

## JUNCTION ROAD LEASEHOLD LAND SALES - TEN YEAR FORWARD WORK PROGRAMME

PREPARED BY: Stephen Bowden (Roading Programming Engineer)  
 TEAM: Roading Assets  
 APPROVED BY: Max Aves (Manager Roading Assets)  
 WARD/COMMUNITY: Inglewood  
 DATE: 19 December 2014  
 FILE REFERENCE: RT-12-01-05, ECM 6202755

### MATTER

The matter for consideration by the Council is to endorse the proposed ten year forward work programme for Tarata Road and other roads in the former County of Inglewood and to endorse the proposed funding strategy outlined in this report.

### RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report:

- a) This project is included within the Draft Long Term Plan for 2015-2025, commencing in 2015/16.
- b) The forward works programme outlined in this report is endorsed.
- c) That \$1 million from the Endowment Trust Account and the interest accrued over one year is used in year one to “kick start” the forward work programme to generate some impetuuous. Thereafter the interest only will be used each year to fund maintenance and improvement work in the former County of Inglewood.
- d) A further review of the project priorities is undertaken for the 2018-28 LTP and thereafter at three yearly intervals, commensurate with the development of future Long Term Plans.

### COMMUNITY BOARD RECOMMENDATION

The Inglewood Community Board endorsed the officer’s recommendation.

COMPLIANCE	
Significance	This matter has been assessed as having some importance.

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<b>COMPLIANCE</b>	
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing the matter following consultation with the residents and ratepayers of the former Inglewood County:</p> <ol style="list-style-type: none"> <li>1. Endorse the proposed forward work programme for Tarata Road and other roads within the former County of Inglewood for inclusion in the LTP 2015-2025.</li> <li>2. Endorse the expenditure of \$1.36m in 2015/16 and thereafter the interest accrued from the Endowment Trust Fund.</li> <li>3. Endorse forward works programme but accelerate works to only expend \$450,000 per annum from the endowment funds.</li> <li>4. Endorse the forward works programme but expense \$8m in works to utilise the full endowment funds.</li> <li>5. Do not endorse the recommendations and leave the funds invested until further notice. On-going maintenance and improvements will be funded from existing Roading budgets, as budgets permit.</li> </ol>
Affected persons	The persons who are affected by or interested in this matter are the residents and users of the roading network within the former County of Inglewood.
Recommendation	This report recommends options 1 and 2 for addressing the matter.
Long-Term Plan / Annual Plan Implications	Expenditure of the endowments funds on the maintenance and improvement of Junction Road or other roads to meet the needs of the Inglewood community in providing good quality local road infrastructure in a way that is most cost effective.
Significant Policy and Plan Inconsistencies	The matter is consistent with the Monitoring Committee resolution of 21 May 2013 regarding the use of the proceeds from the sale of the Junction Road leasehold land. The application of the expenditure of the endowment proceeds is statutory based.

## EXECUTIVE SUMMARY

On 1 June 2010, the Council approved the sale of the estate in fee simple interest in the 25 Junction Road Leasehold Endowment properties owned by the Council by way of an offer to the existing lessees, limited to a 24 month take up period, with provision for conditional sale of any unsold freehold interests by way of auction, tender or private treaty at the discretion of the Chief Executive.

The freehold interests in 24 leasehold land farm properties have been sold and settled to date totalling \$7.68m in sales. Taking into account the interest this fund has generated, there is currently \$8m in the Endowment Trust Fund. In accordance with the conditions of the endowment, these funds are to be used for the purposes of undertaking maintenance and improvement works on Junction Road (now Tarata Road), and thereafter “other” roads located within the former Taranaki and Inglewood Counties, excluding Inglewood itself.

In May 2013 it was agreed that consultation would be undertaken with the affected landowners/residents to consider their views and preferences on the draft 10 year Road Maintenance and Improvement Work Programme.

## BACKGROUND

As a result of the report to the Monitoring Committee of 21 May 2013 regarding the use of the sale proceeds, that Committee re-affirmed that:

- a) *Both the capital sale proceeds, net income and accrued interest from the separate Junction Road Endowment Trust Account, be applied for expenditure in terms of the purpose of the endowment; and*
- b) *The commissioning of an independent Engineer’s Report to identify the required “maintenance and improvement” to former Junction Road (now Tarata Road) and on satisfaction of those works to any surpluses to “Other Road Works”; and*
- c) *The Manager Roading Assets will prepare a draft 10 year Road Maintenance and Improvement Work Programme and undertake consultation with affected land owners/residents to seek and consider their views and preferences. The work programme is estimated to be completed by March 2014 and consultation undertaken by August 2014; and*
- d) *The final Road Works Programme of Expenditure will be included in the draft LTP 2015-25 for Council approval.*

In accordance with c) above the residents within the former County of Inglewood, including those living in the former Inglewood Borough were invited to submit their views via a public consultation process, comprising of:

- Two advertised public meetings were held with the affected landowners/residents, on 30 July (Tarata Hall); and 14 August 2014 (Inglewood Town Hall).
- A copy of the draft Detailed Forward Works Programme was provided to each member of the Inglewood Community Board.

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- Three copies of the draft Detailed Forward Works Programme were left at the Inglewood Library for public viewing.
- The draft Detailed Forward Works Programme was uploaded onto NPDC's website, including details of the consultation process.
- Advertisements were placed in Seven Days and the Inglewood Moa magazine advising of the consultation period and where the report could be viewed.
- 1307 individually addressed letters, including survey forms were sent to each resident within the catchment area, seeking their view and inviting them to attend one of the two meetings.
- A further public meeting was held on 17 September 2014 at the Kaimata Hall to provide the results of the survey. These results have been included in Appendix A.

In accordance with d) above and as an early part of the LTP 2015-25 process, a draft Capex template was completed for the expenditure of these Junction Road Lease funds at a suggested rate of \$800,000 per year, commencing in 2015/16.

**SIGNIFICANCE**

In accordance with the Council's Significance and Engagement Policy, this matter involved the community assisting with the prioritisation of the draft works programme that had been identified. It has been assessed as having some importance because the funding for the maintenance and improvement work identified in this report can be funded from the Junction Road Endowment Trust Fund.

**OPTIONS**

Prior to the public consultation stage of this project, a "drive-over" was undertaken of all the roads within the catchment area to identify potential improvement projects. The list of projects identified was not exhaustive and it may not have necessarily contained potential sites that were of particular interest to residents of the catchment area. No attempt was made to prioritise the candidates identified, as it was the intention for the community engagement to establish the priorities. During the public engagement period, residents were invited to identify any projects that they felt had been omitted which could then be considered for inclusion. The only project of note that was raised at the public meeting on 30 July 2014, was a request to carry out significant improvements to the road over the Tarata saddle. Copies of the details of the individual sites, including photographs, were made available in a separately bound document and left at the Inglewood Library and also posted on NPDC's web site.

**Community Views and Preferences**

The public engagement period closed on the 20 August 2014 and the full results have been included in Appendix A. A further public meeting was held on 17 September at Kaimata Hall to discuss the results and also to undergo a "moderation" exercise. The purpose of this moderation was to remove those projects that would attract a New Zealand Transport Agency subsidy, for example safety improvements to the Tarata/Dudley Road intersection. Such

projects could normally be expected to be funded as a part of the traditional roading programme.

There was also some discussion relating to the widening of three single lane bridges along Tarata Road. The initial response from the community feedback, ranked these bridges at numbers 6, 10 and 14 respectively. The remaining life of these bridges is in the order of 20 - 30 years, the cost to replace these bridges with two lane bridges would be in the order of \$2.5m. During the discussions with the community, it was agreed to reduce the ranking of these bridges and elevate lower ranking projects, for example seal widening at Purangi.

On the 16 September 2014, NPDC officers held an informal “moderation” meeting with the Inglewood Community Board. The purpose of the meeting was to provide the Community Board with the results of the survey and the rankings of the numerous projects. The meeting was used as a “litmus test” to identify the projects that could be removed to form part of the traditional roading programme and to gauge the Community Board’s view on the ranking of the projects that would remain as part of this ten year programme.

Having undergone the “moderation” of all the projects identified, the list below forms the programme of work that could commence in the 2015-25 Long Term Plan period. Also shown below is a list of the “other roads” within the catchment where work has been identified and we requested the community place these roads in priority order. There could be several sites on each of the roads listed below. The prioritisation of these projects/sites will be undertaken as part of the on-going three yearly community engagement process, as recommended under item d) above.

In accordance with the conditions of the endowment, these funds are to be used for the purposes of undertaking maintenance and improvement works on Junction Road (now Tarata Road), and thereafter “other” roads located within the former Taranaki and Inglewood Counties, excluding Inglewood itself. It should be noted that Bosworth Street in Egmont village scores higher than any of the projects identified along Tarata Road. Given this high score, it is proposed to include Bosworth Street in year two of the first three year work programme, rather than wait potentially eight years before this work can be undertaken. During the public meeting held on 17 September 2014, Upland Road rated highly with some concerned residents. This road has been rated as the second most important road for improvements to be undertaken. Therefore, we are proposing to include these works into years two, three and four.

### **Traffic Counts**

Tarata Road has the status of a rural Collector road from the fringes of Inglewood to the district boundary at Purangi. The traffic volumes vary along its 36.1 km length from 1215 vehicles per day, (vpd), at the fringes of Inglewood; 540 vpd at Kaimata; 121 vpd at Tarata to 35 vpd at Purangi/Stratford District Council boundary.

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### Programme of Work

Having removed the projects that are likely to receive a subsidy from NZTA and thus be included in the traditional roading programme, of the 52 schemes originally identified, the table below indicates the remaining 31 projects in descending order of importance to the community. A list of the projects that could receive funding from NZTA is shown in Appendix B.

	Score*	Rank	Approx. Cost \$
<b>Responses in ranked order - Tarata Road</b>			
Realignment through 45kph curves (rapid 8.98-10)	106	1	654,000
Seal widening over blind brow (rapid 23.11-23.33)	101	2	6,800
Seal widen L and R over blind brow (rapid 22-22.08)	92	3	5,500
RHS bank trim and seal widen before Munga Street (rapid 17.68-17.82)	86	4	30,000
Seal widening left or right (rapid 20.8-22)	81	5	66,000
LHS ease curve (rapid 3.3-3.45)	76	6	33,500
Widen left and right over blind brow (rapid 16.51-16.64)	74	7	34,500
LHS tie back wall (rapid 13.32-13.35)	68	8	166,000
Ease 45kph and 35kph curves right and left hand (rapid 10.85-11.55)	64	9	288,000
RHS retaining wall (rapid 34.4)	63	10	77,000
Realignment through 55kph curves (rapid 6.3-6.75)	60	11	373,000
Seal widen either side of 3 blind brows (rapid 27.9-28.34)	59	12	24,000
RHS bank trim and seal widen (rapid 12.36-12.46)	57	13	25,000
Seal widening left or right (24.5-25.05)	54	14	30,500
Seal widening over blind brow (rapid 22.8-22.9)	53	15	8,800
Bristol Road intersection. RHS seal widen (rapid 1.95-1.1)	51	16	23,000
LHS bank trim at 30kph corner (rapid 33.4-33.45)	50	17	46,500
Minor bank trims and seal extension (rapid 34.06-35.92)	50	17	495,000
LHS seal widening (rapid 22.6-22.7)	46	19	5,500
LHS seal widening (rapid 23.7-24.49)	45	20	43,500
RHS bank trim and seal widen (rapid 19.63-19.72)	43	21	31,500
LHS ease curve and seal widen (rapid 11.9-12.1)	42	22	110,000
RHS minor bank trims and seal widening (13.06-13.61)	42	22	122,000
Seal widen at Hall (rapid 17.4-17.51)	41	24	15,200
Widen seal left or right (rapid 25.2-26.1)	41	24	49,500
LHS ease curve and seal widen (rapid 8.25-8.35)	39	26	22,000
RHS bank trim for improved visibility (rapid 10.3-10.42)	39	26	25,500
LHS seal widening (rapid 27.1-27.85)	34	28	41,500
Seal widening left or right (rapid 26.9-27.16)	33	29	14,400
Ease curves, widen LHS (rapid 20.62-20.85)	32	30	75,500
RHS seal widen (rapid 26.7-26.9)	32	30	11,000
			<b>2,954,200</b>



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Based on a first year budget of \$1.36m and thereafter an annual budget of \$300,000, (anticipated interest), the table below provides a list of the projects and the year in which we propose the work could be undertaken.

**Proposed Works Programme.**

Project	Ranking	Approx Cost \$	Year
Realignment through 45kph curves (rapid 8.98-10)	1	654,000	2015/16
Seal widening over blind brow (rapid 23.11-23.33)	2	6,800	2015/16
Seal widen L and R over blind brow (rapid 22-22.08)	3	5,500	2015/16
RHS bank trim and seal widen before Munga Street (rapid 17.68-17.82)	4	30,000	2015/16
Seal widening left or right (rapid 20.8-22)	5	66,000	2015/16
LHS ease curve (rapid 3.3-3.45)	6	33,500	2015/16
Widen left and right over blind brow (rapid 16.51-16.64)	7	34,500	2015/16
LHS tie back wall (rapid 13.32-13.35)	8	166,000	2015/16
Ease 45kph and 35kph curves right and left hand (rapid 10.85-11.55)	9	288,000	2015/16
<b>Total for year 1</b>		<b>1,284,300</b>	
Bosworth Street Upgrade	1	71,000	2016/17
Upland Road safety improvements (rapid 2.36 and 6.55)	2	91,000	2016/17
RHS retaining wall (rapid 34.4)	10	77,000	2016/17
<b>Total for year 2</b>		<b>239,000</b>	
Realignment through 55kph curves (rapid 6.3-6.75)	11	373,000	2017/18
Upland Road safety improvements (rapid 5.30)	2	30,500	2017/18
<b>Total for year 3</b>		<b>403,500</b>	
Seal widen either side of 3 blind brows (rapid 27.9-28.34)	12	24,000	2018/19
RHS bank trim and seal widen (rapid 12.36-12.46)	13	25,000	2018/19
Seal widening left or right (24.5-25.05)	14	30,500	2018/19
Seal widening over blind brow (rapid 22.8-22.9)	15	8,800	2018/19
Bristol Road intersection. RHS seal widen (rapid 1.95-1.1)	16	23,000	2018/19
LHS bank trim at 30kph corner (rapid 33.4-33.45)	17	46,500	2018/19
Upland Road safety improvements (rapid 1.83)	2	31,000	2018/19
<b>Total for year 4</b>		<b>188,800</b>	
Minor bank trims and seal extension (rapid 34.06-35.92)	17	495,000	2019/20
<b>Total for year 5</b>		<b>495,000</b>	

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<b>Project</b>	<b>Ranking</b>	<b>Approx Cost \$</b>	<b>Year</b>
LHS seal widening (rapid 22.6-22.7)	19	5,500	2020/21
LHS seal widening (rapid 23.7-24.49)	20	43,500	2020/21
RHS bank trim and seal widen (rapid 19.63-19.72)	21	31,500	2020/21
LHS ease curve and seal widen (rapid 11.9-12.1)	22	110,000	2020/21
<b>Total for year 6</b>		<b>190,500</b>	
RHS minor bank trims and seal widening (13.06-13.61)	22	122,000	2021/22
Seal widen at Hall (rapid 17.4-17.51)	24	15,200	2021/22
Widen seal left or right (rapid 25.2-26.1)	24	49,500	2021/22
LHS ease curve and seal widen (rapid 8.25-8.35)	26	22,000	2021/22
RHS bank trim for improved visibility (rapid 10.3-10.42)	26	25,500	2021/22
LHS seal widening (rapid 27.1-27.85)	28	41,500	2021/22
Seal widening left or right (rapid 26.9-27.16)	29	14,400	2021/22
<b>Total for year 7</b>		<b>290,100</b>	
Ease curves, widen LHS (rapid 20.62-20.85)	30	75,500	2022/23
RHS seal widen (rapid 26.7-26.9)	30	11,000	2022/23
<b>Total for year 8</b>		<b>86,500</b>	

In order to achieve the proposed programme outlined above, any savings made should be accrued into successive year's programmes in order to fund larger projects which exceed the \$300,000 anticipated interest. Alternatively, some of the projects can be re-scheduled and included in subsequent year's programmes.

**Other Roads - Responses in ranked order**

As the total number of projects identified during the "drive over" amounted to 216, of which 52 were located on Tarata Road, we asked the community to focus on Tarata Road in the first instance, and then rank the "other roads" in order of preference, rather than try to rank/rate all 216 projects. This resulted in the ranking shown below for the other roads located in the catchment area.

	<b>Score*</b>	<b>No. of Responses</b>	<b>Rank</b>
Bosworth Street	<b>298</b>	<b>67</b>	<b>1</b>
Upland Road	<b>59</b>	<b>17</b>	<b>2</b>
Bristol Road	<b>42</b>	<b>16</b>	<b>3</b>
Motukawa Road	<b>41</b>	<b>16</b>	<b>4</b>
Autawa Road	<b>39</b>	<b>17</b>	<b>5</b>
Durham Rd Lower	<b>39</b>	<b>15</b>	<b>6</b>
Lepper Road Upper	<b>37</b>	<b>13</b>	<b>7</b>
Dudley Road Upper	<b>35</b>	<b>13</b>	<b>8</b>
Windsor Road	<b>30</b>	<b>13</b>	<b>9</b>



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Wortley Road	29	11	10
Hursthouse Road	28	11	11
Lincoln Road	27	12	12
Kaimata Rd North	26	11	13
Norfolk Rd Lower	26	11	14
Bedford Rd North	25	12	15
Everett Road	24	11	16
Mangaone Road	24	10	17
Tariki Rd North	23	11	18
Tariki Rd South	23	11	19
Bedford Road South	20	11	20
Kaimata Rd South	17	9	21
Davis Road	16	10	22
Suffolk Rd South	16	9	23
Ratapiko Road	15	9	24
Richmond Road	15	8	25
Durham Rd Upper	14	10	26
Johns Road	14	9	27
Norfolk Rd Upper	14	8	28
Salisbury Road	12	8	29
Rugby Road	11	8	30
Surrey Road	11	9	31
Derby Road (North)	8	9	32
Derby Road (South)	8	9	33
Ngaro Road	8	8	34
Oapuhi Road	5	7	35

**Funding Strategies.**

**Strategy 1.** As an early part of the LTP 2015-25 process, a draft Capex template was completed for the expenditure of these Junction Road lease funds at a proposed rate of \$800,000 per year, commencing in 2015/16. Thus far an overall total of \$15m of improvement work has been identified. Of this, \$5,217,200 can be funded using subsidised maintenance, renewal and improvement budgets, as a part of the traditional roading programme, as shown in Appendix B. The remaining \$9.8m of work represents the value of the identified works for addressing via the lease funds.

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**Strategy 2.** Currently the Endowment Trust Fund accrues interest at 4.5 percent per annum. With a total investment of \$8m this will generate \$360,000 in interest payments. This strategy proposes to spend the interest only on maintenance and improvements within the catchment area. With this level of expenditure, it is anticipated that the work identified will take 28 years to complete. This does not include any projects which we are not aware of or those that may be brought to our attention during this period.

**Strategy 3.** In order to give this project immediate impact and impetuous, \$1m of the principal and one year's interest (making a total of \$1.36M), is used in year one to make immediate headway into the list of projects outline above. Thereafter, the remaining \$7m remains invested to provide a return of \$300,000 - \$315,000 to be used from year two onwards to continue with the work identified. On this basis, it will take 28 years to complete the programme due to the reduced expenditure from year two onwards. **This is the recommended strategy.**

**Strategy 4.** The rate of expenditure per year is reduced from \$800,000 to \$450,000 comprising of the interest and a small amount of the capital until all the funds are utilised to complete the work that has been identified. This will take 23 years to complete the projects identified.

**Strategy 5.** Leave the funds invested in the Endowment Trust Fund and consider this programme of work at some point in time in the future.

**Risk Analysis.**

No specific risks are indentified provided the Council expends the endowment funds consistent with the Taranaki County Reserves Act 1966 and the Local Government Act 2002. As some projects will involve land acquisition the Council will undertake consultation with affected rural property owners/residents before implementing a Works Programme for expenditure.

**Recommended Option**

This report recommends options 1 and 2 for addressing the matter.

## APPENDICES

## Appendix A – Results of feedback from the community.

**MEMO TO:** Steve Bowden

**Cc** Max Aves  
Julie Straka

**Date:** 20 August 2014

**Re:** Junction Road Consultation

**Facts:**

- 1307 letters sent to all ratepayers/residents/businesses within the affected area. Letters were also sent to
- Survey on website open to all users of the roads, not restricted to just affected ratepayers/residents/businesses
- Two public meetings held to explain what the consultation was about (31 July and 14 August)
- A follow-up meeting will be held at Kaimata Hall on 17 September to advise the outcome of the survey and seek further feedback before the report is completed and presented.
- The survey was in 3 parts:
  - Tarata Road
  - Other Roads
  - Comments – roads not identified

**Responses**

There were 118 responses to the survey, broken into the following categories:

1. Full survey completed;
2. Section 1 – Tarata Rd only completed;
3. Section 2 – Other Roads only completed;
4. Public meeting responses; and
5. Comments

Each Appendix shows:

1. No. of responses received under each rating of 1-5
2. Weighting scores
  - 1 = No work to be done
  - 2 =
  - 3 = Work to be done but not urgent
  - 4 =
  - 5 = Priority work to be done

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3. Percentage score from those who responded to that section
4. Ranking based on responses for that section.

#### Statistics

##### Tarata Road Only

- 43% (50 respondents) completed this section.
- Appendix A shows the results starting at rapid no. 0.58 through to rapid no. 3.44.
- Appendix B shows the results ranked from highest priority requested

##### Other Roads

- 77% (90 respondents) completed this section
- 49 respondents who completed this section only ticked Bosworth Street.
- Appendix C shows results in alphabetical order
- Appendix D shows results ranked from highest to lowest.

##### Comments

- Appendix E shows comments received.

The following stats may skew the results or cause some errors:

- 2 respondents ticked No. 1 on every project identified, which does not allow for ranking to occur.
- 1 respondent ticked No. 3 on every project, which again prevents ranking to occur.
- 14 respondents ranked every project in Tarata Section
- 8 respondents ranked every project in the "other Roads" section
- 16 respondents only ranked some projects in the Tarata Section
- 73 respondents only ranked some projects in "other Roads" section
- 49 respondents ticked "5" for Bosworth St and did not rank any other works identified.
- 1 person ranked every project as "3", except Bosworth St which was ranked as "5".
- Possibly up to 15 people have completed the survey twice, under different names or have completed the survey online and also at the public meetings held. The total number is not known.

Regards  
Jayne Beer

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## Responses in order, as per survey

	No. of Responses					No. of Responses	Weighting Score					Score*	Percentage response					Score	Rank
	1	2	3	4	5		1	2	3	4	5		1	2	3	4	5		
Lower Dudley intersection upgrade (rapid 0.58-0.73)	7	3	15	3	11	39	7	6	45	12	55	125	18%	8%	38%	8%	28%	125	2
Bristol Road intersection. RHS seal widen (rapid 1.95-1.1)	6	4	6	1	3	20	6	8	18	4	15	51	30%	20%	30%	5%	15%	51	26
Single lane bridge "extra over" to two lane (rapid 2.28)	6	3	6	3	9	27	6	6	18	12	45	87	22%	11%	22%	11%	33%	87	6
LHS ease curve (rapid 3.3-3.45)	5	4	11	5	2	27	5	8	33	20	10	76	19%	15%	41%	19%	7%	76	9
Lower Durham Intersection upgrade for visibility/safety (rapid 3.84-3.89)	2	3	11	8	15	39	2	6	33	32	75	148	5%	8%	28%	21%	38%	148	1
Single lane bridge - "extra over" to two lane (rapid 4.15)	8	3	6	3	6	26	8	6	18	12	30	74	31%	12%	23%	12%	23%	74	10
LHS ease curve and seal widen (rapid 5.86-6.13)	2	5	8	2	0	17	2	10	24	8	0	44	12%	29%	47%	12%	0%	44	37
Realignment through 55kph curves (rapid 6.3-6.75)	3	2	10	2	3	20	3	4	30	8	15	60	15%	10%	50%	10%	15%	60	20
LHS bank trim and seal widen (rapid 6.9-7)	4	3	11	0	1	19	4	6	33	0	5	48	21%	16%	58%	0%	5%	48	28
Single lane bridge "extra over" to two lane. Improve approaches. (rapid 7.82)	6	5	5	2	5	23	6	10	15	8	25	64	26%	22%	22%	9%	22%	64	14
LHS ease curve and seal widen (rapid 8.25-8.35)	6	2	4	3	1	16	6	4	12	12	5	39	38%	13%	25%	19%	6%	39	46
Realignment through 45kph curves (rapid 8.98-10)	4	2	13	6	7	32	4	4	39	24	35	106	13%	6%	41%	19%	22%	106	3
RHS bank trim for improved visibility (rapid 10.3-10.42)	6	3	5	3	0	17	6	6	15	12	0	39	35%	18%	29%	18%	0%	39	46
Ease 45kph and 35kph curves right and left hand (rapid 10.85-11.55)	2	6	7	6	1	22	2	12	21	4	5	64	9%	27%	32%	27%	5%	64	14
LHS ease curve and seal widen (rapid 11.9-12.1)	2	3	6	4	0	15	2	6	18	16	0	42	13%	20%	40%	27%	0%	42	39
RHS bank trim and seal widen (rapid 12.36-12.46)	2	2	13	3	0	20	2	4	39	12	0	57	10%	10%	65%	15%	0%	57	22
RHS minor bank trims and seal widening (13.06-13.61)	3	5	5	1	2	16	3	10	15	4	10	42	19%	31%	31%	6%	13%	42	39
LHS tie back wall (rapid 13.32-13.35)	2	3	11	3	3	22	2	6	33	12	15	68	9%	14%	50%	14%	14%	68	13
RHS bank trim for improved visibility (rapid 15.8-15.97)	2	5	7	1	1	16	2	10	21	4	5	42	13%	31%	44%	6%	6%	42	39
Widen RHS and AWPT (rapid 16-16.32)	2	5	6	3	0	16	2	10	18	12	0	42	13%	31%	38%	19%	0%	42	39
Widen left and right over blind brow (rapid 16.51-16.64)	2	2	8	6	4	22	2	4	24	24	20	74	9%	9%	36%	27%	18%	74	10
Seal widen at Hall (rapid 17.4-17.51)	3	3	5	3	1	15	3	6	15	12	5	41	20%	20%	33%	20%	7%	41	43
RHS bank trim and seal widen before Munga Street (rapid 17.68-17.82)	2	1	12	4	6	25	2	2	36	16	30	86	8%	4%	48%	16%	24%	86	7
Minor bank trims and seal widening. Left and right. (rapid 18.4-19.5)	2	5	7	1	2	17	2	10	21	4	10	47	12%	29%	41%	6%	12%	47	31
RHS bank trim and seal widen (rapid 19.63-19.72)	2	5	6	2	1	16	2	10	18	8	5	43	13%	31%	38%	13%	6%	43	38
Otaraoa intersection. minor improvements (rapid 20.21-20.29)	3	4	4	3	2	16	3	8	12	12	10	45	19%	25%	25%	19%	13%	45	36
RHS site rail (rapid 20.53-20.57)	3	1	10	0	1	15	3	2	30	0	5	40	20%	7%	67%	0%	7%	40	46
Ease curves, widen LHS (rapid 20.62-20.85)	3	3	5	2	0	13	3	6	15	8	0	32	23%	23%	38%	15%	0%	32	51
Seal widening left or right (rapid 20.8-22)	2	4	8	3	7	24	2	8	24	12	35	81	8%	17%	33%	13%	29%	81	8
Seal widen L and R over blind brow (rapid 22-22.08)	2	1	13	1	9	26	2	2	39	4	45	92	8%	4%	50%	4%	35%	92	6
LHS seal widening (rapid 22.6-22.7)	2	2	6	3	2	15	2	4	18	12	10	46	13%	13%	40%	20%	13%	46	33
Seal widening over blind brow (rapid 22.8-22.9)	2	3	3	4	4	16	2	6	9	16	20	53	13%	19%	19%	25%	25%	53	24
Seal widening over blind brow (rapid 23.11-23.33)	2	1	14	5	7	29	2	2	42	20	35	101	7%	3%	48%	17%	24%	101	4
RHS vegetation trim for improved visibility (rapid 23.6-23.65)	2	2	7	4	1	16	2	4	21	16	5	48	13%	13%	44%	25%	6%	48	28
LHS seal widening (rapid 23.7-24.49)	2	2	5	6	0	15	2	4	15	24	0	45	13%	13%	33%	40%	0%	45	36
Seal widening left or right (24.5-25.05)	2	3	10	4	0	19	2	6	30	16	0	54	11%	16%	53%	21%	0%	54	23
RHS ease 35kph corner (25.05-25.2)	4	1	3	8	0	16	4	2	9	32	0	47	25%	6%	19%	50%	0%	47	31
Widen seal left or right (rapid 25.2-26.1)	2	2	5	5	0	14	2	4	15	20	0	41	14%	14%	36%	36%	0%	41	43
RHS minor seal widen (rapid 26.63-26.67)	2	4	5	2	0	13	2	8	15	8	0	33	15%	31%	38%	15%	0%	33	49
RHS seal widen (rapid 26.7-26.9)	4	2	4	3	0	13	4	4	12	12	0	32	31%	15%	31%	23%	0%	32	51
Seal widening left or right (rapid 26.9-27.16)	2	3	7	1	0	13	2	6	21	4	0	33	15%	23%	54%	8%	0%	33	49
LHS seal widening (rapid 27.1-27.85)	2	3	6	2	0	13	2	6	18	8	0	34	15%	23%	46%	15%	0%	34	48
Seal widen either side of 3 blind brows (rapid 27.9-28.34)	2	1	8	4	3	18	2	2	24	16	15	59	11%	6%	44%	22%	17%	59	21
Seal widening turnaround at dog trial grounds (rapid 29.83-29.87)	3	3	8	0	3	17	3	6	24	0	15	48	18%	18%	47%	0%	18%	48	28
RHS bank trim and seal widening (rapid 29.93-30.01)	2	1	15	2	1	21	2	2	45	8	5	62	10%	5%	71%	10%	5%	62	18
RHS bank trim and seal widen for improved visibility (rapid 31.05-31.11)	2	0	13	2	3	20	2	0	39	8	15	64	10%	0%	65%	10%	15%	64	14
Culv 149 - site bench and seal widening (rapid 31.5-31.55)	2	1	11	6	0	20	2	2	33	24	0	61	10%	5%	55%	30%	0%	61	19
RHS bank trim and seal widening (rapid 31.55-31.6)	2	1	13	4	2	22	2	2	39	16	10	69	9%	5%	59%	18%	9%	69	12
Pine trees removal for safety (rapid 32.4-33.45)	3	1	5	4	2	15	3	2	15	16	10	46	20%	7%	33%	27%	13%	46	33
LHS bank trim at 30kph corner (rapid 33.4-33.45)	2	1	5	4	3	15	2	2	15	16	15	50	13%	7%	33%	27%	20%	50	26
Minor bank trims and seal extension (rapid 34.06-35.92)	2	0	8	1	4	15	2	0	24	4	20	50	13%	0%	53%	7%	27%	50	26
RHS retaining wall (rapid 34.4)	2	1	6	4	5	18	2	2	18	16	25	63	11%	6%	33%	22%	28%	63	17





# ITEM A2

# ITEM FOR DECISION

Responses in ranked order

	No. of Responses					No. of Responses	Weighting Score					Percentage response					Score*	Rank	
	1	2	3	4	5		1	2	3	4	5	1	2	3	4	5			
Lower Durham Intersection upgrade for visibility/safety (rapid 3.84-3.89)	2	3	11	8	15	39	2	6	33	32	75	##	5%	8%	28%	21%	38%	148	1
Lower Dudley Intersection upgrade (rapid 0.58-0.73)	7	3	15	3	11	39	7	6	45	12	55	##	18%	8%	38%	8%	28%	125	2
Realignment through 45kph curves (rapid 8.98-10)	4	2	13	6	7	32	4	4	39	24	35	##	13%	6%	41%	19%	22%	106	3
Seal widening over blind brow (rapid 23.11-23.33)	2	1	14	5	7	29	2	2	42	20	35	##	7%	3%	48%	17%	24%	101	4
Seal widen L and R over blind brow (rapid 22-22.08)	2	1	13	1	9	26	2	2	39	4	45	92	8%	4%	50%	4%	35%	92	5
Single lane bridge "extra over" to two lane (rapid 2.28)	6	3	6	3	9	27	6	6	18	12	45	87	22%	11%	22%	11%	33%	87	6
RHS bank trim and seal widen before Munga Street (rapid 17.68-17.82)	2	1	12	4	6	25	2	2	36	16	30	86	8%	4%	48%	16%	24%	86	7
Seal widening left or right (rapid 20.8-22)	2	4	8	3	7	24	2	8	24	12	35	81	8%	17%	33%	13%	29%	81	8
LHS ease curve (rapid 3.3-3.45)	5	4	11	5	2	27	5	8	33	20	10	76	19%	15%	41%	19%	7%	76	9
Single lane bridge - "extra over" to two lane (rapid 4.15)	8	3	6	3	6	26	8	6	18	12	30	74	31%	12%	23%	12%	23%	74	10
Widen left and right over blind brow (rapid 16.51-16.64)	2	2	8	6	4	22	2	4	24	20	74	9%	9%	36%	27%	18%	74	10	
RHS bank trim and seal widening (rapid 31.55-31.6)	2	1	13	4	2	22	2	2	39	16	10	69	9%	5%	59%	18%	9%	69	12
LHS tie back wall (rapid 13.32-13.35)	2	3	11	3	3	22	2	6	33	12	15	68	9%	14%	50%	14%	14%	68	13
Single lane bridge "extra over" to two lane. Improve approaches. (rapid 7.82)	6	5	5	2	5	23	6	10	15	8	25	64	26%	22%	22%	9%	22%	64	14
Ease 45kph and 35kph curves right and left hand (rapid 10.85-11.55)	2	6	7	6	1	22	2	12	21	24	5	64	9%	27%	32%	27%	5%	64	14
RHS bank trim and seal widen for Improved visibility (rapid 31.05-31.11)	2	0	13	2	3	20	2	0	39	8	15	64	10%	0%	65%	10%	15%	64	14
RHS retaining wall (rapid 34.4)	2	1	6	4	5	18	2	2	18	16	25	63	11%	6%	33%	22%	28%	63	17
RHS bank trim and seal widening (rapid 29.93-30.01)	2	1	15	2	1	21	2	2	45	8	5	62	10%	5%	71%	10%	5%	62	18
Culv 149 - site bench and seal widening (rapid 31.5-31.55)	2	1	11	6	0	20	2	2	33	24	0	61	10%	5%	55%	30%	0%	61	19
Realignment through 55kph curves (rapid 6.3-6.75)	3	2	10	2	3	20	3	4	30	8	15	60	15%	10%	50%	10%	15%	60	20
Seal widen either side of 3 blind brows (rapid 27.9-28.34)	2	1	8	4	3	18	2	2	24	16	15	59	11%	6%	44%	22%	17%	59	21
RHS bank trim and seal widen (rapid 12.36-12.46)	2	2	13	3	0	20	2	4	39	12	0	57	10%	10%	65%	15%	0%	57	22
Seal widening left or right (24.5-25.05)	2	3	10	4	0	19	2	6	30	16	0	54	11%	16%	53%	21%	0%	54	23
Seal widening over blind brow (rapid 22.8-22.9)	2	3	3	4	4	16	2	6	9	16	20	53	13%	19%	19%	25%	25%	53	24
Bristol Road Intersection. RHS seal widen (rapid 1.95-1.1)	6	4	6	1	3	20	6	8	18	4	15	51	30%	20%	30%	5%	15%	51	25
LHS bank trim at 30kph corner (rapid 33.4-33.45)	2	1	5	4	3	15	2	2	15	16	15	50	13%	7%	33%	27%	20%	50	26
Minor bank trims and seal extension (rapid 34.06-35.92)	2	0	8	1	4	15	2	0	24	4	20	50	13%	0%	53%	7%	27%	50	26
LHS bank trim and seal widen (rapid 6.9-7)	4	3	11	0	1	19	4	6	33	0	5	48	21%	16%	58%	0%	5%	48	28
RHS vegetation trim for improved visibility (rapid 23.6-23.65)	2	2	7	4	1	16	2	4	21	16	5	48	13%	13%	44%	25%	6%	48	28
Seal widen turnaround at dog trial grounds (rapid 29.83-29.87)	3	3	8	0	3	17	3	6	24	0	15	48	18%	18%	47%	0%	18%	48	28
Minor bank trims and seal widening. Left and right. (rapid 18.4-19.5)	2	5	7	1	2	17	2	10	21	4	10	47	12%	29%	41%	6%	12%	47	31
RHS ease 35kph corner (25.05-25.2)	4	1	3	8	0	16	4	2	9	32	0	47	25%	6%	19%	50%	0%	47	31
LHS seal widening (rapid 22.6-22.7)	2	2	6	3	2	15	2	4	18	12	10	46	13%	13%	40%	20%	13%	46	33
Pine trees removal for safety (rapid 32.4-33.45)	3	1	5	4	2	15	3	2	15	16	10	46	20%	7%	33%	27%	13%	46	33
Otaraoa Intersection minor improvements (rapid 20.21-20.29)	3	4	4	3	2	16	3	8	12	12	10	45	19%	25%	19%	13%	4%	45	35
LHS seal widening (rapid 23.7-24.49)	2	2	5	6	0	15	2	4	15	24	0	45	13%	13%	33%	40%	0%	45	35
LHS ease curve and seal widen (rapid 5.86-6.13)	2	5	8	2	0	17	2	10	24	8	0	44	12%	29%	47%	12%	0%	44	37
RHS bank trim and seal widen (rapid 19.63-19.72)	2	5	6	2	1	16	2	10	18	8	5	43	13%	31%	38%	13%	6%	43	38
LHS ease curve and seal widen (rapid 11.9-12.1)	2	3	6	4	0	15	2	6	18	16	0	42	13%	20%	40%	27%	0%	42	39
RHS minor bank trims and seal widening (13.06-13.61)	3	5	5	1	2	16	3	10	15	4	10	42	19%	31%	31%	6%	13%	42	39
RHS bank trim for improved visibility (rapid 15.8-15.97)	2	5	7	1	1	16	2	10	21	4	5	42	13%	31%	44%	6%	6%	42	39
Widen RHS and AWPT (rapid 16-16.32)	2	5	6	3	0	16	2	10	18	12	0	42	13%	31%	38%	19%	0%	42	39
Seal widen at Hall (rapid 17.4-17.51)	3	3	5	3	1	15	3	6	15	12	5	41	20%	20%	33%	20%	7%	41	43
Widen seal left or right (rapid 25.2-26.1)	2	2	5	5	0	14	2	4	15	20	0	41	14%	14%	36%	36%	0%	41	43
RHS site rail (rapid 20.53-20.57)	3	1	10	0	1	15	3	2	30	0	5	40	20%	7%	67%	0%	7%	40	45
LHS ease curve and seal widen (rapid 8.25-8.35)	6	2	4	3	1	16	6	4	12	12	5	39	38%	13%	25%	19%	6%	39	46
RHS bank trim for improved visibility (rapid 10.3-10.42)	6	3	5	3	0	17	6	6	15	12	0	39	35%	18%	29%	18%	0%	39	46
LHS seal widening (rapid 27.1-27.85)	2	3	6	2	0	13	2	6	18	8	0	34	15%	23%	46%	15%	0%	34	48
RHS minor seal widen (rapid 26.63-26.67)	2	4	5	2	0	13	2	8	15	8	0	33	15%	31%	38%	15%	0%	33	49
Seal widening left or right (rapid 26.9-27.16)	2	3	7	1	0	13	2	6	21	4	0	33	15%	23%	54%	8%	0%	33	49
Ease curves, widen LHS (rapid 20.62-20.85)	3	3	5	2	0	13	3	6	15	8	0	32	23%	23%	38%	15%	0%	32	51
RHS seal widen (rapid 26.7-26.9)	4	2	4	3	0	13	4	4	12	12	0	32	31%	15%	31%	23%	0%	32	51

\*Score weighting given is: 1 = 1; 2 = 2; 3 = 3; 4 = 4; 5 = 5  
 zero weighting is given to no. 1 as the criteria for this score was "no work to be done"



## ITEM FOR DECISION

## ITEM A2

Responses in order, as per survey	No. of Responses					No. of Responses	Weighting Score					Percentage response					Score*	Rank
	1	2	3	4	5		1	2	3	4	5	1	2	3	4	5		
Autawa Road	6	1	6	1	3	17	6	2	18	4	15	35%	6%	35%	6%	18%	39	5
Bedford Rd North	5	1	2	3	1	12	5	2	6	12	5	42%	8%	17%	25%	8%	25	15
Bedford Road South	5	1	3	1	1	11	5	2	9	4	5	45%	9%	27%	9%	9%	20	20
Bosworth Street	6	1	1	2	57	67	6	2	3	8	285	9%	1%	1%	3%	85%	298	1
Bristol Road	6	1	1	3	5	16	6	2	3	12	25	38%	6%	6%	19%	31%	42	3
Davis Road	6	0	1	2	1	10	6	0	3	8	5	60%	0%	10%	20%	10%	16	22
Derby Road (North)	6	1	2	0	0	9	6	2	6	0	0	67%	11%	22%	0%	0%	8	32
Derby Road (South)	6	1	2	0	0	9	6	2	6	0	0	67%	11%	22%	0%	0%	8	32
Dudley Road Upper	4	2	1	2	4	13	4	4	3	8	20	31%	15%	8%	15%	31%	35	8
Durham Rd Lower	4	2	4	2	3	15	4	4	12	8	15	27%	13%	27%	13%	20%	39	5
Durham Rd Upper	5	2	2	1	0	10	5	4	6	4	0	50%	20%	20%	10%	0%	14	26
Everett Road	5	0	2	2	2	11	5	0	6	8	10	45%	0%	18%	18%	18%	24	16
Hursthose Road	4	0	3	1	3	11	4	0	9	4	15	36%	0%	27%	9%	27%	28	11
Johns Road	4	2	2	1	0	9	4	4	6	4	0	44%	22%	22%	11%	0%	14	26
Kaimata Rd North	4	1	1	4	1	11	4	2	3	16	5	36%	9%	9%	36%	9%	26	13
Kaimata Rd South	4	1	2	1	1	9	4	2	6	4	5	44%	11%	22%	11%	11%	17	21
Lepper Road Upper	4	1	2	1	5	13	4	2	6	4	25	31%	8%	15%	8%	38%	37	7
Lincoln Road	5	0	3	2	2	12	5	0	9	8	10	42%	0%	25%	17%	17%	27	12
Mangaone Road	4	1	1	1	3	10	4	2	3	4	15	40%	10%	10%	10%	30%	24	16
Motukawa Road	4	1	7	2	2	16	4	2	21	8	10	25%	6%	44%	13%	13%	41	4
Ngaro Road	5	1	2	0	0	8	5	2	6	0	0	63%	13%	25%	0%	0%	8	32
Norfolk Rd Lower	4	2	1	1	3	11	4	4	3	4	15	36%	18%	9%	9%	27%	26	13
Norfolk Rd Upper	4	1	1	1	1	8	4	2	3	4	5	50%	13%	13%	13%	13%	14	26
Oapuhi Road	5	1	1	0	0	7	5	2	3	0	0	71%	14%	14%	0%	0%	5	35
Ratapiko Road	5	0	2	1	1	9	5	0	6	4	5	56%	0%	22%	11%	11%	15	24
Richmond Road	4	0	2	1	1	8	4	0	6	4	5	50%	0%	25%	13%	13%	15	24
Rugby Road	5	0	2	0	1	8	5	0	6	0	5	63%	0%	25%	0%	13%	11	30
Salisbury Road	5	0	1	1	1	8	5	0	3	4	5	63%	0%	13%	13%	13%	12	29
Suffolk Rd South	5	0	1	2	1	9	5	0	3	8	5	56%	0%	11%	22%	11%	16	22
Surrey Road	5	2	1	1	0	9	5	4	3	4	0	56%	22%	11%	11%	0%	11	30
Tariki Rd North	4	3	1	1	2	11	4	6	3	4	10	36%	27%	9%	9%	18%	23	18
Tariki Rd South	4	3	1	1	2	11	4	6	3	4	10	36%	27%	9%	9%	18%	23	18
Upland Road	4	0	1	4	8	17	4	0	3	16	40	24%	0%	6%	24%	47%	59	2
Windsor Road	4	1	4	4	0	13	4	2	12	16	0	31%	8%	31%	31%	0%	30	9
Wortley Road	4	0	2	2	3	11	4	0	6	8	15	36%	0%	18%	18%	27%	29	10

## ITEM A2

## ITEM FOR DECISION

Responses in ranked order	No. of Responses					No. of Responses	Weighting Score					Percentage response					Score*	Rank
	1	2	3	4	5		1	2	3	4	5	1	2	3	4	5		
Bosworth Street	6	1	1	2	57	67	6	2	3	8	285	9%	1%	1%	3%	85%	298	1
Upland Road	4	0	1	4	8	17	4	0	3	16	40	24%	0%	6%	24%	47%	59	2
Bristol Road	6	1	1	3	5	16	6	2	3	12	25	38%	6%	6%	19%	31%	42	3
Motukawa Road	4	1	7	2	2	16	4	2	21	8	10	25%	6%	44%	13%	13%	41	4
Autawa Road	6	1	6	1	3	17	6	2	18	4	15	35%	6%	35%	6%	18%	39	5
Durham Rd Lower	4	2	4	2	3	15	4	4	12	8	15	27%	13%	27%	13%	20%	39	5
Lepper Road Upper	4	1	2	1	5	13	4	2	6	4	25	31%	8%	15%	8%	38%	37	7
Dudley Road Upper	4	2	1	2	4	13	4	4	3	8	20	31%	15%	8%	15%	31%	35	8
Windsor Road	4	1	4	4	0	13	4	2	12	16	0	31%	8%	31%	31%	0%	30	9
Wortley Road	4	0	2	2	3	11	4	0	6	8	15	36%	0%	18%	18%	27%	29	10
Hursthouse Road	4	0	3	1	3	11	4	0	9	4	15	36%	0%	27%	9%	27%	28	11
Lincoln Road	5	0	3	2	2	12	5	0	9	8	10	42%	0%	25%	17%	17%	27	12
Kaimata Rd North	4	1	1	4	1	11	4	2	3	16	5	36%	9%	9%	36%	9%	26	13
Norfolk Rd Lower	4	2	1	1	3	11	4	4	3	4	15	36%	18%	9%	9%	27%	26	13
Bedford Rd North	5	1	2	3	1	12	5	2	6	12	5	42%	8%	17%	25%	8%	25	15
Everett Road	5	0	2	2	2	11	5	0	6	8	10	45%	0%	18%	18%	18%	24	16
Mangaone Road	4	1	1	1	3	10	4	2	3	4	15	40%	10%	10%	10%	30%	24	16
Tariki Rd North	4	3	1	1	2	11	4	6	3	4	10	36%	27%	9%	9%	18%	23	18
Tariki Rd South	4	3	1	1	2	11	4	6	3	4	10	36%	27%	9%	9%	18%	23	18
Bedford Road South	5	1	3	1	1	11	5	2	9	4	5	45%	9%	27%	9%	9%	20	20
Kaimata Rd South	4	1	2	1	1	9	4	2	6	4	5	44%	11%	22%	11%	11%	17	21
Davis Road	6	0	1	2	1	10	6	0	3	8	5	60%	0%	10%	20%	10%	16	22
Suffolk Rd South	5	0	1	2	1	9	5	0	3	8	5	56%	0%	11%	22%	11%	16	22
Ratapiko Road	5	0	2	1	1	9	5	0	6	4	5	56%	0%	22%	11%	11%	15	24
Richmond Road	4	0	2	1	1	8	4	0	6	4	5	50%	0%	25%	13%	13%	15	24
Durham Rd Upper	5	2	2	1	0	10	5	4	6	4	0	50%	20%	20%	10%	0%	14	26
Johns Road	4	2	2	1	0	9	4	4	6	4	0	44%	22%	22%	11%	0%	14	26
Norfolk Rd Upper	4	1	1	1	1	8	4	2	3	4	5	50%	13%	13%	13%	13%	14	26
Salisbury Road	5	0	1	1	1	8	5	0	3	4	5	63%	0%	13%	13%	13%	12	29
Rugby Road	5	0	2	0	1	8	5	0	6	0	5	63%	0%	25%	0%	13%	11	30
Surrey Road	5	2	1	1	0	9	5	4	3	4	0	56%	22%	11%	11%	0%	11	30
Derby Road (North)	6	1	2	0	0	9	6	2	6	0	0	67%	11%	22%	0%	0%	8	32
Derby Road (South)	6	1	2	0	0	9	6	2	6	0	0	67%	11%	22%	0%	0%	8	32
Ngaro Road	5	1	2	0	0	8	5	2	6	0	0	63%	13%	25%	0%	0%	8	32
Oapuhi Road	5	1	1	0	0	7	5	2	3	0	0	71%	14%	14%	0%	0%	5	35

## ITEM FOR DECISION

## ITEM A2

**Appendix B** – List of works to be funded from traditional Roothing/NZTA budgets.

<b>Project</b>	<b>Initial Community Ranking</b>	<b>Approx Cost \$</b>	<b>Approx Year</b>
<b>Tarata Road</b>			
Lower Dudley Road intersection safety improvement (rapid 0.58-0.73)	<b>2</b>	77,000	2015/16
Bristol Road intersection RHS seal widen (rapid 1.95 – 2.10)	<b>25</b>	23,000	2023
Widen single lane bridge (rapid 2.28) – extra over costs to widen to two lane	<b>6</b>	149,000	2045. Approx date for bridge to be replaced
Lower Durham Road intersection safety improvements (rapid 3.84-3.89)	<b>1</b>	153,000	2015/16
Widen single lane bridge (rapid 4.15) – extra over costs to widen to two lane	<b>10</b>	220,000	2050. Approx date for bridge to be replaced
Widen single lane bridge (rapid 7.82) – extra over costs to widen to two lane	<b>14</b>	99,000	2026. Approx date for bridge to be replaced
Widen RHS and strengthen road (rapid 16.0-16.32)	<b>39</b>	144,000	2020 Road is showing signs of failure
Minor improvements to Otaraoa Road intersection (rapid 20.21-20.29)	<b>35</b>	15,000	2030
Provide site rail on RHS (rapid 20.53-20.57)	<b>45</b>	3,100	2015
Remove vegetation on RHS (rapid 23.60-23.65)	<b>28</b>	2,800	2015
Ease 35km/h corner (rapid 25.05-25.20)	<b>31</b>	60,000	2020
Site benching and seal widening at culvert #149 (rapid 31.50-31.55)	<b>19</b>	9,400	2016
Bank trim and seal widening on RHS (rapid 31.55-31.60)	<b>12</b>	26,000	2016
Removal of pine trees for safety (rapid 32.40-32.45)	<b>33</b>	11,000	2025
Build new retaining wall RHS (rapid 34.40)	<b>17</b>	77,000	2019
<b>Total for Tarata Road</b>		<b>1,069,300</b>	

**ITEM A2****ITEM FOR DECISION**

<b>Project</b>	<b>Initial Community Ranking</b>	<b>Approx Cost \$</b>	<b>Approx Year</b>
<b>Other Roads</b>			
<b>Bedford Road North</b> – Seal widening, widening single lane bridges	<b>15</b>	467,500	2034-2054 – Approx dates for bridges to be replaced
<b>Bedford Road South</b> – widening single lane bridges	<b>20</b>	482,000	2034-2064 – Approx dates for bridges to be replaced
<b>Bristol Road</b> – Seal widening, safety improvements and bridge widening	<b>3</b>	1,100,000	2018-2055*. Approx date for bridge replacement
<b>Davis Road</b> – Safety improvements	<b>22</b>	44,000	2016-2017
<b>Durham Road</b> – Rapid 7.58 - Seal widening at entrance	<b>26</b>	2,100	2015
<b>Everett Road</b> – Seal widening, widen single lane bridge, intersection improvements	<b>16</b>	839,800	2015-2045*. Approx date for bridge replacement.
<b>Hursthouse Road</b> – Seal widening (rapid 0.02-1.12)	<b>11</b>	91,000	2020
<b>Kaimata Road North</b> – minor safety improvements	<b>13</b>	12,000	2016
<b>Kaimata Road South</b> – Seal widening and minor safety improvements	<b>20</b>	93,000	2020-2025
<b>Lepper Road Upper</b> – Widen single lane bridge and improve approaches (rapid 5.70)	<b>7</b>	99,000	2055 – due date for bridge replacement
<b>Motukawa Road</b> – Retreat away from three underslips.	<b>4</b>	221,000	2015-2018
<b>Norfolk Road Lower</b> – Seal widening (rapid 0.10 – 1.90)	<b>14</b>	124,000	2030
<b>Norfolk Road Upper</b> – Seal widening (rapid 1.35 – 1.95)	<b>28</b>	41,000	2040
<b>Rugby Road</b> – Widening of single lane bridges	<b>30</b>	182,000	2035-2065. Approx dates for bridges to be replaced
<b>Salisbury Road</b> – Widen single lane bridge (rapid 0.04)	<b>29</b>	44,000	2050 Approx date for bridge to be replaced
<b>Tariki Road South</b> – Widen single lane bridge (rapid 3.70)	<b>19</b>	275,000	2040. Approx replacement date for bridge
<b>Upland Road</b> – Ease curves	<b>2</b>	30,500	2017
<b>Total for Other Roads</b>		<b>4,147,900</b>	