

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 programmes¹ 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.



TARANAKI REGION



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 (km ²)	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:

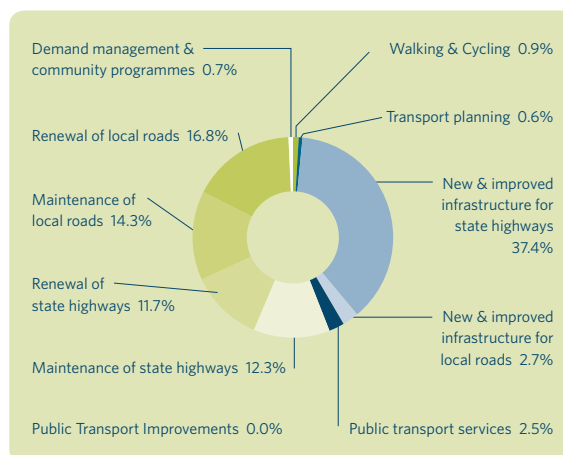
- 1 Indicative only - based on a ratio determined from a 2002 report on international and inter-regional freight movements.
- 2 Includes both international and inter-regional freight movements.
- 3 Safety data is for the year ending 2008.

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

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTIF (\$'000)	2010/11 NLTIF (\$'000)	2011/12 NLTIF (\$'000)	Funding priority	Funding source*
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		
Toi and Waiwaiho Rd Bridge Replacement		Investigation	Cat2	322	61%	450.0	274.5	-	-	Probable	R/N
Mataro and Okau Rd Bridge Replacement		Investigation	Cat2	322	61%	550.0	-	335.5	-	Probable	R/N
Derby Rd and Centennial Drive Bridge Replacement		Investigation	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	1a	Construction	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	Cat2	322	100%	165.5	-	-	109.5	Probable	R/N
Midhurst Rail Overbridge Replacement & Realignment	Investigation	5a	Cat2	322	100%	106.1	-	106.1	-	Probable	R/N
Midhurst Rail Overbridge Replacement & Realignment	Property		Cat2	324	100%	332.7	-	-	164.6	Probable	R/N
Normanby Overbridge Realignment	Construction	3a	Cat2	324	100%	9,321.9	-	1,595.7	4,925.3	Probable	R/N
Vickers Road N/Plymouth CCI (designation only)	Investigation	4	Cat2	324	100%	633.5	206.3	318.2	109.1	Possible	N
Vickers Road N/Plymouth CCI (designation only)	Property		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*
Design	4e	MMH	Cat2	322	100%	41.0	41.0	-	-	Probable	R
Construction	4e	MMH	Cat2	322	100%	637.0	-	637.0	-	Probable	R
Investigation	4f	MMH	Cat2	322	100%	67.0	67.0	-	-	Probable	R
Design	4f	MMH	Cat2	322	100%	152.0	-	152.0	-	Probable	R
Construction	4f	MMH	Cat2	322	100%	3,105.0	-	-	1,536.0	Probable	R
Design	4d	MMH	Cat2	324	100%	212.0	103.0	109.0	-	Probable	R
Construction	4d	MMH	Cat2	324	100%	4,500.0	-	-	1,500.0	Probable	R
Construction	-	MMH	Cat2	321	100%	372.6	120.6	124.2	127.9	Probable	R
Investigation	4h	MMH	Cat2	324	100%	82.0	82.0	-	-	Probable	R
Design	4h	MMH	Cat2	324	100%	85.0	-	85.0	-	Probable	R
Design	3a	MMH	Cat2	324	100%	25.0	25.0	-	-	Probable	R
Construction	3a	MMH	Cat2	324	100%	858.3	-	530.5	327.8	Probable	R
Design	4c	MMH	Cat2	324	100%	203.0	100.0	103.0	-	Probable	R
Construction	4c	MMH	Cat2	324	100%	1,591.4	-	-	1,591.4	Probable	R
Investigation	4f	MMH	Cat2	324	100%	90.0	90.0	-	-	Probable	R
Design	4f	MMH	Cat2	324	100%	82.4	-	82.4	-	Probable	R
Construction	4f	MMH	Cat2	324	100%	1,591.4	-	-	1,591.4	Probable	R
Design	4f	MMM	Cat2	322	100%	123.6	40.0	41.2	42.4	Probable	R/N
Construction	4f	MMM	Cat2	322	100%	2,378.8	600.0	824.0	954.8	Probable	R/N
Investigation	Passing Lane project 1	MMM	Cat2	324	100%	80.0	80.0	-	-	Probable	R/N
Design	Passing Lane project 1	MMM	Cat2	324	100%	167.3	-	82.4	84.9	Probable	R/N
Construction	Passing Lane project 1	MMM	Cat2	324	100%	848.7	-	-	848.7	Probable	R/N
Investigation	4h	MMM	Cat2	324	100%	63.7	-	-	63.7	Probable	R/N
Investigation	Passing Lane project 1	MMM	Cat2	324	100%	101.2	60.0	41.2	-	Probable	R/N
Design	Passing Lane project 1	MMM	Cat2	324	100%	209.1	-	103.0	106.1	Probable	R/N
Construction	Passing Lane project 1	MMM	Cat2	324	100%	1,060.9	-	-	1,060.9	Probable	R/N
Construction	4b	MMM	Cat2	324	100%	530.5	-	-	530.5	Probable	R/N
Construction	-	MMM	Cat2	324	100%	185.9	185.9	-	-	Probable	R/N
Property	-	MMM	Cat2	331	100%	182.3	59.0	60.8	62.6	Probable	R/N
Construction	-	MMM	Cat2	324	100%	465.8	150.7	155.2	159.9	Probable	R/N
Construction	-	MMM	Cat2	324	100%	1,397.3	452.1	465.6	479.6	Probable	R/N
Construction	-	MMM	Cat2	322	100%	175.0	-	10.0	165.0	Probable	R/N
Investigation	4i	MMM	Cat2	324	100%	82.4	-	82.4	-	Probable	R/N
Design	4i	MMM	Cat2	324	100%	84.9	-	-	84.9	Probable	R/N
Construction	-	MMM	Cat2	324	100%	1,117.9	361.7	372.5	383.7	Probable	R/N
Design			Reserve			1,163.0				Res. B	
Demand management & community programmes											
Implementation			App.	432	100%	-	14.7	-	-		N
Walking and cycling facilities											
Group allocation			Alloc.				141.2	141.2	141.2		
Group allocation			Alloc.				-	-	-		
Design	4g	LMM	Reserve	451	100%	70.0	70.0	-	-	Res. A	
Construction	4g	LMM	Reserve	451	100%	988.8	-	988.8	-	Res. A	

Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost NLTf (\$'000)	2009/10 NLTf (\$'000)	2010/11 NLTf (\$'000)	2011/12 NLTf (\$'000)	Funding priority	Funding source*
New Plymouth City Cycling & Walking Improvements	Walking and cycling project1	LMM	Reserve	452	100%	80.6	60.0	20.6	-	Res. A	
New Plymouth City Cycling & Walking Improvements	Walking and cycling project1	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	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	MML	Reserve	511	50%	-	4.0	4.0	4.0	Res. A	
Inglewood to New Plymouth daily commuter service	Implementation	MML	Reserve	511	50%	-	-	34.0	34.0	Res. A	
New Plymouth Transport Network Review	Implementation	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 administration	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)	2009/10 FTE staff	2009/10 Funding (\$'000)
Taranaki				
Police district managed activities				
Traffic camera operations	2.8	441.2	2.0	326.1
Strategic road policing - rural arterial routes	1.6	255.7	2.2	344.2
Enhanced alcohol/CBT project	5.1	820.5	0.8	123.6
Court orders	0.3	42.6	2.3	367.6
NZTA Highway and Network Operations				
Highway patrol	11.6	1,849.9	0.1	16.0
New Plymouth District				
Speed control	3.8	610.6	0.2	26.6
Drinking or drugged driver control	5.7	915.3	1.8	282.4
Restraint device control	1.3	211.0	0.2	26.6
Visible road safety and general enforcement	5.1	815.2	1.8	282.4
Police community services	0.4	58.6	0.2	26.6
School road safety education	0.6	95.9	1.8	282.4
Crash attendance and investigation	2.9	468.9	0.2	32.0
Traffic management	0.6	90.6	0.2	32.0
South Taranaki and Stratford Districts				
Speed control				
Drinking or drugged driver control				
Restraint device control				
Visible road safety and general enforcement				
Police community services				
School road safety education				
Crash attendance and investigation				
Traffic management				

Glossary

Activity	A land transport output or capital project, or both.
Activity class	A grouping of similar activities.
Approved organisation	A public organisation approved under section 23 of the LTMA. It's usually a regional council, a local authority or another public organisation.
ARTA	Auckland Regional Transport Authority.
ATMS	Advanced traffic management system.
Benefit cost ratio	The ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project's or service's costs.
Betterment	The increased value of land arising from improved access.
Category 1 activity	An activity that is ready for funding approval.
Category 2 activity	An activity that the NZTA can anticipate funding within the three years of the NLTP, but does not currently meet category 1 requirements.
Crash book	An analytical document that provides long-term risk profiles of stretches of roads, groups of intersections and geographical areas within police districts or areas.
Farebox recovery	An arrangement in which a proportion of total operating costs is recovered through public transport fare revenue.
Fuel excise duty	A tax imposed by the government on fuel that is used to fund land transport activities.
Funding assistance rate	The percentage of the total cost of an approved activity that the NZTA pays.
GPS	The Government policy statement on land transport funding - the government's statement of its short- to medium-term goals for transport investment.
Impact	The contribution made to help achieve the government's economic, social and environmental objectives.
Investment and Revenue Strategy	A high-level direction-setting and prioritisation tool that helps the NZTA to balance competing priorities and select the best possible mix of activities for funding.
Land transport	Transport on land by any means and the infrastructure, goods and services facilitating that transport, including: <ul style="list-style-type: none">▪ 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

the 1990s, the number of people in the UK who are employed in the public sector has increased from 10.5 million to 12.5 million, and the number of people in the public sector who are employed in health care has increased from 2.5 million to 3.5 million (Department of Health 2000).

There are a number of reasons for this increase in the number of people employed in the public sector. One reason is that the public sector has become a more important part of the economy. Another reason is that the public sector has become a more attractive place to work. A third reason is that the public sector has become a more important part of society.

The public sector has become a more important part of the economy because it provides a number of essential services. These services include health care, education, and social care. The public sector also provides a number of other services, such as housing and transport. These services are essential for the well-being of the population.

The public sector has become a more attractive place to work because it offers a number of benefits. These benefits include a secure job, a good pension, and a good work-life balance. The public sector also offers a number of other benefits, such as a good salary and a good working environment.

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