiotu North Nth Bd PL
Old North Rd Sth Bd PL
SH14 Intersection Improvements
Porowini Ave Extension
Lower Hatea River Crossing
Marsden Point
Ruakaka
Waipu
Kaiwaka
Whangarei
Hikurangi
Maungaturoto
Akerama
Maungatapere
Kawakawa
Tangiteroria
Dargaville
Te Kopuru
Ruawai
Kaikohe
Rawene
Opononi
Saleyards Rd Intersection Improvements
Selwyn Ave to Fourth Ave PL
Kamo Bypass Stage 2, including Spedding Rd
Otaika Pedestrian Crossing Upgrade
Tarewa Intersection Improvements & Tawera to SH14 4L
Loop Rd North to Smeatons Hill Safety Improvements
Brynderwyn North Artilery Rd - Piroa Bridge Curves
Mountain Rd Sth Bd PL Extension
Mountain Rd Seal Widening
Kaiwaka Sth Bd PL
Plantation North to Topuni Bridge Seal Widening
Plantation North Realignment
1
12
14
15A
0 7 14 21 28 35
Kilometres
Investigation /Design phase
Construction
NZTA project
Local authority project
Territorial authority boundary
State highway
Other roads
© NZ Transport Agency August 2009

Maintenance, operation and renewals of state highways

The main focus of this programme is on making the most efficient and effective use of Northland's existing state highway infrastructure to ensure safety, route security and resilience.

Maintenance activities make up a large proportion of the forecast expenditure in Northland, with operations, maintenance and renewal accounting for approximately 59 percent of the total spend. In addition to taking care of the state highway network and completing improvements to meet community needs, the NLTP will continue to:

- monitor and manage slip sites and organise emergency reinstatements
- carry out maintenance, including litter and graffiti removal, vegetation control, road marking, signs, traffic signal and lighting maintenance, and incident responses
- improve safety, drainage, intersections, seal widening and guardrails.

The region's maintenance contract is currently being renegotiated, with the new contract focused on customers' needs and ensuring quality roads where they are most required.

Maintenance, operation and renewal of local roads

As with state highways, local road projects in the Northland region aim to make the most efficient and effective use of the existing infrastructure to improve safety, route security and resilience along the network. Maintenance work is essential to ensure the safe and efficient movement of freight, tourism and local traffic and prevent deterioration of the asset. The NZTA has approved a three-year allocation and expects organisations to manage the required maintenance, operations and renewal programmes including any changes in costs within that allocation.

Our objectives are to address deficiencies, improve service standards, revise maintenance patterns and manage flooding issues. The Far North and Whangarei district councils are also planning to address some of their resealing backlogs and carry out improvement work associated with poor drainage and safety.

The Northland region, particularly areas covered by the Far North and Kaipara district councils, has a high proportion of low-volume unsealed roads that still require extensive maintenance at considerable cost. While the importance of extending the sealed network is recognised, this NLTP follows the lead of the GPS in placing greatest emphasis on activities that promote economic development.

Public transport services and infrastructure

There has been a substantial increase in funding for public transport services nationally across 2009-12 with an increase of 30 percent to $630 million compared with the previous three years.

Although there has been a significant increase in funding, there is an expectation that every regional authority will manage their public transport programmes efficiently and effectively within the funding allocations provided to ensure that these are delivering value for money. A challenge is to improve the effectiveness of public transport networks by extracting the maximum value from past and current investments. The NZTA is developing a national framework for a fare box policy that will assist regional authorities as part of this process.

The block funding approach to public transport programmes will provide regional authorities with the flexibility to reassign funding to cover variability in the delivery of programme activities, provided the total expenditure stays within the overall allocation.

The Northland NLTP demonstrates the need to make the most efficient and effective use of existing public transport services and infrastructure.

Services are expected to be maintained at levels achieved via a new five-year contract for passenger transport services, established in 2007/08. This has resulted in more buses operating in the region and expanded routes.

Meanwhile, SuperGold card use is increasing, with projections for the current year having been exceeded. As a result, funding has been reviewed accordingly for the three-year NLTP.

Walking and cycling

Walking and cycling facilities are being implemented in tightly focused areas, such as the on-road facilities in Whangarei, with the aim of reducing congestion and providing the community with alternative transport choices.

Many local and state highway projects include walking and cycling elements, such as the SH1 Kamo bypass stage 2 and Porowini Avenue in Whangarei.

Road policing activities

National Land Transport Fund funding for New Zealand Police road policing activities in the Northland region in 2009/10 totals $12.611 million. This includes:

- $10.587 million for strategic policing of the 'fatal five' road safety issues: speeding, drink or drugged driving, restraints, dangerous or careless driving and high-risk drivers
- $1.492 million for incident and emergency management, crash attendance and investigation, and traffic management.

The NLTP and the detailed 2009/10 Road Policing Programme can be viewed on the New Zealand Police website at www.police.govt.nz, and programmes for 2010/11 and 2011/12 will be published annually on the site.

Regionally significant projects from 2012/13 onwards

Beyond 2012/13, Northland will continue to pursue strategies and groups of activities that provide value for money, contribute to economic growth and productivity, contribute to safety improvements, and provide more transport choices, particularly for those with limited access to cars.

Major activities in the region planned for the seven years beyond 2012/13 (or where construction will continue into this period) are likely to include:

- a planned upgrade to Marsden Point Road and a number of other roads in the area (approximately $10 million). These upgrades are required to ease congestion and assist freight movements to and from the port
- planned upgrades to Riverside Road and Onerahi Road to improve capacity and reduce congestion (approximately $6 million)
- the continued development of a programme of improvements along SH1 through Whangarei to ease traffic movements through the city's central connection.

Regional tables

Key (for tables)

FTE staff	The number of full time equivalent NZ Police staff allocated to the activity.
Phase type	The phase type of the project phase listed on this row.
S	Study
I	Investigation
D	Design
C	Construction
P	Property purchase
NLTP status	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.
Funding priority	
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.
SH	The state highway associated with the project or programme.
WC	Work category.
Profile	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.
Total phase costs $000	The total cost of the project phase for all years, including local share subsidy.
Prev. spend $000	The total spent to date on the phase for all years, including local share subsidy.
%FAR	The funding assistance rate applying to the phase.
NLTF	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.
Indicative funding source	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
002 Studies and strategies
003 Activity management plans
111 Sealed pavement maintenance
112 Unsealed pavement maintenance
113 Routine drainage maintenance
114 Structures maintenance
121 Environmental maintenance
122 Traffic services maintenance
123 Operational traffic management
124 Cycle path maintenance
131 Level crossing warning devices
141 Emergency reinstatement
151 Network and asset management
161 Property management (state highways)
171 Financial grants
211 Unsealed road metalling
212 Sealed road resurfacing
213 Drainage renewals
214 Sealed road pavement rehabilitation
215 Structures component replacements
221 Environmental renewals
222 Traffic services renewals
231 Associated improvements
241 Preventive maintenance
321 New traffic management facilities
322 Replacement of bridges and other structures
323 New roads
324 Road reconstruction
325 Seal extension
331 Property purchase (state highways)
332 Property purchase (local roads)
333 Advance property purchase
341 Minor improvements
421 Demand management
432 Community programmes
442 Sea freight operations
445 Rail freight infrastructure
446 Sea freight infrastructure
451 Pedestrian facilities
452 Cycle facilities
511 Bus services
512 Passenger ferry services
513 Bus and passenger ferry concession fares
514 Passenger transport facilities operations and maintenance
515 Passenger rail services
517 Total mobility operations
519 Wheelchair hoists
521 Total mobility flat rate payments
531 Passenger transport infrastructure
533 Passenger transport road improvements
711 Strategic road policing
712 Incident and emergency management
713 Road policing resolutions
714 Community engagement in land transport
811 Research programme
812 National education and promotion programmes
813 Training and support programme
911 Programme management
912 Performance monitoring
913 Crash analysis system

	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*
Far North District Council												
Renewal of local roads												
Road renewals	Local Roads			App.			40,159.3	7,385.5	7,542.6	7,561.2		N
Operation and maintenance of local roads												
Road operations and maintenance	Local Roads			App.			26,421.5	4,909.5	4,932.2	4,954.3		N
E/W 26th-28th July 2008 : Various sites	Construction	-		Com	141	56%	-	4,864.7	-	-		N
E/W event 12 to 14 June 2009	Construction	-		Com	141	56%	-	123.2	-	-		N
New & improved infrastructure for local roads												
Kerikeri Heritage Bypass	Construction	-		Com	323	75%	17,200.0	1,289.4	-	-		N
Waimate North Road RP 6108-11087m	Construction	-		Com	325	66%	1,550.0	997.3	-	-		N
Waipapa Road Seal Widening plus W&C	Construction	-		Com	324	66%	3,950.0	891.0	891.0	-		N
Minor improvements 2009/12	Local Roads			App.	341		-	983.6	888.0	877.6		N
Improve, expand or replace network group	Group allocation			Alloc.				100.0	220.0	225.0		
Sawyers Rd (Bridge F13)	Construction	-	MMM	Cat2	322	66%	126.0	83.2	-	-	Possible	R/N
Wainui Rd (Bridge I25)	Investigation	-	MMM	Cat2	322	66%	152.4	100.6	-	-	Possible	N
Matawherohia Rd (Bridge I48)	Construction	-	MMM	Cat2	322	66%	131.1	-	86.5	-	Possible	R/N
Waharua Rd (Bridge A39)	Construction	-	MMM	Cat2	322	66%	81.5	-	53.8	-	Possible	R/N
Quarry Rd (Bridge B13)	Construction	-	MMM	Cat2	322	66%	54.7	-	36.1	-	Possible	R/N
Off SH11 (Kawakawa - Paihia Rd) (Bridge T49)	Construction	-	MMM	Cat2	322	66%	300.0	-	198.0	-	Possible	R/N
Jasons Rd (Bridge E95)	Construction	-	MMM	Cat2	322	66%	463.8	-	-	306.1	Possible	R/N
Churtons Rd (Bridge C13)	Construction	-	MMM	Cat2	322	66%	356.3	-	-	235.1	Possible	R/N
Pokapu Rd (Bridge W12)	Construction	-	MMM	Cat2	322	66%	31.8	-	-	21.0	Possible	R/N
Waikuku Rd (Bridge R07)	Construction	-	MMM	Cat2	322	66%	176.4	-	-	116.4	Possible	R/N
Browns Rd (Te Irenga) (Bridge P13)	Construction	-	MML	Reserve	322	66%	128.7	84.9	-	-	Res. A	
User benefits improvements group	Group allocation			Alloc.				330.0	335.0	335.0		
Pungaere Rd Seal Extension (RP 8810 - 12410)	Construction	-	LMH	Reserve	325	66%	800.0	367.0	161.0	-	Res. A	
Picadilly Rd Seal Extension (RP 0 - 3000)	Construction	-	LMH	Reserve	325	66%	588.0	194.0	194.0	-	Res. A	
Matawaia - Maromaku Rd Seal Extension	Construction	-	LMM	Reserve	325	66%	500.0	-	330.0	-	Res. A	
Haruru Falls Rd Seal Extension	Construction	-	LMM	Reserve	325	66%	910.0	-	231.0	369.6	Res. A	
Ngapipito Rd Seal Extension	Construction	-	LMM	Reserve	325	66%	525.0	-	-	346.5	Res. A	
Taheke Rd Seal Extension	Construction	-	LMM	Reserve	325	66%	770.0	-	-	508.2	Res. A	
Oturu Rd Seal Extension	Construction	-	LMM	Reserve	325	66%	700.0	-	-	462.0	Res. A	
Fairburn Rd Seal Extension	Construction	-	LMM	Reserve	325	66%	1,050.0	693.0	-	-	Res. A	
Tapui Rd Seal Extension	Construction	-	LMM	Cat2	325	83%	500.0	415.0	-	-	Probable	T
Moutukaraka Point Rd Seal Extension	Construction	-	LMM	Cat2	325	83%	100.0	-	-	83.0	Probable	T
Pawarenga Rd Seal Extension	Construction	-	LMM	Cat2	325	83%	150.0	124.5	-	-	Probable	T
Te Huia Marae Rd Seal Extension	Construction	-	LMM	Cat2	325	83%	120.0	-	-	99.6	Probable	T
Te Tii Rd Seal Extension	Construction	-	LMM	Cat2	325	83%	150.0	124.5	-	-	Probable	T
Rawhiti Rd (North) Seal Extension	Construction	-	LMM	Cat2	325	83%	1,150.0	477.3	249.0	228.3	Probable	T
Demand management & community programmes												
Community Programmes - Far North 2009 - 2012	Implementation			App.	432	75%	-	470.0	-	-		N
Walking and cycling facilities												
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				-	-	-		

	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*
Kerikeri Rd Footpath	Construction	-	LML	Reserve	451	66%	411.0	135.6	135.6	-	Res. A	
State Highway 10 Footpath	Construction	-	LML	Reserve	451	66%	346.8	228.9	-	-	Res. A	
Transport planning												
Asset Management Plan Review	Study	-	LL_	Cat2	003	66%	1,950.0	99.0	99.0	165.0		N
Bridge load capacity analysis	Study	-	MM_	Cat2	002	75%	618.2	150.0	154.5	159.1		N
Kapiro - Waipapa Link	Study	-	LM_	Cat2	002	75%	50.0	37.5	-	-		N
Kerikeri Ring Road	Study	-	LM_	Cat2	002	75%	50.0	37.5	-	-		N
Kerikeri South Eastern Corridor	Study	-	LM_	Cat2	002	75%	50.0	37.5	-	-		N
Procurement Strategy	Study	-	MM_	Cat2	003	66%	50.0	33.0	-	-		N
Hone Heke Road Investigations	Study	-		N/F								
Regional development												
Kohukohu Road - Rp 13650 to 15120 (RDF)	Construction	-		Com	324	100%	900.0	100.0	-	-		
Mangamuka Road 08_09 RP 1720 - 3220 (RDF)	Construction	-		Com	324	100%	800.0	50.0	-	-		
2009 - 2012 Regional Development Programme	Group allocation	-		Alloc.				548.2	468.2	-		
Kohukohu Rd RDF (RP 16220 - 16800)	Construction	-		Cat2	324	100%	288.1	288.1	-	-		
Mangamuka Rd RDF (RP 3220 - 4640)	Construction	-		Cat2	324	100%	709.4	-	709.4	-		
Mangamuka Rd RDF (RP 4640 - 5420)	Construction	-		Cat2	324	100%	542.5	542.5	-	-		
Kaipara District Council												
Renewal of local roads												
Road renewals	Local Roads			App.			22,556.6	4,438.2	4,510.1	4,585.7		N
Preventative Maintenance 2009/10 (R Fund)	Construction	-		Cat2	241	70%	208.0	145.6	-	-		
Preventative Maintenance 2009/12	Construction	-		Cat2	241	60%	1,078.1	396.0	124.2	126.7		
Operation and maintenance of local roads												
Road operations and maintenance	Local Roads			App.			17,513.1	3,493.2	3,506.7	3,526.4		N
E/W 26th-30th July 2008 : Various sites	Construction	-		Com	141	60%	-	1,200.0	-	-		N
New & improved infrastructure for local roads												
Baldrock Road (Stages 1 & 2) Seal Extension (R Fund)	Construction	-		Com	325	70%	1,995.0	801.5	-	-		R
Bickerstaffe Road Seal Extension 2008/09	Construction	-		Com	325	70%	621.0	420.7	-	-		N
Central Road Bridge 47 Replacement	Construction	-		Com	322	70%	250.0	175.0	-	-		N
Intersection Safety Sealing 2008/09	Construction	-		Com	325	70%	1,565.0	815.5	-	-		N
Omana Road Bridge 158 Replacement	Construction	-		Com	322	70%	350.0	245.0	-	-		N
Wairere Road Bridge No.318 Replacement	Construction	-		Com	322	70%	457.0	225.7	-	-		N
Minor improvements 2009/12	Local Roads			App.	341		-	634.5	570.6	568.9		N
Improve, expand or replace network group	Group allocation			Alloc.				650.0	700.0	700.0		
Bridge Replacements 2009/12	Construction	-	MMH	Cat2	322	70%	1,862.4	506.1	394.8	402.7	Probable	R/N
New Dargaville Link Road	Construction	-	MMM	Cat2	323	70%	1,199.4	-	-	74.3	Possible	R/N
Otamatea Area Road Reconstruction 2009/12	Construction	-	MMM	Cat2	324	70%	2,815.5	525.0	535.5	910.4	Possible	R/N
Community Transport Programmes (T Fund) 2009/12	Construction	-	MML	Cat2	324	85%	1,989.3	552.5	563.6	574.8	Probable	T
User benefits improvements group	Group allocation			Alloc.				330.0	335.0	335.0		
Seal Extensions 2009/10	Construction	-	LMM	Reserve	325	70%	1,507.0	1,054.9	-	-	Res. A	
Seal Extension 2011/12	Construction	-	LMM	Reserve	325	70%	1,567.9	-	-	1,097.5	Res. A	
Seal Extensions 2010/11	Construction	-	LMM	Reserve	325	70%	1,537.1	-	1,076.0	-	Res. A	

	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*
Demand management & community programmes												
Community Programmes 2009/12	Implementation			App.	432	75%	-	61.8	-	-		N
Walking and cycling facilities												
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				-	-	-		
Walking and Cycling Facilities 2009/12	Construction	-	LMM	Reserve	452	70%	648.8	148.4	151.4	154.4	Res. A	
Transport planning												
Activity Management Plan 2009/12	Study	-	ML_	Cat2	003	70%	128.0	17.5	35.7	36.4		N
Aggregate Study 2011/12	Study	-	LL_	Cat2	003	75%	52.0	-	-	39.0		N
Crash Reduction Study - Arterials 2011/12	Study	-	MM_	Cat2	002	75%	52.0	-	-	39.0		N
Barging Study 2010/11	Study	-		N/F								
Mangawhai/Kaiwaka Roading Network Strategy 2010/11	Study	-		N/F								
Walking and Cycling Strategy Review 2009/10	Study	-		N/F								
Regional development												
Regional Development 2009/12	Group allocation	-		Alloc.				1,400.0	1,428.0	1,456.6		
Regional Development 2009/10	Construction	-		Cat2	324	100%	2,000.0	2,000.0	-	-		
Regional Development 2010/11	Construction	-		Cat2	324	100%	2,040.0	-	2,040.0	-		
Regional Development 2011/12	Construction	-		Cat2	324	100%	2,080.8	-	-	2,080.8		
Northland Highway & Network Operations												
Renewal of state highways												
Road renewals	State Highways			App.			53,067.8	18,469.1	17,299.3	17,299.3		N
Flood Mitigation	Construction	-		Cat2	241	100%	3,000.0	2,000.0	1,000.0	-		
Preventive Maintenance 9/12	Construction	-		Cat2	241	100%	2,530.9	841.7	844.6	844.6		
Scour Investigation 9/12	Construction	-		Cat2	241	100%	483.0	156.0	161.0	166.0		
Operation and maintenance of state highways												
Road operations and maintenance	State Highways			App.			42,495.9	14,159.1	14,168.4	14,168.4		N
EW Condoleezza Weather Bomb Northland Jul 08	Construction	-		Com	141	100%	-	3,245.0	-	-		N
EW Heavy Rains Event Northland May 08	Construction	-		Com	141	100%	-	82.5	-	-		N
EW Severe Rainstorm Event Northland May 2009	Construction	-		Com	141	100%	-	1,370.0	-	-		N
EW SH1N&14 Rain Storm Event Northland Feb/Mar 09	Construction	-		Com	141	100%	-	700.0	-	-		N
New & improved infrastructure for State highways												
Akerama Curves Realign & PL	Design	5		Com	324	100%	581.0	138.9	-	-		R
Akerama Curves Realign & PL	Property	5		Com	331	100%	310.5	257.6	53.0	-		R
Bulls Gorge Realign	Design	2		Com	324	100%	50.0	50.0	-	-		N
Bulls Gorge Realign	Property	2		Com	331	100%	20.6	20.6	-	-		N
Kamo Bypass Stage 2	Design	4		Com	323	100%	300.0	300.0	-	-		R
Waitiki Landing to Cape Reinga SE Stg 2	Construction	1		Com	325	100%	15,877.0	4,980.0	-	-		R
Waitiki Landing to Cape Reinga SE Stg 2	Property			Com	324	100%	11.2	11.2	-	-		N
Bends Sth of Wakelin Rd SI	Investigation			Com		100%	100.0	75.0	-	-		N
Callaghan Rd NB PL	Investigation			Com		100%	97.0	10.4	-	-		R
Hukerenui NB PL Extension	Design			Com		100%	200.0	96.2	-	-		R
Hukerenui NB PL Extension	Investigation			Com		100%	134.0	23.9	-	-		R
Hukerenui NB PL Extension Stg 1	Construction			Com		100%	945.9	812.0	-	-		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*
Kaingaroa SI	Construction			Com		100%	1,400.0	79.4	-	-		N
Kaiwaka SB PL	Investigation			Com		100%	250.0	45.0	-	-		N
Kensington to Tarewa Short Term Improvements	Construction			Com		100%	600.0	20.0	-	-		N
Lily Pond Bridge to Quarry Seal Widening	Design			Com		100%	115.0	115.0	-	-		N
Opononi-Omapere Safety Improvements	Design			Com		100%	120.0	120.0	-	-		N
Ounuwhao Safety Improvements	Investigation			Com		100%	160.0	150.0	-	-		N
Plantation North Realign	Design			Com		100%	93.0	7.0	-	-		N
Plantation North to Topuni Bridge SI	Design			Com		100%	214.0	20.0	-	-		N
Puketona SH11 Int. Impvt	Investigation			Com		100%	228.7	57.1	-	-		N
Salesyards Road Intersections Improvements	Investigation			Com		100%	200.0	44.9	-	-		N
Selwyn Ave to Fourth Ave 4L Stg 1	Investigation			Com		100%	580.1	397.9	-	-		N
SH14 Intersection Improvement	Design			Com		100%	290.0	260.0	-	-		N
Springfield Rd to Oakleigh Service Station Safety Imp	Construction			Com		100%	3,648.0	1,013.5	-	-		N
Taumarere Realignment	Investigation			Com		100%	269.2	71.0	-	-		N
Waipapa Rd Intersection Improvements	Investigation			Com		100%	200.0	100.0	-	-		N
Watercress Crk SB PL	Construction			Com		100%	1,875.0	45.0	-	-		N
Whangarei Urban Improvements	Investigation			Com		100%	350.0	49.0	-	-		N
Minor improvements 2009/12	State Highways			App.	341		-	2,107.4	2,157.9	2,157.9		N
Kamo Bypass Stage 2	Property		HML	App.	325	100%	20.6	20.6	-	-	Probable	R/N
Puketona SH11 Int. Impvt	Construction	-	MMH	Cat2	324	100%	4,428.0	-	2,000.0	2,428.0	Probable	R/N
Puketona SH11 Int. Impvt	Design	-	MMH	Cat2	324	100%	206.0	206.0	-	-	Probable	R/N
Selwyn Ave to Fourth Ave 4L Stg 2	Construction	-	HMM	Cat2	324	100%	8,448.1	1,000.0	3,607.1	3,841.0	Probable	R/N
Selwyn Ave to Fourth Ave 4L Stg 2	Design	-	HMM	Cat2	324	100%	577.0	577.0	-	-	Probable	R/N
Selwyn Ave to Fourth Ave 4L Stg 2	Property	-	HMM	Cat2	331	100%	105.0	52.0	53.0	-	Probable	R/N
Tarewa I/S Improvements and Tarewa to SH14 4 Laning	Construction	-	HLM	Cat2	324	100%	7,780.4	-	-	3,270.7	Probable	N
Tarewa I/S Improvements and Tarewa to SH14 4 Laning	Design	-	HLM	Cat2	324	100%	515.0	515.0	-	-	Probable	N
Tarewa I/S Improvements and Tarewa to SH14 4 Laning	Property	-	HLM	Cat2	331	100%	763.7	180.2	583.5	-	Probable	N
Kamo Bypass Stage 2	Construction	4	HML	Cat2	323	100%	15,268.8	7,346.3	7,922.4	-	Probable	N
Brynderwyn Hill Realignment	Investigation	-	HML	Cat2	324	100%	491.7	-	-	491.7	Probable	N
Akerama Curves Realign & PL	Construction	5	MML	Cat2	324	100%	6,652.7	-	1,288.2	4,482.6	Possible	N
Bulls Gorge Realign	Construction	2	MML	Cat2	324	100%	8,231.2	1,393.4	3,265.6	3,572.1	Possible	N
Matakohe Realign	Investigation	2	LMM	Cat2	324	100%	556.2	556.2	-	-	Possible	N
Matakohe Realign	Property	2	LMM	Cat2	331	100%	594.7	-	211.1	383.6	Possible	N
Matakohe Realign	Design		LMM	Cat2	324	100%	646.0	-	317.0	329.0		
Strategic network group	Group allocation			Alloc.				3,062.5	3,368.8	3,368.8		
Brynderwyn Nrth Waipu Gorge Rd-Artillery Rd Curves	Design	-	HMH	Cat2	324	100%	100.0	100.0	-	-	Probable	R
Brynderwyn Nrth Waipu Gorge Rd-Artillery Rd Curves	Construction	-	HMH	Cat2	324	100%	1,040.0	-	1,040.0	-	Probable	R
Plantation North Realign	Construction	-	HMH	Cat2	324	100%	1,150.0	567.0	583.0	-	Probable	R
Topuni Bridge to Ross Rd SW	Construction	-	HMH	Cat2	324	100%	937.0	937.0	-	-	Probable	R
Mountain Rd Seal Widening	Design	-	HMM	Cat2	324	100%	20.0	20.0	-	-	Probable	R/N
Mountain Rd Seal Widening	Construction	-	HMM	Cat2	324	100%	3,517.2	695.0	2,822.2	-	Probable	R/N
SH14 Intersection Improvement	Construction	-	HMM	Cat2	324	100%	3,752.1	2,060.0	1,692.1	-	Probable	R/N
Improve, expand or replace network group	Group allocation			Alloc.				8,468.8	9,315.6	9,315.6		
Far North Stock Effluent Facilities	Investigation	-	MMH	Cat2	321	100%	51.5	51.5	-	-	Probable	R/N
Far North Stock Effluent Facilities	Design	-	MMH	Cat2	321	100%	51.5	51.5	-	-	Probable	R/N
Far North Stock effluent facilities	Construction	-	MMH	Cat2	321	100%	742.6	-	742.6	-	Probable	R/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*
High Performance Long Life Markings	Investigation	-	MMH	Cat2	324	100%	700.0	700.0	-	-	Probable	R/N
High Performance Long Life Markings	Design	-	MMH	Cat2	324	100%	700.0	-	700.0	-	Probable	R/N
High Performance Long Life Markings	Construction	-	MMH	Cat2	324	100%	1,500.0	-	-	1,500.0	Probable	R/N
Old North Rd SB PL	Construction	-	MMH	Cat2	324	100%	2,090.0	1,031.0	1,059.0	-	Probable	R/N
Artillery Rd/ Pilbrow Rd I/S	Investigation	-	MMM	Cat2	324	100%	103.0	103.0	-	-	Probable	N
Artillery Rd/ Pilbrow Rd I/S	Design	-	MMM	Cat2	324	100%	265.2	-	265.2	-	Probable	N
Artillery Rd/ Pilbrow Rd I/S	Construction	-	MMM	Cat2	324	100%	3,278.2	-	-	3,278.2	Probable	N
Bends North of Te Wharau SI	Investigation	-	MMM	Cat2	324	100%	206.0	206.0	-	-	Probable	N
Bends North of Te Wharau SI	Design	-	MMM	Cat2	324	100%	209.1	103.0	106.1	-	Probable	N
Bends North of Te Wharau SI	Construction	-	MMM	Cat2	324	100%	2,668.2	-	2,121.8	546.4	Probable	N
Bends Sth of Wakelin Rd SI	Design	-	MMM	Cat2	324	100%	40.0	40.0	-	-	Probable	N
Bends Sth of Wakelin Rd SI	Construction	-	MMM	Cat2	324	100%	370.0	-	370.0	-	Probable	N
Bryderwyn North Artillery Road-Piroa Bridge Curves	Investigation	-	MMM	Cat2	324	100%	750.0	750.0	-	-	Probable	N
Bryderwyn North Artillery Road-Piroa Bridge Curves	Design	-	MMM	Cat2	324	100%	750.0	-	750.0	-	Probable	N
Bryderwyn North Artillery Road-Piroa Bridge Curves	Construction	-	MMM	Cat2	324	100%	1,655.0	-	-	1,655.0	Probable	N
Improved Driver Information 9/12	Construction	-	MMM	Cat2	321	100%	872.1	282.1	290.6	299.3	Probable	R/N
Opononi-Omapere Safety Improvements	Construction	-	MMM	Cat2	324	100%	2,186.0	-	708.0	731.0	Probable	N
Pavement Smoothing 9/12	Construction	-	MMM	Cat2	324	100%	1,060.7	308.6	391.2	360.9	Probable	R/N
Property Acquisitions 9/12	Property	-	MMM	Cat2	331	100%	1,294.6	418.9	431.4	444.4	Probable	R/N
Rehabilitation Seal Widening 9/12	Construction	-	MMM	Cat2	324	100%	1,090.1	352.7	363.3	374.2	Probable	R/N
Safety Retrofit 9/12	Construction	-	MMM	Cat2	324	100%	3,270.4	1,058.1	1,089.8	1,122.5	Probable	R/N
Seismic Retrofit 9/12	Construction	-	MMM	Cat2	322	100%	328.0	328.0	-	-	Probable	R/N
Strategic Plan Initiatives 9/12	Construction	-	MMM	Cat2	324	100%	2,616.3	846.4	871.8	898.0	Probable	R/N
Taumarere Realignment	Design	-	MMM	Cat2	324	100%	46.0	46.0	-	-	Probable	N
Taumarere Realignment	Construction	-	MMM	Cat2	324	100%	2,044.0	-	1,062.0	982.0	Probable	N
Waiotu North NB Passing Lane	Design	-	MMM	Cat2	324	100%	50.0	50.0	-	-	Probable	N
Waiotu North NB Passing Lane	Construction	-	MMM	Cat2	324	100%	4,440.0	-	4,440.0	-	Probable	N
Callaghan Rd NB PL	Design	-	MML	Cat2	324	100%	66.0	-	-	66.0	Possible	N
Kaiwaka SB PL	Design	-	MML	Cat2	324	100%	212.0	-	212.0	-	Possible	N
Kaiwaka SB PL	Construction	-	MML	Cat2	324	100%	3,546.0	-	-	1,853.0	Possible	N
Martins Bend Safety Impvt	Design	-	MML	Cat2	324	100%	50.0	50.0	-	-	Possible	N
Martins Bend Safety Impvt	Construction	-	MML	Cat2	324	100%	940.0	-	940.0	-	Possible	N
Mountain Road Passing Lane SB Extn	Design	-	MML	Cat2	324	100%	22.0	-	-	22.0	Possible	N
Salesyards Road Intersection Improvements	Design	-	MML	Cat2	324	100%	200.0	50.0	150.0	-	Possible	N
Salesyards Road Intersection Improvements	Construction	-	MML	Cat2	324	100%	2,000.0	-	-	1,500.0	Possible	N
Waipapa Rd Intersection Improvements	Design	-	MML	Cat2	324	100%	154.5	154.5	-	-	Possible	N
Brynderwyn Hill Realignment	Design			Reserve			1,278.9				Res. B	
Port Marsden H'way I/C	Investigation			Reserve			405.9				Res. B	
Snake Hill Realign	Design	-		Reserve			213.0				Res. B	
Demand management & community programmes												
Community Advertising 9/12 - Northland	Implementation			App.	432	100%	-	29.3	-	-		N
Walking and cycling facilities												
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				-	-	-		

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Transport planning												
Cape Reinga to Whangarei SH1/SH10 Strategic Study	Study			Com	002	100%	350.0	348.3	-	-		N
Wellsford to Whangarei Strategic Study	Study			Com	002	100%	350.0	348.8	-	-		N
Activity management plans	Study			Cat2	003	100%	1,583.7	519.4	532.1	532.1		N
Northland Kiwirap Black Route Safety studies	Study	-	MM_	Cat2	002	100%	100.0	34.0	33.0	33.0		N
Passing and Overtaking Strategy	Study	-	MM_	Cat2	002	100%	51.5	51.5	-	-		N
State Highway Optimisation Strategies	Study	-	MM_	Cat2	002	100%	63.7	20.6	21.2	21.9		N
Northland Regional Council												
Public transport services												
Bus & ferry concession fares	Operations			App.	513	50%	309.0	51.5	51.5	51.5		N
Bus services	Operations			App.	511	50%	2,672.9	445.5	445.5	445.5		N
Public transport facilities maintenance and operations	Operations			App.	514	60%	429.0	81.0	88.2	88.2		N
Public transport professional services/ administration	Operations			App.		50%	623.9	102.3	104.0	105.8		N
Total mobility flat payments	Operations			App.	521	100%	112.0	37.3	37.3	37.3		N
Total mobility operations	Operations			App.	517	50%	618.0	103.0	103.0	103.0		N
Demand management & community programmes												
Vehciles on Beaches 2009 - 2012	Implementation			App.	432	75%	-	11.7	-	-		N
Vehicles on Beaches Community Advertising 2009 - 2012	Implementation			App.	432	75%	-	31.1	-	-		N
Transport planning												
Regional land transport planning management	Implementation			App.	001	100%	497.8	171.2	163.4	163.2		
Supergold card												
Supergold trip adminstration	Implementation			App.			30.0	10.0	10.0	10.0		
Supergold trip payments	Implementation			App.			255.0	75.0	90.0	90.0		
Waitangi Trust												
Operation and maintenance of local roads												
Road operations and maintenance	SPR			App.			40.5	13.0	13.5	14.0		N
New & improved infrastructure for local roads												
Minor improvements 2009/12	SPR			App.	341		-	1.0	1.0	1.0		N
Whangarei District Council												
Renewal of local roads												
Road renewals	Local Roads			App.			23,754.6	3,857.1	4,101.3	4,394.0		N
Preventative Maintenance 2009/12	Construction	-		Cat2	241	52%	229.0	-	-	119.1		
Operation and maintenance of local roads												
Road operations and maintenance	Local Roads			App.			25,159.4	4,307.1	4,409.0	4,406.3		N
E/W 4-5 March 2009: Various Sites	Construction	-		Com	141	52%	-	35.6	-	-		N
New & improved infrastructure for local roads												
Kokopu Road Culvert 288 Replacement 2007/08	Construction	-		Com	322	62%	157.0	89.9	-	-		N
Pavement Smoothing 2008/09	Construction	-		Com	324	62%	2,290.0	496.0	-	-		N
Porowini Avenue Extension Construction	Construction	-		Com	323	62%	7,500.0	2,604.0	1,612.0	-		R
Price Road Bridge 111 Replacement 2007/08	Construction	-		Com	322	62%	298.8	155.0	-	-		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*
Whangarei Stock Effulent Disposal Site	Construction	-		Com	321	61%	119.0	45.8	-	-		N
Minor improvements 2009/12	Local Roads			App.	341		-	653.1	605.8	617.1		N
Lower Hatea River Crossing	Construction	-	MMM	Cat2	322	62%	33,764.0	-	6,546.0	7,477.2	Possible	N
Mill Road/Nixon Street Upgrades	Construction	-	MMM	Cat2	324	62%	5,141.0	-	1,571.1	1,616.3	Possible	R/N
Mill Road/Nixon Street Upgrades	Investigation	-	MMM	Cat2	324	62%	66.0	40.9	-	-	Possible	R/N
Riverside Drive/Onerahi Road Upgrades	Investigation	-	MMM	Cat2	324	62%	62.0	38.4	-	-	Possible	R/N
Improve, expand or replace network group	Group allocation			Alloc.				1,080.0	1,550.0	1,550.0		
Pavement Reconstruction 2009/12	Construction	-	MMH	Cat2	324	62%	1,048.9	-	111.3	539.0	Probable	R/N
Bridge Replacements 2009/12	Construction	-	MMH	Cat2	322	62%	4,286.0	-	1,008.7	1,065.8	Probable	R/N
Spedding Road Link	Construction	-	MMM	Cat2	323	62%	2,971.0	1,842.0	-	-	Possible	R/N
Onerahi Road Improvements	Construction	-	MMM	Cat2	324	62%	1,355.0	-	32.9	262.9	Possible	R/N
One Tree Point Upgrades	Construction	-	MMM	Cat2	324	62%	3,348.3	-	-	2,076.0	Possible	R/N
New Traffic Management Facilities 2009/12	Construction	-	MMM	Cat2	321	62%	461.0	50.2	38.4	197.2	Possible	R/N
McEwan Road Upgrades - Stage 1	Construction	-	MMM	Cat2	324	62%	1,059.0	-	-	656.6	Possible	R/N
User benefits improvements group	Group allocation			Alloc.				100.0	100.0	100.0		
Seal Extensions 2009/10	Construction	-	LMH	Reserve	325	62%	2,000.0	1,240.0	-	-	Res. A	
Seal Extension 2011/12	Construction	-	LMH	Reserve	325	62%	2,118.0	-	-	1,313.2	Res. A	
Seal Extension 2010/11	Construction	-	LMH	Reserve	325	62%	2,058.0	-	1,276.0	-	Res. A	
Public transport infrastructure												
General access & community benefits PT group	Group allocation			Alloc.				-	-	-		
Whangarei Urban Bus Service Infrastructure 2009/12	Construction	-	LMM	Reserve	531	60%	371.0	66.0	77.4	79.2	Res. A	
Demand management & community programmes												
Community Programmes 2009/12	Implementation			App.	432	75%	-	112.5	-	-		N
Walking and cycling facilities												
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				-	-	-		
Whangarei OnRoad Walking and Cycling Paths	Construction	-	LMH	Reserve	452	62%	585.1	117.2	121.0	124.6	Res. A	
Whangarei Offroad Walking & Cycling Paths	Construction	-	LML	Reserve	452	62%	2,107.7	105.5	547.7	653.6	Res. A	
Transport planning												
Activity Management Plans 2009/12	Study	-	LL_	Cat2	003	62%	312.1	62.5	64.6	66.4		N
Growth Related Strategy Studies 2009/12	Study	-	MM_	Cat2	002	75%	316.0	127.5	54.0	55.5		N
Regional development												
Mangakahia Road 2008/09 (RDF)	Construction	2		Com	324	100%	3,300.0	250.0	-	-		
Regional Development 2009/12	Group allocation	-		Alloc.				3,215.9	1,381.1	-		
Regional Development Package 1	Construction	-		Cat2	324	100%	4,500.0	4,500.0	-	-		
Regional Development Package 2	Construction	-		Cat2	324	100%	2,914.5	686.9	2,227.6	-		

Police

	2009/10 FTE staff	2009/10 Funding ($000)
Northland Police district managed activities		
Traffic camera operations	5.4	857.8
Strategic road policing - rural arterial routes	5.0	799.2
Enhanced alcohol CBT project	10.0	1,593.1
Court orders	0.2	26.6
NZTA Highway and Network Operations		
Highway patrol	18.0	2,877.1
Far North District		
Speed control	1.9	296.2
Drinking or drugged driver control	3.8	612.7
Restraint device control	0.7	113.0
Visible road safety and general enforcement	2.0	320.7
Police community services	0.5	74.6
School road safety education	0.5	85.2
Crash attendance and investigation	2.7	436.9
Traffic management	0.1	21.3

	2009/10 FTE staff	2009/10 Funding ($000)
Kaipara District		
Speed control	0.9	140.7
Drinking or drugged driver control	1.9	296.2
Restraint device control	0.4	57.5
Visible road safety and general enforcement	0.9	150.2
Police community services	0.4	58.6
School road safety education	0.3	42.6
Crash attendance and investigation	1.5	234.4
Traffic management	0.2	26.6
Whangarei District		
Speed control	4.2	663.9
Drinking or drugged driver control	6.2	996.3
Restraint device control	1.2	192.9
Visible road safety and general enforcement	3.9	619.1
Police community services	0.9	138.5
School road safety education	0.7	106.6
Crash attendance and investigation	4.0	644.7
Traffic management	0.8	127.9

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: • coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure • the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to that transport.
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

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