

Roading and Footpaths Group



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The roading and footpaths group is the first of the mandatory groups. It is made up of 2 activities which have been split into separate subgroups to show their different funding arrangements.

Activity: Roding

Council maintains and manages the local roading network including roads, street lighting, and signage.

Council's vision is to provide an effective and sustainable road network that supports community strength and wellbeing.

The road network is a vital part of the district that enables safe and comfortable access for employment, personal/social activities and recreation, and the movement of goods and services. The transport network is essential to the functioning of the district's economy, benefiting residents and the district as a whole. Maintaining and improving roads are regarded as two of the core functions of Council.

Key facts

Council operates and maintains a network of some 2,542 km which includes:

- 887 km of sealed roads.
- 1,665 km of unsealed roads.
- 714 bridges and large culverts.
- 1,632 streetlights.
- 628 minor structures (retaining and sea walls).

Council also:

- Operates 1 vehicular ferry, 'Kohu Ra Tuarua', on the Hokianga Harbour.
- Owns 7 inactive quarries.
- Receives an average of 260 Request for Service each month regarding the road network.



Our major achievements in 2012/13

Highlights of our progress during 2012/13 include:

- The Roding Business Unit was established 12 months ago and during the year had to establish a full administration operating system, a new accounting system, a new field operations system, developed relationships with new contractors operating in areas that were different, complete difficult legacy projects, helped contractors to understand a new performance based contract system and developed a monthly auditing system to support the performance based focus, respond to the substantial increase in logging related road movements and the resulting damage.
- Developed the Road Assessment and Maintenance Management System to a full electronic network integrated communications system.
- Cycle Trail work progressed on the three remaining sections of the cycleway. Actively growing engagement of Iwi with the Utakura Incorporation working with Council to provide access across working forestry land to ensure the Cycleway can get through to Horeke off road. The scenic views for cyclists on this leg of the trail will be outstanding. Ngati Hine is also revisiting their position to provide access through their forestry land to bypass the poor and largely uninteresting areas along Ngapipito Road. Work is progressing on bridge and track construction and clearing the track on multiple sections as part of an intensive effort to have the trail complete before the current tourist season.
- Significant progress has been made towards developing modern communication equipment linking the road maintenance contract teams into one central road asset management database managed by Council, using a cloud computing structure.
- Implemented a complete restructure of the long established street lighting programme introducing long life, energy efficient and a higher standard of lighting to the district. The change restructured the relationship with Top Energy, reduced margins, reduced the number of crews being charged to Council from 3 to 1, while progressively replaced all the lights at the ends of the network with long life light-emitting diode (LED) technology, effectively commencing a cost saving for Council of more than \$600,000 over 20 years. Council took over the lighting registry from Top Energy and with a diligent programme of data cleansing removed 285 lights which we were being charged for, that either did not exist or were owned by others.
- Achieved a clean audit with New Zealand Transport Agency (NZTA).
- Completed a comprehensive audit of contractor performance against the level of service required in the contracts.
- A new method of working with the forestry sector was developed during the year with a wider level of information exchange and cost consequences explored, and with the developed forestry companies a shared expense environment approach has been developed. Formative work has been completed on the network using a ground-penetrating radar survey of some of the key forestry corridor roads with this indicating in most cases they are not fit for purpose and will require long term development to support the industry. A user pays method has been identified using electronic road user charging which is currently under development.

Challenges we experienced

- In September 2012 extensive damage was caused to the road network due to slips and slumping of roads and the high rate of damage caused by the continued logging activity through the winter months. Monitoring activity has shown that heavy vehicle traffic has increased by 50% this year on some roads with this traffic increase evident in the failure of the pavement.
- The Roding Business Unit team have succeeded despite many challenges facing them. The team has been handicapped by poorly performing data capture units that are now being replaced as they were not able to support the geographic information system requirements needed in the North due to the wide geography of the district. Despite these issues the team

brought the budget in on target and the majority of planned works were achieved. Strengthening the team is a priority to ensure the gaps identified by management and NZTA are addressed.

- Three bridge replacement projects were not completed by June 2013 due to consultant and resource consent issues. Work to finalise the outstanding three 2012/13 bridges is expected to be completed in 2013/14.
- Road network reseals funds were regrettably reduced this year to provide funds for urgent repairs (metalling of damaged forestry roads).

Plans for the next 12 months

Capital Projects

- Continuing to work with NZTA towards upgrading the intersection of State Highway 10 (Waipapa Road/ Waipapa Loop Road) to a roundabout and at the same time complete the link road between Kahikatearoa Road and Waipapa Loop Road (Klinac Lane).

Maintenance and Renewal

- Carrying out a minimum of 1% (approximately 8.5 km) of sealed road pavement rehabilitation (with associated improvements where applicable)*.
- Carrying out a minimum of 8% (approximately 70 km) of reseals.
- Maintaining and improving Tau Henare Drive, which is on Waitangi National Trust land.
- Carrying out replacement of the structural components on the following bridges:
 - Blue Gorge Road E87 (Peria).
 - Churtons Road C13 (Kaingaroa).
 - Waikuku Road R07 (Waimate North).
 - Hapanga Road L11 (Horeke).
 - Tawata Road N03 (Waimatenui).
 - Runaruna Road (Hokianga).
 - West Coast Road (North Hokianga).
 - Browns Road (Kaikohe).

Safety Improvements

- Completing a minimum of 20 minor safety improvements on the network targeted at reducing the number of crashes and severity of loss of control on bends.
- Maximising the amount of funding assistance for the Far North from the National Land Transport Fund.
- Supporting, subject to affordability, sealing projects where an element of local community contribution is available, and where the proposed project is in line with relevant Council policy.

Promoting Safer Driving

- Pursuing community programmes to raise awareness and educate communities about high risk issues such as drink driving, crashes on bends, speed, child restraint compliance, and fatigue, in association with the New Zealand Transport Agency.

Ferry

- Continuing to operate Council's ferry, Kohu Ra Tuarua, 7 days a week, 365 days a year.
- Continue to annually review fares to reduce operating losses and to meet unavoidable cost increases.

Pou Herenga Tai - Twin Coast Cycle Trail

- Stage 2 - Kaikohe to Kawakawa (22 km).
- Stage 3 - Okaihau to Horeke (25 km).
- Stage 4 - Kawakawa to Opuā (11 km - Kawakawa Vintage Rail).

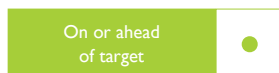
FNDC and New Zealand Transport Authority (NZTA) – Shared Services

- Develop a shared service approach with a Road Assessment and Maintenance Management System (RAMMS) use, potential adoption of Council road hierarchy in region, and common contracting approach.

* (For further information please refer to the Annual Plan 2013/14 "How is this plan different to year two of the Long-Term Plan" on page 22)

How we performed against the first year of the Long-Term Plan (LTP) 2012/22

The tables below reflect the progress of our key work during 2012/13. Each action/project is linked to the strategic objectives and priorities set in the LTP. The progress at the end of the financial year against each action/project has been represented by:




Strategic Objective:
Investment in new infrastructure as and when affordable.

2012/13 Action/project	Background	Progress
PRIORITY 1: Carry out improvements to the network to meet current and future traffic demands and encourage appropriate land use development in areas of population growth		
Link road between Kahikatearoa Road and Waipapa Loop Road	Completing investigations and negotiations with NZTA as planning for the link road between Kahikatearoa Road and Waipapa Loop Road (Klinac Lane) to alleviate pressure from the State Highway intersection	●
Progress comments: Deferred until NZTA has completed the roundabout. The land purchased in preparation for this new road is now clear of buildings and is ready for construction once the roundabout is constructed.		
Upgrading the intersection of State Highway 10	Continuing to work with NZTA towards upgrading the intersection of State Highway 10 (Waipapa Road/Waipapa Loop Road) to a roundabout	●
Progress comments: Deferred until NZTA has completed the roundabout. Note this is a state highway / NZTA project. Continue to work with NZTA towards upgrading the intersection of State Highway 10/Waipapa Road/Waipapa Loop Road to a roundabout. Additional information on traffic flows in the area provided to NZTA recently to try to bolster the case for funding. Roundabout not yet on NZTA's priority list for funding.		

2012/13 Action/project	Background	Progress
PRIORITY 2: Maintain and renew all road assets to provide a level of service that is affordable and meets community expectations.		
Bridges	Carry out replacement of the structural components of other bridges on an as required basis, in accordance with current known priorities, during the term of the Long-Term Plan	●
Progress comments: Bridge replacements at Runaruna Road, Hokianga, Browns Road, Kaikohe and West Coast Road, Hokianga were not completed by June 2013 due to consultant and resource consent issues.		
Sealed road pavement rehabilitation completed	Carrying out a minimum of 1.3% (approximately 11 km) of sealed road pavement rehabilitation	●
Reseals completed	Carrying out a minimum of 9% (approximately 80 km) of reseals per annum	●
Progress comments: 60 km (6%) of the network has been resealed. Programme of work reduced this year to provide funds for other priorities (metalling of damaged forestry roads).		
Rehabilitation of approx. 240m length of Tau Henare Drive completed	Maintaining and improving Tau Henare Drive, which is on Waitangi National Trust land	●


Completed 


On or ahead of target 


Within 10% of target or some moderate slippage 


Significantly off target 

Rawene Road Slip Repair completed	Significant upgrade to Rawene Road caused by land movement	
Blacks Road, Kerikeri completed	Community Partnership Sealing	
Orangewood Lane, Kerikeri completed	Community Partnership Sealing	

2012/13 Action/project	Background	Progress
PRIORITY 3: Reduce the number of fatal and serious injury crashes, especially those where road factors, alcohol and excessive speed are contributory factors.		
Minor safety improvements	Completing a minimum of 20 minor safety improvements on the network each year targeted at reducing the number of crashes and severity of loss of control on bends the most	
Progress comments: The physical works have commenced, supported by a request for carryover of budget from NZTA.		

2012/13 Action/project	Background	Progress
PRIORITY 4: Achieve value for ratepayers.		
Ferry <small>* This is for maintenance and operation of the ferry. The project to undertake major refurbishment of the ferry is not included</small>	Continuing to operate the Council's ferry, Kohu Ra Tuarua, 7 days a week, 365 days a year and reviewing fares to reduce operating losses and to meet unavoidable cost increases	
Progress comments: One days' shutdown due to extreme weather; no significant breakdowns to the ferry service in 2012/13.		

NZTA funding applications subsidy for 2012/15 completed	Maximising the amount of funding assistance for the Far North District from the National Land Transport Fund and other sources as may become available	
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2012/13 Action/project	Background	Progress
PRIORITY 5: Improve Road Safety.		
Safer Journeys compliance	Identifying and coordinating for safer journeys (safe roads and roadsides, safe speeds, safe vehicles, safe road use) interventions with Police, NZTA, Roadsafe Northland and community groups	
Progress comments: Several staff attended NZTA training to achieve compliance requirements in March 2013. Update of deficiency database has been undertaken. Additional works in process of being identified and populated.		

Community Outcome: A Safe and Healthy District

About this Outcome: Develop and maintain a safe and affordable transport network to enable access to, from and within the district.

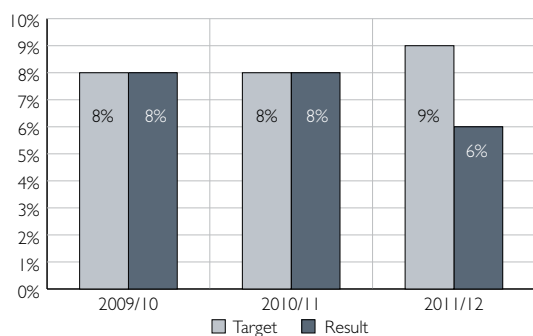
Actual achievements against the Key Performance Indicators (KPI) and targets that the Council uses to monitor levels of service are detailed below:

KPI: The ferry service will run in accordance with the advertised timetable	LTP Target	Result 2012/13
ACHIEVED: No service related delays or disruptions. Contractors performing satisfactorily.	95%	99%
<i>* This KPI above is new in the LTP 2012/13. Unable to provide a three year view of performance.</i>		

KPI: Roads are accessible all year round or access restored within response times	LTP target	Result 2012/13
NOT ACHIEVED: Maintenance contractors performing services satisfactorily due to long periods of dry weather in 2012/13. However, five road closure incidences occurred during the year due to damage from logging trucks and wet weather.	100%	99%
<i>* KPI above is new in the LTP 2012/13. Unable to provide a three year view of performance.</i>		

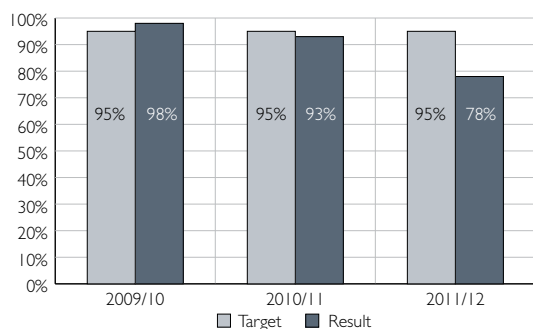
KPI: At least 9% (approximately 80 km) of the network is resealed per year (subject to NZTA confirmation of funds available)	LTP Target	Result 2012/13
NOT ACHIEVED: 60 km of the network has been resealed. Reduced this year to provide funds for other priorities (metalling of damaged forestry roads).	9%	6%

Graph shown below details a three year view of performance:



KPI: Percentage of requests for service (RFS) responded to in set time for the road network	LTP Target	Result 2012/13
NOT ACHIEVED: Rooding RFS dominated statistics as anticipated during winter months. Streetlight RFS statistics slipped as contractor demand rose while new LED streetlight installations' progressed.	95%	76%

Graph shown below details a three year view of performance:

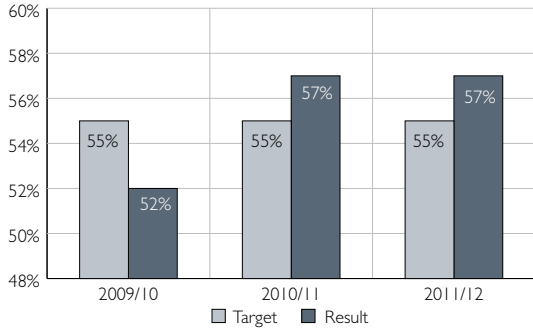


KPI: Percentage satisfied with the roading network	LTP Target	Result 2012/13
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NOT ACHIEVED: Hokianga, Kaitaia, Kerikeri, Towai and Waipapa roads raised the greatest concerns, with complaints ranging across traffic, potholes, maintenance and safety issues. However, the other half of residents surveyed indicated that the road conditions are fine or adequate, with some mention of the roads being well maintained and allowing travel to 'where you want to go'.

57% 51%

Graph shown below details a three year view of performance:

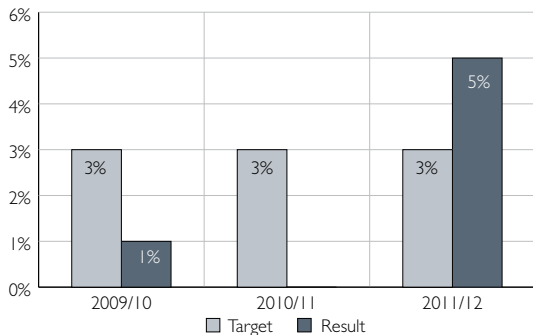


KPI: At least 3 bridge renewals/upgrades under taken per year	LTP Target	Result 2012/13
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NOT ACHIEVED: Bridge replacements at Runaruna Road, Hokianga, Browns Road, Kaikohe and West Coast Road, Hokianga were not completed by June 2013 due to consultant and resource consent issues.

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Graph shown below details a three year view of performance:

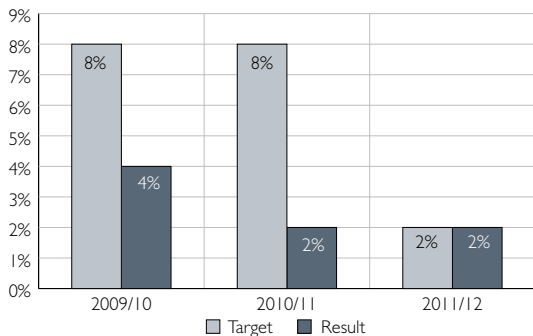


KPI: To reduce the number of fatal crashes per year where the Council roads is the contributing factor	LTP Target	Result 2012/13
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ACHIEVED: There is no one reason for the reduction and is a result of a number of variations.

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Graph shown below details a three year view of performance:



KPI: To reduce the number of serious crashes per year where the Council roads is the contributing factor

LTP Target

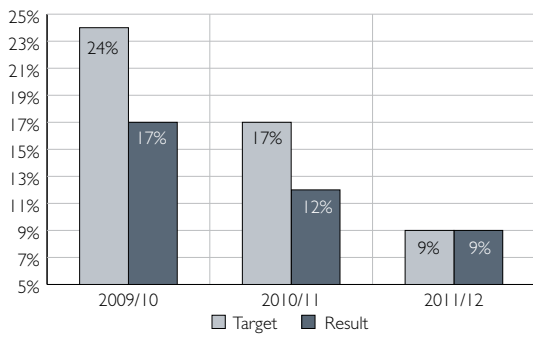
Result 2012/13

ACHIEVED: There is no one reason for the reduction and is a result of a number of variations.

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Graph shown below details a three year view of performance:



Roading and Footpaths Group



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Activity: Footpaths

Council's vision is to provide an effective and sustainable footpath network that supports community strength and wellbeing.

Council monitors the need for footpaths and, where affordable, builds new ones. In prioritising where to build new footpaths, Council takes into account:

- The location (e.g. areas close to hospitals and schools have higher priority).
- The traffic density in the area.
- Whether the berm is suitable for pedestrians without a formed footpath.

The community, especially children and the aged, need safe routes to use as they move to and from places in their community.

Key facts

Council operates and maintains a footpath network of some 184.6 km which includes:

- Concrete – 180.1 km.
- Metal Tracks – 2.2 km.
- Timber – 2.3 km.

Our major achievements in 2012/13

Highlights of our progress during 2012/13 include:

- New footpath works completed.
- Renewal footpath works completed.
- Efforts to remove chewing gum from footpaths on Kaikohe main street.

Challenges we experienced

- Subdivision has been slow over the 2012/13 year, particularly in the urban areas where footpaths are likely to be required.

* (The full schedule of footpath renewals can be found in the Transportation Asset Management Plan, Table 126, available on Council's website).

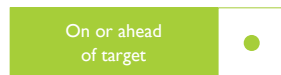
Plans for the next 12 months

Maintenance and Renewal

- Carrying out 3,000 m² of footpath renewals across the district.*
- Carrying out regular maintenance of existing footpaths across the network.

How we performed against the first year of the Long-Term Plan (LTP) 2012/22

The tables below reflect the progress of our key work during 2012/13. Each action/project is linked to the strategic objectives and priorities set in the LTP. The progress at the end of the financial year against each action/project has been represented by:



Strategic Objective:
Investment in new infrastructure as and when affordable.

2012/13 Action/project	Background	Progress
PRIORITY I: Maintain and renew footpath assets to provide a level of service that is affordable and meets community expectations by:		

MAINTAINING AND RENEWING EXISTING FOOTPATHS.

Footpaths	Maintain an effective, sustainable and integrated footpath network	●
<p>Progress comments:</p> <p>New footpath works completed, area in square meters:</p> <ul style="list-style-type: none"> • SH12 Signal Station Road to Omapere 4 Square – 600 m². • Kaka Street Ahipara to 90 Mile Beach entry – 285 m². • Awaroa Road Kaitaia Herekino School to stockyards – 240 m². • Omaunu Road, Kaeo – 837 m². • Old Wharf Road, Haruru Falls – 60 m². <p>Renewal footpath works completed and area in square meters:</p> <ul style="list-style-type: none"> • SH 12 Opononi Seaward side opposite Opononi Motor Camp – 75 m². • Parnell Street, Rawene outside former Ferryman Restaurant – 81 m². • Gillies Street, Kawakawa outside Star Hotel – 37 m². • Marsden Road, Paihia – 424 m². • Awaroa Road, Kaitaia – 64 m². • Commercial Street, Kawakawa – 135 m². • Tohitapu Road, Paihia – 75 m². • State Highway 1, Moerewa – 85 m². • Raymond Street, Kawakawa – 20 m². • Paihia Road, Te Haumi – 120 m². • Matthews Avenue, Kaitaia – 63 m². • Brodie Passage, Russell – 120.5 m². 		

ENSURE DEVELOPERS INCLUDE A FOOTPATH ON AT LEAST ONE SIDE OF THE ROAD IN EACH NEW SUBDIVISION.

Footpaths for new development	Ensure developers include a footpath on at least one side of the road in each new subdivision	●
<p>Progress comments: Subdivision has been slow over the 2012/13 year, particularly in the urban areas where footpaths are likely to be required. The 100% result relates to the fact that where footpaths are required, according to the Council Standards, they have been.</p>		

Community Outcome: A Safe and Healthy District

About this Outcome: All footpaths are safe and functional.

Actual achievements against the Key Performance Indicators (KPI) and targets that the Council uses to monitor levels of service are detailed below:

KPI: Percentage satisfied with footpaths	LTP Target	Result 2012/13												
NOT ACHIEVED: A general satisfaction with footpaths being fairly good, ease of access and are maintained with a tidy appearance. However; a proportion of residents indicated that some footpaths have uneven surfaces, being rough and cracked and that there is a need to make more footpaths available.	58%	53%												
Graph shown below details a three year view of performance:														
<table border="1"> <caption>Percentage satisfied with footpaths (2009/10 - 2011/12)</caption> <thead> <tr> <th>Year</th> <th>Target (%)</th> <th>Result (%)</th> </tr> </thead> <tbody> <tr> <td>2009/10</td> <td>70%</td> <td>63%</td> </tr> <tr> <td>2010/11</td> <td>70%</td> <td>55%</td> </tr> <tr> <td>2011/12</td> <td>70%</td> <td>58%</td> </tr> </tbody> </table>			Year	Target (%)	Result (%)	2009/10	70%	63%	2010/11	70%	55%	2011/12	70%	58%
Year	Target (%)	Result (%)												
2009/10	70%	63%												
2010/11	70%	55%												
2011/12	70%	58%												

KPI: Renew footpath network	LTP Target	Result 2012/13												
NOT ACHIEVED: The target is an estimate and based on past activity, whereas the actual outputs for 2012/13 were subject to financial programming from the fixed asset register; and site specific needs assessment to optimise expenditure. In future this KPI will be reviewed to reflect real levels of service expectations rather than arbitrary distance measurements.	3 km	2.013 km												
Graph shown below details a three year view of performance:														
<table border="1"> <caption>Renewed footpath network distance (2009/10 - 2011/12)</caption> <thead> <tr> <th>Year</th> <th>Target (km)</th> <th>Result (km)</th> </tr> </thead> <tbody> <tr> <td>2009/10</td> <td>2</td> <td>2.4</td> </tr> <tr> <td>2010/11</td> <td>2</td> <td>1.2</td> </tr> <tr> <td>2011/12</td> <td>2</td> <td>0.790</td> </tr> </tbody> </table>			Year	Target (km)	Result (km)	2009/10	2	2.4	2010/11	2	1.2	2011/12	2	0.790
Year	Target (km)	Result (km)												
2009/10	2	2.4												
2010/11	2	1.2												
2011/12	2	0.790												

Financial Information Roads and Footpaths

FINANCIAL SUMMARY FOR THE YEAR ENDED 30 JUNE 2013

	NOTE	ACTUAL 2013 \$000s	COUNCIL BUDGET 2013 \$000s	VARIANCE \$000s
Income				
Rates income (excluding targeted water supply rates)	1	15,904	15,583	321
Fees, charges & targeted water supply rates	2	685	792	(107)
Development & financial contributions	3	110	0	110
Subsidies & grants	4	14,998	15,383	(385)
Other income	5	2,256	624	1,632
Total operating income		33,953	32,383	1,570
Expenditure				
Direct costs	6	12,468	13,585	1,117
Indirect costs	7	660	883	223
Activity expenditure		13,128	14,468	1,340
Depreciation	8	15,855	14,549	(1,306)
Interest payable		673	961	287
Total operating expenditure		29,656	29,977	321
Net operating surplus/(deficit)		4,297	2,405	1,892
Capital statement				
Net operating surplus		4,297	2,405	1,892
Loans		911	2,943	(2,032)
Other funding		13,809	14,462	(653)
Total funding		19,017	19,811	(794)
New work	9	6,287	6,406	119
Renewal works	9	12,095	12,795	700
Loan repayments		767	610	(157)
Total capital expenditure		19,149	19,811	662
NET SURPLUS/(DEFICIT)		(132)	0	(132)

NOTE:

A favourable variance is shown as a positive number and an unfavourable variance is shown as a negative number.

The direct and indirect budgets shown in the table do not individually agree to those published in the LTP due to a difference in allocation. The total activity expenditure, however, does agree to the total published in the LTP.

VARIANCE TO THE LONG TERM PLAN 2012/13

1. Rates income is showing a favourable variance of \$321k predominantly due to:
 - a. An increase in penalty rate income of \$1,122k; and
 - b. General rates are showing an unfavourable variance of \$808k.
2. Fees and charges are showing an unfavourable variance of \$107k predominantly due to:
 - a. A shortfall in fees associated with the ferry of \$80k;
 - b. A shortfall in rent income of \$23k.
3. Development and financial contributions are showing a favourable variance due to:
 - a. Ratepayer contributions to seal extensions of \$77k were received and were not budgeted in the LTP;
 - b. Development contribution income of \$34k was received.
4. Subsidies and grants are showing an unfavourable variance of \$385k largely due to variations in work on the Cycleway. Milestones are under review and work will continue in 2013/14.

5. Other income is showing a favourable variance of \$1,632k predominantly due to the receipt of vested assets which are not budgeted in the LTP.
6. Direct costs are showing a favourable variance of \$1,117k predominantly due to:
 - a. Expenditure on contractor & professional fees are below budget by \$1,445k;
 - b. Loss on disposal on property, plant & equipment of \$164k;
 - c. Gain on valuation of roading assets \$813k, offset against a prior loss for footpaths;
 - d. Bad debt provisions exceeded budget by \$1,013k due to increased penalty charges.
7. Indirect costs are under budget \$223k due to a decrease in corporate allocations.
8. Depreciation is showing an unfavourable variance of \$1,306k.
9. Capital expenditure is showing a favourable variance of \$819k predominantly due to a reduced roading programme

KEY CAPITAL PROJECTS

FOR THE YEAR ENDED 30 JUNE 2013

	ACTUAL 2013 \$000s	COUNCIL BUDGET 2013 \$000s	VARIANCE \$000s
New works			
Footpaths	566	434	(132)
Roading operations	2,725	5,093	2,368
Emergency works	1,727	0	(1,727)
Safety services	1,269	879	(390)
Total new works	6,287	6,406	119
Renewals			
Footpaths	172	385	213
Roading operations	11,887	11,593	(294)
Ferries	13	230	217
Safety services	23	586	563
Total renewals	12,095	12,795	700

SIGNIFICANT ACQUISITIONS OR REPLACEMENTS OF ASSETS FOR 2012/13

The Local Government Act 2002 requires councils to provide information regarding any significant assets acquired or replaced during the year. Council's Significance Policy does not specify a value but does identify the following assets as significant:

ROADING NETWORK	BUDGET 2013 \$000s	ACTUAL 2013 \$000s
Sealed road resurfacing		
Ongoing replacement of the top surface of an existing road base	3,338	2,060
Unsealed road metalling		
Renewal of metal on unsealed roads	3,047	5,345
Pavement rehabilitation		
Repairing and replacing road base course and replacement of top surface	2,844	2,049
Storm events: Roading network recovery following storm		
December 2011	0	678
July 2012	0	438
September 2012	0	548
Cycleway project		
Part of the Cycleway project being funded by Central Government	2,519	544

VARIANCE TO THE ANNUAL PLAN 2012/13

- Pavement rehabilitation, unsealed road metalling and sealed road resurfacing:
The work completed was in line with the programme and the subsidy levels agreed with NZTA. Some modifications were made to the work schedules as a result of unplanned work required as a result of damage made to the network by the increased number of logging trucks.
- Storm events – December 2011 and July/September 2012
Work on storm damage is not budgeted but is eligible for emergency works subsidy at variable rates.
- Cycleway project
This project is part of the Government funded Cycleway and is fully subsidised.