AGENDA

Supplementary Reports
Ordinary Council Meeting

Membership:

Kahika - Mayor Moko Tepania - Chairperson
Kohepu - Deputy Mayor Chicky Rudkin
Cr Arohanui Allen
Cr Rachel Baucke
Cr Ann Court
Cr Felicity Foy
Cr Hilda Halkyard-Harawira
Cr Tāmati Rākena
Cr Davina Smolders
Cr Kelly Stratford
Cr John Vujcich

Thursday, 24 September 2026

Time: 10:00 AM

Council Chamber

Memorial Ave

Kaikohe

Te Kaunihera o Te Hiku o te Ika
Far North District Council

Te Paeroa Mahi / Order of Business

6 NGĀ PŪRONGO / REPORTS

6.7 RUSSELL SPEED LIMIT CHANGES

File Number: **A5942776**

Author: **Margriet Veenstra, Manager - Property Information & Business Compliance**

Authoriser: **Charlie Billington, Group Manager - Corporate Services**

TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek Council approval on progressing speed limit changes within the Russell-Kororāreka catchment following consultation and changes to the Land Transport Rule: Setting of Speed Limits 2024.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- In 2024, Far North District Council (FNDC) consulted on proposed speed management changes for the Russell-Kororāreka catchment, including Russell, Ōkiato, Kāretu, Waikare and Rāwhiti.
- Consultation feedback indicated general support for lower speed limits across parts of the catchment.
- Since consultation was completed, the Land Transport Rule: Setting of Speed Limits 2024 has changed the speed limits that may be applied on some roads. In particular, many of the previously proposed 30 km/h limits can no longer be implemented.
- In most cases these roads would now require a 40 km/h limit, while a small number of roads would require a minimum 50 km/h limit under the current Rule.
- The estimated cost of implementing all proposed changes is approximately $480,000 for which staff are seeking approval from NZTA Waka Kotahi to utilise Low Cost Low Risk (LCLR) funding.
- The report presents options for phased implementation to assist Council in balancing safety outcomes, community expectations and affordability.
- At its meeting of 16 September 2026, Te Koukou Committee for Transport and Infrastructure considered the options presented in this report and determined not to proceed with the recommended full phased implementation approach due to the overall programme cost.
- Instead, the Committee supported progressing speed limit changes on the Ōkiato to Russell ferry route only, subject to confirmation of costs and funding arrangements.
- The Committee also requested that staff report the balance of the proposed implementation to the Bay of Islands-Whangaroa Community Board for consideration and continue discussions with NZTA Waka Kotahi regarding potential future funding opportunities.

TŪTOHUNGA / RECOMMENDATION

That Council:

a) receive the report "Russell Speed Limit Changes" for consideration.

b) note that consultation on proposed speed limit changes within the Russell-Kororāreka catchment was undertaken in 2024 and that some originally proposed speed limits are no longer available under the Land Transport Rule: Setting of Speed Limits 2024.

c) approve the Ōkiato-Russell route speed limit changes

d) direct the Chief Executive to present the balance of the Russell-Kororāreka speed limit proposals to the Bay of Islands-Whangaroa Community Board for consideration and provide advice on potential future funding opportunities.

e) direct the Chief Executive to seek approval from the Director of Land Transport for any speed limit changes approved by Council.

f) delegate authority to the Chief Executive to approve any minor or technical amendments required through the Director approval process that do not materially change Council's decision.

1) TĀHUHU KŌRERO / BACKGROUND

In 2024, Far North District Council consulted on an Interim Speed Management Plan for the Russell-Kororāreka catchment. The proposal was originally developed under the Setting of Speed Limits Rule 2022. During the consultation process, the consultation period was re-opened and extended to meet the requirements of the Setting of Speed Limits Rule 2024.

Since consultation was undertaken, the Setting of Speed Limits Rule 2024 has changed the speed limits that may be applied to some roads within the catchment. As a result, a number of the speed limits originally consulted on can no longer be implemented as proposed.

This report presents options for consideration, including a phased implementation approach, which was developed having regard to the outcomes of the 2024 consultation, community feedback, and the speed limits that are now permitted under the current Rule.

At the time of writing this report, the options are yet be considered by the Te Koukou Committee for Transport and Infrastructure. The item is scheduled for consideration at the Committee's meeting on 16 September 2026, with a verbal update to be provided at the Council meeting.

Should Council choose to proceed with any speed limit changes, those changes must be submitted to the Director of Land Transport for approval prior to implementation.

This report was considered by Te Koukou Committee for Transport and Infrastructure on 16 September 2026. While Committee members acknowledged the safety benefits identified through the speed management assessment and economic appraisal, concern was expressed regarding the estimated implementation cost of approximately $480,000 for the full programme. Members considered that the available funding should be focused on the highest priority component of the programme.

Following discussion, the Committee identified the Ōkiato to Russell ferry route as the preferred priority area, noting its strategic importance, higher traffic volumes, safety benefits and eligibility for subsidised funding support.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

All roads included in the 2024 Russell-Kororāreka speed management consultation were reviewed against the requirements of the Land Transport Rule: Setting of Speed Limits 2024. Each road was reassessed and the speed limits originally consulted on were compared against those now permitted under the current Rule. This process identified which previously consulted speed limits remain available and which require amendment before implementation.

A significant consequence of the 2024 Rule is that many of the 30 km/h speed limits originally consulted on can no longer be implemented on the roads concerned. Under the current Rule, these roads generally require a minimum speed limit of 40 km/h. For some roads which are urban connectors or peri-urban roads, including sections of Aucks Road, Matauwhi Road and Tapeka Road, the minimum permitted speed limit is 50 km/h.

As consultation was undertaken on the original 30 km/h proposals rather than the revised 40 km/h and 50 km/h limits now required under the Rule, staff reviewed written submissions to assess whether there was likely support for alternative lower speed limits. Consultation results showed 55% support for the proposed 30 km/h urban speed limits. A review of written responses identified that a number of submitters who opposed 30 km/h nevertheless supported a lower speed limit than the existing posted speed, with 40 km/h commonly identified as a more appropriate alternative.

While the revised 40 km/h and 50 km/h limits have not been directly consulted on, staff consider the consultation provides a reasonable basis for Council to determine whether implementation should proceed under the revised speed limits required by the current Rule.

Consultation also sought public feedback on the principal transport routes within the catchment. Along the Ōkiato to Russell route, 60% of submitters supported an 80 km/h speed limit. Along the Rāwhiti to Russell route, 45% supported an 80 km/h speed limit while 42% supported a 60 km/h speed limit. These results indicate support for reduced speeds across the catchment, although the preferred level of reduction varied between routes and communities.

The economic appraisal previously prepared for the speed limit changes has been updated to reflect the revised speed limits permitted under the current Rule. The updated assessment continues to support the proposed speed reductions and considers implementation costs, travel time impacts and safety benefits associated with the changes.

While the Russell-Kororāreka catchment was originally consulted on as a single package of speed limit changes, Council may choose to implement changes in stages. A phased approach would allow implementation costs to be spread over time while maintaining consistency within each geographical area and providing a clear and legible speed environment for road users.

It is recommended that speed limit changes be implemented on an area basis rather than on individual streets. Implementing changes across a defined geographical area provides a more consistent and legible speed environment for road users, supports compliance by reducing frequent speed transitions, and enables a more efficient signage programme. Area-wide implementation also reduces the number of speed limit signs required, resulting in lower installation and maintenance costs. A detailed spreadsheet with all relevant data is attached to this report.

The following options were presented to the Te Koukou Committee for Transport and Infrastructure on 16 September 2026 for consideration:

Option 1: Not proceed with speed limit changes

Council may choose not to proceed with any speed limit changes at this time. This option would avoid implementation costs in the short term but would not progress the outcomes of the consultation undertaken in 2024 or the safety benefits identified through the speed management assessment and economic appraisal.

<u>Advantages</u>

- No immediate implementation cost to Council.

- No requirement to identify additional unbudgeted funding or gain approval for subsidised funding from NZTA Waka Kotahi.

- Avoids committing Council to speed limit changes where the original consultation outcomes have been affected by changes to the 2024 Rule.

- Allows Council to reconsider speed management priorities through a future programme or district-wide review.

Disadvantages

- Does not progress the outcomes of the 2024 consultation process and community feedback received.

- The safety benefits identified through the speed management assessment and economic appraisal would not be realised.

- Retains existing speed limit inconsistencies within parts of the Russell-Kororāreka catchment where changes were proposed.

Option 2: Phased approach to implementing reviewed speed limits. (Recommended)

Phase 1: Russell and Ōkiato Area

This phase includes:

- Ferry route Okiato to Russell
- Russell township (33 roads)
- Okiato township (16 roads)

This option focuses on the highest-profile locations within the catchment, including key visitor destinations, residential areas and the primary transport connection between Russell and the vehicle ferry. It would deliver the largest proportion of the proposed urban speed limit changes and provide an early improvement in consistency for residents and visitors.

Phase 2: Rāwhiti Area

This phase includes:

- The route between Rāwhiti and Russell: and

- Rāwhiti area (12 roads)

This option extends implementation into the eastern part of the catchment and provides a consistent speed environment along the Rāwhiti corridor and within the Rāwhiti community.

Phase 3: Kāretu and Waikare Areas

This phase includes:

- Kāretu (9 roads); and

- Waikare (4 roads)

This option completes implementation across the remainder of the Russell-Kororāreka catchment and provides consistency across all communities originally included in the consultation programme.

Total indicative implementation cost for all three phases is $480,000.

<u>Advantages</u>

- Progresses the outcomes of community consultation undertaken in 2024.
- Enables implementation of speed limits that are consistent with the Land Transport Rule: Setting of Speed Limits 2024.
- Delivers the safety benefits identified through the speed management assessment and updated economic appraisal.
- Allows implementation costs to be spread over time rather than requiring the full catchment to be implemented at once.
- Provides a more consistent and legible speed environment by implementing changes on an area basis rather than individual roads.
- Gives Council flexibility to prioritise areas and communities while managing affordability and delivery constraints.

<u>Disadvantages</u>

- Potentially requires additional funding that is not currently budgeted.
- Some community members may not support the proposed speed reductions, particularly where there were differing preferences regarding the extent of speed reductions on key routes.
- Requires approval from the Director of Land Transport before implementation can proceed.

Te Koukou Committee Direction

Te Koukou Committee considered the two options presented within this report and resolved not to proceed with the recommended full phased implementation approach at this time.

Members noted:

- the estimated implementation cost of approximately $480,000;
- the absence of confirmed funding for the wider programme;
- the need to prioritise investment to maximise safety outcomes within available budgets; and
- that the Ōkiato to Russell ferry route offered the strongest balance between safety benefits, strategic importance and affordability.

The Committee expressed support for progressing only the Ōkiato to Russell ferry route speed limit changes, noting staff advice that approximately $60,000 of NZTA funding may be available and that total implementation costs are currently estimated to be between $80,000 and $100,000, subject to further confirmation.

The Committee also requested that the balance of the proposed implementation be referred to the Bay of Islands-Whangaroa Community Board for consideration regarding future priorities and advocacy, while staff continue to investigate potential funding opportunities with NZTA Waka Kotahi.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

The recommendation reflects the direction provided by Te Koukou Committee for Transport and Infrastructure following consideration of the costs, safety benefits and available funding opportunities associated with the proposed speed limit changes.

5.2 RUSSELL SPEED LIMIT CHANGES

Agenda item 5.2 document number A5910154, pages 74 - 80 refers

RESOLUTION 2026/45

Moved: Cr Ann Court
Seconded: Cr John Vujcich

That Te Koukou Committee for Transport and Infrastructure recommend:

That Council

a) **receive the report "Russell Speed Limit Changes" for consideration.**
b) **note that consultation on proposed speed limit changes within the Russell-Kororāreka catchment was undertaken in 2024 and that some originally proposed speed limits are no longer available under the Land Transport Rule: Setting of Speed Limits 2024.**
c) **approve the Ōkiato-Russell route and take the balance of proposed implementation to Bay of Islands, Whangaroa Community Board for consideration.**
d) **direct the Chief Executive to seek approval from the Director of Land Transport for any speed limit changes approved by Council.**
e) **delegate authority to the Chief Executive to approve any minor or technical amendments required through the Director approval process that do not materially change Council's decision.**

CARRIED

The Ōkiato to Russell ferry route was identified as the highest priority component of the programme due to its strategic function, traffic volumes, safety outcomes and potential eligibility for NZTA co-funding.

Deferring the balance of the proposed implementation enables Council to focus available resources on a priority safety outcome while providing additional time to investigate future funding opportunities and engage further with the Bay of Islands-Whangaroa Community Board regarding future implementation options.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

There is currently no approved budget for the implementation of the proposed speed limit changes within the Russell-Kororāreka catchment. Staff are seeking approval from NZTA Waka Kotahi to utilise Low Cost Low Risk (LCLR) funding to support implementation of the proposed speed limit changes.

The estimated implementation cost of the original recommended phased approach was approximately $480,000, comprising:

Option	Estimated Cost
Phase 1 – Russell and Ōkiato Area	$300,000
Phase 2 – Rāwhiti Area	$100,000
Phase 3 – Kāretu and Waikare Areas	$80,000
Full Catchment Implementation	**$480,000**

As discussed in this report, staff originally recommended a phased implementation approach across the wider Russell-Kororāreka catchment. However, following consideration of the report, Te Koukou

Committee determined that the full programme should not proceed at this time due to the overall implementation cost and the associated local share funding requirements.

The Committee instead supported progressing only the Ōkiato to Russell ferry route component of the programme. This route was identified as the highest priority section based on its strategic importance, safety benefits, traffic volumes, crash risk profile and potential eligibility for NZTA funding assistance.

Staff have been advised that funding assistance of approximately $60,000 may be available from NZTA Waka Kotahi for implementation of the Ōkiato to Russell ferry route speed limit changes. Preliminary implementation costs are currently estimated to be between $80,000 and $100,000, although detailed design and costing work is still being completed. Based on current estimates, this would require a local share contribution from Council of approximately $20,000 to $40,000.

The remaining speed limit proposals within the Russell-Kororāreka catchment are not proposed to proceed at this time. Staff will continue discussions with NZTA Waka Kotahi regarding future funding opportunities and will report the remaining proposals to the Bay of Islands-Whangaroa Community Board for consideration of future priorities and advocacy.

ĀPITIHANGA / ATTACHMENTS

1. Russell Speed Limits appendix - A5911940 ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Low to moderate - The proposed decision relates to speed management within the Russell-Kororāreka catchment and implements outcomes arising from a public consultation process undertaken in 2024. The decision does not involve the transfer of Council assets, changes to levels of service or matters considered highly significant under Council's Significance and Engagement Policy.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Local Government Act 2002, including Council's decision-making obligations under Part 6. Land Transport Rule: Setting of Speed Limits 2024. Land Transport Management Act 2003.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	The proposed speed limit changes are within the Bay of Islands-Whangaroa subdivision. The Community Board has an interest in the proposal due to its impact on local communities and road users.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	The Russell-Kororāreka catchment includes areas of cultural significance to Māori. Māori were provided with the opportunity to participate in the public consultation process undertaken as part of the Interim Speed Management Plan consultation. The proposed decision relates to transport safety and network management and is not considered to have any specific adverse impacts on Māori beyond those experienced by the wider community.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Residents, businesses, visitors, schools, freight operators, emergency services and other road users within the Russell-Kororāreka catchment may be affected by the proposed speed limit changes. Particular consideration has been given to vulnerable road users, including children, older persons and people with

	disabilities. Community views were considered through the public consultation undertaken in 2024, and feedback received has informed the options presented in this report.
State the financial implications and where budgetary provisions have been made to support this decision.	Implementation funding has not yet been confirmed. Staff are seeking approval from NZTA Waka Kotahi to utilise Low Cost Low Risk (LCLR) funding to support implementation of the proposed speed limit changes. Should approval be obtained, implementation costs would be eligible for the applicable Funding Assistance Rate. If funding approval is not obtained, Council will need to identify an alternative funding source before implementation can proceed.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report.

Phase	Location	Road Name	Current Speed Limit	Permitted (2024 Rule) Speed	Supported by Consultation[1]	Recommended	Road Classification (2024 Rule)	1
1	Okiato ferry to Russell route	Aucks Road (ferry to Deeming)	70 km/h	50 km/h or 50 to 80 km/h	50 km/h (62% inferred support)	50 km/h	1 - urban street or 3 - urban connector	2
	Okiato ferry to Russell route	Aucks Road	100 km/h	60 to 80 km/h	80 km/h (60% support)	80 km/h	8 - rural connector	3
	Okiato ferry to Russell route	Russell-whakapara Road (Aucks to Hope)	100 km/h	60 to 80 km/h	80 km/h (60% support)	80 km/h	8 - rural connector	4
	Okiato ferry to Russell route	Hope avenue	50 km/h	50 to 80 km/h	80 km/h (60% support)	60 km/h	5 - peri-urban road	5
1	Okiato	Deeming Road	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	6
	Okiato	James Clendon Place	50 km/h	40 km/h	62% inferred support	40 km/h	14 - pedestrian/cycling activity	7
	Okiato	Kakapu Road	50 km/h	50 km/h	40 km/h if possible[2]	40 km/h[2]	1 - urban street (40 km/hr for consistency)	8
	Okiato	Ōkiato Road	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	9
	Okiato	Pipiroa Road	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	10
	Okiato	Tirairaka Terrace	50 km/h	40 km/h	62% inferred support	40 km/h	14 - pedestrian/cycling activity	11
	Okiato	Gilbert Mair Rise	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	5 - peri-urban road	12
	Okiato	Kaha Place	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	5 - peri-urban road	13
	Okiato	Lanes Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	14
	Okiato	Lichen Grove	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	5 - peri-urban road	15
	Okiato	Major Bridge drive	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	5 - peri-urban road	16
	Okiato	Otamarua Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	17
	Okiato	Pāroa Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	18 - mountainous or hill corridors	18
	Okiato	Te wahapu Road	100 km/h	50 to 80 km/h	Rural roads not specifically covered	60 km/h	5 - peri-urban road	19
	Okiato	Toi track	100 km/h	50 to 80 km/h	Rural roads not specifically covered	60 km/h	5 - peri-urban road	20
	Okiato	Waiaruhe Way	100 km/h	50 to 80 km/h	Rural roads not specifically covered	60 km/h	5 - peri-urban road	21
1	Russell	Titore Way	50 km/h	10 to 30 km/h	Not specifically covered	30 km/h	12 - unconventional low volume	22
	Russell	Cass Street	50 km/h	10 to 30 km/h	Not specifically covered	30 km/h	12 - unconventional low-volume	23
	Russell	Kent Street (Russell)	50 km/h	10 to 30 km/h	Not specifically covered	10 km/h	12 - unconventional low-volume	24
	Russell	Long beach Road	50 km/h	10 to 30 km/h	Not specifically covered	30 km/h	12 - unconventional low-volume	25
	Russell	Pitt Street	50 km/h	10 to 30 km/h	Not specifically covered	30 km/h	12 - unconventional low-volume	26
	Russell	The Strand (north)	20 km/h	10 to 30 km/h	Not specifically covered	10 km/h	12 - unconventional low-volume	27
	Russell	The Strand (south)	20 km/h	10 to 30 km/h	Not specifically covered	10 km/h	12 - unconventional low-volume	28
	Russell	Uruti Road	50 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	29
	Russell	Queen Street (russell)	50 km/h	40 km/h	62% inferred support	40 km/h	14 - pedestrian/cycling activity	30
	Russell	York Street	50 km/h	40 km/h	62% inferred support	40 km/h	14 - pedestrian/cycling activity	31
	Russell	Ashby Street	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	32
	Russell	Baker Street (school frontage)	50 km/h	40 km/h	62% inferred support	40 km/h	15 - Urban streets with no footpath	33
	Russell	Beresford Street	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	34
	Russell	Brind Street	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	35
	Russell	Chapel Street	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	36
	Russell	Church Street (russell)	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	37
	Russell	Du Fresne Place	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	38
	Russell	Flagstaff Road	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	39
	Russell	Florence Avenue	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	40
	Russell	Gould Street	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	41
	Russell	Hazard Street	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	42
	Russell	James Street (Russell)	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	43
	Russell	Little Queen Street	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	44
	Russell	Oneroa Road	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	45
	Russell	Prospect Street	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	46
	Russell	Queens View Road	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	47
	Russell	Rewa Place	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	48
	Russell	Robertson Street	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	49
	Russell	Russell Heights	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	50
	Russell	Tapeka Road (boundary-end)	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	51
	Russell	Wellington Street	50 km/h	40 km/h	62% inferred support	40 km/h	15 - urban streets with no footpath	52
	Russell	Matauwhi Road	50 km/h	50 to 80 km/h	No change recommended	N/A	3 - urban connector	53
	Russell	Tapeka Road (flagstaff to boundary)	70 km/h	50 to 80 km/h	62% inferred support	50 km/h	5 - peri-urban road	54
	Russell	Te Akau drive	50 km/h	50 to 80 km/h	Rural roads not specifically covered	60 km/h	5 - peri-urban road	55

2	Rāwhiti to Russell route	Manawaora Road (Bentzen Dr-Rāwhiti Rd N)	100 km/h	60 to 80 km/h	80 km/h (45%) or 60 km/h (42%)	Either	8 - rural connector	56
	Rāwhiti to Russell route	Manawaora Road (Waipiro Bay-Bentzen Dr)	100 km/h	50 to 80 km/h	60 km/h (87% inferred)	60 km/h	6 - stopping places	57
	Rāwhiti to Russell route	Manawaora Road (Kingfisher Pt-Waipiro Bay)	100 km/h	60 to 80 km/h	80 km/h (45%) or 60 km/h (42%)	Either	8 - rural connector	58
	Rāwhiti to Russell route	Kempthorne Road	100 km/h	60 to 80 km/h	80 km/h (45%) or 60 km/h (42%)	Either	18 - mountainous or hill corridors	59
	Rāwhiti to Russell route	Russell-whakapara Road (Aucks - Kempthorne)	100 km/h	60 to 80 km/h	80 km/h (45%) or 60 km/h (42%)	Either	8 - rural connector	60
2	Rawhiti area	Bentzen drive	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	61
	Rawhiti area	Hikuwai Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	62
	Rawhiti area	Jacks Bay Road	100 km/h	10 to 30 km/h	Not specifically covered	30 km/h	12 - unconventional low-volume	63
	Rawhiti area	Kingfisher Point Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	64
	Rawhiti area	Kokinga Point Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	65
	Rawhiti area	Pakehaua Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	66
	Rawhiti area	Rāwhiti Road (north village)	100 km/h	10 to 30 km/h	Not specifically covered	30 km/h	12 - unconventional low-volume	67
	Rawhiti area	Rāwhiti Road (north)	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	68
	Rawhiti area	Rāwhiti Road (south)	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	69
	Rawhiti area	Russell-Whakapara Road (Kempthorne end)	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	70
	Rawhiti area	Smith Gray Road	100 km/h	50 to 80 km/h	Rural roads not specifically covered	50 km/h	5 - peri-urban road	71
	Rawhiti area	Whangaruru north Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	18 - mountainous or hill corridors	72
3	Karetu	Cookson Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	73
	Karetu	Kura Road (school frontage)	100 km/h	50 to 80 km/h	Rural roads not specifically covered	60 km/h	6 - stopping places	74
	Karetu	Owae Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	75
	Karetu	Pakaru Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	76
	Karetu	Pakaru Road (end of seal)	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	77
	Karetu	Ranui Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	78
	Karetu	Tirohanga Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	79
	Karetu	Waikino Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	80
	Karetu	Whaakauru Valley Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	81
3	Waikare	Waikare Road (end seal-Russell Whakapara)	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	82
	Waikare	Waikare Road (Pakaru-end seal)	100 km/h	80 km/h	Rural roads not specifically covered	80 km/h	7 - rural road	83
	Waikare	Waikare Road (SH to Pakaru)	100 km/h	50 to 80 km/h	Rural roads not specifically covered	60 km/h	5 - peri-urban road	84
	Waikare	Waikare Valley Road	100 km/h	60 km/h	Rural roads not specifically covered	60 km/h	13 - unsealed rural road	85

Notes

1 Adjusted to comply with the rule (i.e. 30 km/h limits increased to minimum speed permissable under the new rule. Where two speeds are provided, both are compliant but consultation results were even.

2 Kakapu Road has a footpath and and is not likely to have significant pedestrian or cycling activity. Under the rule it must therefore be 50 km/h. If Council elect to implement a 40 km/h limit across Russell, we will request a departure from the Director of Land Transport to make this road 40 km/h for consistency with the other roads.

6.8 CARRY FORWARDS FOR CAPITAL PROGRAMME 2025-26

File Number: **A5941060**

Author: **Angie Thomas, Team Leader - Accounting Services**

Authoriser: **Charlie Billington, Group Manager - Corporate Services**

TAKE PŪRONGO / PURPOSE OF THE REPORT

The purpose of this report is to seek approval to carry forward capital budgets totalling $140,019,158 from the 2025-26 financial year to the 2026-27 financial year, so that projects already in the adopted capital programme can be completed. The projects are identified individually in the attached schedule, with a summary by activity and funding source.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- There are a number of projects that have not been able to be completed through delays, timing, organisational change and resourcing.
- This impacted on the ability to deliver projects in some areas and as a result a proportion of the capital works budget was re-assessed and moved into the Annual Plan 2026/27 or outer years.
- Of the projects that remained in the 2025/26 capital programme, a number are yet to complete and for that reason, the budget now needs to be considered for carry forward to 2026/27.
  The total sum to be carried forward within the report is $140,019,158 of which $45,856,455 relates to the Transport Network.
- The remaining carry forwards total is $94,162,703.
- The projects in this report are part of the capital programme adopted through the Long Term Plan 2024-27 (LTP) and consulted on with the community at that time. Approving the carry forwards continues that programme. It does not add projects, change scope, or create new expenditure.
- Subsidy and external funding of $33,704,909 supports 24% of the carry forwards. External funding is generally only payable as the work is done, and most agreements have an end date. Where work is not completed in time, the funding can be lost.
- Water and wastewater projects total $70,794,820, being 50.6% of the carry forwards. Water services are expected to transfer to Northland Waters on 1 July 2027.
- Capital expenditure is funded as it is incurred. Rates are not levied ahead of delivery and borrowing is drawn as the work is done. Carrying a budget forward does not of itself create a cost for ratepayers in 2026-27.
- If approved, the capital budget available in 2026-27 would be $317,619,158. Council delivered $96,900,000 of capital works in 2025-26. Staff do not expect the full programme to be delivered in one year. The scale and phasing of the programme is being addressed through the Long Term Plan 2027-37.

TŪTOHUNGA / RECOMMENDATION

That Council:

a) approve the capital budgets identified in the report “Carry Forwards Capital Programme 2025-26” totalling $140,019,158 being carried forward to the 2026-27 financial year; and

b) note that carrying these budgets forward does not commit Council to spending the full amount in 2026-27, and that capital expenditure continues to be funded as it is incurred; and

c) note that staff will report capital delivery progress quarterly to Te Miromiro, the Committee for Assurance, Risk and Finance; and

d) note that the affordability, scale and phasing of the capital programme will be considered through the Long Term Plan 2027-37.

1) TĀHUHU KŌRERO / BACKGROUND

The capital programme for 2025-26 was adopted through the Long Term Plan 2024-27 (LTP) and confirmed through the Annual Plan 2025/26. The projects in this report are part of that adopted programme.

On 30 June 2026, a number of capital projects had not been started or completed due to a number of reasons.

Capital budgets are approved for a single financial year. Where a project is not complete at 30 June, the budget does not automatically continue into the following year. Council approval is needed to carry the budget forward so that the work can be finished. That is the approval sought in this report.

The capital works overall position for the 2025-26 year (including carry forwards from 2024-25) was:

	$m	% of total budget
Capital Budget 2025-26 AP	184.0	
Carry Forwards 2024-25	106.6	
Total budget for projects	**290.6**	
Budget Moved to Outer Years or Cancelled	(53.7)	18.45%
Actual expenditure	(96.9)	33.34%
Balance to carry forward	**140.0**	**48.21%**

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

The carry forward projects are by each of the following activities and details provided in the attached reports:

	$	% of total C/Fwd
Corporate Services	$1,197,016	1%
Community Services	$6,008,208	4%
Stormwater	$7,658,493	5%
Investments	$1,000,000	1%
Refuse	$1,288,956	1%
Water	$25,632,758	18%
Wastewater	$45,162,062	32%
Transport Network	$45,856,455	33%
Customer Services	$6,215,210	4%

And funded as follows:

Loan funding	$77,693,247	55%
Renewal funding	$27,775,730	20%
Reserve funding	$845,273	1%
Subsidy/external funding	$33,704,909	24%

What Council is being asked to decide

This decision continues a capital programme that has already been adopted and consulted on. It does not add projects, change the scope of any project, or create new expenditure. In that sense the decision is administrative. It moves budget that Council has already approved into the year in which the work will now be done.

Declining a carry forward is a different kind of decision. It would stop or cancel a project that forms part of the adopted LTP 2024-27 programme. Depending on the project, that could change the level of service the community was told to expect. Under the Local Government Act 2002 (LGA02), a significant change of that kind can require an amendment to the LTP, including an audited consultation document and public consultation.

Currently this is set at exceeding 2.5% of total rates in the year commenced. For capital expenditure, significance is triggered where net capital expenditure exceeds 10% of total rates in the year commenced. The practical decision space is therefore narrower than the total figure suggests. Most of the programme is already committed under contract, supported by external funding, or required to meet a legal obligation.

What the carry forwards consist of, and the effect of not approving them

The table below groups the carry forwards by the nature of the commitment, and sets out what would happen if the budget were not carried forward. The attached schedule identifies the funding source for each project.

Category	Effect if the budget is not carried forward
Committed under contract or purchase order	The contract would need to be varied or ended. Termination, standing time and demobilisation costs would be payable, and the work would remain unfinished. Design and consenting costs already capitalised may need to be written off as operating expenditure.
Externally funded, with a funding deadline	External funding is generally only payable as the work is done. Where the work is not completed within the funding period, the funding is lost. The work would then need to be funded by Council in full, or not done.
Required to meet a statutory, resource consent or safety obligation	The obligation would remain. Deferral does not remove it. It may expose Council to enforcement action by the regulator, or to the consequences of a known safety risk.
Renewal of an existing asset	The asset continues to age. The likelihood of failure and of more costly reactive repair increases, and the cost of the renewal rises with construction cost inflation.
Timing at Council's discretion	The project would be re-phased into a later year through the Long Term Plan 2027-37. The communities affected would need to be advised.

External funding

$33,704,909, being 24% of the carry forwards, is funded by subsidy or other external funding. The largest part is co-investment from the New Zealand Transport Agency Waka Kotahi (NZTA) through the National Land Transport Programme (NLTP). The current NLTP period ends on 30 June 2027. Approved co-investment is allocated to a work category within that period and does not automatically carry into the next one. Where work is not delivered within the period, the funding may be lost, and any remaining work would fall to Council to fund in full.

Water and wastewater

Water and wastewater projects total $70,794,820, being 50.6% of the carry forwards sought. Water services are expected to transfer to Northland Waters on 1 July 2027. Until that date, Council remains responsible for delivering, funding and consenting this work.

If these budgets are not carried forward, projects would stop part-complete. The incomplete assets, the resource consent obligations attached to them and the cost of finishing the work would transfer to Northland Waters. Deferring the work does not remove the cost from Far North consumers. It changes who invoices them for it.

Delivering the programme

Council delivered $96,900,000 of capital works in 2025-26, from a total available budget of $290,600,000. If these carry forwards are approved, the capital budget available in 2026-27 would be $317,619,158. Staff do not expect the whole of that programme to be delivered in one year.

Carrying a budget forward preserves the authority to complete a project. It does not commit Council to spending the money. Expenditure remains subject to project approval, procurement and monthly financial reporting.

Capital expenditure is funded as it is incurred. Rates are not levied ahead of delivery, and loan funding is drawn as the spending occurs. Budget that is not spent in 2026-27 does not create a rates or borrowing cost in 2026-27.

The affordability and deliverability of the capital programme are being addressed through the Long Term Plan 2027-37, which is in development. That process will reset the size and phasing of the programme and will be consulted on with the community. Staff will also report capital delivery progress quarterly to Te Miromiro Committee for Assurance, Risk and Finance.

Options

Council has the following options.

Option	Advantages	Disadvantages
1. Approve the carry forwards of $140,019,158, with quarterly reporting on delivery and re-phasing considered through the Long Term Plan 2027-37 (recommended)	Completes projects in the adopted programme. Protects external funding and contractual commitments. Avoids the cost of stopping work that is under way. Gives Council visibility of delivery during the year. Uses the Long Term Plan process to reset the programme, with consultation.	The budget available exceeds what can be delivered in one year. A further carry forward in 2027-28 is likely. Additional reporting is required of staff during a Long Term Plan year.
2. Approve the carry forwards of $140,019,158 with no additional reporting or review	Simple. Completes projects in the adopted programme. No additional reporting.	Council has no visibility of delivery progress during the year. Does not address the difference between the budget available and delivery capacity.
3. Decline or reduce specified carry forwards	Reduces the size of the 2026-27 capital programme. Brings forward decisions about which projects proceed. Reduces borrowing drawn in 2026-27.	Projects would stop part-complete. Committed costs would still be payable. Statutory and consent obligations would remain. Costs already capitalised may need to be written off. A change to the adopted Long Term Plan 2024-27 may require public consultation.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

Option 1 is recommended. The projects in this report are part of the capital programme adopted through the Long Term Plan 2024-27 and consulted on with the community. Carrying the budgets forward allows that programme to be completed, protects external funding and contractual commitments, and avoids the cost of stopping work that is already under way. Quarterly reporting to Te Miromiro gives Council visibility of delivery during the year, and the Long Term Plan 2027-37 provides the process for resetting the size and phasing of the programme.

3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The budgets identified in the attached report would be in addition to the $177,000,000 adopted in the Annual Plan 2026/27.

If approved, the total capital budget available in 2026-27 would be $317,619,158, being the $177,600,000 adopted in the Annual Plan 2026/27 and the $140,019,158 sought in this report.

Carrying budgets forward does not create new expenditure. The expenditure was approved through the Long Term Plan 2024-27 and provided for in the year in which the work was expected to occur. This report moves the budget to the year in which the work is now expected to occur.

Capital expenditure is funded as it is incurred. Where a project is loan funded, borrowing is drawn as the spending occurs, and the rates required to service that borrowing follow. Approving a carry forward does not of itself create a cost for ratepayers in 2026-27.

External debt actual at 30 June 2026 was $192,000,000, compared with the $226,000,000 forecast in the Annual Plan. Net Debt as a percentage of total revenue was 75% against the limit of less than 280% in the adopted financial strategy. Council has headroom as at 30 June 2026 of $512,000,000. Because capital delivery has been slower than budgeted, borrowing is below the level forecast at this point in the plan. Carrying these budgets forward does not increase the total borrowing required for the programme. It changes the year in which the borrowing is drawn.

Renewal funding of $27,775,730 is collected through rates and held until the renewal work is done.

Where a project does not proceed, design, consenting and other costs already capitalised as work in progress may need to be written off as operating expenditure.

ĀPITIHANGA / ATTACHMENTS

1. **Carry Forwards FY2025-26_Final - A5955873** ⇩

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
   a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
   b) Assess the options in terms of their advantages and disadvantages; and
   c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	Low. The decision is not considered significant under the Significance and Engagement Policy as the capital programme has already been adopted through the LTP 2024-27 and Annual Plan 2025/26 process.
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	Adopted LTP 2024-27 and Annual Plan 2025/26 capital works programme.
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	There are no implications for Community Boards.
State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water. State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.	There are no special implications for Māori, as consideration was included in the LTP 2024-27 and Annual Plan 2025/26.
Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).	Persons likely to be affected or have interest in this matter include all participants and audiences of public meetings. In particular, capital projects of interest within certain wards, locations and district to ratepayers.
State the financial implications and where budgetary provisions have been made to support this decision.	This is to seek approval to carry forward 2025/26 incomplete project budgets.
Chief Financial Officer review.	The Chief Financial Officer has reviewed this report.

Summary Carry Forwards 2025-2026

	Application of Capital Projects					Funding			
	New Works	**Renewal Works**	**External Funded Opex**	**Retained Earnings Funded Opex**	**Loan Funded Opex**	**Loan**	**Reserves**	**Depreciation**	**Subsidy / Grant**
Corporate Services	251,067	945,949				- 204,549		- 992,467	-
Community Services	5,352,536	655,672				- 4,480,283		- 394,485	- 1,133,440
Stormwater	5,211,496	2,446,997				- 5,041,456		- 2,446,997	- 170,040
Investments	1,000,000	-				- 1,000,000		-	-
Refuse	1,233,140	55,816				- 1,233,140		- 55,816	-
Water	23,829,007	1,803,751				- 14,432,445		- 1,803,751	- 9,396,562
Wastewater*	28,436,139	15,903,925			821,998	- 28,919,800		- 15,903,925	- 338,338
Transport Network	35,907,981	9,948,475				- 16,921,783	- 845,273	- 5,422,870	- 22,666,530
Customer Services	5,459,791	755,418				- 5,459,791		- 755,418	-
	106,681,157	**32,516,003**	**-**	**-**	**821,998**	**- 77,693,247**	**- 845,273**	**- 27,775,730**	**- 33,704,909**
					140,019,158				**- 140,019,158**

**includes sludge management*

PROJECTS CAPITAL WORKS PROGRAMME CARRY FORWARDS

30 June 2026

Project	Project Name	Actual	Forecast 25/26	Variance	Budget to be carried forward	Reason for carry forward
Corporate Services						
101001	Office Equipment	65,097	111,615	46,518	46,518	Now that there is a requirement for staff returning to the office 3 x per week, more office furniture will be required
101002	Pool Vehicles (CSX1026)	411,125	588,774	177,649	177,649	We need to turnover, and require more vehicles. DF space requires 2 more vehicles for Dayworks Officer and Senior Tech Officer
101066	IT Servers & Storage	114,841	819,800	704,959	704,959	Required upgrades to Server and storage infrastructure, as end of life and support
101071	IT Comms Equipment renewals	13,515	65,704	52,189	52,189	Various equipment purchases that we couldn't fulfill last FY
101084	Desktop Computer Equipment	281,314	287,966	6,652	6,652	Addtional required laptops
101090	Tablets	41,848	46,348	4,500	4,500	Purchasing addtional tablets for field staff (Surface Go)
101140	Digital strategy Nothing But Net (CSP1069)	169,764	341,956	172,192	172,192	This will go onto the Public Safety spend bucket for 26/27. Community demand exceeding supply.
101147	Parking Enforcement (CSP1067)	-	12,065	12,065	12,065	We are going to roll the data collection trial for parking enforcement for a couple more months
101149	Archives Digitisation(CSP1052)	-	20,292	20,292	20,292	Required for scanner upgrade purchase
		1,097,504	**2,294,520**	**1,197,016**	**1,197,016**	
Community Services						
140080	Omapere, Hokianga Harbour Maritime Consent Renewals(DFP0962)	2,455	19,761	17,306	17,306	This is a work in progress per FNHL
141001	Kaitaia Airport Runway	-	2,357,824	2,357,824	2,357,824	Essential to Carry Forward as work is underway and funds are to be used after we have spent the funding we have received from Te Arawhiti
141003	Maritime - Improvement to Structures (DFX0112)	55,977	77,393	21,416	21,416	Physical works requirements still to be completed.
141006	HFTE Upgrade Programme(DFX0029)	8,980	16,332	7,352	7,352	Meet existing commitments
141238	Parks & Reserves Northern	157,980	303,023		45,000	Budget required to be reallocated to Recycling Centre Bridge Access (PR361052) which is in procurement to be delivered by March 2027
141240	Parks & Reserves Western (DFX0533)	84,992	306,600		10,000	Meet existing commitments and complete installation of lighting for netball courts
141324	Lindvart Park Pavillion	7,385	171,175		135,000	Meet existing commitments and complete installation of lighting for netball courts
141382	Hihi Maritime Renewals	-	19,761	19,761	19,761	Work yet to be completed.
141414	Lake Ohia Hall Renewals	443,265	534,610	91,345	91,345	To meet existing commitments. Project is in construction with completion expected Sep 26
141459	Kaitaia Parks & Reserves	-	17,910	17,910	17,910	Budget has been approved to be reallocated to Pukepoto Footpath / Te Hiku Revitalisation (PR141634) to be delivered in FY27
141539	Waitangi Boat Ramp Toilets (TIF)	2,975	4,924	1,949	1,949	Meet existing commitments to finalise easement/legalisation
141554	Community Hub Kaikohe	-	40,400	40,400	40,400	Budget to be reallocated to complete compliance/H&S upgrade of access ramp at Kaikohe HQ
141584	Ward Wide Town Beautification / Improvements Eastern	-	115,254	115,254	115,254	Community Board resolution has fully committed these funds
141585	Ward Wide Town Beautification / Improvements Northern	-	58,254	58,254	58,254	Community Board reallocated this budget to Pukepoto Footpath/Te Hiku Revitalisation (PR141634) to be delivered in FY27
141586	Ward Wide Town Beautification Western(DFX0177)	-	58,254	58,254	58,254	Community Board resolution has fully committed these funds
141634	Te Hiku o te Ika - PGF(DFX0887)	33,960	399,537	365,577	365,577	Pukepoto Footpath project, design completion Sept, procurement by December for construction this season.
141653	Hokianga Harbour Coastal Repairs (DFP0830)	96,269	200,000	103,731	103,731	Planned works at Omapere ramp and Opononi and Kohukohu wharves
141675	HFTE Ahipara, Reactive Renewals(DFP0492)	1,537	20,000	18,463	18,463	Meet existing commitment, works are in construction, completion set for Sept 2026
141723	Russell Cemetery Development (DFP0005)	152,233	190,540	38,307	38,307	Meet existing commitment for construction in October 2026
141727	Smart Bins High Use Areas (TIF Round 6)	-	14,600	14,600	14,600	Meet existing commitment that was paid in July 2026
141730	Pukenui Coastal Walkway (DFP1108)	94,719	879,451	784,732	784,732	Meet existing commitments, currently under construction
141783	Waipapa Baysport Carpark Surfacing (DFP0362)	174,502	262,374	87,872	87,872	Meet existing commitment $45k and reallocate balance to Te Puawaitanga for Stage 2 carpark sealing
141789	Awanui Sports Complex H&S Renewals (DFP0593)	125,539	140,000	14,461	14,461	Meet existing commitments, in construction, completion set for Sept 2026
141792	Kaitaia Airport - Externally Funded	4,266,560	5,400,000	1,133,440	1,133,440	Carry forward is neccesary as work is underway and this is funding from Te Arawhiti
141793	Te Puawaitanga Carpark	-	250,000	250,000	250,000	Finalise surface design to confirm budgetary requirement for construction this season
531067	Kaitaia Civic Building (DFP0732)	4,267	511,000	506,733	200,000	To meet existing commitment to complete capital works identified in 2025 condition report
		5,713,595	**12,368,978**	**6,124,941**	**6,008,208**	
Stormwater						
240026	District Wide Stormwater Minor Capital Works	599	383,250	382,651	382,651	Required to provide additional funding for reactive renewal works at Mabel Thorburn Dr, Mangonui (PR 241090)
241041	Kerikeri stormwater imps	1,920	10,100	8,180	8,180	Meet existing commitments to complete easements re Hone Heke Rd
241062	Kaitaia Commerce Street Stormwater Line(SWP0312)	39,922	1,591,071	1,551,149	1,551,149	Project is in construction, funds required to meet existing commitments
241063	Ahipara Tasman Heights Stormwater Line	41,020	473,812	432,792	432,792	Procurement being finalised, construction commencing September for completion December 2026
241065	Stormwater Imps Moerewa(SWP0934)	191,892	1,689,038	1,497,146	1,497,146	Meet final costs for easement legalisation completed in September 2026. Meet existing commitment for Stage 2 design (overland flowpathbased on SWCMP) due Nov, award February for construction March, completion June 2027.
241086	Kaitaia Parkdale Crescent Stormwater Renewals(SWP0324)	102,470	1,629,492	1,527,021	1,527,021	Meet existing commitments for project materials. Procurement / contract value currently being finalised, award October. Construction commence November for February 2027 completion.
241089	Stormwater Network Reactive Renewals (SWP0324)	18,750	306,600	287,850	287,850	Required to provide additional funding for reactive renewal works at Mabel Thorburn Dr, Mangonui (PR 241090)
241090	Stormwater Reactive Renewals(SWX0815)	70,217	290,758	220,540	220,540	Complete unplanned works to remediate failed channel that puts private property at risk (Mabel Thorburn Pl). Additional carry forward budgets to be transferred from PR 241089 and 240026
241091	Floodgate Improvements (SWP1142)	1,303	124,322	123,018	17,000	Meet existing commitments. Completion August 20206
241094	Stormwater IAF Kainga Ora Kaikohe	-	135,502	135,502	135,502	Delivery delayed due to uncertainties with housing development. Budget retained to ensure access to IAF contribution should development progress.
241812	Kaeo Flood Hazard Planning Mitigation	-	201,593	201,593	60,040	Budget to be reallocated to meet Kaeo Water project

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Project	Project Name	Actual	Forecast 25/26	Variance	Budget to be carried forward	Reason for carry forward
241814	Stormwater Resource Consents - Te Hiku	-	220,000	220,000	220,000	Budget reallocation required in FY27 to meet additional costs for Kerikeri Urban SW consent ($100k) and requests for additional information for Land Drainage consents (120k)
241817	Reef View Road Stormwater Upgrade	1,841	865,353	863,513	863,513	Meet existing commitments, in design, consenting expected, construction complete FY27.
241818	Kaitaia Stormwater Renewal & diversion Matthews To Farrimond	17,420	474,685	457,266	257,266	Meet existing commitment (Contract 7/26/049). Construction completion October 2026.
241821	Kerikeri Urban Stormwater consent	1,929	28,579	26,650	26,650	Meet existing commitments and final processing costs. Reallocation of $100k to be available from PR241814 to meet requests for additional information requests from NRC and and submitters, as well as contingency to address any appeal.
241822	Kaikohe Stormwater Network Gross Debris Traps Upgrades	-	153,300	153,300	153,300	Delivery to defer to CCO
241825	Kaitaia drainage district resource consent	38,598	47,000	8,402	8,402	Application lodged on hold awaiting updated mapping. FY27 Budget rellocation from PR241814 $40k to meet additional information requests, processing, and submission response costs.
241826	Motutangi drainage district resource consent	37,508	47,000	9,492	9,492	Application lodged on hold awaiting updated mapping. FY27 Budget rellocation from PR241814 $40k to meet additional information requests, processing, and submission response costs.
		565,390	**8,671,454**	**8,106,064**	**7,658,493**	
Investments						
320003	Strategic Property Improvements	-	1,000,000	1,000,000	1,000,000	Kaitaia Warehouse remedial works yet to be finalised budgeted for AP 22/23
		-	**1,000,000**	**1,000,000**	**1,000,000**	
Refuse						
361005	Refuse Recovery Centre Kaitaia(SOP0884)	37,652	391,896	354,245	354,245	Meet existing commitment and construction of wetland drainage upgrade awarded with delivery in October 2026. Balance to be reallocated to recycling centre access bridge replacement PR361052
361010	Transfer Station Renewals(SOX0630)	-	22,023	22,023	22,023	We have recently updated our Fees and Charges and are now in the process of developing new fee signage for our transfer stations. There are 16 transfer stations across the district, with some sites requiring two signs each. The project is still in the design phase, and the total cost of manufacturing and installing the signs has not yet been confirmed.
361016	District Wide Recycling Facilities	- 285	68,606	68,891	68,606	Design work is still to be completed. All Community Recycling Centre signage requires review and replacement, as many of the existing signs are outdated and in poor condition. There are also a number of minor site improvements that need to be incorporated into the project. Further planning is required to determine the scope, priorities, and overall costs. This is to be spread out across the next 6 months from October 2026.
361051	Kaitaia Weighbridge Relocation	320	34,113	33,793	33,793	Budget required to be reallocated to recycling centre access bridge replacement PR 361052
361052	New Bridge Kaitaia Transfer Station 36290	21,259	831,548	810,289	810,289	Required to complete bridge replacement project currently at award stage. This project requires additional funding identified to be reallocated from other carry forward budgets
		58,946	**1,348,187**	**1,289,241**	**1,288,956**	
Customer Services						
531017	Information Centres	-	2,044	2,044	2,044	**iSite Refurbishment Programme:** Paihia iSite was refurbished in 2025, with the Hokianga iSite refurbishment completed in 2026. The Kaitaia iSite is scheduled for refurbishment in 2027, with works estimated to commence in March 2027. The allocated amount will be retained in a central budget "bucket" and used to fund the refurbishment works when required.
531029	Libraries eResources	50,125	61,000	10,875	8,000	Funds to cover end of FY spends that were received at the end of July/ start of August 26 - inovices were sent after the beginning of the 26/27 year with wrong fund used for payment, and journally unable to be done.
531056	Paihia I-Site Refurbishment(DSP0778)	13,757	37,303	23,546	23,546	**iSite Refurbishment Programme:** Paihia iSite was refurbished in 2025, with the Hokianga iSite refurbishment completed in 2026. The Kaitaia iSite is scheduled for refurbishment in 2027, with works estimated to commence in March 2027. The allocated amount will be retained in a central budget "bucket" and used to fund the refurbishment works when required.
531058	Kaikohe Library (DSP0030)	6,927,125	13,067,468	6,140,343	6,140,343	Multi Year Project - Carry Forward required to complete the build project and further operationalison of the build and service. Opening is expected early November, with final spend aimed to be wrapped up Feb 2027
531060	Kerikeri Library Renewals	25,544	50,550	25,006	25,000	Funds to cover items on backorder in the 25/26 year, items were only received in August. Remaing amount will be utitlies to complete final inprogress service improvements.
531076	Library E-Resources (DSX1040)	78,670	79,303	633	360	Funds to cover end of FY spends that were received at the end of July/ start of August 26 - inovices were sent after the beginning of the 26/27 year with wrong fund used for payment, and journally unable to be done.
531077	Library Technology Renewals (DSX1040)	1,563	2,925	1,362	1,362	Funds to cover end of FY spends that were received at the end of July/ start of August 26 - inovices were sent after the beginning of the 26/27 year with wrong fund used for payment, and journally unable to be done.
531087	Kaitaia Information Centre Renewals(DSP1042)	-	6,725	6,725	6,725	**iSite Refurbishment Programme:** Paihia iSite was refurbished in 2025, with the Hokianga iSite refurbishment completed in 2026. The Kaitaia iSite is scheduled for refurbishment in 2027, with works estimated to commence in March 2027. The allocated amount will be retained in a central budget "bucket" and used to fund the refurbishment works when required.
531099	Library Stocks Jigsaws	9,647	12,711	3,064	3,000	Funds to cover end of FY spends that were received at the end of July/ start of August 26 - inovices were sent after the beginning of the 26/27 year with wrong fund used for payment, and journally unable to be done.
541001	Te Ahu Library Renewals (DSP1041)	-	4,829	4,829	4,829	Will be utilised to upgrade signage to be bilingual and to complete any in progress service improvements - such as digital signage.
		7,106,429	**13,324,858**	**6,218,429**	**6,215,210**	
Wastewater						
551018	Wastewater Telemetry (WWX0423)	2,070,111	4,016,457	1,946,346	1,000,000	Additional budget is required to fund 551815 – Taipa Land Purchase, comprising $300K that should have been transferred from 551344 – PRG Wastewater Network, and $700K of unbudgeted expenditure approved through a Council resolution

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Project	Project Name	Actual	Forecast 25/26	Variance	Budget to be carried forward	Reason for carry forward
551020	East Coast WWTP Resource Consent (WWP1144)	2,671	137,800	135,129	135,129	Discharge to land investigations required to confirm land purchase, consent planning to commence April 2027. Reallocation of any balance to fund land purchase.
551027	Russell Resource Consent	4,648	166,161	161,512	161,512	Consent on hold, addendum to be lodged by December, expected to be notified by February 2027. Require funds to meet remainder of consenting process.
551030	Whatuwhiwhi Treatment Plant Upgrade	178	100,000	99,822	99,822	Consent renewal is still in progress. If no plant upgrades required to meet new consent conditions then budget to be reallocated to fund new pipe alignment to replace failed pipeline on beachfront.
551117	Rawene Resource Consent	3,955	169,857	165,902	165,902	This is for Discharge to Land. Investigation of land acquired for this purpose is underway. Need to complete designation application for both pieces of land. Also require funding for EC solar panel consent.
551134	Wastewater New Minor Capital Works (WWX0371)	30,600	528,676	498,076	498,076	Budget to be reallocaetd to fund purchase of land for Taipa WWTP discharge to land
551194	Rawene Wastewater New Minor Upgrades	164	51,100	50,936	51,100	Required to complete network renewals
551229	Kerikeri WWTP Consent	-	76,650	76,650	76,650	Complete consent investigation of receiving environment capacity for future plant upgrades.
551235	Kaikohe Specified Works	28,013	511,000	482,987	482,987	Budget required to be reallocated to PR 551357 Kaikohe WW Network for delivery as part of IAF projects
551248	Kohukohu Resource Consent	127,159	232,150	104,991	104,991	This is for Discharge to Land. Investigation of land acquired for this purpose is underway. Soil suitability testing required to be undertaken during winter
551256	Paihia PS1 upgrade	1,446	1,910,994	1,909,549	1,909,549	Tender is awaiting upload to GETS, award November 2026, construction commence February to complete May 2027. Linked project delivery with Paihia Water Mains, Baffin St.
551259	Kaitaia Reduction of Wastewater Overflows Option (WWP0659)	4,906,677	5,263,692	357,015	357,015	Meet existing commitments and final contract payments for Stage 1 works completed. Stage 2 detailed design currently being finalised. Delivery of Stage 2 works delivery in 2027.
551294	District Wide Sludge Management	1,266	-	- 1,266	821,998	Unspent loan funded operational project budget required to meet existing commitments to complete desludging at Kaitaia and Taipa wastewater treatment plants ($3.142m)
551302	Hihi WWTP Construction (WWP0655)	- 57,903	559,334	617,237	617,237	Meet existing commitments for design of permanent treatment solution. Remainder to added to FY27 budget for plant upgrade to be delivered by CCO
551306	Kawakawa WWTP RMU	-	42,924	42,924	42,924	Meet existing commitments identifying network renewal points
551314	Whatuwhiwhi Wastewater Schduled Renewals	3,552	808,671	805,119	805,119	Meet existing investigations and address failed asset on beachfront, construction after summer holiday season
551320	Kaikohe Discharge Consent	99,441	117,000	17,559	11,500	Reallocate portion of loan funded budget as seed capital to establish environmental protection fund required by new consent.
551321	Kaitaia Discharge Consent	11,468	150,000	138,532	138,500	Reallocate portion of loan funded budget as seed capital to establish environmental protection fund required by new consent.
551334	Hihi Discharge Consent	34,822	211,646	176,825	2,000	Consent granted, meet final costs only
551335	Kaeo Discharge Consent (WWP0394)	21,720	200,000	178,280	178,280	Meet existing commitments and final processing costs for consent granted, reallocate remainder to replace filter media as consent condition
551338	Kaitaia WWTP Installation of Septage Screening	250,041	276,090	26,049	26,049	Required to complete commissioning of new equipment
551343	Opononi Treatment Plant Improvements (WWP0840)	111,899	4,953,485	4,841,586	4,841,586	Installation of SC-UV is being procured, for installation by December 2026. Installation of clarifier delayed due to wetland performance issues and introduction of WWEPS. Plant upgrades to be delivered by CCO
551352	Kaikohe Wastewater Scheme Improvements(WWP0376)	-	500,000	500,000	500,000	Multi-year project commencment delayed due to resourcing. Budget to be added to Y2 of project delivery to complete FY27
551355	Kohukohu Treatment Plant Improvement(WWP1073)	45,672	187,807	142,135	142,135	Balance of funds required for works being confirmed to address abatement notice non-compliance.
551357	Kaikohe WW Reticulation	10,657,075	13,826,883	3,169,808	3,215,585	Meet existing commitments and payments made FY27.
551358	Kawakawa WW Treatment Plant Upgrade	72,576	7,527,023	7,454,447	7,049,847	Meet existing commitments and payments made FY27, and award December 2026 with construction commencing February for completion by March 2028.
551360	Kaikohe WWTP Upgrade(WWP0838)	44,303	6,462,751	6,418,448	6,418,448	Meet exisitng commitments and retain allowance to commence design. Balance to be dleivered by CCO
551361	Kaitaia WWTP Upgrades(WWP0832)	73,988	407,000	333,012	333,012	Funding required due to the closure of Junken Mill, which has reduced wastewater flows. As a result, the Kaitaia wastewater network and wastewater treatment plant require reassessment to determine the appropriate future capacity and infrastructure requirements.
551363	Rawene Treatment Plant Improvements(WWP0839)	223,132	290,674	67,542	67,542	Required to complete additional works to enable commissioning of septage screen
551364	Whatuwhiwhi Discharge Consent(WWP0400)	52,059	238,921	186,863	186,863	Consent lodged and publicly notified. Working with submitters. Require budget for NRC processing and possible hearing costs.
551370	Opononi Wastewater Network Renewals I/I	2,325	808,671	806,346	806,346	LTP programme of renewals to be added to FY27 budget and delivered in FY27
551373	Russell Wastewater Network Renewals I/I	19,234	808,671	789,437	789,437	LTP programme of renewals to be added to FY27 budget and delivered in FY27
551377	Access to potable water at treatment plants	4,110	501,575	497,466	497,466	Delivery delayed due to internal resourcing. To be delivered second half of FY27
551380	Kaikohe WW Treatment Plant Upgrade	29,122	5,881,101	5,851,979	5,849,675	Meet IAF project delivery commitments in alignment with NIFF as fund managers.
551382	District Wide Wastewater Monitoring Site Upgrades	-	638,750	638,750	400,000	Meet existing commitment to address abatement notice. Balance to deliver remainder of LTP programme in second half of FY27
551383	District Wide Wastewater Pump Station Odour Devices Programme	7,815	383,250	375,435	375,435	Meet existing commitment and deliver upgrade per design
551384	District Wide Wastewater Treatment Plant Critical Spares Project	26,905	538,750	511,845	511,845	Meeting existing commitments and deliver balance of LTP programme prior to CCO transfer. Reallocate $250k to enable replcament of Paihia Aerators.
551387	Land Purchase for discharge - Kohukoh	-	817,600	817,600	817,600	Land acqusition awaiting soil investigation and BPO to confirm site suitability
551388	Land Purchase for discharge - Omapere/Opononi	-	1,022,000	1,022,000	1,022,000	Land acqusition awaiting soil investigation and BPO to confirm site suitability
551390	Paihia Wastewater Network Programme Of Infiltration Detection	3,573	383,250	379,678	379,678	Meet existing commitment and commence physical works
551394	Paihia WWTP Aerator Asset Renewal	475	100,000	99,525	99,525	Required to address abatement notice issue. In procurement, expected completion December 2026. reallocation of $250k from PR 551384 required to enable works

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Project	Project Name	Actual	Forecast 25/26	Variance	Budget to be carried forward	Reason for carry forward
551807	Taipa Wastewater Transformation Project	65,501	649,130	583,629	338,338	BOF project for Electrocoagulation unit
551808	Rawene - Wastewater improvements	254,727	575,817	321,090	95,721	BOF project for Electrocoagulation unit
551810	Kawakawa WW Reticulation	29,704	1,013,046	983,342	822,189	Meet existing commitments and payments made FY27, complete final design and procurement
551811	Pump Station Renewals & Upgrade	15,349	1,430,800	1,415,451	1,415,451	Renewal programme being finalised, delivery for second half of FY27, with indication of 50% to be delivered by CCO
551815	Taipa Land Purchase	-	500,000	500,000	500,000	Conditional S&P agreement due to become unconditional in October 2026
		19,279,571	**65,977,158**	**46,697,587**	**45,162,062**	
Water						
570037	Opononi Water Network Fire Flow Upgrade Stage 1 Fairlie Crescent	75	341,348	341,273	341,273	Meet existing commitments and add to AP27 budget for delivery in FY27.
571065	Kaikohe Resource Consent	108,152	197,045	88,893	46,000	Meet existing commitment for CIA. Addendum to be lodged Oct 2026. Possibility of request for further information and NRC processing costs.
571070	Kaitaia New Source (Sweetwater) - 3 Waters Reform	- 3,605	910,627	914,232	907,021	External funding to carry forward as FNDC funds to be allocated
571097	Paihia Water New Minor Upgrades	52,868	761,962	709,094	709,094	Meet existing commitments for construction scheduled for October 2026.
571128	Paihia Te Haumi Reservoir	-	693,938	693,938	693,938	Multi-year delivery of mains renewal from treatment plant to Te Haumi reservoir. Unspent budget to be added to year 2 budget for construction in FY27. To address line above ground
571169	Kaitaia WTP Sludge Disposal Improvements (WAP0691)	-	104,857	104,857	104,857	No details - not ready for delivery - defer to CCO
571221	Moerewa WS- Pembroke,Massey,Ranfurley&Reed(WAP0944)	-	534,401	534,401	534,401	Progressing to procurement, delivery by December 2026.
571223	Paihia Mains Baffin Street Stage 1	-	223,748	223,748	223,748	Tender is awaiting upload to GETS, award November 2026, construction commence February to complete May 2027. Linked project with Wastewater PS1 upgrade.
571228	Water treatment plant relocation Paihia (WAP0596)	166,996	3,580,822	3,413,825	3,413,825	Meet existing comitments. Delivery delayed due to land access issues, now currently in negotiation. Currently assessing Design & Build procurement approach which would be awarded in FY27.
571340	WTP Upgrade at Kerikeri(WAP1090)	27,907	3,459,363	3,431,456	3,431,456	Progress design for new plant in new location. To be timed for CCO delivery. FY27 budget to fund design costs.
571343	Water treatment plant Paihia - Land Purchase (WAP0596)	546	696,472	695,926	695,926	Meet existing commitments and finalise land access agreement. Balance of budget to be reallocated to PR571228 Paihia Water Treatment Plant in FY27 as Design & Build procurement approach is currently being assessed.
571344	Paihia Zonal Monitoring(WAP1018)	- 0	313,275	313,275	250,000	Meet existing commitments, work in delivery, completion October 2026
571346	Kaikohe Water Reticulation	3,334,195	3,984,516	650,321	778,927	Meet existing commitments and payments made FY27.
571347	Kawakawa Water Treatment Plant Upgrade	22,599	9,728,691	9,706,092	9,192,177	Meet existing commitments and payments made FY27 with the balance to meet IAF project delivery commitments in alignment with NIFF as fund mangers.
571350	Kaikohe Water Treatment Plant Upgrade	8,847,728	10,331,017	1,483,289	1,344,851	Meet existing commitments and payments made FY27.
571352	Opononi Omapere WTP Consent Renewal Waiotemarama Stream	137,197	163,520	26,323	26,323	Meet existing commitments, complete lodgement of application March 2027 following engagement to commence with hapu workshop Nov 2026. Remainder for NRC processing and possible submission response.
571353	Opononi Omapere WTP Consent Renewal Waiarohia Stream Dam	66,537	102,200	35,663	35,663	Meet existing commitments, complete lodgement of application March 2027 following engagement to commence with hapu workshop Nov 2026. Remainder for NRC processing and possible submission response.
571357	Programme to Meet Water Safety Plan Requirements District-Wi	68,922	505,504	436,582	436,582	Meet existing commitments and add to AP26 budget allowance. Required to meet water saftey plan improvements as reported to Taumata Arowai.
571360	District Wide Water Pump Station Renewal Programme	111,242	357,700	246,458	246,458	Meet existing commitments and complete final year of LTP programmed works
571834	SCADA system upgrades	- 7,739	1,179,700	1,187,439	1,171,961	Meet existing and ongoing delivery of multi-year project, to be added to FY27 budget
571838	Water supply network planned renewals, Kaitaia(WAX0599)	242,807	278,010	35,203	12,000	Works completed - required to cover final payment
571839	Kaitaia Fluoridation	583,849	1,199,808	615,958	325,000	Commissioning complete July, final contract payments
571840	Kerikeri Fluoridation	573,530	1,198,577	625,047	325,000	Commissioning complete July, final contract payments
571844	Kaeo Drinking Water	1,226	-	- 1,226	386,274	BOF project unpsent funds
		14,335,032	**40,847,100**	**26,512,069**	**25,632,758**	
Roading						
141	Emergency Works	9,696,539	19,087,241	9,390,702	9,391,921	Weather events-Phase sites 2 & 3 ongoing.
341	Low Cost Low Risk	2,704,868	28,123,379	25,418,510	16,724,785	Year 3 of funding, roading projects-approved activities
211	Unsealed Road Metalling	5,675,800	8,530,910	2,855,110	827,982	Year 3 of funding, roading projects-approved activities
212	Sealed Road Resurfacing	8,477,367	10,913,273	2,435,907	733,313	Year 3 of funding, roading projects-approved activities
213	Drainage Renewals (not Stormwater)	1,738,200	2,830,584	1,092,383	899,182	Year 3 of funding, roading projects-approved activities
214	Sealed road pavement rehabilitation	5,838,295	5,771,502	- 66,794	-	Year 3 of funding, roading projects-approved activities
215	Structural component replacements	1,392,753	2,142,625	749,872	1,205,033	Year 3 of funding, roading projects-approved activities
216	Bridge and structures renewals	79,019	7,064,258	6,985,239	5,644,618	Year 3 of funding, roading projects-approved activities
222	Traffic Services Renewals	684,189	790,533	106,344	30,840	Year 3 of funding, roading projects-approved activities
114	Structure Maintenance-Ferries	4,363	90,000	85,637	24,835	Year 3 of funding, roading projects-approved activities
Unsubsidised	FNDC 100% local share	2,626,999	8,649,567	6,022,568	4,744,508	Capital projects not subsidised
CycleTrail	Unsubsidised	- 271,935	2,815,654	3,087,589	3,178,677	Project for Opua-Taumarere permanent link project.
Foothpaths	Renewals-Subsidised/New Works-Unsubsidised	786,175	6,250,597	5,464,422	2,450,761	Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
		39,432,633	**103,060,122**	**63,627,489**	**45,856,455**	
					140,019,158	**Total Carry Forwards for 2025/26**

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Roading Capital Carry Forwards FY25-26 to 2026-2027

WC	WC Description	Type	Actual	Forecast 24/25	Variance	CarryForward (2025-2026)	CarryForward (PY 2024-2025)	Subsidy	FNDC	Loan	Reserve	Subsidy/Grant	Renewal Funds	New Works	Renewals
141	Emergency Works	Capex	**9,696,539**	19,087,241	9,390,702	**9,391,921**	29,671,687	71-91	29 - 9		-845,273	-8,546,648		9,324,450	67,471
341	Low Cost Low Risk	Capex	2,704,868	28,123,379	25,418,510	**16,724,785**	9,325,069	71-86	29-14	-7,608,794		-9,115,992		16,724,785	
211	Unsealed Road Metalling	Capex	5,675,800	8,530,910	2,855,110	**827,982**	-	71	29			0	-827,982		827,982
212	Sealed Road Resurfacing	Capex	8,477,367	10,913,273	2,435,907	**733,313**	1,781,812	71	29			-26,900	-706,413		733,313
213	Drainage Renewals (not Stormwater)	Capex	1,738,200	2,830,584	1,092,383	**899,182**	918,708	71	29			-582,391	-316,791		899,182
214	Sealed road pavement rehabilitation	Capex	5,838,295	5,771,502	- 66,794	**-**	1,134,496	71	29						
215	Structural component replacements	Capex	1,392,753	2,142,625	749,872	**1,205,033**	1,365,526	71	29			-229,944	-975,089		1,205,033
216	Bridge and structures renewals	Capex	79,019	7,064,258	6,985,239	**5,644,618**	3,536,832	71	29			-3,618,898	-2,025,719		5,644,618
222	Traffic Services Renewals	Capex	684,189	790,533	106,344	**30,840**	45,179	71	29				-30,840		30,840
114	Structure Maintenance-Ferries	Capex only	4,363	90,000	85,637	**24,835**		71	29				-24,835		24,835
Unsubsidised	FNDC 100% local share	Capex	2,635,469	8,649,567	6,014,099	**4,744,508**	4,838,646	0	100	-3,987,748		-545,756	-211,004	4,533,504	211,004
CycleTrail	Unsubsidised	Capex	- 271,935	2,815,654	3,178,677	**3,178,677**	2,815,654	0	100	-3,178,677				3,178,677	
Foothpaths	Renewals-subsidised/New works-unsubsidised	Capex	786,175	6,250,597	5,464,422 -	**2,450,761**	1,699,834	71	29	-2,146,565		0	-304,197	2,146,565	304,197
	Total				**63,710,108**	**45,856,455**	57,133,444			**-16,921,783**	**-845,273**	**-22,666,530**	**-5,422,870**	**35,907,981**	**9,948,475**

Amount to be Carry Fwrd FY25-26

Carry Forwards Amount for ROADING & Footpaths & Cycle Trail for the year ending 30 June 2026

Key Activity	Key Activity Description	Description	WC	Work Catergory Description	Road ID	LOS/ Renewal/ Prof Fees	2024-2025 CFWRDs	WC CFRWDs FY25-26 BY WC - Final Amount to be BF	Subtotal to be used for CFwrd (BF FY26-27)	Reason for Carry Forwards
4312	Emergency Works	Emergency works and Preventative maintenance		**Emergency Works**			29,671,687		**9,391,921**	Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Waiare Road RP28047	141	EW - Far North DC August 2022	5723	4917		386,255		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Hihitahi Rise RP84	141	EW - Far North DC August 2022	5729	4917		18,884		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Larmer Road RP2117	141	EW - Far North DC August 2022	7729	4917		427,584		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Te Rore Road RP3028	141	EW - Far North DC August 2022	7732	4917		3,977		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Paranui Road RP4460	141	EW - Far North DC August 2022	7734	4917		142,177		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Matawera Road RP5084-5144	141	EW - Far North DC August 2022	7801	4920		568		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Mangamuka Road RP7860	141	EW - Far North DC August 2022	7822	4917		450,000		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Crene Road RP960-990	141	EW - Far North DC August 2022	7832	4919		84		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	August 2022 EW Phase 3 Admin & Contingency	141	August 2022 EW Phase 3 Admin & Contingency	8722	4917		4,083,324		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Minor Remedial Ann.Weekend & Cyclone Gabrielle 2023	141	Minor Remedial Ann.Weekend & Cyclone Gabrielle 2023	8387	4917		47,549		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	'Major Remedial Ann.Weekend & Cyclone Gabrielle 2023	141	'Major Remedial Ann.Weekend & Cyclone Gabrielle 2023	8388	4917		145,526		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Omanaia School Road RP83-129	141	EW Far North DC Anniversary weekend & Cyclone Gabrielle 2023	7805	4920		3,548		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Rawhiti Road (South) RP2857-2869	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	5808	4917		3,012		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Smoothy Road RP321-346	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	5809	4917		193		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Titore Way (RP50-65)	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	5830	4917		3,220		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Dip Road RP269-281	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	5833	4920		557		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Whangape Road RP7294	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	6789	4925		176		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Tokawhero Road RP5756-5766	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	6815	4920		2,591		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Mangamuka Road RP2698	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7798	4917		6,112		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Mangamuka Road RP8554	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7799	4919		4,711		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Mangataipa Road RP181	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7800	4920		3,720		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Ohuri Road RP1005-1019	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7804	4920		4,146		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Taheke Road RP10224-10247	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7810	4925		1,210		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Taita Road RP2911-2921	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7814	4925		1,540		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Duncan Road (Kaingaroa) RP12920-12950	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7817	4919		4,010		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Duncan Road (Kaingaroa) RP13022-13055	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7818	4919		1,750		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Duncan Road (Kaingaroa) RP6318-6358	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7819	4919		3,240		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Duncan Road (Kaingaroa) RP9845	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7821	4925		1,040		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Awaroa Road (Broadwood) RP6923	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7831	4919		1,805		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Kohumaru Road RP795	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7837	4919		946		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Kohumaru Road RP12664-12674	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7838	4919		440		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Pekerau Road RP8512-8519	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7840	4919		638		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Taumata Road RP5966-5991	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7841	4919		550		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Duncan Road (Kaingaroa) RP13641-13666	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7849	4920		696		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Snelgar Road RP2818-2868	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7852	4920		1,138		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Te Hapua Road RP4855-4863	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	7853	4919		1,232		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	EW Far North DC Cyclone Tam & late April Rain Events 2025	141	EW Far North DC Cyclone Tam & late April Rain Events 2025	8769	4917		1,839,962		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	Larmers Road Underslip RP 1970	141	EW Far North DC June 2023	7330	4922		63,505		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency works	Church Road (Kaitaia) RP2205-2215	141	EW Far North DC June 2023	742	4920		4,336		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency works	EW June 2023 Minor Remedial Works	141	EW Far North DC June 2023	8392	4922		863,546		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency works	Ota Point Road RP52-72	141	EW Far North DC May 2023	5839	4917		370		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency works	Honeymoon Valley Road (RP3244-3259)	141	EW Far North DC May 2023	7828	4917		548		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency works	EW May 2023 Minor Remedial Works	141	EW Far North DC May 2023	8390	4917		24,241		Weather events-Phase sites 2 & 3 ongoing.
4312	Emergency Works	May 2023 Rain Event Admin & Contingency	141	EW Far North DC May 2023	8394	4917		837,266		Weather events-Phase sites 2 & 3 ongoing.
4319	Roading Minor Safety	local road improvements	341	**Low cost Low Risk**			9,325,069		**8,840,384**	Year 3 of funding, roading projects-approved activities
4318	Roading Network	Crown Resilience	341	**Low cost Low Risk**					**4,917,146**	Year 3 of funding, roading projects-approved activities
4318	Roading Network	Targeted Funds	341	**Low cost Low Risk**					**2,967,255**	Year 3 of funding, roading projects-approved activities
4319	Roading Minor Safety	TF Wainui Road RP6274 (Slip 1.7)	341	Targeted Funds	5877	4919		12,574		Year 3 of funding, roading projects-approved activities
4319	Roading Minor Safety	Bridge Resilience - Broadwood Rd H16	341	Local Road Improvements	7743	4917		317,794		Year 3 of funding, roading projects-approved activities
4319	Roading Minor Safety	Bridge Resilience - Broadwood Rd H18	341	Local Road Improvements	7744	4917		438,075		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge Resilience - Fisher-Riley Road E63	341	Local Road Improvements	7748	4917		145,725		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge Resilience - Hupara Road T06	341	Local Road Improvements	7745	4917		323,000		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge Resilience - Iwitaua Road H27	341	Local Road Improvements	7747	4917		394,759		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge Resilience - Iwitaua Road H30	341	Local Road Improvements	7746	4917		115,310		Year 3 of funding, roading projects-approved activities
4318	Roading Network	CR Pawarenga Road RP517-537	341	Crown Resilience	6762	4917		542,641		Year 3 of funding, roading projects-approved activities
4318	Roading Network	CR West Coast Road (Kohukohu) RP0-1260	341	Crown Resilience	6758	4920		839,151		Year 3 of funding, roading projects-approved activities
4318	Roading Network	CR West Coast Road (Kohukohu) RP14820-14837	341	Crown Resilience	6759	4917		401,000		Year 3 of funding, roading projects-approved activities
4318	Roading Network	CR Kohukohu Road RP602-628	341	Crown Resilience	6763	4920		848,294		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Diggers Valley Road D23- Damage Repair	341	Local Road Improvements	7772	4917		35,000		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge E36 Oruru Road	341	Local Road Improvements	7887	4917		1,255,000		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge E36 Oruru Road	341	Local Road Improvements	7888	4920		5,000		Year 3 of funding, roading projects-approved activities
4319	Roading Minor Safety	CR Resilience - Pawarenga Road	341	Crown Resilience	7641	4917		588,581		Year 3 of funding, roading projects-approved activities
4319	Roading Minor Safety	District Wide Minor Improvements	341	Local Road Improvements	8013	4917		4,924,194		Year 3 of funding, roading projects-approved activities
4319	Roading Minor Safety	Safety Pedestrian Improvements - Mobility Access	341	Local Road Improvements	8612	4917		20,806		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Te Wahapu Road RP1866-1876	341	Local Road Improvements	5884	4920		117		Year 3 of funding, roading projects-approved activities
4319	Roading Minor Safety	Northern Associated Improvements	341	Local Road Improvements	3232	4917		131,119		Year 3 of funding, roading projects-approved activities
4319	Roading Minor Safety	Southern Associated Improvements	341	Local Road Improvements	4231	4917		189,778		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Speed Reversals-phase 2	341	Local Road Improvements	8754	4917		460,932		Year 3 of funding, roading projects-approved activities

4318	Roading Network	TF Franklin Street RP650-698	341	Targeted Funds	5753	4917		982,349		Year 3 of funding, roading projects-approved activities
4318	Roading Network	TF Kaitaia-Awaroa Road RP29080-29110	341	Targeted Funds	7752	4925		2,130		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge G09 Awaroa Road, Broadwood	341	Local Road Improvements	6781	4917		83,775		Year 3 of funding, roading projects-approved activities
4318	Roading Network	TF	341	Low cost Low Risk	8013	4917		1,970,202		Year 3 of funding, roading projects-approved activities
4318	Roading Network	CR	341	Low cost Low Risk	8013	4917		1,697,479		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Unsealed road metalling	211	**Unsealed road metalling**			-		**827,982**	Year 3 of funding, roading projects-approved activities
4318	Roading Network	Unsealed road metalling	211	Unsealed road metalling	3015	4922		478,829		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Unsealed road metalling	211	Unsealed road metalling	4015	4922		89,801		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Unsealed road metalling	211	Unsealed road metalling	8015	4922		259,352		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Sealed Road Resurfacing	212	**Sealed Road Resurfacing**			1,781,812		**733,313**	Year 3 of funding, roading projects-approved activities
4318	Roading Network	Sealed Road Resurfacing	212	Sealed Road Resurfacing	3014	4922		20,203		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Sealed Road Resurfacing	212	Sealed Road Resurfacing	8014	4922		713,110		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Drainage renewals	213	**Drainage renewals**			918,708		**899,182**	Year 3 of funding, roading projects-approved activities
4318	Roading Network	Drainage renewals	213	Drainage renewals	8011	4922		641,931		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Drainage renewals	213	Drainage renewals	3011	4922		146,218		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Drainage renewals	213	Drainage renewals	4011	4922		111,033		
4318	Roading Network		**215**	**Structures Component Replacements**			1,365,526		**1,205,033**	Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge F06, Hihi Road	215	Structures Component Replacements	7876	4922		89,597		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Ferry renewals	215	Structures Component Replacements	8020	4922		301,154		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Replace Deck Panels	215	Structures Component Replacements	7773	4922		38,347		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Structural Component Replacement (TRP1094)	215	Structures Component Replacements	8019	4922		773,165		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge D42 Kaitaia-Awaroa Road Herekino	215	Structures Component Replacements	6786	4922		2,771		Year 3 of funding, roading projects-approved activities
4318	Roading Network		216	**Bridges and Structures Renewals**			3,536,832		**5,644,618**	Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge Replacement - Taemaro Road F15	216	Bridges and Structures Renewals	7750	4922		686,866		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridge Replacement - Taemaro Road F15	216	Bridges and Structures Renewals	7750	4922		20,202		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Bridges and Structures Renewals	216	Bridges and Structures Renewals	8575	4922		4,937,549		Year 3 of funding, roading projects-approved activities
4318	Roading Network	Traffic Services Renewals	**222**	**Traffic Services Renewals**			45,179		**30,840**	Year 3 of funding, roading projects-approved activities
4318	Roading Network	Traffic Services Renewals	222	Traffic Services Renewals	8122	4922		30,840		Year 3 of funding, roading projects-approved activities
4313	Ferries	Ferries	114	**Structures Maintenance**			-		**24,835**	Year 3 of funding, roading projects-approved activities
4313	Ferries	Ferries	114	Structures Maintenance	8006	4922		24,835		Year 3 of funding, roading projects-approved activities
4318	Roading Network-unsubsidised			**Unsubsidised**			4,838,646		**4,744,508**	Capital projects not subsidised
4318	Roading Network-unsubsidised	Unformed Paper Roads	NA	Unsubsidised	8736	4917		911,000		Capital projects not subsidised
4318	Roading Network-unsubsidised	Urban Drainage	NA	Unsubsidised	8737	4917		1,011,000		Capital projects not subsidised
4318	Roading Network-unsubsidised	Unsubsidised Capital Funding	NA	Unsubsidised	8738	4917		955,792		Capital projects not subsidised
4318	Roading Network-unsubsidised	Greenacres Drive Widening IAF	NA	Unsubsidised	5669	4917		545,756		Capital projects not subsidised
4318	Roading Network-unsubsidised	Brass Road RP 50 to 1725 Sealing - Unsubsidised	NA	Unsubsidised	7590	4917		7,467		Capital projects not subsidised
4318	Roading Network-unsubsidised	Fern Flat Road Guardrail	NA	Unsubsidised	7720	4917		74,977		Capital projects not subsidised
4318	Roading Network-unsubsidised	Other Access reactive capital (Beaches, Parks & Reserves, S	NA	Unsubsidised	8676	4917		150,313		Capital projects not subsidised
4319	Roading Minor Safety-unsubsidised	Panguru Flood Mitigation NRC/MBIE - West Coast Rd	NA	Unsubsidised	6568	4917		113,040		Capital projects not subsidised
4318	Roading Network-unsubsidised	West Coast Road RP 25,167 to 27,100 Seal Extension Unsub	NA	Unsubsidised	6661	4917		519,540		Capital projects not subsidised
4318	Roading Network-unsubsidised	Unsubsidised 2nd Coats	NA	Unsubsidised	8653	4922		136,027		Capital projects not subsidised
4318	Roading Network-unsubsidised	Unsubsidised Capital Sealing(TRP1094)	NA	Unsubsidised	8359	4917		227,897		Capital projects not subsidised
4318	Roading Network-unsubsidised	Unsubsidised Roading Capital Sealing Unahi Wharf	NA	Unsubsidised	7359	4917		91,699		Capital projects not subsidised
4321	**Cycleway unsubsidised**	Opua Cycle Trail	NA	Unsubsidised			2,815,654		**3,178,677**	Project for Opua-Taumarere permanent link project.
4321	Cycleway unsubsidised	Opua Cycle Trail	NA	Unsubsidised	5214	4917		3,178,677		Project for Opua-Taumarere permanent link project.
1420	**Footpaths**			New Works-Unsubsidised/			1,699,834		**2,450,761**	Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
1420	Footpaths	Bay f Islands - Whangaroa		Unsubsidised	141331	4917		440,369		Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
1420	Footpaths	Bay f Islands - Whangaroa	225	Footpath Renewals	141331	4922		49,883		Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
1420	Footpaths	Bay f Islands - Whangaroa		Unsubsidised	141696	4917		287,326		Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
1420	Footpaths	Te Hiku		Unsubsidised	141332	4917		405,394		Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
1420	Footpaths	Te Hiku	225	Footpath Renewals	141332	4922		116,546		Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
1420	Footpaths	Te Hiku		Unsubsidised	141697	4917		287,326		Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
1420	Footpaths	Kaikohe - Hokianga		Unsubsidised	141333	4917		438,823		Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
1420	Footpaths	Kaikohe - Hokianga	225	Footpath Renewals	141333	4922		137,767		Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
1420	Footpaths	Kaikohe - Hokianga		Unsubsidised	141697	4917		287,326		Projects for all three wards - BOI, Te Hiku, Kaikohe-Hokianga
			214	Sealed road pavement rehabilitation			1,134,496			
							57,133,442	**45,856,455**	**45,856,455**	

8 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED

RESOLUTION TO EXCLUDE THE PUBLIC

RECOMMENDATION

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
8.6 - Far North Holdings Limited – Proposed Disposal of Premises	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7