





**Regional Land Transport Programme for  
Taranaki  
2009/10 - 2011/12**

**Annual Monitoring Report  
for 2009/10**



March 2011  
Document #898375

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# 1 Introduction

## 1.1 Statutory Framework

The Regional Land Transport Programme for Taranaki 2009/10 – 2011/12 [RLTP or Programme] is a requirement of the Land Transport Management Act 2003 [LTMA]. This statute states that every three years the Taranaki Regional Council is required to ensure that the Regional Transport Committee [RTC] prepares a regional land transport programme that:

- Contributes to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system.
- Contributes to the following transport objectives: assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health, and ensuring environmental sustainability.
- Is consistent with the Government Policy Statement and Regional Land Transport Strategy for Taranaki.
- Takes into account any national land transport strategy, national energy and conservation strategy, relevant national policy statement and any relevant regional plans that are in force under the Resource Management Act 1991.
- Takes into account likely funding from any source.

The Regional Land Transport Programme for Taranaki 2009/10 – 2011/12 was adopted by the Taranaki Regional Council in June 2009.

## 1.2 Monitoring Requirements

Section 16(3)(h) of the LTMA also specifies that each RLTP must provide a description of how monitoring will be undertaken to assess the implementation of the Programme. The RLTP for Taranaki therefore specifies that the Regional Transport Committee for Taranaki is required to annually monitor implementation of the RLTP. Monitoring of the RLTP is to include:

- Gathering and reviewing information from organisations responsible for the delivery of Programme activities.
- Annually measuring the delivery of activities and projects listed in Section 5 of the Programme.
- Annually updating progress towards completion of activities and projects listed in section 5 of the Programme, including expenditure.
- Maintaining an overview of regional trends and statistics that measure progress against the objectives, priorities and targets in the Programme and Regional Land Transport Strategy for Taranaki.
- Review annual reports from Approved Organisations that detail how all funded activities are being delivered.

The following report provides an update on the Regional Land Transport Programme for Taranaki for the 2009/2010 financial year.

## 2 Approved Organisations' Report on Progress

This section of the Monitoring Report outlines progress made by each of Taranaki's approved organisations in delivering their programmed activities and projects specified in the RLTP during 2009/10. The approved organisations in Taranaki are: New Plymouth District Council, Stratford District Council, South Taranaki District Council, Taranaki Regional Council and the New Zealand Transport Agency (Highways and Network Operations).

## **2.1 New Plymouth District Council**

The New Plymouth District Council achieved good progress with its land transport programme this year. By year end the Council had spent 96% of its allocated operations and renewals budgets. The approved NZTA budgets were on average 10% less than the level applied for, necessitating adjustments to the planned programme and minor reductions to some levels of service.

Wet weather in the eastern hill country resulted in about \$0.5m of emergency works being undertaken. With a key milestone reached during the year being the completion of the subsidised portion of the New Plymouth coastal walkway extension to Bell Block and the official opening of Te Rewa Rewa Bridge on 5 June. In June, the Council was also advised of its success in becoming one of two councils that would be funded over the next two year period as a model community for walking and cycling.

## **2.2 Stratford District Council**

The Stratford District Council has made excellent progress with its land transport programme in the 2009/10 financial year, including 100% achievement of its maintenance and renewals programme.

As a result of the Government's revised targets for the Land Transport Programme, financial assistance levels for maintenance and renewal works for the 3 years from 2009/10 to 2011/12 have been reduced by approximately 9%. The Council therefore decided to subsidise the shortfall in the 2009/10 year by cutting capital expenditure in other areas. This has meant there has been no impact on roading maintenance and renewal Levels of Service. However, this has impacted on Levels of Service in other areas. For the forthcoming two years careful prioritisation of works will be required to minimise any adverse affect of this shortfall in funding.

## **2.3 South Taranaki District Council**

The South Taranaki District Council has made excellent progress with its land transport programme for the 2009/10 financial year, with 100% achievement of the maintenance and renewals works (at a total cost of \$10.8 million). Even though there were no major storm events for the year, there were some months with high rainfall that resulted in flood damage work totalling over \$750,000.

Capital works completed include the replacement of Bridge 143 (Parihaka Road) and strengthening the abutment of Bridge 286 (Limeworks Bridge) on Waiinu Beach Road.

## **2.4 Taranaki Regional Council**

### Public Transport

May 2010 saw the launch of an improved New Plymouth, Waitara, Bell Block and Oakura bus network after securing additional local and NLTP funding. This revamp saw routes increased from 4 to 9 during peak periods, the frequency of services improved and a reduction in route length to 30-35minutes. The geographical coverage of the service was also widened. The New Plymouth District Council supported the initiative, creating additional bus bays at the Bus Centre on Ariki Street and placing new infrastructure (bus stops) in residential suburbs. A new fare structure was also implemented, recognising users must pay a fair share of the cost of the service in response to new central government policies.

The Southlink and Inglewood to New Plymouth once-a-week services continued to perform well, operating within budget and with increasing levels of patronage.

Free off-peak travel for all Supergold Card holders was available on all regional public transport services. Supergold Card patronage continued to grow throughout the year, particularly on the smaller once-a-week services.

Total Mobility service enhancements continued with the Council implementing Phase One of the Scheme. This saw improved user documentation; centralisation of taxi voucher book issuing; and more user friendly options for reordering books (e.g. 0800 phone number and online ordering).

Ironside Vehicle Society continued to receive funding assistance for the provision of a passenger transport service for the transport disadvantaged.

Two projects identified in the Regional Land Transport Programme have not progressed during 2009/10, these being the Inglewood to New Plymouth commuter service and Hawera to Inglewood once-a-week service. Further investigation is required for these two services to commence operation.

#### Transport Planning

The Regional Land Transport Strategy [RLTS] review commenced in July 2009 with the development of a Project Brief. Drafting of a revised RLTS continued throughout the 2009/10 year, with three major milestones occurring:

- RLTS Discussion Paper released for public comment in September 2009 seeking feedback on Taranaki's transport issues, along with confirmation of the Strategy's strategic direction.
- Regional Workshop in December 2009 requesting feedback from interested parties on RLTS content requirements and overall strategic direction.
- Regional Transport Committee endorsement in March 2010 of a draft RLTS vision, land transport outcomes, strategic options, preferred strategic option, a significance policy and key transport initiatives.

Drafting of the RLTS continued into the 2010/11 financial year.

### **2.5 New Zealand Transport Agency (Highways and Network Operations)**

The following provides a summary of the status of projects throughout the Taranaki region for 2009/10:

- Bell Block Bypass: This \$23M, 1.8km long four-lane by-pass with a grade separated interchange is now complete. The project was constructed in order to reduce a high intersection accident rate and improve travel time on an inefficient length of SH3.
- Rugby Road: This 3.6km long project was completed in May 2010 at a cost of \$11M. The scheme improved the geometry of this section and included widening of the seal and bridges; it also provided a passing lane in each direction. It will reduce the high number of crashes on this section of SH3 and eliminates the existing underpass which caused a high level of driver discomfort.
- Mugeridge Road Realignment: This 1.3km section of SH3 suffered from a poor accident record due to substandard horizontal and vertical curves with speed advisories of 75km/hr compared to 100km/hr design speed. Earthworks are underway with completion by July 2011. Realignment will be undertaken to meet the target design speed of 100km/hr with seal widening to target seal width of 10m. The budget for this project is \$4.2M.

- Kakaramea Passing Lanes Suite: This project is a suite of four passing lanes over a 17km stretch of SH 3 which now provides better opportunity for passing. The four sites are now completed at a cost of just over \$4M.
- Waverley Passing Lanes Suite: This suite of four passing lanes will be constructed over a 33km length of SH3 at a budgeted cost of \$3.75M. One of the P/Ls is complete with another due to be finished by the end of the year. Construction of the remaining two P/Ls are subject to ongoing land negotiations.

### 3 Expenditure

The following section of this report sets out the financial forecast of anticipated expenditure for the region, the approved allocation for the three years of the RLTP (2009/10 – 2011/12) as specified in the National Land Transport Programme, and what has been spent so far during the 2009/10 financial year.

Major changes to the Government Policy Statement on Land Transport Funding [GPS] 2009-19 were announced in May 2009. However, by this time the RLTP for Taranaki was already developed and nearing completion.

Given the GPS's requirement that investment in the transport sector is now focused on activities that make the greatest contribution to New Zealand's economic growth and productivity, the National Land Transport Programme [NLTP] gives priority to activities that make the most significant contribution to one or more of:

- Roads of National Significance [RoNS] and local roads critical to the RoNS
- Key freight and tourism routes
- Key urban arterial routes
- Public transport initiatives to ease severe congestion
- Urban walking and cycling communities (which aim to reduce congestion by providing user-friendly environments for walking and cycling)
- Making better use of the existing transport infrastructure
- Optimising the existing capacity of, and service levels on, highly trafficked roads.

This change in central government direction and subsequent changes in New Zealand Transport Agency funding policy to give effect to the GPS resulted in less approved expenditure in some activity classes than was expected when developing the RLTP.

#### 3.1 Progress towards completion of activities

Table 1 therefore demonstrates the total anticipated expenditure, approved allocation identified in the National Land Transport Programme, and what has been spent so far during the 2009/10 financial year.

The funding claim and budget information contained in this Report was sourced from the following:

- Regional Land Transport Programme for Taranaki 2009/10 – 2011/12
- National Land Transport Programme for Taranaki 2009-2012
- LTP Online

LTP Online is used to measure the delivery and progress towards the completion of activities and projects listed in the RLTP by each of the three district councils and the Taranaki Regional Council. However as the Highways and Network Operations NZTA projects are not inputted into LTP Online then verbal updates are provided by NZTA directly.

Table 1: Total planned and actual expenditure for Taranaki during 2009/12

Maintenance and operation of local roads

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
Maintenance and Operations Programme 2009/12	Local Roads: To maintain the same level of service for New Plymouth district's roading network – taking into account increased contract rates for the rural maintenance & anticipated increases for the Professional Services & Urban Maintenance contracts, which are due for renewal.	NPDC	Sealed pavement maintenance	7,671,000	2,254,049	5,938,362	51	1,175,430	1,175,431	100.00%
			Unsealed pavement maintenance	452,400	101,319	452,400	51	52,836	52,837	100.00%
			Routine drainage maintenance	1,903,100	690,338	1,155,945	51	359,994	359,994	100.00%
			Structures maintenance	736,800	86,562	736,800	51	45,140	45,140	100.00%
			Environmental maintenance	1,634,900	633,360	1,633,148	51	330,282	330,282	100.00%
			Traffic services maintenance	3,876,300	1,246,086	3,541,890	51	649,803	649,804	100.00%
			Operational traffic management	96,700	49,013	96,164	51	25,559	25,558	100.00%
			Level crossing warning devices	76,600	8,742	76,600	100	8,939	8,939	100.00%
			Network & asset management	3,587,200	1,014,026	3,227,190	51	528,789	528,793	100.00%
			<b>20,035,000</b>	<b>6,083,495</b>	<b>16,858,499</b>					
Maintenance and Operations Programme 2009/12	Special Purpose Roads: Routine inspections of the Special Purpose Roads to identify any requirements to undertake repair work. Any significant repairs may then be referred.	NPDC	Sealed pavement maintenance	48,600	5,337	48,600	100	5,457	5,458	100.02%
			Environmental maintenance	53,600	14,013	53,600	100	14,328	14,328	100.00%
				<b>102,200</b>	<b>19,350</b>	<b>102,200</b>				
Maintenance and Operations Programme 2009/12	Local Roads: To maintain the same level of service for Stratford district's roading network, including maintenance & operations of pavements, cycle paths, roads & associated improvements.	SDC	Sealed pavement maintenance	747,738	198,595	692,604	51	103,562	103,561	100.00%
			Unsealed pavement maintenance	593,583	161,706	549,966	51	84,326	84,324	100.00%
			Routine drainage maintenance	856,605	270,269	830,082	51	140,938	140,938	100.00%
			Structures maintenance	519,363	158,691	515,933	51	82,753	82,753	100.00%
			Environmental maintenance	479,166	215,027	450,306	51	112,131	112,131	100.00%
			Traffic services maintenance	804,390	246,353	785,917	51	128,467	128,467	100.00%
			Level crossing warning devices	32,460	15,680	32,460	100	16,033	16,031	99.99%
			Network & asset management	954,231	265,761	750,450	51	138,588	138,587	100.00%
	<b>4,987,536</b>	<b>1,532,082</b>	<b>4,607,718</b>							
Maintenance and Operations Programme 2009/12	Special Purpose Roads: Routine inspections of the Special Purpose Roads in Stratford to identify any requirements to undertake repair work. Any significant repairs may then be referred.	SDC	Sealed pavement maintenance	21,251	5,473	21,251	100	5,596	5,594	99.96%
			Unsealed pavement maintenance	387	1,700	1,836	100	1,738	1,736	99.88%
			Routine drainage maintenance	3,478	820	3,478	100	838	843	100.60%
			Environmental maintenance	136,799	25,877	135,350	100	26,459	26,462	100.01%
			Traffic services maintenance	21,638	6,437	21,638	100	6,582	6,583	100.02%
			Network & asset management	28,288	7,810	28,288	100	7,986	7,987	100.01%
	<b>211,841</b>	<b>48,117</b>	<b>211,841</b>							
Maintenance and Operations Programme 2009/12	To maintain the same level of service for South Taranaki district's roading network, including maintenance & operations of pavements, cycle paths, roads & associated improvements.	STDC	Sealed pavement maintenance	8,189,065	1,710,625	7,272,297	50	874,558	874,559	100.00%
			Unsealed pavement maintenance	745,153	379,179	1,045,153	50	193,856	193,856	100.00%
			Routine drainage maintenance	887,088	424,712	1,187,088	50	217,134	217,133	100.00%
			Structures maintenance	311,208	23,556	311,208	50	12,043	12,043	100.00%
			Environmental maintenance	2,231,905	702,438	2,178,905	50	359,121	359,122	100.00%
			Traffic services maintenance	1,934,425	692,954	1,934,425	50	354,273	354,273	100.00%
			Cycle path maintenance	9,000	0	9,000	50	0	0	0
			Level crossing warning devices	149,500	44,559	149,500	100	45,562	45,562	100.00%
			Network & asset management	2,083,133	750,623	1,865,205	50	383,757	383,757	100.00%
	<b>16,540,477</b>	<b>4,728,646</b>	<b>15,952,781</b>							
<b>Total</b>				<b>41,877,054</b>	<b>12,411,690</b>	<b>37,733,039</b>				

**Maintenance and operation of state highways**

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
Maintenance and Operations Programme 2009/12	To maintain the same level of service for the state highway, including maintenance, operations & renewals of pavements, cycle paths, roads & associated improvements.	NZTA	Sealed pavement maintenance	5,332,980	3,530,602	6,652,552	100	3,530,602	3,530,602	100.00%
			Unsealed pavement maintenance	84,890	79,991	133,535	100	79,991	79,991	100.00%
			Routine drainage maintenance	889,860	491,136	1,045,126	100	491,136	491,136	100.00%
			Structures maintenance	386,460	217,730	482,724	100	217,730	217,730	100.00%
			Environmental maintenance	2,616,870	2,838,935	4,463,881	100	2,838,935	2,838,935	100.00%
			Traffic services maintenance	3,246,610	1,859,345	3,747,419	100	1,859,345	1,859,345	100.00%
			Operational traffic management	1,549,580	463,114	1,432,952	100	463,114	463,114	100.00%
			Cycle path maintenance	35,960	25,001	47,687	100	25,001	25,001	100.00%
			Network & asset management	4,602,150	2,100,557	4,527,417	100	2,100,557	2,100,557	100.00%
Property management	135,000	812,074	890,644	100	812,074	812,074	100.00%			
<b>Total</b>				<b>18,880,360</b>	<b>12,418,485</b>	<b>23,423,937</b>				

**Renewal of local roads**

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
Renewals Programme 2009/12	Local Roads: To maintain the same level of service for New Plymouth district's roading network – taking into account increased contract rates for the rural maintenance & anticipated increases for the Professional Services & Urban Maintenance contracts, which are due for renewal.	NPDC	Unsealed road metalling	1,211,200	337,945	1,177,080	51	176,230	176,231	100.00%
			Sealed road resurfacing	10,137,600	2,678,655	8,903,196	51	1,396,852	1,396,852	100.00%
			Drainage renewals	2,690,700	625,081	2,560,500	51	325,964	325,965	100.00%
			Sealed road pavement rehabilitation	4,472,700	363,417	3,573,396	51	189,513	189,514	100.00%
			Structures component replacements	1,571,200	249,623	1,571,200	51	130,172	130,172	100.00%
			Traffic services renewals	932,000	235,497	928,112	51	122,805	122,808	100.00%
			Associated improvements	1,449,200	425,977	1,346,169	51	222,136	222,139	100.00%
				<b>22,464,600</b>	<b>4,916,195</b>	<b>20,059,653</b>				
Renewals Programme 2009/12	Special Purpose Roads: Routine inspections of the SPRs to identify any requirements to undertake repair work.	NPDC	Sealed road resurfacing	84,400	26,800	84,400	100	27,403	27,403	100.00%
Renewals Programme 2009/12	Local Roads: To maintain the same level of service for Stratford district's roading network, including renewals of pavements, cycle paths, roads & associated improvements.	SDC	Unsealed road metalling	1,569,693	500,735	1,495,414	51	261,121	261,120	100.00%
			Sealed road resurfacing	3,067,148	742,881	3,067,148	51	387,394	387,393	100.00%
			Drainage renewals	419,498	162,194	419,498	51	84,580	84,579	100.00%
			Sealed road pavement rehabilitation	1,848,377	530,044	1,247,724	51	276,404	276,405	100.00%
			Structures component replacements	309,502	145,634	299,911	51	75,944	75,944	100.00%
			Traffic service renewals	248,360	100,185	235,976	51	52,244	52,244	100.00%
			Associated improvements	306,510	96,913	272,118	51	50,538	50,537	100.00%
	<b>7,769,088</b>	<b>2,278,586</b>	<b>7,037,789</b>							
Renewals Programme 2009/12	Special Purpose Roads: Renewal works on SPRs.	SDC	Sealed road resurfacing	138,954	46,744	138,954	100	47,796	47,798	100.00%
Renewals Programme 2009/12	To maintain the same level of service for South Taranaki district's roading network, including renewals of pavements, cycle paths, roads & associated improvements.	STDC	Sealed road resurfacing	7,689,159	2,464,586	7,529,159	50	1,260,020	1,260,019	100.00%
			Drainage renewals	1,086,049	357,922	1,038,049	50	182,988	182,988	100.00%
			Sealed road pavement rehabilitation	7,048,578	2,601,223	7,108,578	50	1,329,876	1,329,876	100.00%
			Structures component replacements	392,990	360	392,990	50	184	184	100.00%
			Traffic services renewals	546,981	319,553	546,981	50	163,372	163,373	100.00%
			Associated improvements	1,020,360	322,974	970,360	50	165,120	165,119	100.00%
				<b>17,784,117</b>	<b>6,066,618</b>	<b>17,586,117</b>				
	Preventive Maintenance 09/10	STDC	Construction	0	159,944	200,000	50	81,771	81,772	100.00%
<b>Total</b>				<b>48,241,159</b>	<b>13,494,887</b>	<b>45,106,913</b>				

**Renewal of state highways**

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
Renewals Programme 2009/12	To maintain the same level of service for the state highway, including maintenance, operations & renewals of pavements, cycle paths, roads & associated improvements.	NZTA	Sealed road resurfacing	11,200,910	6,115,746	13,014,428	100	6,115,746	6,115,746	100.00%
			Drainage renewals	671,890	613,329	1,329,151	100	613,329	613,329	100.00%
			Sealed road pavement rehabilitation	5,504,980	8,494,342	9,702,710	100	8,494,342	8,494,342	100.00%
			Structures component replacements	571,500	217,923	532,647	100	217,923	217,923	100.00%
			Environmental renewals	0	117,224	117,224	100	117,224	117,224	100.00%
			Traffic services renewals	414,200	63,500	396,278	100	63,500	63,500	100.00%
<b>Total</b>				<b>19,209,990</b>	<b>16,272,004</b>	<b>26,217,848</b>				

**New and improved infrastructure for local roads**

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
Minor improvements 2009/12	Local Roads: Construction of low-cost (up to the \$250,000) & low-risk improvements (e.g. guardrails, traffic calming, pedestrian facilities & bank trimming for visibility).	NPDC	Local Roads	3,495,500	674,953	2,947,323	61	420,985	420,985	100.00%
Minor improvements 2009/12	Special Purpose Roads: Construction of low-cost (up to the \$250,000) & low-risk improvements (e.g. guardrails, traffic calming, pedestrian facilities & bank trimming for visibility).	NPDC	Special Purpose Roads	14,900	0	14,928	100	0	0	0
Bridge Replacements 2009/19	Replacement, over a 10 year period, of 13 bridges and large diameter culverts where cross sectional area is >3.4m <sup>2</sup> .	NPDC	Group allocation: total \$\$\$ allocated to this group of activities over 3 years.	1,700,000			-	-	-	-
			Toi & Waiwhakaiho Bridge Replacement	450,000	450,000	450,000 (Probable)	61	274,500	0	0.00%
			Mataro & Okau Road Bridge Replacement	550,000	0	550,000 (Probable)	61	0	0	0
Derby Rd & Centennial Drive Bridge Replacement	700,000	0	700,000 (Probable)	61	0	0	0			
Minor improvements 2009/12	Local Roads: Construction of low-cost (up to the \$250,000) & low-risk improvements (e.g. guardrails, traffic calming, pedestrian facilities & bank trimming for visibility).	SDC	Local Roads	1,024,017	301,617	929,043	61	188,126	188,126	100.00%
Minor improvements 2009/12	Special Purpose Roads: Construction of low-cost (up to the \$250,000) & low-risk improvements (e.g. guardrails, traffic calming, pedestrian facilities & bank trimming for visibility).	SDC	Special Purpose Roads	28,148	8,800	28,063	100	8,998	8,998	100.00%
Minor improvements 2009/12	Construction of low-cost (up to the \$250,000) & low-risk improvements (e.g. guardrails, traffic calming, pedestrian facilities & bank trimming for visibility).	STDC	Local roads	2,746,026	831,544	2,716,573	60	510,152	510,151	100.00%
Minor improvements 2009/12	Bridge 143 Replacement – Parihaka Road	STDC	Local roads	0	164,917	340,000	60	101,176	101,178	100.00%
<b>Total</b>				<b>9,008,591</b>	<b>2,431,831</b>	<b>6,975,930</b>		<b>1,503,937</b>		

**New and improved infrastructure for state highways**

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
Minor improvements 2009/12	Minor improvements involving construction of low-cost/low-risk improvements to the maximum value of \$250,000 (e.g. guardrails, traffic calming, pedestrian facilities & bank trimming).	NZTA	State highways	3,833,097	1,019,000	2,168,400	100	1,019,000	1,019,000	100.00%
Normanby Overbridge Realignment <i>State Highway 3</i>	Improve the road geometry & construct a new rail-over-road crossing. The route shortening & removal of low speed narrow bridge will increase the efficiency of highway & eliminate further fatal accidents on narrow bridge.	NZTA	Design	30,000	30,000	30,000	100	30,000	30,000	100.00%
			Construction	6,150,024	0	6,520,976	100	0	0	0
			Property	19,000	515,000	515,000	100	515,000	515,000	100.00%
Midhurst Rail Overbridge Replacement & Realignment <i>State Highway 3</i>	Realignment of existing bridge through improved geometry & bridge replacement/realignment. Currently substandard curvilinear alignment with crash history & narrow bridge.	NZTA	Investigation	68,959	0	106,100	100	0	0	0
			Design	65,833	0	109,500	100	0	0	0
			Property		0	164,600	100	0	0	0
Vickers Road to New Plymouth Corridor Improvements <i>State Highway 3</i>	Investigation into Central City arterial route improvements in terms of safety and capacity for all road users (passenger transport, walking & cycling). Includes traffic signal installation, intersection configuration.	NZTA	Investigation	961,000	33,152	850,000	100	33,152	33,152	100.00%
			Property		0	2,163,878	100	0	0	0
			Design		0	1,163,000 (Reserve B)		0	0	0
Bell Block Bypass - including Mangaone 4 laning <i>State Highway 3</i> <b>Committed project</b>	Bypass of the township of Bell Block with the provision of a grade separated interchange. Also includes provision of four lanes to the existing four lane highway at the bottom of Mangaone Hill.	NZTA	Construction	4,613,200	6,842,721	6,842,721	100	6,842,721	6,842,721	100.00%
			Property	60,000	60,000	60,000	100	60,000	60,000	100.00%
Rugby Road Underpass <i>State Highway 3</i> <b>Committed project</b>	The project consists of a 3.6km length realignment of SH3 – 25km south of New Plymouth. Also includes a new rail over road concrete bridge & 3 new stream bridges.	NZTA	Construction	3,159,200	4,345,000	4,748,600	100	4,345,000	4,345,000	100.00%
Taranaki improved traffic management group of activities	Group allocation to undertake a suite of works & activities to improve traffic management on Taranaki state highways.	NZTA	Group allocation: total \$\$\$ allocated to the following group of activities over 3 years.	4,388,621			-	-	-	-
			Improved driver information 9/12	372,621	120,600	372,621	100	120,600	120,600	100.00%
			Patea-Wanganui curve improvements (investigation, design & construction) <i>State Highway 3</i>	1,894,350	215,000	1,909,400	100	215,000	215,000	100.00%
			Suite of 4 passing lanes at Waverley (design & construction) <i>State Highway 3</i>	3,328,215	1,100,000	3,800,000	100	1,100,000	1,100,000	100.00%
			Normanby north & south passing lanes (design & construction) <i>State Highway 3</i>	883,270	25,000	883,270	100	25,000	25,000	100.00%
			Hawera - Patea curve improvements (design, investigation & construction)	1,812,000	228,000	1,837,000	100	228,000	228,000	100.00%
			Suite of 4 passing lanes at Kakaramea (design & construction)	710,000	1,090,000	4,130,000	100	1,090,000	1,090,000	100.00%

			<i>State Highway 3</i>							
			Finnerty Road right turning bay <i>State Highway 3</i>	80,000	76,300	76,300	100	76,300	76,300	100.00%
			<b>Committed project</b>							
			<del>South of Egmont Village curve improvements (investigate &amp; design)</del>	<del>167,272</del>	0	<del>167,272</del>	100	0	0	
			<del>^ (construction)</del>	1,950,000		1,950,000				0
			<i>State Highway 3</i>							
Taranaki route security and environmental group of activities	Group allocation under-taking a suite of works & activities to improve Taranaki route security and environment, including investigations, design & construction.	NZTA	Group allocation: total \$\$\$ allocated to the following group of activities over 3 years.	1,585,720			-			
			Preventive maintenance 9/12	230,720	230,720	230,720	100	230,720	230,720	100.00%
			Hangatahuta (Stony) River Bridge Replacement (investigate, design & construction)	1,755,000	67,000	1,755,000	100	67,000	67,000	100.00%
			<i>State Highway 45</i>							
Taranaki road safety group of activities	Group allocation to undertake a suite of works & activities to improve Taranaki road safety and security, including, as appropriate, investigations, design & construction.	NZTA	Group allocation: total \$\$\$ allocated to the following group of activities over 3 years.	8,691,004			-	-	-	-
			Mahoetahi to Clifton Road intersection improvements (investigate & design) (construction)	<del>167,000</del>	82,000	<del>167,000</del>		-	-	-
			<i>State Highway 3</i>	460,000		460,000	100			
			SH44 bridge strengthening (design & construction)	678,000	41,000	678,000	100	41,000	41,000	100.00%
			Strategic Plan Initiatives 9/12	1,117,861	361,700	1,117,861	100	361,700	361,700	100.00%
			Safety retrofit 9/12	1,397,325	452,100	1,397,325	100	452,100	452,100	100.00%
			Property Acquisitions 9/12	182,318	59,000	182,318	100	59,000	59,000	100.00%
			Muggeridge South realignment (design & construction)	670,450	140,000	670,500	100	140,000	140,000	100.00%
			<i>State Highway 3</i>							
			Scour investigation 9/12	238,000	77,000	238,000	100	77,000	77,000	100.00%
			Seismic retrofit 9/12	175,000	0	175,000	100	0	0	
			Bridge Widening Strategy (design)	123,636	15,000	120,000	100	15,000	15,000	100.00%
			Bridge Widening Strategy (construction)	2,378,810	600,000	2,378,810	100	600,000	600,000	100.00%
			Mokau – SH3A passing lanes (investigation, design & construction)	1,371,190	60,000	1,371,190	100	60,000	60,000	100.00%
			Manawapou Nth realignment (investigation)	63,654	0	63,654				
			(design & construction)	4,200,000		4,200,000	100	4,200,200	4,200,200	100.00%
			<i>State Highway 3</i>							
			Tangahoe Bridge widening (construction)	230,000	230,000	230,000	100	230,000	230,000	100.00%
			<b>Committed project</b>							
			Pavement smoothing 9/12	185,888	185,900	185,888	100	185,900	185,900	100.00%

<sup>1</sup> Any words crossed out demonstrate projects that have been subject to an RLTP Variation process

Taranaki roading route efficiency group of activities	Group allocation to undertake a suite of works & activities to improve Taranaki road route efficiency.	NZTA	Group allocation: total \$\$\$ allocated to the following group of activities over 3 years.	1,965,775			-	-	-	-
			SH3A (i.e. between Inglewood & SH3/3A junction) passing lane group 4# (investigation, design & construction)	1,095,992	80,000	1,095,992	100	80,000	80,000	100.00%
			Princess Street intersection improvements, Waitara (investigation, design & construction) <i>State Highway 3</i>	1,763,750	90,000	1,763,750	100	90,000	90,000	100.00%
			Rehabilitation Seal Widening 9/12	465,775	150,700	465,775	100	150,700	150,700	100.00%
<b>Total</b>				<b>48,710,484</b>	<b>18,539,893</b>	<b>57,954,495</b>		<b>18,539,893</b>		

**Public transport services**

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
Public Transport Programme 2009/12	The provision of inter-town services in regional Taranaki.	TRC	Bus services	159,896	42,360	159,896	50	21,180	21,180	100.00%
	The provision of bus stops and associated infrastructure, as well as maintenance and renewal costs	TRC	Passenger transport facilities and maintenance	509,788	135,800	422,696	60	81,480	81,480	100.00%
	The provision of Total Mobility services for people with a permanent disability in New Plymouth, Bell Block, Waitara, Stratford & Hawera.	TRC	Total mobility operations	1,683,440	375,847	1,645,940	40	150,339	150,339	100.00%
	The provision of funding assistance for the purchase and installation of wheelchair hoist equipment used in Total Mobility taxi vans operating in the region.	TRC	Wheelchair hoists	123,600	40,000	123,600	40	24,000	24,000	100.00%
	The provision of funding assistance to taxi operators carrying passengers who require wheelchair hoist equipment.	TRC	Total mobility flat rate payments	127,358	13,663	127,358	100	13,664	13,662	99.99%
	Provision of free travel on public passenger transport services operating within Taranaki for those aged 65 years and over during off-peak travel hours.	TRC	SuperGold Card operations	213,154	84,041	224,041	100	84,041	77,069	91.70%
	Administrative costs associated with the management and operation of the SuperGold Card Scheme in Taranaki.	TRC	Super Gold Card administration	36,972	8,000	24,000	100	8,000	3,892	48.65%
Public Transport Programme 2009/12	The provision of a daily bus service between Inglewood and New Plymouth	TRC	Inglewood to New Plymouth daily commuter service	135,800	0	Reserve A		-	-	-
Public Transport Programme 2009/12	The provision of a once-a-week bus service between Hawera and Inglewood	TRC	Hawera to Inglewood service	24,000	4,000	Reserve A		-	-	-
Public Transport Programme 2009/12	The provision of an integrated urban bus service in New Plymouth, Oakura, Waitara and Bell Block	TRC	New Passenger Transport Service: New Plymouth Transport Network Review	3,881,398	667,333	Reserve A	50	333,667	333,667	100.00%
<b>Total</b>				<b>6,895,406</b>	<b>1,371,044</b>	<b>2,727,531</b>		<b>716,371</b>		

**Walking and cycling facilities**

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
	Group Allocation – key safety and congestion	NZTA			141,200	423,600	-	-	-	-
Devon Intermediate Lorna Street Safety Improvements <i>State Highway 44</i>	Investigation & construction of improvement options to provide a safe pedestrian and cycling facility to cross Devon Street West, New Plymouth.	NZTA	Design	70,000	70,000	70,000	-	-	-	-
				90,000		90,000 (Reserve A)	100	-	-	-
			Construction	988,800	0	988,800 (Reserve A)	100	-	-	-
New Plymouth City Cycling & Walking Improvements	Cycle Strategy Standard Treatment Option / Cost Effective Treatment.	NZTA	Design	80,600	60,000	80,600 (Reserve A)	100	-	-	-
			Construction	988,600	350,000	988,600 (Reserve A)	100	-	-	-
Eastern Cycleway Route <b>Committed project</b>	Off-road cycleway & walkway linking New Plymouth to Bell Block.	NPDC	Construction	1,400,000	2,532,685	3,100,000	61	1,579,699	1,579,700	100.00%
Implementation of Cycle Strategy	Ongoing improvements to cycling facilities on the local roading network over the next 10 years	NPDC	Construction	300,000	0	0		0	0	0
Model Communities Programme	Cycle facilities	NPDC	Group allocation	0	0	877,500	-	-	-	-
			Implementation	0	0	1,170,000	75	0	0	0
			Construction	0	0	2,732,000	61	0	0	0
<b>Total</b>				<b>3,848,000</b>	<b>2,942,685</b>	<b>7,002,000</b>		<b>1,579,699</b>		

**Demand management and community programmes**

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
Community Advertising 9/12 – Taranaki	Community Advertising.	NZTA	Group allocation: total \$\$\$ allocated to this group of activities over 3 years.	75,000	14,667		-	-	-	-
			Community advertising	75,000	14,667	14,667	100	14,667	14,667	100.00%
Community Programmes for 2009/12	Activities to increase the mode share of passenger transport, walking, cycling & ridesharing. Activities include; cycle skills training, walk/cycle route map production, advocacy group support, design and implementation of school & workplace travel plans.	NPDC	Group allocation: total \$\$\$ allocated to this group of activities over 3 years.	635,300	84,446	133,275	-	-	-	-
			Community Programme 09/10	207,200	112,594	177,733	75	86346	86,346	100.00%
			Community Programme 10/11	209,100				-	-	-
			Community Programme 11/12	219,000		Not approved		-	-	-
Roadsafe Taranaki Community Road Safety Plan	Group of activities delivered by Roadsafe Taranaki. Includes targeted Road Safety and Sustainability Community Programmes for the region (with the exception of NPDC sustainability and travel planning activities).	STDC	Group allocation: total \$\$\$ allocated to this group of activities over 3 years.	1,315,000	168,111		-	-	-	-
			RST 09/10	244,800	224,148	244,800	75	171,893	171,894	100.00%
			RST 10/11	232,000				-	-	-
			RST 11/12	440,000		Not approved		-	-	-
<b>Total</b>				<b>1,627,100</b>	<b>351,409</b>	<b>437,200</b>		<b>272,906</b>		

**Transport planning**

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
Taranaki Safe, Sustainable & Efficient Routes Study	Taranaki Safe, Sustainable and Efficient Routes Study.	NZTA	Study	100,000	34,000	100,000	100	34,000	34,000	100.00%
Regional Authority Administration 2009/12	Administrative support for the development of Regional Land Transport Programmes, strategies and operation of the Committee	TRC	Administration	701,613	74,600	216,994	100	74,612	74,612	100.00%
Regional Authority Administration 2009/12	Administrative support for the operation of the Passenger Transport Programme for Taranaki	TRC	Administration	663,975	148,196	453,000	50	74,098	74,098	100.00%
Regional Authority Administration 2009/12	Administrative support for the operation of the Total Mobility Scheme for Taranaki	TRC	Administration	268,109	117,000	291,000	50	58,500	58,500	100.00%
Regional Authority Administration 2009/12	Regional Passenger Transport Plan work	TRC	Administration	0	10,545	70,000	61	6,432	6,432	100.00%
	Activity management plans	NZTA	Administration	0	180,400	534,700	100	534,700	534,700	100.00%
<b>Total</b>				<b>1,733,697</b>	<b>564,741</b>	<b>1,665,694</b>		<b>782,342</b>		

**Emergency reinstatement**

Project name	Description	Agency	Project phase	RLTP total request. \$ for 3 years (\$)	NLTP 09/10 total approved	NLTP 09/10-11/12 total approved	FAR (%)	NLTF 09/10 approved Share	09/10 NLTF share claimed	% of \$\$\$ spent in 09/10
Emergency work programme 09/10	Emergency reinstatement	NZTA	Construction	0	188,690	0	100	188,690	188,690	100.00%
Emergency work programme 09/11	Emergency reinstatement	NPDC	Construction	0	364,819	0	52	193,974	193,975	100.00%
			Construction	0	83,000	0	52	44,131	44,132	100.00%
			Kaka Road	0	59,944	0	52	31,872	31,873	100.00%
Emergency work programme 09/12	Emergency reinstatement	SDC	Construction	0	63,272	0	51	32,995	32,995	100.00%
Emergency work programme 09/13	Emergency reinstatement	STDC	Construction	0	604,626	0	52	321,480	321,482	100.00%
<b>Total</b>				<b>0</b>	<b>1,364,351</b>	<b>0</b>		<b>813,142</b>		

## 4 Annual Achievement Reports

Each of the Road Controlling Authorities [RCA], along with the Taranaki Regional Council, are required to forward to the New Zealand Transport Agency [NZTA] an Annual Achievement Report. These reports are included in Appendix 1. A summary of the local roading works completed in the region for 2009/10 is also provided in Table 2.

**Table 2: Local Roading 2009/10 Regional Statistics**

Work category	Works completed	Planned 2009/10	Actual 2009/10	Variance %
111	Area of water-cutting (m <sup>2</sup> )	0	703	+703%
211	Unsealed road metalling (km)	62.5	109.3	+74.9%
	Unsealed road metalling (m <sup>3</sup> )	21,200	24,440	+15.3%
212	Sealed road resurfacing (lane-km)	314.2	449.9	+43.2%
	Sealed road resurfacing (m <sup>2</sup> )	1,354,600	1,362,662	+0.6%
213	Drainage renewals - Quantity culverts (m)	5,596	3,167	-43.4%
	Drainage renewals - Quantity kerb and channel (m)	2,331	965	-58.6%
	Drainage renewals - Quantity other drainage renewals (m)	0	0	0
214	Pavement rehabilitation (lane-km)	41.2	65.3	+58.5%
	Pavement rehabilitation (m <sup>2</sup> )	222,200	178,010	-19.9%
322	Bridge renewals (lane-m)	30	30	0
323	New bridges (no.)	1	1	0
	New bridges (lane-m)	70	70	0
	New roads (lane-km)	0	1.8	+1.8%
324	Road reconstruction (lane-km)	0	5.4	+5.4%
325	Seal extension (lane-km)	7.4	8.6	+16.2%
451	New footpaths (m)	3,620	2,420	-33.1%
	New footpaths (m <sup>2</sup> )	8,664	5,695	-34.3%
452	New cycleway (km)	3.6	2.4	-33.3%
	New cycleway (m <sup>2</sup> )	8,640	5,671	-34.4%
533	New dedicated bus-lanes (lane-km)	0	0	0

## 5 Summary

This Annual Report is the first yearly review of the Regional Land Transport Programme for Taranaki 2009/10 – 2011/12. Overall:

- The RLTP is running to target and is tracking for completion in 2011/12.
- The integrity and effectiveness of the RLTP has been maintained for the first year of the Programme.
- The RCAs are tracking to complete RLTP projects within the three year timeframe.
- The Regional Land Transport Strategy review process progressed as planned during the 2009/10 year.
- Key passenger transport service enhancements were made during 2009/10 without exceeding budgets.
- Total Mobility has experienced ongoing growth due to service improvements and greater awareness of the Scheme.
- The New Plymouth's Model Communities bid was awarded and works progressed to make the city one of two "walking and cycling model communities" for the rest of New Zealand.
- Maintenance, operations and renewals of local roads and state highways progressed as planned.

## APPENDIX 1: Annual Achievement Reports

### Taranaki Highway & Network Operations Land Transport Programme Annual Achievement Report 2009/10

Date of last update: 28/02/2011

#### State highway - Annual statistics

(A) Roads	Centreline length (km) to one decimal place			Lane-km to one decimal place		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
Total network (including motorway)	391.1	391.1	0.0	819.0	819.1	0.0
Unsealed network	0.0			0.0		
Motorway (declared and operating as motorway)	0.0			0.0		
Comment on major variances						

(B) Bridges	No.			Centreline length (whole m)		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
All	298	170	-43.0	8,487	5,038	-40.6
Single lane	1			48		
Restricted (speed only)	0			0		
Restricted (all load)	0			0		
Timber (structural)	0			0		
Comment on major variances	Adjustment of statistics to reflect recording of structures in the correct regions - Data Source: BDS					

Work category No.	Works completed	Planned 2009/10	Actual 2009/10	Variance %	LTP approved funding(\$\$) for work category
111	Area of water-cutting (m <sup>2</sup> )				3,530,602
211	Unsealed road metalling (km)				0
	Unsealed road metalling (m <sup>3</sup> )				
212	Sealed road resurfacing (lane-km)		145.0		6,115,746
	Sealed road resurfacing (m <sup>2</sup> )				
213	Drainage renewals - Quantity culverts (m)		0		613,329
	Drainage renewals - Quantity kerb and channel (m)		0		
	Drainage renewals - Quantity other drainage renewals (m)		0		
214	Pavement rehabilitation (lane-km)		30.2		8,494,342
	Pavement rehabilitation (m <sup>2</sup> )				
322	Bridge renewals (lane-m)		0		64,871
323	New bridges (no.)				0
	New bridges (lane-m)				
	New roads (lane-km)				
324	Road reconstruction (lane-km)		5.4		14,482,957
325	Seal extension (lane-km)				0
451	New footpaths (m)				0
	New footpaths (m <sup>2</sup> )				
452	New cycleway (km)				0
	New cycleway (m <sup>2</sup> )				
533	New dedicated bus-lanes (lane-km)				0
Comment on major variances					

## Annual property purchase - Annual property purchase

	Activity	Actual amount for year (\$)			Forward year estimate (total amount in \$)
		Total	Financial assistance rate (%)	NZ Transport agency share (\$)	
1.	Income from sales (of land, buildings and chattels)	8,374			225050
2.	Value of unsold properties transferred to the approved organisation during the year				
3.	Income from rents and leases	33,968			34662
4.	Income from interest				
5.	Outgoings on maintenance and rates	24,811			39390
6.	Purchases during the year for projects approved by NZ Transport Agency	650,186			601193
7.	Net value of financially assisted land asset (not transferred to road reserve) as at 30 June				

## New Plymouth District Council Land Transport Programme Annual achievement report 2009/10

### Local roading - Annual statistics

(A) Roads												
Centreline length (km) to one decimal place												
	Urban			Rural			Special Purpose			Total		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
Maintained	310.5	311.0	0.2	954.7	955.5	0.1	6.8	6.8	0.0	1,272.0	1,273.3	0.1
Sealed	310.4	310.9	0.2	775.4	776.7	0.2	6.8	6.8	0.0	1,092.6	1,094.4	0.2
Unsealed	0.1	0.1	0.0	179.3	178.8	-0.3	0.0	0.0		179.4	178.9	-0.3
Lane-km to one decimal place												
	Urban			Rural			Special Purpose			Total		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
Maintained	605.0	613.1	1.3	1,257.1	1,259.3	0.2	6.8	13.6	100.0	1,868.9	1,886.0	0.9
Sealed	604.9	613.0	1.3	1,077.8	1,080.5	0.3	6.8	13.6	100.0	1,689.5	1,707.1	1.0
Unsealed	0.1	0.1	0.0	179.3	178.8	-0.3	0.0	0.0		179.4	178.9	-0.3
Comment	Improvements to Egmont Road (SPR) has resulted in two lanes being achieved for it's entire length. These improvements have been undertaken over three consecutive years. Unfortunately the RAMM data base has not been updated to reflect this change until recently, hence the previous acheivement reports have not recorded this gradual improvement.											

(B) Bridges												
	All (excluding special purpose)						Special purpose					
	Number (No.)			Centreline length (whole m)			Number (No.)			Centreline length (whole m)		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
All	334	335	0.3	4,012	4,038	0.6	0	0		0	0	
Single lane	207	210	1.4	2,990	3,012	0.7	0	0		0	0	
Restricted (speed only)	6	5	-16.7	98	83	-15.3	0	0		0	0	
Restricted (all load)	7	4	-42.9	195	152	-22.1	0	0		0	0	
Timber	8	7	-12.5	60	34	-43.3	0	0		0	0	

(structural)											
Comment on the major variances	One timber bridge had been replaced with a steel bridge. The bridge has a class one loading rating. Again RAMM updates have not been undertaken to capture this information.										

<b>(C) Cycleways</b>									
	Length (km) to one decimal place								
	Urban			Rural			Total		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
Cycleways					2.4			2.4	
Comment on the major variances	Construction of the off road Eastern Cycleway from Fitzroy to Bell Block has commenced and is currently nearing completion.								

### Local roading - Works completed

Work category No.	Works completed	Planned 2009/10	Actual 2009/10	Variance %	LTP approved funding(\$\$) for work category
111	Area of water-cutting (m <sup>2</sup> )	0.0	703.0		2,259,386
211	Unsealed road metalling (km)	27.5	68.3	148.4	337,945
	Unsealed road metalling (m <sup>3</sup> )	7,500.0	7,342.0	-2.1	
212	Sealed road resurfacing (lane-km)	90.0	77.1	-14.3	2,705,455
	Sealed road resurfacing (m <sup>2</sup> )	607,500.0	560,532.0	-7.7	
213	Drainage renewals - Quantity culverts (m)	3,500	1,306	-62.7	625,081
	Drainage renewals - Quantity kerb and channel (m)	1,500	134	-91.1	
	Drainage renewals - Quantity other drainage renewals (m)	0	0		
214	Pavement rehabilitation (lane-km)	8.0	2.7	-66.3	363,417
	Pavement rehabilitation (m <sup>2</sup> )	53,000.0	12,200.0	-77.0	
322	Bridge renewals (lane-m)	0	0		0
323	New bridges (no.)	1	1	0.0	0
	New bridges (lane-m)	70	70	0.0	
	New roads (lane-km)	0.0	0.0		
324	Road reconstruction (lane-km)	0.0	0.0		0
325	Seal extension (lane-km)	0.0	1.2		0
451	New footpaths (m)	3,600	2,400	-33.3	0
	New footpaths (m <sup>2</sup> )	8,640.0	5,671.0	-34.4	
452	New cycleway (km)	3.6	2.4	-33.3	2,532,685
	New cycleway (m <sup>2</sup> )	8,640.0	5,671.0	-34.4	
533	New dedicated bus-lanes (lane-km)	0.0	0.0		0
Comment on major variances	A 1.5km pavement rehabilitation contract has been let for the rural network. The contract drawings for this particular project were prepared by the previous professional services provider. Our new consultant prepared the contract documents and are currently managing the physical works. This has led to some delays along with extensive underground services having to be diverted. The project is approximately 40% complete as of 30 June 2010. Also, to ensure basic operational needs of the network were maintained, a planned overspend in the Operations allocation resulted in a reduction of the amount of pavement rehabilitation being carried out for the year. We are currently assessing the future needs of the network and it is likely that the pavement rehabilitation budget can be reduced, with the surplus funds being re-directed to Associated Improvements, Drainage Renewals (large diameter culvert replacements), and Structural Component Replacements. Work on the Eastern Cycleway project is nearing completion, (expected completion date is the 27 August 2010). This is a shared cycleway and footpath.				

## Community programmes - Quantitative report

**Note:** The activities chosen in this quantitative report have been selected because they have easily measurable aspects. All fields must be completed. Insert a zero where a listed activity is not being delivered.

### Community coordination

Theme	No. of FTEs	Actual cost
Coordination	1.0	56,492

### Community programmes (this does not include any coordination component)

Theme	No. of NAPS	Area(s) of study (km <sup>2</sup> )	Population of area(s)	Actual cost
Neighbourhood accessibility plans	0	0	0	0

Theme	No. of plans delivered	Actual cost
Personalised journey planning	0	0

Theme	Target no. of plans delivered	Actual no. of plans delivered	School population(s)	Actual cost
School travel plans	5	3	909	16,402

Theme	Target no. of plans delivered	Actual no. of plans delivered	Workplace staff number(s)	Actual cost
Workplace travel plans	0	0	0	0

Theme	No. of schools	No. of students on walking school buses	Actual cost
Walking school buses	1	80	1,000

Theme	No. of programmes	No. of participants	Actual cost
Child restraints	0	0	0
Driver licensing	0	0	0
Early intervention	0	0	0
Recidivist	0	0	0

## Stratford District Council Land Transport Programme Annual achievement report 2009/10

### Local roading - Annual statistics

(A) Roads												
Centreline length (km) to one decimal place												
	Urban			Rural			Special Purpose			Total		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
Maintained	40.8	41.7	2.2	541.9	541.9	0.0	14.2	14.2	0.0	596.9	597.8	0.2
Sealed	40.7	41.6	2.2	316.4	320.8	1.4	14.0	14.0	0.0	371.1	376.4	1.4
Unsealed	0.1	0.1	0.0	225.5	221.1	-2.0	0.2	0.2	0.0	225.8	221.4	-1.9
Lane-km to one decimal place												
	Urban			Rural			Special Purpose			Total		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
Maintained	81.6	83.4	2.2	1,083.8	1,083.8	0.0	28.4	28.4	0.0	1,193.8	1,195.6	0.2
Sealed	81.4	83.2	2.2	632.8	632.8	0.0	28.0	28.0	0.0	742.2	744.0	0.2
Unsealed	0.2	0.2	0.0	451.0	451.0	0.0	0.4	0.4	0.0	451.6	451.6	0.0

Comment on the major variances	New subdivision added to urban network, some seal extension in the rural sector.
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<b>(B) Bridges</b>												
	<b>All (excluding special purpose)</b>						<b>Special purpose</b>					
	<b>Number (No.)</b>			<b>Centreline length (whole m)</b>			<b>Number (No.)</b>			<b>Centreline length (whole m)</b>		
	<b>2008/09</b>	<b>2009/10</b>	<b>Variance %</b>	<b>2008/09</b>	<b>2009/10</b>	<b>Variance %</b>	<b>2008/09</b>	<b>2009/10</b>	<b>Variance %</b>	<b>2008/09</b>	<b>2009/10</b>	<b>Variance %</b>
All	152	152	0.0	2,298	2,298	0.0	0	0		0	0	
Single lane	102	102	0.0	1,884	1,884	0.0	0	0		0	0	
Restricted (speed only)	1	1	0.0	9	9	0.0	0	0		0	0	
Restricted (all load)	2	2	0.0	94	94	0.0	0	0		0	0	
Timber (structural)	4	4	0.0	118	118	0.0	0	0		0	0	
Comment on the major variances												

<b>(C) Cycleways</b>											
	<b>Length (km) to one decimal place</b>										
	<b>Urban</b>			<b>Rural</b>			<b>Total</b>				
	<b>2008/09</b>	<b>2009/10</b>	<b>Variance %</b>	<b>2008/09</b>	<b>2009/10</b>	<b>Variance %</b>	<b>2008/09</b>	<b>2009/10</b>	<b>Variance %</b>	<b>2008/09</b>	<b>Variance %</b>
Cycleways	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Comment on the major variances											

### Local roading - Works completed

<b>Work category No.</b>	<b>Works completed</b>	<b>Planned 2009/10</b>	<b>Actual 2009/10</b>	<b>Variance %</b>	<b>LTP approved funding(\$ for work category)</b>
111	Area of water-cutting (m <sup>2</sup> )	0.0	0.0		204,068
211	Unsealed road metalling (km)	35.0	41.0	17.1	500,735
	Unsealed road metalling (m <sup>3</sup> )	9,000.0	10,558.0	17.3	
212	Sealed road resurfacing (lane-km)	56.0	60.2	7.5	789,625
	Sealed road resurfacing (m <sup>2</sup> )	150,000.0	206,330.0	37.6	
213	Drainage renewals - Quantity culverts (m)	600	365	-39.2	162,194
	Drainage renewals - Quantity kerb and channel (m)	0	0		
	Drainage renewals - Quantity other drainage renewals (m)	0	0		
214	Pavement rehabilitation (lane-km)	10.0	9.2	-8.0	530,044
	Pavement rehabilitation (m <sup>2</sup> )	30,000.0	26,610.0	-11.3	
322	Bridge renewals (lane-m)	0	0		0
323	New bridges (no.)	0	0		0
	New bridges (lane-m)	0	0		
	New roads (lane-km)	0.0	1.8		
324	Road reconstruction (lane-km)	0.0	0.0		0
325	Seal extension (lane-km)	7.4	7.4	0.0	0
451	New footpaths (m)	20	20	0.0	0
	New footpaths (m <sup>2</sup> )	24.0	24.0	0.0	

452	New cycleway (km)	0.0	0.0		0
	New cycleway (m <sup>2</sup> )	0.0	0.0		
533	New dedicated bus-lanes (lane-km)	0.0	0.0		0
Comment on major variances					

### Annual property purchase - Annual property purchase

Activity	Actual amount for year (\$)			Forward year estimate (total amount in \$)
	Total	Financial assistance rate (%)	NZ Transport agency share (\$)	
1. Income from sales (of land, buildings and chattels)	0			
2. Value of unsold properties transferred to the approved organisation during the year	0			
3. Income from rents and leases	0			
4. Income from interest	0			
5. Outgoings on maintenance and rates	0			
6. Purchases during the year for projects approved by NZ Transport Agency	0			
7. Net value of financially assisted land asset (not transferred to road reserve) as at 30 June	0			

## South Taranaki District Council Land Transport Programme Annual achievement report 2009/10

### Local roading - Annual statistics

(A) Roads									
	Centreline length (km) to one decimal place								
	Urban			Rural			Total		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
Maintained	137.7	137.7	0.0	1,478.7	1,482.8	0.3	1,616.4	1,620.5	0.3
Sealed	135.5	135.5	0.0	1,208.9	1,211.1	0.2	1,344.4	1,346.6	0.2
Unsealed	2.2	2.2	0.0	269.8	271.7	0.7	272.0	273.9	0.7
Lane-km to one decimal place									
	Lane-km to one decimal place								
	Urban			Rural			Total		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
Maintained	286.4	238.6	-16.7	1,950.5	1,976.1	1.3	2,236.9	2,214.7	-1.0
Sealed	282.2	234.4	-16.9	1,683.0	1,704.4	1.3	1,965.2	1,938.8	-1.3
Unsealed	4.2	4.2	0.0	267.5	271.7	1.6	271.7	275.9	1.5
Comment on the major variances									

(B) Bridges							
	All (excluding special purpose)						
	Number (No.)			Centreline length (whole m)			
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	
All	226	226	0.0	3,496	3,496	0.0	
Single lane	115	114	-0.9	2,254	2,254	0.0	
Restricted (speed only)	4	4	0.0	112	112	0.0	
Restricted (all load)	13	13	0.0	332	332	0.0	

Timber (structural)	5	5	0.0	90	90	0.0
Comment on the major variances						

<b>(C) Cycleways</b>									
	Length (km) to one decimal place								
	Urban			Rural			Total		
	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %	2008/09	2009/10	Variance %
Cycleways	1.0	1.0	0.0	108.0	0.9	-99.2	109.0	1.9	-98.3
Comment on the major variances	Wrong figures in 2008/09.								

### Local roading - Works completed

Work category No.	Works completed	Planned 2009/10	Actual 2009/10	Variance %	LTP approved funding(\$ for work category)
111	Area of water-cutting (m <sup>2</sup> )	0.0	0.0		1,710,625
211	Unsealed road metalling (km)	0.0	0.0		0
	Unsealed road metalling (m <sup>3</sup> )	4,700.0	6,540.0	39.1	
212	Sealed road resurfacing (lane-km)	168.2	167.6	-0.4	2,464,586
	Sealed road resurfacing (m <sup>2</sup> )	597,100.0	595,800.0	-0.2	
213	Drainage renewals - Quantity culverts (m)	1,496	1,496	0.0	357,922
	Drainage renewals - Quantity kerb and channel (m)	831	831	0.0	
	Drainage renewals - Quantity other drainage renewals (m)				
214	Pavement rehabilitation (lane-km)	23.2	23.2	0.0	2,601,223
	Pavement rehabilitation (m <sup>2</sup> )	139,200.0	139,200.0	0.0	
322	Bridge renewals (lane-m)	30	30	0.0	164,917
323	New bridges (no.)	0	0		0
	New bridges (lane-m)	0	0		
	New roads (lane-km)	0.0	0.0		
324	Road reconstruction (lane-km)	0.0	0.0		0
325	Seal extension (lane-km)	0.0	0.0		0
451	New footpaths (m)	0	0		0
	New footpaths (m <sup>2</sup> )	0.0	0.0		
452	New cycleway (km)	0.0	0.0		0
	New cycleway (m <sup>2</sup> )	0.0	0.0		
533	New dedicated bus-lanes (lane-km)	0.0	0.0		0
Comment on major variances					

### Annual property purchase - Annual property purchase

	Activity	Actual amount for year (\$)		Forward year estimate (total amount in \$)
		Total	Financial assistance rate (%)	
1.	Income from sales (of land, buildings and chattels)	0		
2.	Value of unsold properties transferred to the approved organisation during the year	0		
3.	Income from rents and leases	0		
4.	Income from interest	0		
5.	Outgoings on maintenance and rates	0		
6.	Purchases during the year for projects approved by NZ Transport Agency	0		
7.	Net value of financially assisted land asset (not	0		

transferred to road reserve) as at 30 June				
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### Community programmes - Quantitative report

**Note:** The activities chosen in this quantitative report have been selected because they have easily measurable aspects. All fields must be completed. Insert a zero where a listed activity is not being delivered.

#### Community coordination

Theme	No. of FTEs	Actual cost
Coordination	1.5	127,000

#### Community programmes (this does not include any coordination component)

Theme	No. of NAPS	Area(s) of study (km <sup>2</sup> )	Population of area(s)	Actual cost
Neighbourhood accessibility plans	0	0	0	0

Theme	No. of plans delivered	Actual cost
Personalised journey planning	0	0

Theme	Target no. of plans delivered	Actual no. of plans delivered	School population(s)	Actual cost
School travel plans	2	1	240	9,480

Theme	Target no. of plans delivered	Actual no. of plans delivered	Workplace staff number(s)	Actual cost
Workplace travel plans	0	0	0	0

Theme	No. of schools	No. of students on walking school buses	Actual cost
Walking school buses	2	110	2,500

Theme	No. of programmes	No. of participants	Actual cost
Child restraints	2	2500	10,100
Driver licensing	3	88	14,200
Early intervention	2	450	5,000
Recidivist	0	0	0

## Taranaki Regional Council Annual Achievement Report 2009/10

### Bus services - Inglewood, New Plymouth 09

Name of target community: Inglewood, New Plymouth 09  
Short name: ING 09

#### Community / population

**Population** (of the target community): 3,573  
**Percentage** of the target community that is **within 500 m of the bus routes(s)**: 95.0  
Assessed by **area** or **population**? Population

#### Bus service – Inventory

**Total fleet size** (number of buses): 1  
**Euro 3** (number of buses): 0  
**Euro 4 or better** (number of buses): 0  
**Super low floor** (number of buses): 0  
**Wheelchair accessible** (% of buses that can carry 1 or more wheelchairs): 0.0  
**Bike racks on buses** (% of buses fitted with bike racks): 0.0

Percentage of fleet older than 10 years:

100.0

**Bus service - Performance**

PT mode		Bus services			
Year	Return 2008/09 (year end)	Forecast 2009/10 (year start)	Return 2009/10 (year end)	Variance %	Please provide comments on major variances (either between end of year or forecast)
<b>Passenger boardings (includes SuperGold card)</b>					
On contracted services	857		907	5.8	
On commercial services	0		0		
<b>Passenger kilometres (includes SuperGold card)</b>					
On contracted services	16,022		16,980	6.0	
On commercial services	0		0		
<b>Calculation of passenger kilometres (reference: PPFM Sect E5.11 (page E5-19))</b>					
<b>Service kilometres (vehicles)</b>					
Kms travelled by contracted services			2,496		
Kms travelled by commercial services					
<b>Financial information (excludes SuperGold card) (GST exclusive)</b>					
Fares received by operator(s) on contracted services	3,368		2,083	-38.2	Reflects introduction of, and increasing share of, SuperGold card patronage on this service.
Fares received by operator(s) on commercial services			0		
Third party revenue					
Name of third party (providing revenue)					

**Bus services - New Plymouth, Bell Block, Waitara and Oakura 09**

Name of target community: New Plymouth, Bell Block, Waitara and Oakura 09  
 Short name: NP 09

**Community / population**

Population (of the target community): 61,215  
 Percentage of the target community that is within 500 m of the bus routes(s): 93.0  
 Assessed by area or population? Population

**Bus service – Inventory**

Total fleet size (number of buses): 29  
 Euro 3 (number of buses): 0  
 Euro 4 or better (number of buses): 0  
 Super low floor (number of buses): 3  
 Wheelchair accessible (% of buses that can carry 1 or more wheelchairs): 10.0  
 Bike racks on buses (% of buses fitted with bike racks): 0.0  
 Percentage of fleet older than 10 years: 96.0

**Bus service - Performance**

PT mode		Bus services			
Year	Return 2008/09 (year end)	Forecast 2009/10 (year start)	Return 2009/10 (year end)	Variance %	Please provide comments on major variances (either between end of year or forecast)

	end)	start)	end)		
<b>Passenger boardings (includes SuperGold card)</b>					
<b>On contracted services</b>	349,607		400,808	14.6	
<b>On commercial services</b>	0		0		
<b>Passenger kilometres (includes SuperGold card)</b>					
<b>On contracted services</b>	2,796,856		3,586,149	28.2	Household Travel Survey for 2007/08 is now 9km, not 8km as previously.
<b>On commercial services</b>	0		0		
<b>Calculation of passenger kilometres (reference: PPFM Sect E5.11 (page E5-19))</b>					
<b>Service kilometres (vehicles)</b>					
<b>Kms travelled by contracted services</b>	0	0	439,137		
<b>Kms travelled by commercial services</b>	0	0	0		
<b>Financial information (excludes SuperGold card) (GST exclusive)</b>					
<b>Fares received by operator(s) on contracted services</b>	510,176		558,867	9.5	
<b>Fares received by operator(s) on commercial services</b>			0		
<b>Third party revenue</b>	0	0	29,775		Comprises \$14250 WITT payment for free travel scheme, and \$15525 being TRC's 50% share in back of bus advertising.
<b>Name of third party (providing revenue)</b>	Western Institute of Technology at Taranaki (WITT)				

### Bus services - Opunake, Eltham, Hawera 09

Name of target community: Opunake, Eltham, Hawera 09  
Short name: OEH 09

#### Community / population

**Population** (of the target community): 4,641  
**Percentage** of the target community that is **within 500 m of the bus routes(s)**: 90.0  
Assessed by **area** or **population**? Population

#### Bus service – Inventory

**Total fleet size** (number of buses): 1  
**Euro 3** (number of buses): 0  
**Euro 4 or better** (number of buses): 0  
**Super low floor** (number of buses): 0  
**Wheelchair accessible** (% of buses that can carry 1 or more wheelchairs): 100.0  
**Bike racks on buses** (% of buses fitted with bike racks): 0.0  
**Percentage of fleet older than 10 years**: 100.0

#### Bus service - Performance

PT mode	Bus services				
Year	Return 2008/09 (year end)	Forecast 2009/10 (year start)	Return 2009/10 (year end)	Variance %	Please provide comments on major variances (either between end of year or forecast)
<b>Passenger boardings (includes SuperGold card)</b>					
<b>On contracted services</b>	924		1,646	78.1	
<b>On commercial services</b>	0		0		

<b>Passenger kilometres (includes SuperGold card)</b>					
<b>On contracted services</b>	29,275		46,973	60.5	
<b>On commercial services</b>	0		0		
<b>Calculation of passenger kilometres (reference: PPFM Sect E5.11 (page E5-19))</b>					
<b>Service kilometres (vehicles)</b>					
<b>Kms travelled by contracted services</b>			13,720		
<b>Kms travelled by commercial services</b>					
<b>Financial information (excludes SuperGold card) (GST exclusive)</b>					
<b>Fares received by operator(s) on contracted services</b>	3,593		1,811	-49.6	
<b>Fares received by operator(s) on commercial services</b>			0		
<b>Third party revenue</b>	0	0	0		
<b>Name of third party (providing revenue)</b>	None				
<b>Comments</b>					
An additional service leg of Manaia-Hawera commenced 1/12/2009. Also, the main service from Opunake-Hawera now runs as a boardable loop service from Hawera to Opunake also.					

### Bus services - Opunake, New Plymouth 09

Name of target community: Opunake, New Plymouth 09  
Short name: ONP 09

#### Community / population

**Population** (of the target community): 3,252  
**Percentage** of the target community that is **within 500 m of the bus routes(s)**: 95.0  
Assessed by **area** or **population**? Population

#### Bus service – Inventory

**Total fleet size** (number of buses): 1  
**Euro 3** (number of buses): 0  
**Euro 4 or better** (number of buses): 0  
**Super low floor** (number of buses): 0  
**Wheelchair accessible** (% of buses that can carry 1 or more wheelchairs): 0.0  
**Bike racks on buses** (% of buses fitted with bike racks): 0.0  
**Percentage of fleet older than 10 years**: 100.0

#### Bus service – Performance

PT mode	Bus services					
	Year	Return 2008/09 (year end)	Forecast 2009/10 (year start)	Return 2009/10 (year end)	Variance %	Please provide comments on major variances (either between end of year or forecast)
<b>Passenger boardings (includes SuperGold card)</b>						
<b>On contracted services</b>	714		890	24.6		
<b>On commercial services</b>	0		0			
<b>Passenger kilometres (includes SuperGold card)</b>						
<b>On contracted services</b>	30,680		40,382	31.6	Proportion of passengers travelling the longer trip sections has increased.	
<b>On commercial services</b>	0		0			

Calculation of passenger kilometres (reference: PPFM Sect E5.11 (page E5-19))					
<b>Service kilometres (vehicles)</b>					
Kms travelled by contracted services			6,926		
Kms travelled by commercial services					
<b>Financial information (excludes SuperGold card) (GST exclusive)</b>					
Fares received by operator(s) on contracted services	2,886		2,344	-18.8	SuperGold accounts for a significant proportion of passengers.
Fares received by operator(s) on commercial services			0		
Third party revenue					
Name of third party (providing revenue)					
<b>Comments</b>					

### Bus services - Waverley, Patea, Hawera 09

Name of target community: Waverley, Patea, Hawera 09  
Short name: WPH 09

#### Community / population

Population (of the target community): 2,004  
Percentage of the target community that is within 500 m of the bus routes(s): 90.0  
Assessed by area or population? Population

#### Bus service – Inventory

Total fleet size (number of buses): 1  
Euro 3 (number of buses): 0  
Euro 4 or better (number of buses): 0  
Super low floor (number of buses): 0  
Wheelchair accessible (% of buses that can carry 1 or more wheelchairs): 100.0  
Bike racks on buses (% of buses fitted with bike racks): 0.0  
Percentage of fleet older than 10 years: 100.0

#### Bus service - Performance

PT mode	Bus services					
	Year	Return 2008/09 (year end)	Forecast 2009/10 (year start)	Return 2009/10 (year end)	Variance %	Please provide comments on major variances (either between end of year or forecast)
<b>Passenger boardings (includes SuperGold card)</b>						
On contracted services		1,300		1,347	3.6	
On commercial services		0		0		
<b>Passenger kilometres (includes SuperGold card)</b>						
On contracted services		39,375		41,818	6.2	
On commercial services		0		0		
<b>Calculation of passenger kilometres (reference: PPFM Sect E5.11 (page E5-19))</b>						
<b>Service kilometres (vehicles)</b>						
Kms travelled by contracted services				9,880		
Kms travelled by commercial						

services					
<b>Financial information (excludes SuperGold card) (GST exclusive)</b>					
Fares received by operator(s) on contracted services	5,711		3,175	-44.4	SuperGold fares are a significant component of this service (around 50%).
Fares received by operator(s) on commercial services			0		
Third party revenue					
Name of third party (providing revenue)					
<b>Comments</b>					

### Bus survey results - Inglewood, New Plymouth 09

Name of target community: Inglewood, New Plymouth 09  
Short name: ING 09  
Total number of people surveyed: 13

#### Passenger survey results

**Overall service** Overall, how do you rate the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	23	77

**Service value for money** Overall, how do you rate the value for money of the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	25	75

**Service availability** Is the service available when needed?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	17	41	25	17

**Service time** Is the journey time reasonable?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	15	54	31

**Service frequency** Does the service occur often enough?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	9	37	27	18	9

**Service reliability** Are the arrivals and departures of services on time (punctual)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	8	23	69

**Safety and security** How do you rate your safety and personal security during the trip?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	46	54

**Safety and security** How do you rate your safety and personal security at the stop(s)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	46	54

**Vehicle quality/comfort** Overall, how do you rate the vehicle?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	23	46	31

**Reasons for using service** What is the main reason for using public transport on this trip?

No alternative	Value for money	Quicker	I like it	To be socially responsible	Parking costs or availability
32	21	0	42	5	0

## Bus survey results - New Plymouth, Bell Block, Waitara and Oakura 09

Name of target community: New Plymouth, Bell Block, Waitara and Oakura 09  
 Short name: NP 09  
 Total number of people surveyed: 82

### Passenger survey results

**Overall service** Overall, how do you rate the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	4	32	39	25

**Service value for money** Overall, how do you rate the value for money of the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
1	0	0	30	30	39

**Service availability** Is the service available when needed?

Dreadful	Very poor	Poor	Good	Very good	Excellent
1	4	13	41	21	20

**Service time** Is the journey time reasonable?

Dreadful	Very poor	Poor	Good	Very good	Excellent
1	1	10	41	23	24

**Service frequency** Does the service occur often enough?

Dreadful	Very poor	Poor	Good	Very good	Excellent
4	2	19	33	26	16

**Service reliability** Are the arrivals and departures of services on time (punctual)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	31	38	31

**Safety and security** How do you rate your safety and personal security during the trip?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	6	25	29	40

**Safety and security** How do you rate your safety and personal security at the stop(s)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	1	4	29	31	35

**Vehicle quality/comfort** Overall, how do you rate the vehicle?

Dreadful	Very poor	Poor	Good	Very good	Excellent
2	2	12	34	31	19

**Reasons for using service** What is the main reason for using public transport on this trip?

No alternative	Value for money	Quicker	I like it	To be socially responsible	Parking costs or availability
38	24	6	19	6	7

## Bus survey results - Opunake, Eltham, Hawera 09

Name of target community: Opunake, Eltham, Hawera 09  
 Short name: OEH 09  
 Total number of people surveyed: 12

### Passenger survey results

**Overall service** Overall, how do you rate the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	8	17	75

**Service value for money** Overall, how do you rate the value for money of the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	17	8	75

**Service availability** Is the service available when needed?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	25	8	67

**Service time** Is the journey time reasonable?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	25	0	75

**Service frequency** Does the service occur often enough?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	18	9	0	73

**Service reliability** Are the arrivals and departures of services on time (punctual)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	17	0	83

**Safety and security** How do you rate your safety and personal security during the trip?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	22	14	64

**Safety and security** How do you rate your safety and personal security at the stop(s)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	22	7	71

**Vehicle quality/comfort** Overall, how do you rate the vehicle?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	22	14	64

**Reasons for using service** What is the main reason for using public transport on this trip?

No alternative	Value for money	Quicker	I like it	To be socially responsible	Parking costs or availability
19	19	5	38	14	5

**Bus survey results - Opunake, New Plymouth 09**

Name of target community: Opunake, New Plymouth 09

Short name: ONP 09

Total number of people surveyed: 12

**Passenger survey results****Overall service** Overall, how do you rate the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	0	100

**Service value for money** Overall, how do you rate the value for money of the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	8	8	84

**Service availability** Is the service available when needed?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	25	17	58

**Service time** Is the journey time reasonable?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	17	83

**Service frequency** Does the service occur often enough?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	9	18	9	64

**Service reliability** Are the arrivals and departures of services on time (punctual)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	10	90

**Safety and security** How do you rate your safety and personal security during the trip?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	8	92

**Safety and security** How do you rate your safety and personal security at the stop(s)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	9	91

**Vehicle quality/comfort** Overall, how do you rate the vehicle?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	17	83

**Reasons for using service** What is the main reason for using public transport on this trip?

No alternative	Value for money	Quicker	I like it	To be socially responsible	Parking costs or availability
14	32	9	23	13	9

**Bus survey results - Waverley, Patea, Hawera 09**

Name of target community: Waverley, Patea, Hawera 09

Short name: WPH 09

Total number of people surveyed: 6

**Passenger survey results**

**Overall service** Overall, how do you rate the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	17	0	83

**Service value for money** Overall, how do you rate the value for money of the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	17	0	83

**Service availability** Is the service available when needed?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	17	33	50

**Service time** Is the journey time reasonable?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	17	0	83

**Service frequency** Does the service occur often enough?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	17	0	83

**Service reliability** Are the arrivals and departures of services on time (punctual)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	33	67

**Safety and security** How do you rate your safety and personal security during the trip?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	17	83

**Safety and security** How do you rate your safety and personal security at the stop(s)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	0	33	67

**Vehicle quality/comfort** Overall, how do you rate the vehicle?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	17	17	66

**Reasons for using service** What is the main reason for using public transport on this trip?

No alternative	Value for money	Quicker	I like it	To be socially responsible	Parking costs or availability
24	13	0	50	13	0

**Bus summary - Bus summary**

PT mode	Bus services				
	Year	Return 2008/09 (year end)	Forecast 2009/10 (year start)	Return 2009/10 (year end)	Variation from previous year (%)
<b>Population</b>					
<b>Population</b> (of the target community)					
<b>Target community:</b> Inglewood, New Plymouth 09		3,600		3,573	-0.8

<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09	57,200		61,215	7.0
<b>Target community:</b> Opunake, Eltham, Hawera 09	4,600		4,641	0.9
<b>Target community:</b> Opunake, New Plymouth 09	3,300		3,252	-1.5
<b>Target community:</b> Waverley, Patea, Hawera 09	2,000		2,004	0.2
<b>Total</b>	70,700		74,685	5.6
<b>Percentage of the target community that is within 500 m of the bus routes(s)</b>				
<b>Target community:</b> Inglewood, New Plymouth 09	95.0		95.0	0.0
<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09	84.0		93.0	10.7
<b>Target community:</b> Opunake, Eltham, Hawera 09	93.0		90.0	-3.2
<b>Target community:</b> Opunake, New Plymouth 09	95.0		95.0	0.0
<b>Target community:</b> Waverley, Patea, Hawera 09	90.0		90.0	0.0
<b>Total</b>	457.0		92.9	-79.7
<b>Passenger boarding (includes SuperGold card)</b>				
<b>On contracted services</b>				
<b>Target community:</b> Inglewood, New Plymouth 09	857		907	5.8
<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09	349,607		400,808	14.6
<b>Target community:</b> Opunake, Eltham, Hawera 09	924		1,646	78.1
<b>Target community:</b> Opunake, New Plymouth 09	714		890	24.6
<b>Target community:</b> Waverley, Patea, Hawera 09	1,300		1,347	3.6
<b>Total</b>	353,402	490,166	405,598	14.8
<b>On commercial services</b>				
<b>Target community:</b> Inglewood, New Plymouth 09	0		0	
<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09	0		0	
<b>Target community:</b> Opunake, Eltham, Hawera 09	0		0	
<b>Target community:</b> Opunake, New Plymouth 09	0		0	
<b>Target community:</b> Waverley, Patea, Hawera 09	0		0	
<b>Total</b>	0	0	0	
<b>Passenger kilometres (kms)</b>				
<b>On contracted services</b>				
<b>Target community:</b> Inglewood, New Plymouth 09	16,022		16,980	6.0
<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09	2,796,856		3,586,149	28.2
<b>Target community:</b> Opunake, Eltham, Hawera 09	29,275		46,973	60.5
<b>Target community:</b> Opunake, New Plymouth 09	30,680		40,382	31.6
<b>Target community:</b> Waverley, Patea, Hawera 09	39,375		41,818	6.2
<b>Total</b>	2,912,208	4,043,204	3,732,302	28.2
<b>On commercial services</b>				
<b>Target community:</b> Inglewood, New Plymouth 09	0		0	
<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09	0		0	
<b>Target community:</b> Opunake, Eltham, Hawera 09	0		0	
<b>Target community:</b> Opunake, New Plymouth 09	0		0	
<b>Target community:</b> Waverley, Patea, Hawera 09	0		0	
<b>Total</b>	0	0	0	
<b>Service kilometres (vehicles)</b>				
<b>Kms travelled by contracted services</b>				
<b>Target community:</b> Inglewood, New Plymouth 09			2,496	
<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09	0	0	439,137	
<b>Target community:</b> Opunake, Eltham, Hawera 09			13,720	
<b>Target community:</b> Opunake, New Plymouth 09			6,926	
<b>Target community:</b> Waverley, Patea, Hawera 09			9,880	

<b>Total</b>	0	0	472,159	
<b>Kms travelled by commercial services</b>				
<b>Target community:</b> Inglewood, New Plymouth 09				
<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09	0	0	0	
<b>Target community:</b> Opunake, Eltham, Hawera 09				
<b>Target community:</b> Opunake, New Plymouth 09				
<b>Target community:</b> Waverley, Patea, Hawera 09				
<b>Total</b>	0	0	0	
<b>Financial information (excludes SuperGold card) (GST exclusive)</b>				
<b>Fares received by operator(s) on contracted services</b>				
<b>Target community:</b> Inglewood, New Plymouth 09	3,368		2,083	-38.2
<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09	510,176		558,867	9.5
<b>Target community:</b> Opunake, Eltham, Hawera 09	3,593		1,811	-49.6
<b>Target community:</b> Opunake, New Plymouth 09	2,886		2,344	-18.8
<b>Target community:</b> Waverley, Patea, Hawera 09	5,711		3,175	-44.4
<b>Total</b>	525,734	685,500	568,280	8.1
<b>Fares received by operator(s) on commercial services</b>				
<b>Target community:</b> Inglewood, New Plymouth 09			0	
<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09			0	
<b>Target community:</b> Opunake, Eltham, Hawera 09			0	
<b>Target community:</b> Opunake, New Plymouth 09			0	
<b>Target community:</b> Waverley, Patea, Hawera 09			0	
<b>Total</b>	0	0	0	
<b>Third party revenue</b>				
<b>Name of third party</b> (providing revenue)				
<b>Target community:</b> Inglewood, New Plymouth 09				
<b>Name of third party</b> (providing revenue)	Western Institute of Technology at Taranaki (WITT)			
<b>Target community:</b> New Plymouth, Bell Block, Waitara and Oakura 09	0	0	29,775	
<b>Name of third party</b> (providing revenue)	None			
<b>Target community:</b> Opunake, Eltham, Hawera 09	0	0	0	
<b>Name of third party</b> (providing revenue)				
<b>Target community:</b> Opunake, New Plymouth 09				
<b>Name of third party</b> (providing revenue)				
<b>Target community:</b> Waverley, Patea, Hawera 09				
<b>Total</b>	0	0	29,775	

### Total mobility services - NP, Bell Block, Waitara & Oakura (Ironsides) 09

Name of target community: NP, Bell Block, Waitara & Oakura (Ironsides) 09  
Short name: Ironsides 09

#### Community / population

Total number of persons registered in the scheme: 0

How is the register updated and how often does this occur?

Services provided under CFS Agreement, with no requirement to record total number of clients serviced, only schedule of trips claimed each month.

#### Wheelchair Hoist Inventory

Wheelchair hoists (the number of wheelchair hoists in operation): 5

How many new wheelchair hoists installed this year? 2

What is the average age of hoists (if available)?

#### Maximum fare subsidy - CAP

Do you have a maximum fare subsidy cap? Yes

What is it?

\$40,000 annual expenditure

**Total mobility – Performance**

PT mode		Total mobility services			
Year	Return 2008/09 (year end)	Forecast 2009/10 (year start)	Return 2009/10 (year end)	Variance %	Please provide comments on major variances (either between end of year or forecast)
<b>Total mobility trips</b>					
Total mobility trips (total number of subsidised mobility trips)	3,127		5,351	71.1	Increase reflects Ironside's better understanding of trips able to claim under the CFS. Also higher demand.
<b>Financial information (GST exclusive)</b>					
FARES (fares received by operator/s for Total mobility trips)	23,565		40,000	69.7	Now claiming much greater number of trips, hence now reaching level of expenditure cap.
<b>Comments</b>					

**Total mobility services - Taranaki 08/09**

Name of target community: Taranaki 08/09  
 Short name: Taranaki 09

**Community / population**

Total number of persons registered in the scheme: 2,080  
 How is the register updated and how often does this occur?  
 Electronic database is updated daily as required.

**Wheelchair Hoist Inventory**

Wheelchair hoists (the number of wheelchair hoists in operation): 4  
 How many new wheelchair hoists installed this year? 0  
 What is the average age of hoists (if available)?

**Maximum fare subsidy - CAP**

Do you have a maximum fare subsidy cap? Yes  
 What is it? \$8.89 (\$10 GST inclusive)

**Total mobility – Performance**

PT mode		Total mobility services			
Year	Return 2008/09 (year end)	Forecast 2009/10 (year start)	Return 2009/10 (year end)	Variance %	Please provide comments on major variances (either between end of year or forecast)
<b>Total mobility trips</b>					
Total mobility trips (total number of subsidised mobility trips)	79,099		64,672	-18.2	
<b>Financial information (GST exclusive)</b>					
FARES (fares received by operator/s for Total mobility trips)	363,507		334,538	-8.0	
<b>Comments</b>					
Title is incorrect as 08/09. The two hoist equipment subsidies for the 2009/10 year were to Ironside, not taxi providers.					

**Total mobility survey results - New Plymouth, Waitara, Stratford, Hawera**

Name of target community: New Plymouth, Waitara, Stratford, Hawera  
 Short name: Taranaki TM 09  
 Total number of people surveyed: 95

**Passenger survey results**

**Overall service** Overall, how do you rate the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	1	0	17	36	46

**Service value for money** Overall, how do you rate the value for money of the service?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	1	30	40	29

**Service availability** Is the service available when needed?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	2	23	37	38

**Service reliability** Are the arrivals and departures of services on time (punctual)?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	1	28	40	31

**Safety and security** How do you rate your safety and personal security during the trip?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	0	27	32	41

**Vehicle accessibility** Is the right equipment available to get in/out of the vehicle? (e.g. hand rails, hoists)

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	0	8	92	0	0

**Vehicle quality/comfort** Overall, how do you rate the vehicle?

Dreadful	Very poor	Poor	Good	Very good	Excellent
0	1	0	31	43	25

**Total mobility summary - Total mobility summary**

PT mode	Total mobility				
	Year	Return 2008/09 (year end)	Forecast 2009/10 (year start)	Return 2009/10 (year end)	Variation from previous year (%)
<b>Population</b>					
Total number of persons registered in the scheme					
<b>Target community:</b> NP, Bell Block, Waitara & Oakura (Ironsides) 09		0		0	
<b>Target community:</b> Taranaki 08/09		1,932		2,080	7.7
<b>Total</b>		1,932		2,080	7.7
<b>Total mobility trips</b>					
Total mobility trips (total number of subsidised mobility trips)					
<b>Target community:</b> NP, Bell Block, Waitara & Oakura (Ironsides) 09		3,127		5,351	71.1
<b>Target community:</b> Taranaki 08/09		79,099		64,672	-18.2
<b>Total</b>		82,226	87,172	70,023	-14.8
<b>Wheelchair hoists</b> (the number of wheelchair hoists in operation)					
<b>Target community:</b> NP, Bell Block, Waitara & Oakura (Ironsides) 09		5		5	0.0
<b>Target community:</b> Taranaki 08/09		3		4	33.3
<b>Total</b>		8		9	12.5
<b>Financial information (GST exclusive)</b>					
FARES (fares received by operator/s for Total mobility trips)					
<b>Target community:</b> NP, Bell Block, Waitara & Oakura (Ironsides) 09		23,565		40,000	69.7
<b>Target community:</b> Taranaki 08/09		363,507		334,538	-8.0
<b>Total</b>		387,072	427,624	374,538	-3.2

**SuperGold card services - SuperGold card services**

**Community / population**

Number of SuperGold card holders: 16266

**SuperGold card - Performance**

PT mode	SuperGold card services				
	Year	Return 2008/09 (year end)	Forecast 2009/10 (year start)	Return (Claims total) 2009/10 (year end)	Variance %
<b>Passenger boarding</b>					
Total Boardings (BUS)			35,687		
Total Boardings (FERRY)			0		
Total Boardings (RAIL)			0		
Other			0		
<b>Total SuperGold card boardings</b>	0	30,051	35,687		
<b>Financial information (GST exclusive)</b>					
LTP expenditure (\$) (BUS)			77,069		
LTP expenditure (\$) (FERRY)			0		
LTP expenditure (\$) (RAIL)			0		
Other			0		
<b>Total LTP expenditure (\$)</b>	0	67,615	77,069		
<b>Comments</b>					
Figures given for number of SGC holders in Taranaki as per NZTA figures Mar2010 supplied in review consultation document.					