National Land Transport Programme 2009–2012

# Taranaki

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 – 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. Improvement of key routes also assists in delivering route security, network efficiency and provides safety benefits.

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 Taranaki 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 Taranaki 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.

## The Taranaki perspective

There has been considerable investment and improvement in the Taranaki transport network in recent years – largely in response to New Plymouth's residential and industrial growth and an increasing dependence on roading infrastructure by commercial transport, tourism and a growing local population. Safety has been a particular priority in this investment.

Given Taranaki's challenging topography and an industry heavily dependent on agriculture and petrochemicals, investment for the next three years is driven by two key priorities: route security and safety. It reflects how we see the NLTP delivering the best value to the Taranaki region: getting people and freight to their destinations, and getting them there safely by:

- continually improving road safety to reduce the social and economic costs of crashes
- fostering economic productivity – which means ensuring efficient, secure and reliable state highway access in and out of Taranaki through effective maintenance and preventive works programmes
- managing the connections between state highways and local roads and improving access to state highways from adjacent land to support the function of key arterial roads in enabling medium- to long-distance travel.

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

## Highlights of Taranaki's NLTP

This NLTP provides an investment of $139.6 million for the Taranaki region over the 2009–2012 period. Paramount to supporting local and national economic activity is the need to maintain and improve route security, efficiency and safety. A number of activities, both current and planned, will target these priorities in the next three years.

For example, this NLTP will enable construction to start on the State Highway (SH) 3 Normanby overbridge and realignment, with property purchase and design to start in 2009/10. This project, identified as a high priority for the Taranaki Regional Transport Committee (RTC), will enhance safety on this important section of the state highway, which is a freight lifeline for the Taranaki region.

Another priority for the Taranaki RTC is the Midhurst rail overbridge replacement and realignment project, which is proposed for investigation, design and property purchase in this NLTP.

We're particularly encouraged by construction progress on the SH3 Bell Block bypass, which is due for completion in 2010, and the Rugby Road underpass, which is also approaching completion. The Bell Block bypass, located on the route to the north of New Plymouth, bypasses the existing highway and will help to reduce congestion and improve safety, while the Rugby Road underpass at Tariki will provide a safer and more reliable route, particularly for heavy vehicles.

Maintenance and operations activities make up a large proportion of the forecast expenditure in the Taranaki region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future service levels, this will enable the NZTA to improve the availability of road condition information at critical locations on our state highway.

The NZTA has also identified a number of activities to improve the safety and efficiency of sections of SH3 for progress in the next five years, including road realignments and intersection improvements. Further work on managing or removing roadside hazards will also continue to offer financial and safety benefits. Meanwhile, we'll maintain our on road engineering solutions that make roads more uniform and create safer travelling experiences and a more forgiving environment.

Route security on SH3, particularly north of New Plymouth, remains a priority, with ongoing maintenance and minor improvements work designed to ensure its future reliability, security and safety.

Recognising that limited passing opportunities on some parts of the region's road network can lead to driver frustration and crashes, we've identified a package of passing lanes throughout the region.

In other activities, funding for passenger transport services across the region will ensure that all existing bus and total mobility services continue. And NLTP-funded demand management and community programmes[1] will enable councils to deliver local transport safety and sustainability activities throughout the region. Integrated planning will also come under the spotlight with the review of the Taranaki Regional Land Transport Strategy during 2009-2012.

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

## Working with the Taranaki region

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

The committee comprises elected members from the district authorities and Taranaki 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 Taranaki's three-year RLTP, which prioritises all the regional transport activities proposed by the NZTA, local authorities and Taranaki 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 Taranaki'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 will support Taranaki'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 Taranaki community to ensure it is implemented successfully.

**Jenny Chetwynd**
Regional Director, Central

1 The 'demand management and community programmes' activity class includes the management or purchase of activities that promote safe and sustainable use of the land transport networks.


NZ TRANSPORT AGENCY
WAKA KOTAHI
TARANAKI REGION
Princess St Intersection Improvements
Mahoetahi – Clifton Rd Intersection Improvements
Mokau – SH3A PLs
Bell Block Bypass
Eastern Cycleway Route between New Plymouth & Bell Block
SH44 Bridge Strengthening
Uruti
Waitara
Urenui
New Plymouth
South of Egmont Village Curve Improvements
Oakura
Inglewood – SH3 PL group
Egmont Village
Rugby Rd Underpass
Okato
Inglewood
Midhurst Rail Overbridge Replacement
Warea
Stoney Bridge Replacement
Te Wera
Pungarehu
Midhurst
Mt Egmont/Taranaki
Rahotu
Douglas
Stratford
Toko
Finnerty Rd Right Turning Bay
Kaponga
Eltham
Normanby Overbridge Realignment
Opunake
Normanby North & South PLs
Pihama
Manawapou North Realignment
Normanby
Manaia
Tangahoe Bridge Widening
Hawera
Hawera – Patea Curve Improvements
Muggeridge South Realignment
Kakaramea
Kakaramea PLs Suite of 4
Patea
Waverley
Waitotara
Waverley PLs Suite of 4
Patea – Wanganui Curve Improvements
Investigation /Design phase
Construction
NZTA project
Territorial authority boundary
State highway
Other roads
0 6 12 18 24 30
Kilometres
© NZ Transport Agency August 2009

# Regional summary

## Overview of the transport system

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

| | Taranaki region | New Zealand | Region as % of NZ |
|---|---|---|---|
| Population | 107,700 | 4,268,500 | 3% |
| Land area (km²) | 7300 | 275,400 | 3% |
| Imports (gross tonne)[1, 2] | 4 million | 79.2 million | 5% |
| Exports (gross tonne)[1, 2] | 5.9 million | 73.4 million | 8% |
| Gross domestic product (GDP) ($) | 3400 million | 155,400 million | 3% |
| Passenger transport – bus – boardings | 345,900 | 92,777,200 | 0% |
| Passenger transport – rail – boardings | – | 18,346,600 | - |
| Passenger transport – ferry – boardings | – | 4,695,000 | - |
| Vehicle kilometres travelled | 1000 million | 40,200 million | 2% |
| Fatalities[3] | 12 | 366 | 3% |
| Serious injuries[3] | 54 | 2553 | 3% |
| Local roads – urban all (km) | 489 | 17,298 | 3% |
| Local roads – urban sealed (km) | 486 | 16,956 | 3% |
| Local roads – rural all (km) | 2996 | 65,601 | 2,996 - 5% |
| Local roads – rural sealed (km) | 2308 | 33,698 | 2,308 - 7% |
| State highways – all (km) | 391 | 10,906 | 391 - 4% |
| State highways – sealed (km) | 374 | 10,850 | 374 - 3% |
| State highways – motorway (km) | – | 172 | 3% |

Notes:

1 Indicative only – based on a ratio determined from a 2002 report on international and inter-regional freight movements.

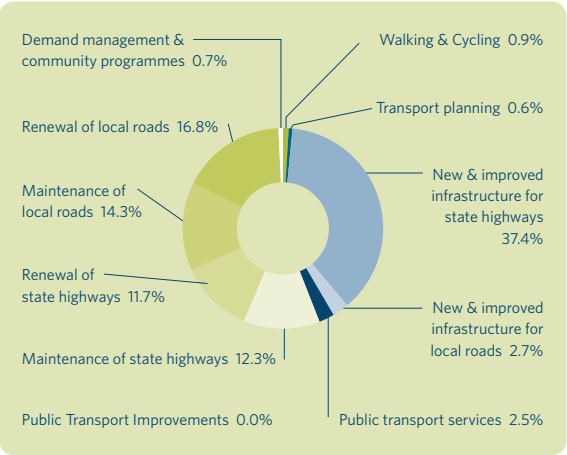
2 Includes both international and inter-regional freight movements.

3 Safety data is for the year ending 2008.

## Expected expenditure in Taranaki

### Table 2: Expected expenditure in Taranaki

| Taranaki | 2009/12 | % of total |
|---|---|---|
| Walking and Cycling | 1.3 | 0.9% |
| Transport planning | 0.8 | 0.6% |
| Public Transport Improvements | - | 0.0% |
| New & improved infrastructure for state highways | 52.2 | 37.4% |
| New & improved infrastructure for local roads | 3.7 | 2.7% |
| Public transport services | 3.5 | 2.5% |
| Maintenance of state highways | 17.2 | 12.3% |
| Renewal of state highways | 16.4 | 11.7% |
| Maintenance of local roads | 20.0 | 14.3% |
| Renewal of local roads | 23.5 | 16.8% |
| Demand management & community programmes | 1.0 | 0.7% |
| | **139.6** | **100%** |




Note: includes R funds of $23m

## State highway operations, maintenance and renewal

About $33.6 million of the forecast 2009–2012 NLTP expenditure in Taranaki 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, the NZTA will:

- resurface 93 kilometres of the network
- carry out six kilometres of road pavement reconstruction
- improve the availability of road condition information at critical locations on the network.

## State highway improvements

This NLTP allocates $52.2 million for improvements to Taranaki's state highways. Major projects programmed for 2009–2012 include:

- realigning a 3.6-kilometre section of SH3 that includes the Normanby Road overbridge north of Hawera, to address a recognised regional safety issue
- the SH3 Rugby Road underpass south of Inglewood, which is nearing completion and will provide a safer and more reliable route, particularly for heavy vehicles
- the SH3 Bell Block bypass, north of New Plymouth, a strategic route improvement between Paraite Road and Vickers Road that bypasses a section of existing highway to reduce congestion and improve safety. This project is nearing completion.

The NZTA has identified a number of activities to improve the safety and efficiency of sections of SH3 for progress in the next five years, including road realignments and intersection improvements. Further work on managing or removing roadside hazards will continue.

The Taranaki and Waikato regions will continue to work together to retain the reliability, security and safety of the strategic route between the two regions.

## Local road operations, maintenance and renewal

Local road maintenance funding of $43.1 million will provide local roads in the Taranaki region with better route security, enhanced safety and the ability to meet growing traffic demands. Funding for the next three years will maintain service levels.

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

## Local road improvements

The NLTP allocates $3.7 million for local road improvements during 2009–2012. It is proposed to continue work to on bridge and culvert replacements on Centennial Drive and Toii, Waiwakaiho, Mataro, Okau and Derby Roads, to improve safety in the New Plymouth District.

## Public transport services

The NZTA's priorities for investment of the limited funds available for 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 Taranaki will ensure that all existing bus and total mobility services continue.

Like maintenance funding, the NZTA expects 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.

As part of the $630 million total allocation for public transport services across the country, a provision of $18 million has been included in the NLTP for new services in key areas where it can be demonstrated that further investment in a network is warranted. The Taranaki Regional Council is reviewing passenger transport service needs in its urban communities and has applied for funding for improvements to its existing services.

Opportunity for this funding has been included in this NLTP but only as a reserve project in Category 2 . As such a strong case will need to be demonstrated to show how its proposals to improve its services align with the NZTA's priorities for investment.

## Walking and cycling

The $1.3 million allocated in this NLTP to walking and cycling projects in Taranaki will provide opportunity to progress projects such as the New Plymouth's Eastern Cycleway Route.

## Demand management and community programmes

NLTP funding of $1.0 million will enable South Taranaki District Council and New Plymouth District Council to deliver local transport safety and sustainability activities throughout the region.

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.

## Road policing

National Land Transport Fund funding for New Zealand Police road policing activities in the Taranaki region in 2009/10 totals $8.194 million.

This includes:

- $7.081 million for strategic policing of the 'fatal five' road safety issues: speeding, drink/drugged driving, restraints, dangerous/careless driving and high-risk drivers
- $874,000 for incident and emergency management, crash attendance and investigation and traffic management
- $43,000 road policing resolutions which includes sanctions, prosecution and court orders
- $197,000 for community engagement on 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. 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.

## Transport planning

Planning for the future of Taranaki's transport network will be explored in the Taranaki Regional Land Transport Strategy review. It will enable the Taranaki region to explore integrated planning opportunities with various stakeholders.

## Regionally significant projects from 2012/13 onwards

Post 2012/13, regionally significant projects expected to be programmed are likely to include local road improvements generated by the New Plymouth Strategic Transportation Study.

# 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* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **New Plymouth District Council** | | | | | | | | | | | | |
| **Renewal of local roads** | | | | | | | | | | | | |
| Road renewals | Local Roads | | | App. | | | 20,059.7 | 3,386.0 | 3,412.5 | 3,431.9 | | N |
| **Operation and maintenance of local roads** | | | | | | | | | | | | |
| Road operations and maintenance | Local Roads | | | App. | | | 16,858.5 | 2,853.6 | 2,878.4 | 2,903.4 | | N |
| **New & improved infrastructure for local roads** | | | | | | | | | | | | |
| Minor improvements 2009/12 | Local Roads | | | App. | 341 | | - | 499.2 | 447.8 | 444.3 | | N |
| Improve, expand or replace network group | Group allocation | | | Alloc. | | | | 130.0 | 190.0 | 190.0 | | |
| Toii and Waiwakaiho Rd Bridge Replacement | Investigation | - | MMM | Cat2 | 322 | 61% | 450.0 | 274.5 | - | - | Probable | R/N |
| Mataro and Okau Rd Bridge Replacement | Investigation | - | MMM | Cat2 | 322 | 61% | 550.0 | - | 335.5 | - | Probable | R/N |
| Derby Rd and Centennial Drive Bridge Replacement | Investigation | - | MMM | Cat2 | 322 | 61% | 700.0 | - | - | 427.0 | Probable | R/N |
| **Demand management & community programmes** | | | | | | | | | | | | |
| Community Programmes for 2009-2012 | Implementation | | | App. | 432 | 75% | - | 133.3 | - | - | | N |
| **Walking and cycling facilities** | | | | | | | | | | | | |
| Cycle Facilities - Eastern Cycleway Route | Construction | 1a | | Com | 452 | 61% | 3,100.0 | 854.0 | - | - | | N |
| **New Plymouth District Council SPR** | | | | | | | | | | | | |
| **Renewal of local roads** | | | | | | | | | | | | |
| Road renewals | SPR | | | App. | | | 84.4 | 26.8 | 28.1 | 29.5 | | N |
| **Operation and maintenance of local roads** | | | | | | | | | | | | |
| Road operations and maintenance | SPR | | | App. | | | 102.2 | 32.4 | 34.1 | 35.7 | | N |
| **New & improved infrastructure for local roads** | | | | | | | | | | | | |
| Minor improvements 2009/12 | SPR | | | App. | 341 | | - | 4.7 | 4.4 | 4.6 | | N |
| **South Taranaki District Council** | | | | | | | | | | | | |
| Renewal of local roads | | | | | | | | | | | | |
| Road renewals | Local Roads | | | App. | | | 17,784.1 | 2,872.8 | 2,965.8 | 3,053.4 | | N |
| **Operation and maintenance of local roads** | | | | | | | | | | | | |
| Road operations and maintenance | Local Roads | | | App. | | | 16,322.5 | 2,670.5 | 2,746.8 | 2,818.7 | | N |
| **New & improved infrastructure for local roads** | | | | | | | | | | | | |
| Minor improvements 2009/12 | Local Roads | | | App. | 341 | | - | 443.5 | 406.6 | 411.8 | | N |
| **Demand management & community programmes** | | | | | | | | | | | | |
| Roadsafe Taranaki CRSP | Implementation | | | App. | 432 | 75% | - | 183.6 | - | - | | N |
| **Stratford District Council** | | | | | | | | | | | | |
| **Renewal of local roads** | | | | | | | | | | | | |
| Road renewals | Local Roads | | | App. | | | 7,037.8 | 1,163.5 | 1,197.0 | 1,228.8 | | N |
| **Operation and maintenance of local roads** | | | | | | | | | | | | |
| Road operations and maintenance | Local Roads | | | App. | | | 4,607.7 | 776.9 | 792.6 | 796.3 | | 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* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **New & improved infrastructure for local roads** | | | | | | | | | | | | |
| Minor improvements 2009/12 | Local Roads | | | App. | 341 | | - | 155.2 | 141.6 | 142.0 | | N |
| **Stratford District Council SPR** | | | | | | | | | | | | |
| **Renewal of local roads** | | | | | | | | | | | | |
| Road renewals | SPR | | | App. | | | 139.0 | 43.9 | 46.3 | 48.8 | | N |
| **Operation and maintenance of local roads** | | | | | | | | | | | | |
| Road operations and maintenance | SPR | | | App. | | | 211.8 | 67.1 | 70.6 | 74.2 | | N |
| **New & improved infrastructure for local roads** | | | | | | | | | | | | |
| Minor improvements 2009/12 | SPR | | | App. | 341 | | - | 8.9 | 8.3 | 8.6 | | N |
| **Taranaki Highway & Network Operations** | | | | | | | | | | | | |
| **Renewal of state highways** | | | | | | | | | | | | |
| Road renewals | State Highways | | | App. | | | 15,773.2 | 5,827.4 | 4,972.9 | 4,972.9 | | N |
| Preventive Maintenance 9/12 | Construction | - | | Cat2 | 241 | 100% | 230.7 | 230.7 | - | - | | |
| Scour Investigation 9/12 | Construction | - | | Cat2 | 241 | 100% | 238.0 | 77.0 | 79.0 | 82.0 | | |
| **Operation and maintenance of state highways** | | | | | | | | | | | | |
| Road operations and maintenance | State Highways | | | App. | | | 16,504.5 | 5,499.1 | 5,502.7 | 5,502.7 | | N |
| **New & improved infrastructure for State highways** | | | | | | | | | | | | |
| Bell Block Bypass (including Mangaone 4 Laning) | Construction | 1a | | Com | 324 | 100% | 18,820.5 | 4,513.0 | - | - | | R & N |
| Bell Block Bypass (including Mangaone 4 Laning) | Property | | | Com | 322 | 100% | 60.0 | 60.0 | - | - | | N |
| Normanby Overbridge Realignment | Design | 3a | | Com | 324 | 100% | 30.0 | 30.0 | - | - | | N |
| Normanby Overbridge Realignment | Property | 3a | | Com | 331 | 100% | 515.0 | 515.0 | - | - | | N |
| Rugby Road Underpass | Construction | 1a | | Com | 324 | 100% | 9,191.8 | 3,001.8 | 1,343.2 | - | | R |
| Finnerty Road RTB | Construction | | | Com | | 100% | 380.1 | 76.3 | - | - | | N |
| Hawera-Patea Curves Suite | Investigation | | | Com | | 100% | 155.0 | 125.0 | - | - | | N |
| Kakaramea Passing Lanes Suite of 4 | Construction | | | Com | | 100% | 4,100.0 | 1,050.0 | 1,790.0 | 1,250.0 | | N |
| Kakaramea Passing Lanes Suite of 4 | Design | | | Com | | 100% | 120.0 | 40.0 | - | - | | N |
| Muggeridge South Real | Design | | | Com | | 100% | 150.0 | 140.0 | - | - | | R |
| Patea-Wanganui Curves Suite | Investigation | | | Com | | 100% | 165.0 | 115.0 | - | - | | N |
| Tangahoe Bridge Widening | Construction | | | Com | | 100% | 1,546.0 | 230.0 | - | - | | R |
| Waverley Passing Lanes Suite of 4 | Construction | | | Com | | 100% | 3,750.0 | 1,050.0 | 1,590.0 | 1,100.0 | | N |
| Waverley Passing Lanes Suite of 4 | Design | | | Com | | 100% | 120.0 | 50.0 | - | - | | N |
| Minor improvements 2009/12 | State Highways | | | App. | 341 | | - | 731.6 | 718.4 | 718.4 | | N |
| Midhurst Rail Overbridge Replacement & Realignment | Design | 5a | MMM | Cat2 | 322 | 100% | 165.5 | - | - | 109.5 | Probable | R/N |
| Midhurst Rail Overbridge Replacement & Realignment | Investigation | 5a | MMM | Cat2 | 322 | 100% | 106.1 | - | 106.1 | - | Probable | R/N |
| Midhurst Rail Overbridge Replacement & Realignment | Property | | MMM | Cat2 | 324 | 100% | 332.7 | - | - | 164.6 | Probable | R/N |
| Normanby Overbridge Realignment | Construction | 3a | MMM | Cat2 | 324 | 100% | 9,321.9 | - | 1,595.7 | 4,925.3 | Probable | R/N |
| Vickers Road N/Plymouth CCI (designation only) | Investigation | 4 | MML | Cat2 | 324 | 100% | 633.5 | 206.3 | 318.2 | 109.1 | Possible | N |
| Vickers Road N/Plymouth CCI (designation only) | Property | | MML | Cat2 | 323 | 100% | 12,537.8 | - | 525.8 | 1,638.1 | Possible | N |
| Improve, expand or replace network group | Group allocation | | | Alloc. | | | | 5,343.8 | 5,878.1 | 5,878.1 | | |

| | 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* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bridge Strengthening SH44 | Design | 4e | MMH | Cat2 | 322 | 100% | 41.0 | 41.0 | - | - | Probable | R |
| Bridge Strengthening SH44 | Construction | 4e | MMH | Cat2 | 322 | 100% | 637.0 | - | 637.0 | - | Probable | R |
| Hangatahua River (Stoney) Bridge Replacement | Investigation | 4f | MMH | Cat2 | 322 | 100% | 67.0 | 67.0 | - | - | Probable | R |
| Hangatahua River (Stoney) Bridge Replacement | Design | 4f | MMH | Cat2 | 322 | 100% | 152.0 | - | 152.0 | - | Probable | R |
| Hangatahua River (Stoney) Bridge Replacement | Construction | 4f | MMH | Cat2 | 322 | 100% | 3,105.0 | - | - | 1,536.0 | Probable | R |
| Hawera-Patea Curves Suite | Design | 4d | MMH | Cat2 | 324 | 100% | 212.0 | 103.0 | 109.0 | - | Probable | R |
| Hawera-Patea Curves Suite | Construction | 4d | MMH | Cat2 | 324 | 100% | 4,500.0 | - | - | 1,500.0 | Probable | R |
| Improved Driver Information 9/12 | Construction | - | MMH | Cat2 | 321 | 100% | 372.6 | 120.6 | 124.2 | 127.9 | Probable | R |
| Mahoetahi to Clifton Rd I/S Improvements | Investigation | 4h | MMH | Cat2 | 324 | 100% | 82.0 | 82.0 | - | - | Probable | R |
| Mahoetahi to Clifton Rd I/S Improvements | Design | 4h | MMH | Cat2 | 324 | 100% | 85.0 | - | 85.0 | - | Probable | R |
| Normanby North & South Passing Lanes | Design | 3a | MMH | Cat2 | 324 | 100% | 25.0 | 25.0 | - | - | Probable | R |
| Normanby North & South Passing Lanes | Construction | 3a | MMH | Cat2 | 324 | 100% | 858.3 | - | 530.5 | 327.8 | Probable | R |
| Patea-Wanganui Curves Suite | Design | 4c | MMH | Cat2 | 324 | 100% | 203.0 | 100.0 | 103.0 | - | Probable | R |
| Patea-Wanganui Curves Suite | Construction | 4c | MMH | Cat2 | 324 | 100% | 1,591.4 | - | - | 1,591.4 | Probable | R |
| Princess Street IS (Waitara) | Investigation | 4f | MMH | Cat2 | 324 | 100% | 90.0 | 90.0 | - | - | Probable | R |
| Princess Street IS (Waitara) | Design | 4f | MMH | Cat2 | 324 | 100% | 82.4 | - | 82.4 | - | Probable | R |
| Princess Street IS (Waitara) | Construction | 4f | MMH | Cat2 | 324 | 100% | 1,591.4 | - | - | 1,591.4 | Probable | R |
| Bridge Widening Strategy Region 7 (6#) | Design | 4f | MMM | Cat2 | 322 | 100% | 123.6 | 40.0 | 41.2 | 42.4 | Probable | R/N |
| Bridge Widening Strategy Region 7 (6#) | Construction | 4f | MMM | Cat2 | 322 | 100% | 2,378.8 | 600.0 | 824.0 | 954.8 | Probable | R/N |
| Inglewood - SH3 Intersection P/L's Group (4#) | Investigation | Passing Lane project 1 | MMM | Cat2 | 324 | 100% | 80.0 | 80.0 | - | - | Probable | R/N |
| Inglewood - SH3 Intersection P/L's Group (4#) | Design | Passing Lane project 1 | MMM | Cat2 | 324 | 100% | 167.3 | - | 82.4 | 84.9 | Probable | R/N |
| Inglewood - SH3 Intersection P/L's Group (4#) | Construction | Passing Lane project 1 | MMM | Cat2 | 324 | 100% | 848.7 | - | - | 848.7 | Probable | R/N |
| Manawapou North Realignment | Investigation | 4h | MMM | Cat2 | 324 | 100% | 63.7 | - | - | 63.7 | Probable | R/N |
| Mokau - SH3A P/L's Group 1 (6#) | Investigation | Passing Lane project 1 | MMM | Cat2 | 324 | 100% | 101.2 | 60.0 | 41.2 | - | Probable | R/N |
| Mokau - SH3A P/L's Group 1 (6#) | Design | Passing Lane project 1 | MMM | Cat2 | 324 | 100% | 209.1 | - | 103.0 | 106.1 | Probable | R/N |
| Mokau - SH3A P/L's Group 1 (6#) | Construction | Passing Lane project 1 | MMM | Cat2 | 324 | 100% | 1,060.9 | - | - | 1,060.9 | Probable | R/N |
| Muggeridge South Real | Construction | 4b | MMM | Cat2 | 324 | 100% | 530.5 | - | - | 530.5 | Probable | R/N |
| Pavement Smoothing 9/12 | Construction | - | MMM | Cat2 | 324 | 100% | 185.9 | 185.9 | - | - | Probable | R/N |
| Property Acquisitions 9/12 | Property | - | MMM | Cat2 | 331 | 100% | 182.3 | 59.0 | 60.8 | 62.6 | Probable | R/N |
| Rehabilitation Seal Widening 9/12 | Construction | - | MMM | Cat2 | 324 | 100% | 465.8 | 150.7 | 155.2 | 159.9 | Probable | R/N |
| Safety Retrofit 9/12 | Construction | - | MMM | Cat2 | 324 | 100% | 1,397.3 | 452.1 | 465.6 | 479.6 | Probable | R/N |
| Seismic Retrofit 9/12 | Construction | - | MMM | Cat2 | 322 | 100% | 175.0 | - | 10.0 | 165.0 | Probable | R/N |
| South of Egmont Village Curves | Investigation | 4i | MMM | Cat2 | 324 | 100% | 82.4 | - | 82.4 | - | Probable | R/N |
| South of Egmont Village Curves | Design | 4i | MMM | Cat2 | 324 | 100% | 84.9 | - | - | 84.9 | Probable | R/N |
| Strategic Plan Initiatives 9/12 | Construction | - | MMM | Cat2 | 324 | 100% | 1,117.9 | 361.7 | 372.5 | 383.7 | Probable | R/N |
| Vickers Road N/Plymouth CCI (designation only) | Design | | | Reserve | | | 1,163.0 | | | | Res. B | |
| **Demand management & community programmes** | | | | | | | | | | | | |
| Community Advertising 9/12 - Taranaki | Implementation | | | App. | 432 | 100% | - | 14.7 | - | - | | N |
| **Walking and cycling facilities** | | | | | | | | | | | | |
| Walking and Cycling - Key safety and congestion | Group allocation | | | Alloc. | | | | 141.2 | 141.2 | 141.2 | | |
| Walking and Cycling - Access and community benefits | Group allocation | | | Alloc. | | | | - | - | - | | |
| Devon Intermediate Safety Improvement | Design | 4g | LMM | Reserve | 451 | 100% | 70.0 | 70.0 | - | - | Res. A | |
| Devon Intermediate Safety Improvement | Construction | 4g | LMM | Reserve | 451 | 100% | 988.8 | - | 988.8 | - | 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* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New Plymouth City Cycling & Walking Improvements | Design | Walking and cycling project 1 | LMM | Reserve | 452 | 100% | 80.6 | 60.0 | 20.6 | - | Res. A | |
| New Plymouth City Cycling & Walking Improvements | Construction | Walking and cycling project 1 | LMM | Reserve | 452 | 100% | 988.6 | 350.0 | 638.6 | - | Res. A | |
| **Transport planning** | | | | | | | | | | | | |
| Activity management plans | Study | | | Cat2 | 003 | 100% | 534.7 | 180.4 | 177.2 | 177.2 | | N |
| Taranaki Safe, Sustainable and Efficient Routes Study | Study | 6b | MM_ | Cat2 | 002 | 100% | 100.0 | 34.0 | 33.0 | 33.0 | | N |
| **Taranaki Regional Council** | | | | | | | | | | | | |
| **Public transport services** | | | | | | | | | | | | |
| Bus services | Operations | | | App. | 511 | 50% | 159.9 | 25.9 | 26.7 | 27.3 | | N |
| Public transport facilities maintenance and operations | Operations | | | App. | 514 | 60% | 422.7 | 81.5 | 84.5 | 87.6 | | N |
| Public transport professional services/ administration | Operations | | | App. | 000 | 50% | 714.0 | 119.0 | 119.0 | 119.0 | | N |
| Total mobility flat payments | Operations | | | App. | 521 | 100% | 127.4 | 41.2 | 42.4 | 43.7 | | N |
| Total mobility operations | Operations | | | App. | 517 | 50% | 1,683.4 | 273.2 | 280.5 | 288.1 | | N |
| Wheelchair hoists | Operations | | | App. | 519 | 60% | 123.6 | 24.0 | 24.7 | 25.4 | | N |
| Hawera to Inglewood once-a-week service | Implementation | 4 | MML | Reserve | 511 | 50% | - | 4.0 | 4.0 | 4.0 | Res. A | |
| Inglewood to New Plymouth daily commuter service | Implementation | 4 | MML | Reserve | 511 | 50% | - | - | 34.0 | 34.0 | Res. A | |
| New Plymouth Transport Network Review | Implementation | 4 | MML | Reserve | 511 | 50% | - | 564.9 | 667.5 | 708.4 | Res. A | |
| **Transport planning** | | | | | | | | | | | | |
| Regional land transport planning management | Implementation | | | App. | 001 | 100% | 217.0 | 74.6 | 71.2 | 71.1 | | |
| **Supergold card** | | | | | | | | | | | | |
| Supergold trip adminstration | Implementation | | | App. | | | 24.0 | 8.0 | 8.0 | 8.0 | | |
| Supergold trip payments | Implementation | | | App. | | | 205.0 | 65.0 | 70.0 | 70.0 | | |

# Police

| | 2009/10 FTE staff | 2009/10 Funding ($000) |
|---|---|---|
| **Taranaki** | | |
| Police district managed activities | | |
| Traffic camera operations | 2.8 | 441.2 |
| Strategic road policing - rural arterial routes | 1.6 | 255.7 |
| Enhanced alcohol CBT project | 5.1 | 820.5 |
| Court orders | 0.3 | 42.6 |
| **NZTA Highway and Network Operations** | | |
| Highway patrol | 11.6 | 1,849.9 |
| **New Plymouth District** | | |
| Speed control | 3.8 | 610.6 |
| Drinking or drugged driver control | 5.7 | 915.3 |
| Restraint device control | 1.3 | 211.0 |
| Visible road safety and general enforcement | 5.1 | 815.2 |
| Police community services | 0.4 | 58.6 |
| School road safety education | 0.6 | 95.9 |
| Crash attendance and investigation | 2.9 | 468.9 |
| Traffic management | 0.6 | 90.6 |

| | 2009/10 FTE staff | 2009/10 Funding ($000) |
|---|---|---|
| **South Taranaki and Stratford Districts** | | |
| Speed control | 2.0 | 326.1 |
| Drinking or drugged driver control | 2.2 | 344.2 |
| Restraint device control | 0.8 | 123.6 |
| Visible road safety and general enforcement | 2.3 | 367.6 |
| Police community services | 0.1 | 16.0 |
| School road safety education | 0.2 | 26.6 |
| Crash attendance and investigation | 1.8 | 282.4 |
| Traffic management | 0.2 | 32.0 |

# 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:<br>• coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure<br>• 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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