

11.0 FINANCIAL SUMMARY

11.1 Process of Determining Financial Forecast

The provisional 10 year financial forecast (refer to Appendices for Budget Spreadsheets) for Transport was determined by identifying new works, and the continuation/evaluation of current maintenance and renewal strategies within each of the components, i.e. pavements, footpaths, lighting etc. Changes to the operations (OPEX) and capital projects (CAPEX) expenditure for items within each of the asset types (e.g. pavement, footpaths, lighting, etc) were generally due to maintaining current level of services, tree root damage to footpaths and increased contract rates.

The last Level of service consultation was carried out in 2005 indicated the community were generally satisfied with Councils current spending within the various asset groups. This feedback was also used when determining provisional budgets. Refer to the draft version of the 10 year financial forecasts for both OPEX and CAPEX budgets when aggregated overall Council areas this resulted in large increases in expected expenditure particularly in the first five years. Therefore, a Council wide 10 year expenditure review was carried out. The strategy for this review was to:

- assign realistic timing to projects given the resources available under Councils current funding sources and in relation to impacts in other Asset Management Plans.
- optimise timing of projects.
- generate consistent budgeting philosophies across all Council divisions.
- align expenditure with growth predictions.
- reduce the completion backlog of currently approved works ("bow wave").

The Council wide review resulted in a draft 10 year financial forecast which takes into account all of the above requirements as well as maintain key Asset Management philosophies. The draft budget also takes into account the rate setting process. Refer to following tables for the final version of the 10 & 30 year financial forecasts for both OPEX and CAPEX budgets. The implications of the changes between draft and final budgets are shown in the table below.

Consultation on the final 10 year financial forecast will be carried out via the 2018-2028 TYP process during March and April 2018.

11.1.1 IMPLICATIONS OF CHANGES BETWEEN DRAFT AND FINAL BUDGETS

The following table outlines the changes between the provisional and draft budgets and their expected implications.

Project	CAPEX/OPEX	Change from draft version	Implications of change
Rates	OPEX	Change in draft to include the Northern Access projects.	No expected change to level of service
Operational subsidies (NZTA)			
Capital subsidies (NZTA)			
Renewal subsidies (NZTA)			
Depreciation			
Interest			

Project	CAPEX/OPEX	Change from draft version	Implications of change
Overheads			
Development contributions	OPEX	No change	Nil
Loans	CAPEX	After consultation/ deliberation on the draft TYP, Council have decided to move a number of transport capital projects outside of the 10 year funding plan due to financial constraints.	No change to level of service.
Reserves			
Capital contributions			
Other income			

Table 11.1: Potential Implications of Final 10 Year Financial Forecast

11.2 Variance between last NLTP periods

The table below outlines the variance between the existing period 2015-2018 and the proposed 2018/2021 with high level explanations in the change.

Taupo District Council

Summary of MOR, Minor Improvements & Road Safety Promotion Funding Request for 2018/2021

Maintenance, Operations and Renewals

W/C	Description	Proposed 2018/21 Budget	Current 2015/18 Budget	Difference 2015/18 vs 2018/21	Comments
111	Sealed Pavement Maintenance	3,305,800 SPR = 6,000	2,739,770 SPR = 16,285	566,030 SPR = -10,285	Sealed task increase from \$660K to \$750K then an increase of \$8K per year, \$80K increasing each year to cover maintenance of SH's particularly Lake Terrace (taken out in the last LTP due to TDC gaining a pristine road asset).
112	Unsealed Pavement Maintenance	310,500	285,715	24,785	Increase of \$20K due to digouts, scours repairs required due to the increase in HV vehicles utilising unsealed roads.
113	Routine Drainage Maintenance	861,000	754,637	106,363	Increase of \$35K/yr to increase regular condition ratings and regular cleanouts of debris, change in climate, increase in minor events
114	Structures Maintenance	297,000	102,564	194,436	Increase of \$50K per year based on latest condition bridge rating report suggesting \$100K is required per year, increase of

					\$5K/yr for footbridge maintenance, & addition of \$5K/yr for retaining wall maintenance.
121	Environmental Maintenance	1,488,000 SPR = 6,000	1,355,560 SPR = 2,040	132,440 SPR = 3,960	Increase of \$40K per year increase in litter control pickups on major tourist routes and prior to mowing, increase in levels of service for litter pickup (increase pickup on routes identified as concerns), increase of \$15K/yr for berm lowering on rural roads
122	Traffic Services Maintenance	1,960,000 SPR = 3,000	2,312,974 SPR = 1,020	-352,974 SPR = 1,980	Decrease due to reduction in energy costs for LED light conversion.
123	Operational Traffic Management	60,000	0	60,000	\$60K allocated for the operation of traffic signals now administered by Taupō District Council not NZTA. Maintenance agreement in place with Tauranga City Council SCATS.
124	Cycleway Maintenance	15,000	5,100	9,900	Increase - was \$5K per year but reduced in years 2 & 3 of the last LTP period. Allocating \$5K per year to maintain Acacia Bay and other on road cycle lanes.
131	Level Crossing Warning Devices	0	0	0	No level crossings in Taupō District
140	Minor Events	300,000	0	300,000	Placeholder required for minor events, more events are occurring in district
151	Network and Asset Management	1,653,000 SPR = 3,000	1,164,182 SPR = 3,320	488,818 SPR = -320	Increase due business unit costs, regular HSD and FWD ratings as recommended by dTIMS, RAMM rating and joining RATA group (RATA group at least \$55K/yr) but this could provide some cost savings.
211	Unsealed Road Metalling	180,000	156,211	23,789	Increase due to more metal required due to HV, minor events eg weather events.
212	Sealed Road Resurfacing	4,635,000 SPR = 0	2,525,139 SPR = 236,435	2,109,861 SPR = -236,435	Increase is based on outcome of dTIMS modelling recommending at least an increase of \$2M per year. This hasn't been increased to this level yet as data has not yet been verified on site and RAMM data needs improving. Lake Terrace AC road surfacing will need renewing in the next few years as nearing end of life of 8 years in the next two years.
213	Drainage Renewals	680,000	202,000	478,000	Increase due to culvert renewal in 2019/2020 for Tirohanga Road culvert est. cost of \$320K plus increase of \$45K/yr for kerb and channel replacement (end of life).
214	Sealed Road Pavement Rehabilitations	1,650,000	1,276,156	373,844	Increase recommended by dTIMS report. Currently achieving approximately 2.5km of rehabilitation need to increase to at least 0.8% of network (6km) as recommended by dTIMS report budget from \$450K to \$550K.

222	Traffic Services Renewals	567,000	525,913	41,087	
	TOTAL 3 YEAR BUDGET	17,962,300	13,405,921	4,556,379	
		Plus SPR = 6,000	Plus SPR = 259,100	Plus SPR = -253,100	

Low Cost/Low Risk Improvements

W/C	Description	Proposed 2018/21 Budget	Current 2015/18 Budget	Difference 2015/18 vs 2018/21	Comments
341	Safety	1,777,000	1,063,000	714,000	Increase budget to make gains in reducing F&S crashes, by targeting top 5% of HRRR and high risk intersections. Interventions to include high PSV chip seals, guardrails, speed management and pedestrian safety.
341	Travel time/Resilience	910,000		910,000	
341	Availability and access	1160,000		1160,000	
341	Comfort and customer experience	637,000		637,000	
341	Infrastructure safety	120,000	120,000	0	No change
	TOTAL 3 YEAR BUDGET	4,604,000	2,104,000	1,468,000	
		SPR = 700,000	SPR = 300,000		

Included in the safety component the changes for cycling and walking are shown below.

341	Cycleways	202,000	137,000	65,000	Increase due to the completing Stage 2 of Control Gates path and link to Huka Falls Road.
341	Walking	950,000	702,000	248,000	Increased footpath budget from \$25K to \$200K each year for new footpaths and includes customer requests eg Kinloch Road \$350K
Road Safety Promotions					
W/C	Description	Proposed 2018/21 Budget	Current 2015/18 Budget	Difference 2015/18 vs 2018/21	Comments
341	High Strategic Fit	450,750	528,000	-77,250	Decrease due to moving funds into medium strategic fit (for cycling)
341	Medium Strategic Fit	239,250	120,000	119,250	Increase budget includes national skills cycling
	TOTAL 3 YEAR BUDGET	690,000	648,000	42,000	

11.3 Funding of Expenditure

11.3.1 FUNDING STRATEGY

The focus of this AMP is to identify the optimum (lowest lifecycle) cost for transport and the focus of this AMP is to identify the cost for each asset group necessary to produce the desired

level of service. How this cash flow will be funded is outlined in Council's long term financial strategy.

Current funding sources available for transport include:

- Rates – income generated by the collection of general, separate and differential rates.
- New Zealand Transport Agency (NZTA) subsidy – allocation of funding from government resources based on benefits and costs of a project. For all activities in the Transport programme the subsidy rate is 51%. For special purpose road (SPR) – Huka Falls Road is 100% subsidy for the first 3 years, 51% from 2021 (this is yet to be confirmed in writing but on NZTA website).
- One off capital contribution – contributions made by individual developers for projects that are of particular benefit to them that are being constructed by TDC.
- Development Contributions – contributions made by developers under the Local Government Act 2002.
- Private (developer) funded works – projects completely built and funded by developers where ownership is handed over to TDC on completion (vested assets).
- Connection Fees.
- Petrol tax.
- Interest on general funds.
- Fees and charges (eg overweight permits and vehicle crossing bonds, refer to Taupo District Council website for current Fees & Charges).

11.3.2 ALLOCATION OF FUNDS

The process of allocating funds is generally based on:

- Maintenance and operations are funded from NZTA subsidies and General Rates.
- Renewal works are funded by Depreciation.
- Depreciation is calculated using either the straight line or the diminishing value method to allocate their cost or revalued amounts, net of their residual values, over their useful lives.
- New Works are funded by either or a combination of Development Contributions, Loans, Individual Contributions (e.g. underground power) and Depreciation (if it has not all been used for Renewal Works).

The funding strategy can be found within the Ten Year Plan.

11.4 Historical and Forecast Expenditure

Detailed historic expenditure for each asset group is included within the lifecycle section for that asset.

Detailed forecast expenditure is provided in greater detail within the spreadsheets in Appendices, included are spreadsheets showing:

- The thirty year transport programme.
- Thirty year programmes by asset type (e.g. pavement, footpaths, lighting, etc).
- The summary income and expenditure budget for 2018/19 to 2027/28.

Project sheets are included in appendices.

Budgeted transport asset expenditure for the next 10 years is summarised on the following pages.

11.4.1 OPEX: OPERATING AND MAINTENANCE EXPENDITURE

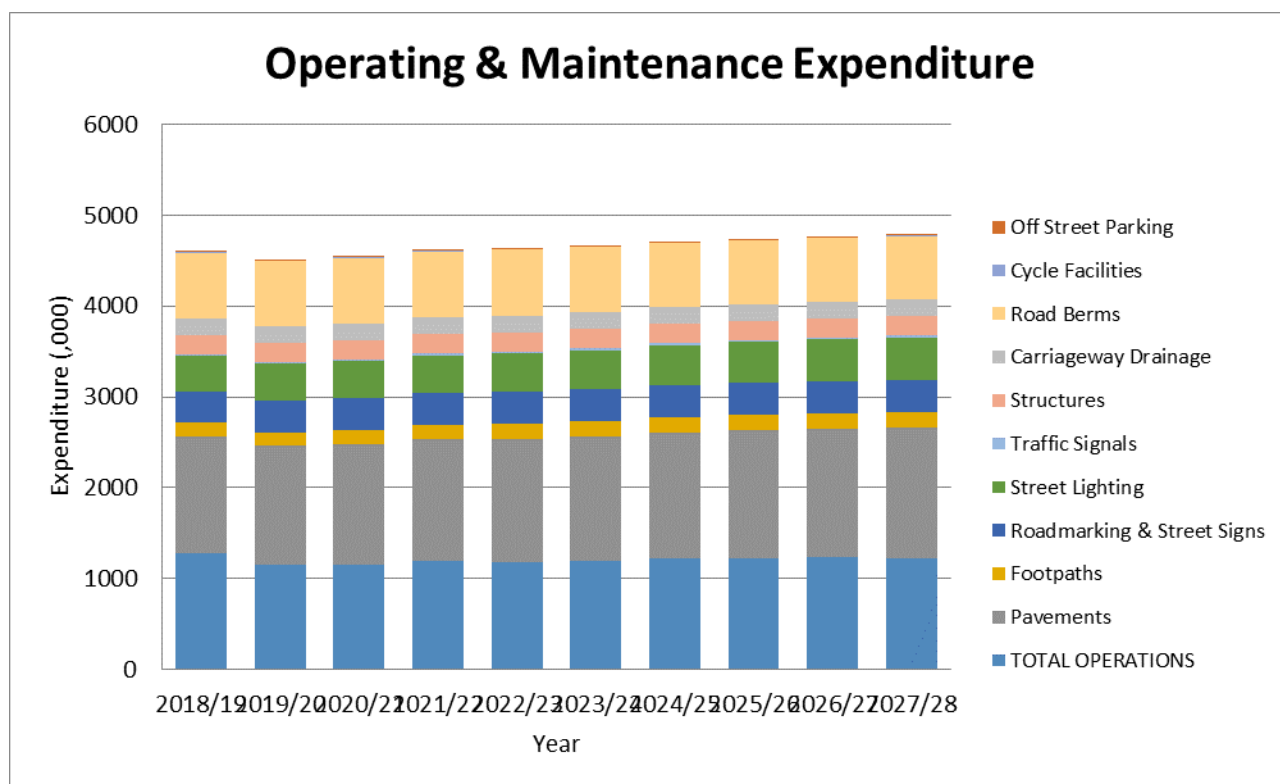


Figure 11.1: Operating and Maintenance Expenditure (\$,000)

Total Operation and maintenance costs average approximately \$4.6M/year for the next 10 years. This is an increase over the previous five years mainly due to the increased rates that have been obtained through recently let maintenance contracts and due to Council having to maintain new assets created (including assets vested in Council from private developers) for the length of their useful life.

The above graph includes both subsidised and unsubsidised budget expenditure. Approximately \$633K per year is unsubsidised budget (TDC share) is spent over the next 10 year period and an average of \$1,920K/year is subsidised over the 10 year period.

The maintenance is carried out by contractors who are appointed in accordance with New Zealand Transport Agency’s competitive pricing procedures. For spreadsheets showing how the operation and maintenance costs have been determined see Appendices.

11.4.2 CAPEX: RENEWAL EXPENDITURE

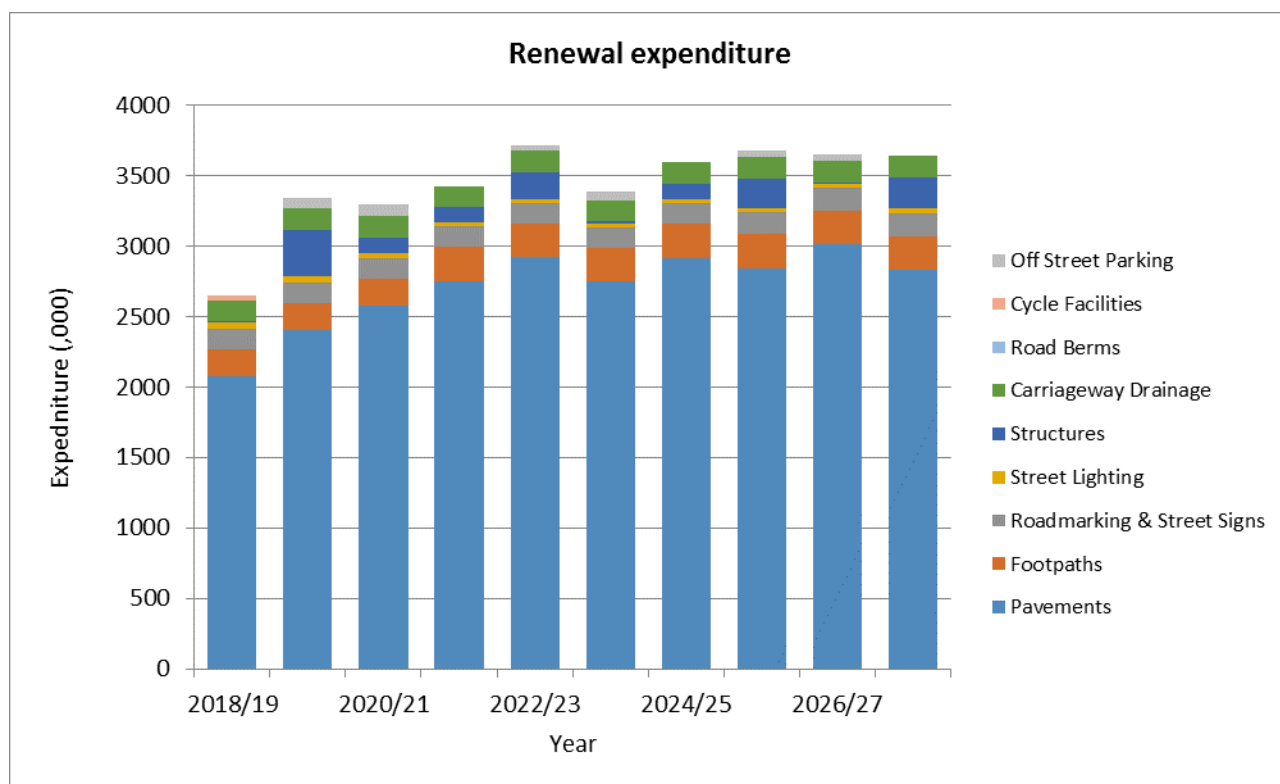


Figure 11.2: Renewal Expenditure (\$,000)

Total renewals costs average approximately \$3.5K/ year over the next 10 year period. Renewals include any items where an existing asset is replaced for example reseals, pavement rehabilitation, culvert replacement, etc. Renewal costs fluctuate year to year as assets with different expected lives reach the end of their useful lives and need renewing or replacing.

Generally, the timing of renewal for an asset is based on assessment as the asset is nearing the end of its useful life. Loss in service potential is calculated by straight-line depreciation with the exception of land and road formation which are not depreciated. The depreciation rates are applied at a component level and are dependant on the remaining useful life of each component.

The above graph includes both subsidised and unsubsidised budget expenditure. Approximately \$443K per year is unsubsidised budget (TDC share) is spent over the next 10 year period and an average of \$1,475K/year is subsidised over the 10 year period.

The total useful lives have been updated and are assumed as follows as per Asset Valuation report (August 2017).

Top surface	3-25 years
Surface – chip seal	12 -20 years
Surface – slurry	15 years
Surface – AC	20 -25 years
Surface – unsealed	4 years
Pavement	45-60 years
Formation	not depreciated

	(infinite baselife)
Culverts	55-80 years
Steel	60 years
Concrete	80 years
Inlet & outlet steel	60 years
Inlet & outlet concrete	80 years
Footpaths	35-80 years
Sealed	35 years
Asphaltic concrete	35 years
Concrete	80 years
Interlocking block	60 years
Kerb and Channel	80 years
Dish channel	80 years
Nib kerb	80 years
K&C – concrete	80 years
Mountable K&C	80 years
Drainage	80 years
Catchpits	80 years
Manholes	80 years
Pipes	80 years
Signs	15 years
Sign posts	25 years
Street lights	25-60 years
All lights excluding Schreder LED	25 years
Schreder LED Lights	50 years
All steel and concrete poles	60 years
Traffic services	
Edge marker posts	10 years
Raised pavement markers	6 years
Bridges	90-100 years
Bridge	90 years
Footbridge steel	60 years
Footbridge wooden	40-60 years
Land under roads	not depreciated

Table 11.2: Transport Asset Useful Lives

A summary of the depreciation of transport assets is presented in the Taupo District Council Annual Report. For spreadsheets showing how the renewal costs have been determined see Appendices.

11.4.3 CAPEX: NEW WORKS EXPENDITURE

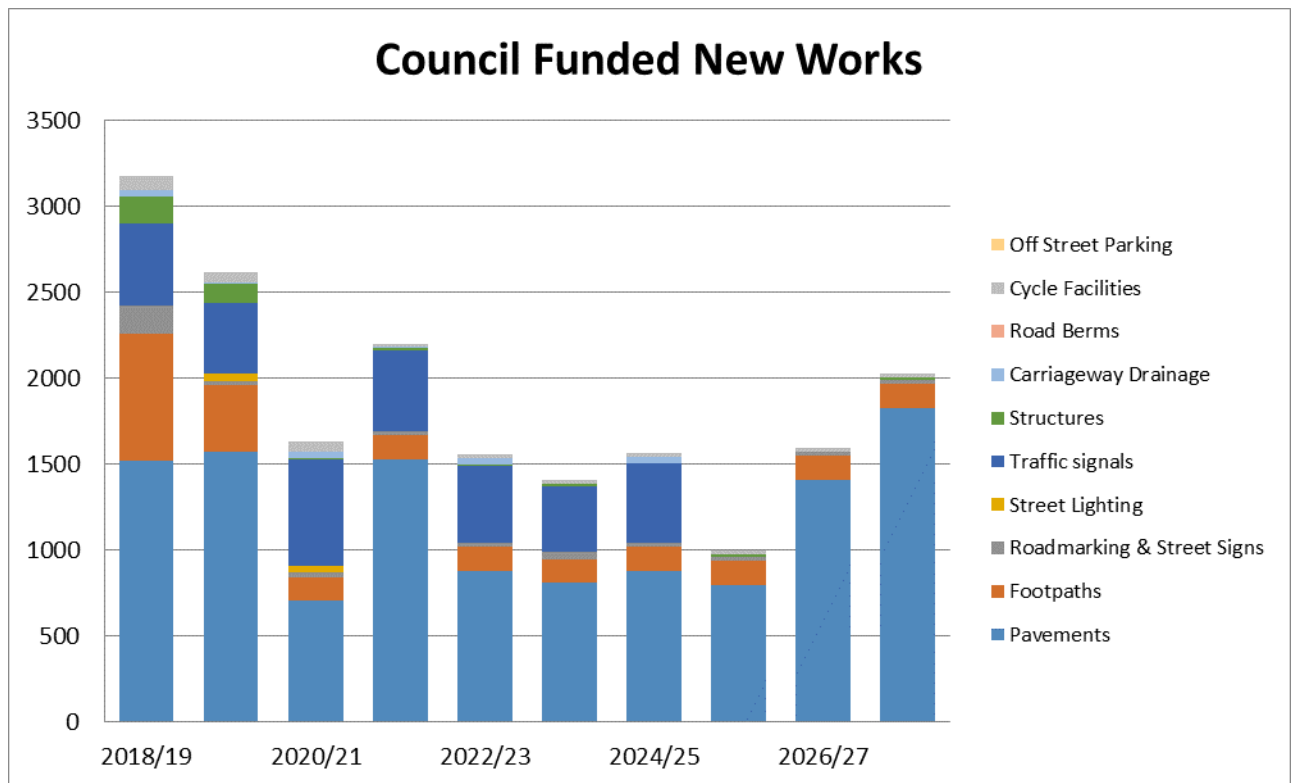


Figure 11.3: Council Funded New Works Expenditure (\$,000)

The above graph includes both subsidised and unsubsidised budget expenditure. The capital works cost approximately 1.8K/year over the next 10 year period. From this, approximately \$853K per year is unsubsidised budget (TDC share) is spent over the next 10 year period and an average of \$457K/year is subsidised over the 10 year period.

State Highway which now runs around the eastern outskirts of Taupo linking with state highway one at Wairakei, was designed to take heavy vehicles off the main Taupo lakefront and reduce traffic congestion on the northern approach to the town.

The existing section of state highway between Wairakei and Taupo airport and State Highway 5 between Lake Terrace and Crown Road/ETA intersection has reverted to local road. This section still carries a large volume of traffic particularly during events and summer months. The Wairakei Drive end has a number of tourists facilities and provides the link to Huka Falls Road and the Huka Falls lookout.

With this in mind, Council has instigated consultants to undertake an investigation to consider short to long term options to improve traffic flows from Norman Smith and Wairakei Drive into town to include in the next LTP. With the number of tourists and growth areas of Acacia Bay, Huka Falls and Kinloch the traffic flows have increased and has put some pressure on the movements into and around town including Spa Road roundabout, Spa Road and Tongariro Street.

Structure Planning documents and long term transport studies have been and will continue to be used to support the above assessment and future expenditure. For spreadsheets showing how the new works expenditure has been determined refer Appendices which contain project sheets for new projects.

11.4.4 EXPENDITURE LINKAGES TO LEVEL OF SERVICE

Level of Service, (LoS) section 5 of this AMP outlines how each of the budgeted items relates back to the level of service being provided.

11.5 Total Expenditure and Funding

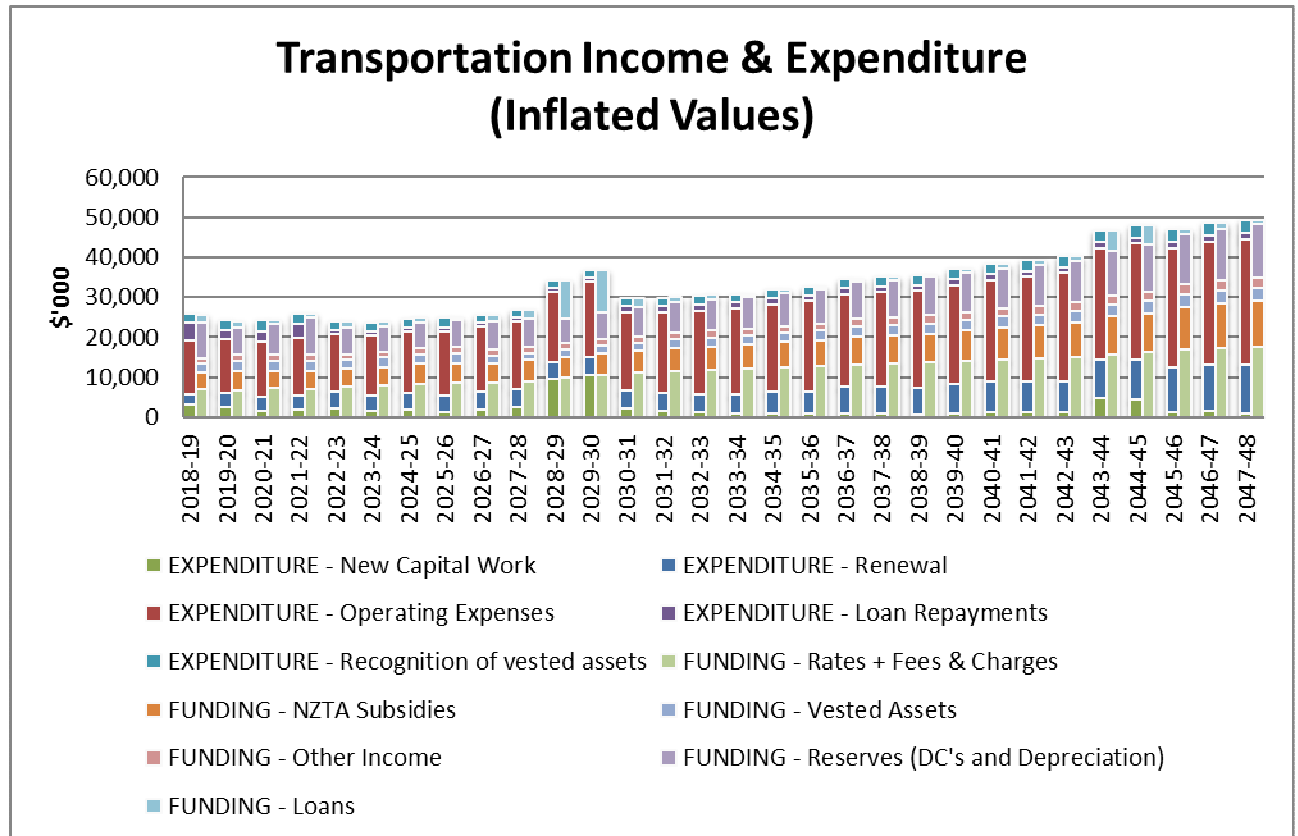


Figure 11.4: Total Funding and Expenditure (\$,000)

Overall, the total budget fluctuates depending on capital projects, however in years with no large capital projects the total transport expenditure over 30 years is expected to average approximately \$9.98M (with approximately \$4.65M per year of maintenance).

Note: The above graph is based on inflated figures and sourced from the finance team.

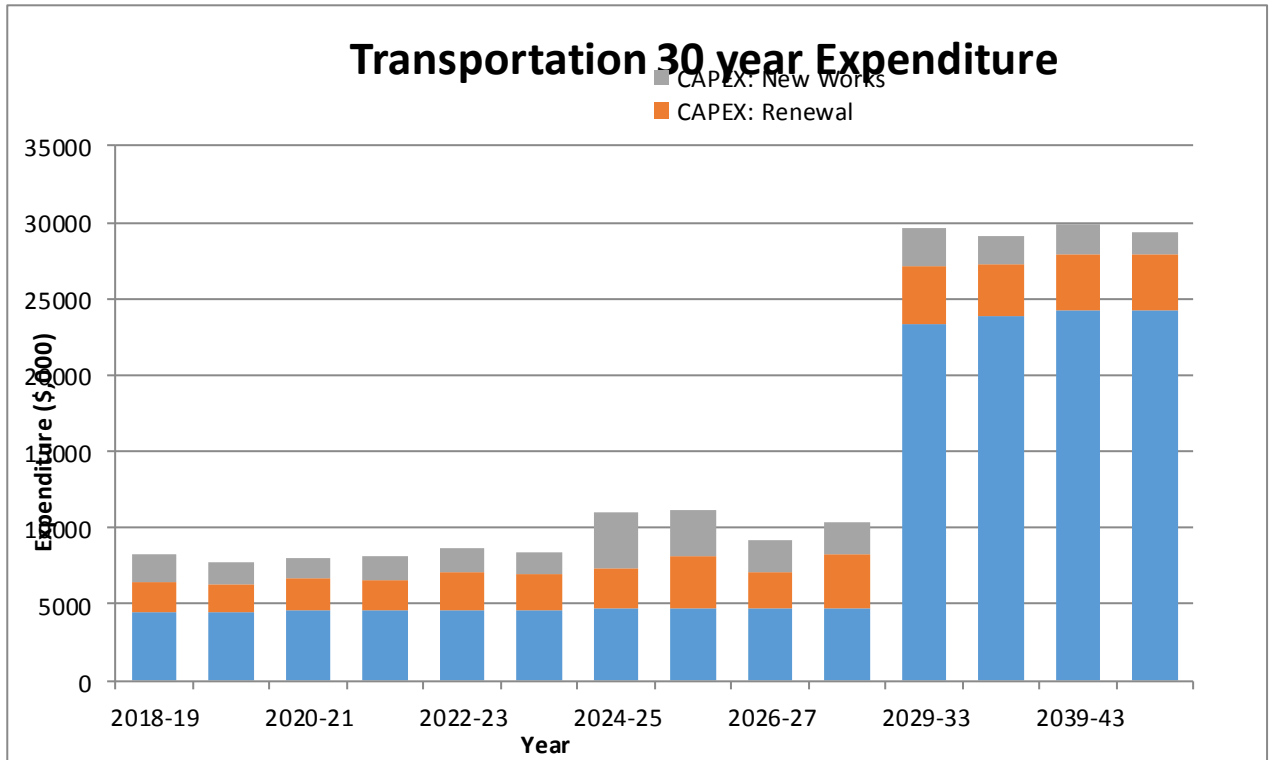


Figure 11.5 Expenditure over 30 years 2018/19 to 2047/48

The financial forecast was determined by the continuation/evaluation of current maintenance and renewal strategies for each of the transportation asset types. The expenditure shown in the graph above does not include interest and depreciation.

11.6 Valuation of Transport Assets

Transport assets provide a continuing service to the community and are not generally regarded as tradable. The cost to replace an asset with the Modern Equivalent Asset (MEA) is used as a basis to determine replacement value. This AMP has been updated with the latest Asset Valuations undertaken in August 2017.

Refer Asset Data section (Section 5), for a summary of the valuation of transport assets. A full valuation report is available on request.

11.7 Financial Assumptions

The financial assumptions are included in the Introduction section (Section 2).

11.8 Financial Confidence Levels

The confidence in the asset data used as a basis for the financial forecasts has been assessed using the following grading system from the International Infrastructure Management Manual – Australia/New Zealand Edition.

Confidence Grade	General Meaning
A	Highly reliable.

	Data based on sound records, procedure, investigation and analysis, documented properly and recognised as the best method of assessment
B	Reliable. Data based on sound records, procedures, investigation and analysis, documented properly but has minor shortcomings, for example the data are old, some documentation is missing, and reliance is placed on unconfirmed reports or some extrapolation.
C	Uncertain. Data based on sound records, procedure, investigation and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade A or B data are available.
D	Very Uncertain. Data based on unconfirmed verbal reports and/or cursory inspection and analysis.

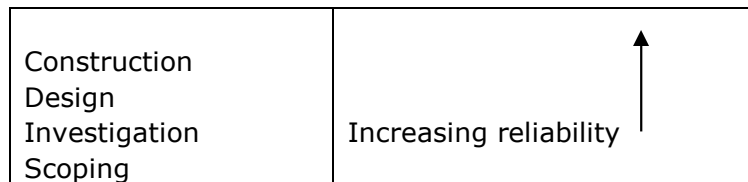
Table 11.6: Confidence Grading Table

The confidence level is B overall for Transport as per the latest valuation from OPUS undertaken in August 2017.

The Council operates RAMM database which is routinely updated and generally has reliable physical characteristics for road pavements, streetlights, signs, bridges and footpaths.

This is expanded upon within each of lifecycle sections.

Financial forecasts within the first 3 years are seen as reliable with the reliability decreasing with time. Also reliability depends on phase of project, with reliability increasing as a project moves from scoping and construction.



11.9 Transport programme

Below is a summary over the next 10 years to show both the subsidised and unsubsidised. The table includes the special purpose road which is currently 100% subsidised for the next 3 year period.

TOTAL MAINTENANCE & OPERATIONS	4,598	4,508	4,540	4,610	4,630	4,660	4,700	4,731	4,760	4,782
TOTAL RENEWALS	2,687	3,350	3,298	3,462	3,750	3,418	3,596	3,681	3,654	3,637
TOTAL NEW WORKS	3,227	2,618	1,583	1,750	2,055	1,406	1,565	995	1,594	2,027
TOTAL ROADING EXPENDITURE (incl NZTA)	10,511	10,475	9,421	9,822	10,435	9,484	9,861	9,407	10,008	10,446
	5,913.830	5,967.590	4,881.195	5,211.805	5,804.670	4,823.980	5,160.615	4,676.000	5,248.285	5,664.020
TDC SHARE										
subsidised maintenance & operations	1,842	1,859	1,875	1,906	1,914	1,927	1,943	1,957	1,969	1,976
unsubsidised maintenance & operations	731	606	606	614	617	620	628	631	634	642
subsidised renewals	1,076	1,460	1,302	1,490	1,577	1,488	1,536	1,637	1,540	1,644
unsubsidised renewals	491	371	641	421	531	381	461	341	511	281
subsidised new works	455	469	516	534	522	407	723	428	196	322
unsubsidised new works	1,732	1,251	530	661	990	576	90	121	1,195	1,386
TOTAL TDC SHARE OF ROADING EXPENDITURE	6,327	6,016	5,470	5,625	6,151	5,399	5,381	5,114	6,045	6,252

The budget spreadsheet below shows the income and expenditure for the next 30 year period.

Final Budget	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39
OPEX INCOME																					
Rates	-6,847	-6,803	-7,262	-7,022	-7,483	-7,996	-8,217	-8,415	-8,621	-8,966	-9,721	-	-	-	-	-	-	-	-	-	-
Fees and Charges	-142	-145	-148	-152	-155	-159	-163	-167	-172	-177	-182	-187	-192	-197	-203	-208	-214	-220	-226	-233	-238
Operational subsidies (NZTA)	-2,024	-2,087	-2,150	-2,234	-2,297	-2,367	-2,445	-2,526	-2,610	-2,692	-2,613	-2,716	-2,793	-2,898	-2,995	-3,085	-3,180	-3,291	-3,373	-3,485	-3,600
Renewal subsidies (NZTA)	-1,040	-918	-561	-593	-594	-474	-864	-525	-246	-397	-620	-336	-325	-732	-594	-431	-520	-401	-388	-398	-222
Capital subsidies (NZTA)	-1,120	-1,553	-1,415	-1,657	-1,796	-1,735	-1,836	-2,007	-1,940	-2,129	-2,054	-2,114	-2,176	-2,240	-2,305	-2,456	-2,641	-2,849	-3,490	-3,376	-3,420
Development Contributions	-575	-685	-689	-643	-519	-536	-519	-570	-413	-400	-411	-423	-435	-447	-459	-472	-485	-499	-513	-527	-542
Petrol Tax	-450	-460	-470	-481	-492	-504	-517	-530	-545	-560	-575	-592	-608	-625	-643	-661	-679	-698	-718	-738	-753
Vested Assets	-2167	-2641	-2715	-2589	-2142	-2265	-2248	-2534	-1884	-1877	-1930	-1984	-2039	-2096	-2155	-2215	-2277	-2341	-2407	-2474	-2538
Internal Recharges	-425	-434	-444	-454	-465	-476	-488	-501	-514	-529	-544	-559	-574	-590	-607	-624	-641	-659	-678	-697	-711
Total OPEX Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	14,790	15,726	15,854	15,823	15,945	16,513	17,298	17,775	16,945	17,727	18,649	19,537	20,301	21,314	21,744	22,220	23,004	23,620	24,737	25,184	25,605
OPEX EXPENDITURE																					
OPEX																					
Operations & Maintenance																					
District wide	4,598	4,607	4,742	4,926	5,066	5,221	5,398	5,574	5,760	5,949	5,915	6,132	6,316	6,551	6,768	6,982	7,207	7,449	7,651	7,903	8,160
Depreciation of existing and new assets	6,208	6,467	6,721	6,957	7,226	7,506	7,776	8,062	8,340	8,663	9,120	9,607	9,912	10,208	10,505	10,804	11,114	11,426	11,747	12,076	12,407
Interest	1,174	1,075	1,008	899	818	826	782	710	651	685	1,041	1,450	1,677	1,691	1,682	1,662	1,639	1,615	1,586	1,559	1,528
Other	369	403	458	538	570	595	620	644	668	691	710	730	750	771	793	815	838	861	885	910	936
Overheads	864	864	864	864	864	864	864	864	864	864	888	913	939	965	992	1,020	1,048	1,078	1,108	1,139	1,170
Subtotal	13,212	13,416	13,793	14,184	14,543	15,012	15,439	15,854	16,283	16,851	17,673	18,832	19,593	20,186	20,740	21,282	21,846	22,429	22,977	23,586	24,205
NET OPERATING SURPLUS/SHORTFALL	-1,577	-2,311	-2,061	-1,639	-1,401	-1,501	-1,858	-1,921	-661	-875	-976	-706	-707	-1,128	-1,003	-938	-1,158	-1,191	-1,760	-1,597	-1,400
Operating deficit (surplus) from/to reserves	-2,734	-3,156	-2,665	-2,892	-2,909	-2,745	-3,218	-3,102	-2,599	-2,926	-3,085	-2,873	-2,936	-3,419	-3,358	-3,359	-3,646	-3,750	-4,390	-4,301	-4,110
Recognition of vested assets	-2,167	-2,641	-2,715	-2,589	-2,142	-2,265	-2,248	-2,534	-1,884	-1,877	-1,930	-1,984	-2,039	-2,096	-2,155	-2,215	-2,277	-2,341	-2,407	-2,474	-2,538
Depreciation not funded	3,324	3,486	3,320	3,844	3,651	3,511	3,610	3,716	3,822	3,928	4,038	4,151	4,268	4,387	4,510	4,636	4,766	4,899	5,037	5,178	5,320
NET SURPLUS/SHORTFALL	-1,577	-2,311	-2,059	-1,637	-1,400	-1,499	-1,856	-1,920	-661	-875	-976	-706	-707	-1,128	-1,003	-938	-1,158	-1,191	-1,760	-1,597	-1,400

<i>General</i>																					
<i>Huka Falls carpark</i>	200	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Wakeman Road extension</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Tauhara deck replacement</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Tukino road extension</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Rural road berm widening</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Poihipi Rd straightening</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Norman Smith St/Acacia Bay Intersection</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Spa Rd/Ruapehu St intersections</i>	0	422	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Norman Smith St intersection signalisation</i>	479	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Relocation of speed limit sign on Wairakei Drive</i>	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Tirohanga widening</i>	300	307	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Wharewaka realignment</i>	0	0	0	0	0	0	0	0	0	249	0	0	0	0	0	0	0	0	0	0	0
<i>Omori Rd (Omori) widening</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Moana Cres (Atiamuri) upgrade</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Broadlands Rd curve easing (11.5-11.7km)</i>	0	0	0	0	0	0	0	0	30	224	0	0	0	0	0	0	0	0	0	0	0
<i>Broadlands Rd curve easing (23.3-23.5km)</i>	0	0	0	0	0	0	0	18	206	0	0	0	0	0	0	0	0	0	0	0	0
<i>Kinloch K&C</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Poihipi Rd (realign E of SH32)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Mangakino Streets - Upgrade Program</i>	40	5	42	5	44	6	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Omori Road K & C</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>K & C Taupo</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>K&C Atiamuri</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Seal extension</i>	400	409	418	427	438	448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Tongariro River Bridge clipon footpath</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Acacia Bay</i>	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Anzac Memorial Drive</i>	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Lakebark Drive extension</i>	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Equipment new</i>	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capital works total	3227	2675	1654	1870	2248	1575	1797	1172	1929	2522	9643	10703	2178	1471	1199	903	1058	826	800	821	500
Capital and renewal	5,914	6,099	5,098	5,569	6,351	5,405	5,927	5,510	6,351	7,046	13,77	14,99	6,595	6,017	5,835	5,838	6,358	6,538	7,820	7,622	7,400