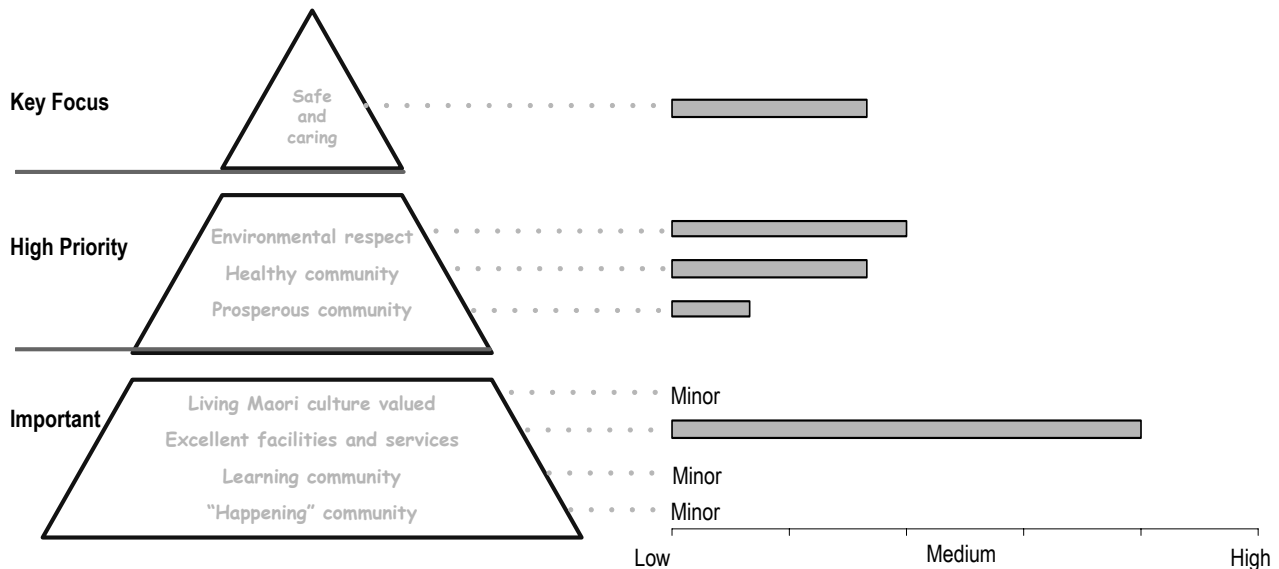


# INFRASTRUCTURAL GROUP

## Contribution to Community Outcomes by services in Group



### Overview of Group

This group is made up of the following activities of Council:

- Engineering Compliance
- Land Drainage
- Rotorua Regional Airport
- Rural Fire
- Transport
- Transport (Road Safety)
- Transport (State Highway Management)
- Waste Management
- Wastewater
- Water

The Infrastructural Group activities included provide many of the traditional key services associated with councils such as water, sewerage, roads and refuse collection in this area Council owns and manages many large and complex assets on behalf of the community.

### Potential Significant Negative Effects

#### Land Drainage

- Negative environmental effects generated from this activity include stormwater reticulation impacting on the quality of the lakes. A detailed assessment of this has been completed. See "Rotorua City Urban Stormwater Quality and Prediction of Environmental Impacts" – NIWA.
- Ongoing monitoring programmes monitor contaminant loads and efficiency of management regimes.

#### Rotorua Regional Airport

Concerns have been raised regarding noise from airport activities, however it is anticipated that these can be mitigated.

#### Rural Fire

No significant negative effects have been identified in relation to this activity.

#### Transport

Transport can impact negatively, for example air and water pollution, noise, glare and vibration. It is proposed that the land use components, noise, glare etc are handled by way of an environmental effects zone through the District Plan. Off-site effects are managed by way of operational formal consent and capital development techniques.

#### Transport (State Highway Management)

The activity in itself creates no significant negative effects, however, work streams stemming from this activity can and these are mitigated or avoided using consent, environmental enhancement and consultation processes.

#### Waste Management

Waste has a negative effect on the environment and management is aimed at reducing that waste. The balance between affordability and funding is key in that high costs lead to illegal dumping. This is an ongoing issue.

#### Water

No significant negative effects have been identified in relation to this activity.

## Strategic Direction and Highlights

### Engineering Compliance

- The service will be expanded to include closer control on discharges to the community stormwater network.
- From 2006/07 a new Development Contribution Policy to transparently reflect the cost of development.
- Development and growth in the District will drive growth in this activity.
- Controlling discharges to the community drainage network is a key factor in improving the quality of our lake waters.

### Land Drainage

- The major strategic issue will be development of a local stormwater strategy in accordance with the recently completed Regional Stormwater Strategy. This document requires Council to prepare catchment wide consent applications for key catchments.
- The continuation of the capital upgrade programme to address backlog in the urban network is included in the Ten Year Plan.
- No significant changes to levels of service.
- Little scope for changing level of demand without significant expenditure.

### Rotorua Regional Airport

The major strategic issue is development of the airport to facilitate trans-Tasman flight operations. The strategy envisages the runway at the Rotorua Airport being lengthened and strengthened, as well as overall development of the facilities at the airport.

Development of the trans-Tasman flight operations links with the development of the Energy Events Centre in that a major market for the centre is the Tasman market.

Key strategic issues for the next ten years include:

- Lengthening both ends of the runway, to create a 2km long runway
- Strengthening the runway to enable it to handle the increased loadings of the trans-Tasman aircraft
- Extension of the passenger terminal, to include the facilities required in order to handle international passengers in secure lounges

Several planning processes are currently underway in order to permit the extension works to proceed, namely:

- Notices of requirement to designate the flight paths of the extended runway
- District Plan change to incorporate Air-Noise Boundaries – to increase the certainty for those living around the airport

External issues which will impact on the airport include the proposed and designated Rotorua Eastern Arterial. There is an agreement between RDC and Transit NZ on how the two operations can co-exist.

It is proposed to spend approximately \$25m in the next 3 - 5 years in order to expand the capacity of the airport in order to

handle trans-Tasman flights to be funded from airport revenue. It should be noted that, if for some reason trans-Tasman services do not commence, Rotorua Regional Airport Ltd will continue to operate the airport for domestic services. There will be ongoing mitigation costs in each following year within the period of this Ten Year Plan.

The works are as below:

#### 1. Northern Starter

Construction of a 150m long extension of pavement to the northern end of the runway, 30m wide full strength. Provision will be made for future widening to 45m. This extension would be used only by planes taking off towards the south. It would also give a minor improvement [20m] of braking distance for planes landing from the south.

The design and tender documents are complete, and all consents have been obtained. This capital work has commenced.

#### 2. Lengthen Southern Runway

This project is to construct a 487m long extension of pavement to the southern end of the runway, 30m wide full strength. Provision will be made for future widening to 45m.

The 487m is made up of a 220m extension of the runway - available for use in both directions, a 145m braking distance for planes landing from the north, and a 122m extension for planes taking off towards the north.

The investigation and design for this project are yet to be done, and all consents are still outstanding.

Estimated Cost, including fees, \$13.3m.

The combined effect of constructing both the Northern Starter and Southern Runway Extension is to produce a nominal 2km runway available both directions.

#### 3. Strengthen Original Runway

The strengths of the current airside pavements have been assessed by consultants in relation to the likely loadings from trans-Tasman aeroplanes.

For comparison the current Boeing 737-300s flying into Rotorua weigh approximately 50t while the trans-Tasman Boeing 737-800s and Airbus A320s weigh approximately 75t.

Of the current airside pavements, which will be required to carry the heavier loads, the northern 900m of the existing runway will need to be overlaid to carry the heavier loads.

The proposal is to overlay with a nominal 150mm Asphaltic Concrete layer.

The investigation and design for this project are yet to be done.

#### 4. Mitigation

A contingency allowance to cover general mitigation works.

Estimated cost, \$1.04m.

### 5. Wetland

The Lengthen Southern Runway project will include destruction of a degraded wetland, in similar fashion to the previous 250m Southern Extension.

It is anticipated that a condition of the Resource Consent, to cover the earthworks to undertake the project, will be a requirement to construct an equivalent area of new wetland or mitigate double the area of destroyed wetland.

An allowance has been made for the estimated cost of complying with the anticipated condition.

Estimated cost, including fees, \$200k.

### 6. Terminal

To cater for both arriving and departing passengers, both domestically and internationally, it is proposed to extend and upgrade the existing Secure Lounge.

The preliminary proposal is to extend the current lounge by adding 620square metres of floor space. An internal layout has been produced for approval by Council, MAF, Aviation Security and Customs.

The proposal includes air conditioning the full extended space, plus an overall consistent interior standard finish.

Estimated cost, including fees, \$1m.

### 7. Security

This project is to install additional security requirements within the proposed extended secure lounge and elsewhere.

Estimated cost, \$380k.

### 8. Noise Management

To construct the Southern Extension, the District Plan will be changed to alter the Land Zoning from 'Airport Protection' to 'Airport' - which will allow the extension as a Permitted Activity.

As part of the Plan Change, Air-Noise Contours and rules will be introduced to give certainty for development to both the Airport and surrounding land owners.

The introduction of the Air-Noise Rules will include a mitigation component of buying a number of houses close to the development and installing noise mitigation treatment into others.

An allowance has been made for a combination of purchase and noise mitigation over an ongoing period into the future. It is anticipated that some houses will be purchased and developed, and a number will be noise mitigated and re-sold for other more compatible purposes.

Estimated Cost in the first three years, \$1.77m.

### Rural Fire

There is currently a national review of the provision of fire and other emergency services being carried out by the Department of Internal Affairs and this will dictate any changes to the future levels of service.

Key strategic issues for the next ten years include:

- Ongoing renewal of fire equipment.
- Replacement fire engine for Lake Okareka in next 5 years.
- National review of provision of fire services .
- Recruitment and retention of volunteers.

### Transport

The Transport Activity Plan is in line with the requirements of the Land Transport Management Act 2003 which requires the development of a "balanced" Land Transport Programme. This means that the programme involves getting the mix right in terms of infrastructure development, alternative modes of transport, access and safety. To achieve this, the major strategic issue is the development of the Rotorua Transport Plan which shows how the various programmes comply with the Act and interact with each other. For implementation the major strategic documents will be:

- Rotorua Urban Transportation Study 2003 - complete
- Safety Management Systems - complete
- Bike Rotorua
- Road/Rail Strategic Assessment
- (Passenger Transport Infrastructure) - in preparation
- Travel Demand Management - developed 2006/07

From these high level documents a number of major projects have been allowed for in the Ten Year Plan.

### Road Upgrades

- Victoria Street Expressway
- Ti Street Deviation
- Lake Road 4 Laning
- Malfroy/Ranolf Roundabout
- Eastern Arterial
- Ngongotaha/Fairy Springs Road 4 Laning

### Passenger Transport

- New Transportation Centre

### Travel Demand Management

- Travel Demand Management Plan

### Cycleways

- Ngongotaha to CBD

No significant changes in Levels of Service are anticipated, however there will be backlog and / or excess capacity in some areas.

There will be ongoing focus on:

- ride quality
- economic development
- surface water discharge to the environment
- safety

### Transport (Road Safety)

Key strategic issues for the next ten years include:

- Delivery of Council's Road Safety Strategy, particularly the education initiatives is key to achieving a lower crash rate on the District's roads. The crash trend is a reducing one and this activity area will aim to continue this by delivering projects and interaction with the community in conjunction with engineering and enforcement works.
- Delivery of Council's cycling improvements and encouragement programmes. Given the future of oil and likely changes in travel modes, either by choice or necessity, alternative forms of transport will be needed. Council intends to plan and implement over the coming 10 years an integrated cycle network. This work will partially fulfil the District and regions LTMA legislation requirements which are essential for sustainable growth. Council is presently focusing on inter modal travel, travel demand management opportunities, packaging of projects and greater co-ordination across the District and more widely as part of regional initiatives. This activity area will play a greater role as a linkage for this progress in the coming years.
- Ongoing external partnerships and collaborative initiatives including: Drivewise, Police, Land Transport NZ, ACC, Toi Te Ora, Transit NZ, EBOP and Environment Waikato.
- Responding to state sector review of transport and resultant changes of Central Government roles and agencies in this area.
- Ongoing devolution of services to Local Government level and changes in funding criteria over the next year.
- Giving effect to the cycling policy review. This will present a significant change in emphasis for this mode of travel in the city. The policy outlines a number of key performance indicators and targets for the coming years.

### Transport (State Highway Management)

The management and administration of the physical highway network within the District is undertaken by Council. This is a unique situation. Council works within the Transit NZ management structure to deliver this output.

Council has delegated authority for operational management of the State Highway network. This includes capital and maintenance works. For this, Council is paid an administration fee but works are funded entirely from the Transit NZ budget.

Presently the transport sector is being reshaped as a result of the Central Government's "Transport Sector Review". This activity area is involved indirectly given its involvement with Transit NZ.

The District will need significant highway improvements within the 10 year period. These include 4-laning projects and motorway construction. It is considered Council will be at the forefront of planning and delivery of these needs although this is dependant on national funding constraints and priorities.

The activity will likely expand and contract in terms of output and staffing in line with maintenance and project work over this period.

Key strategic issues for the next ten years include:

- Roles and functions in crown agencies (and this activity area) remain uncertain into the future. Additionally, funding streams and prioritisation both regionally and nationally are being heavily restructured and continue to evolve. The activity provides Council with an input and a view of the regional and national land transport function from both a highway and local road viewpoint, thereby covering the complete network. The current highway level of service and capital/safety project advances are governed nationally by the Transit NZ authority. While Council can advocate for Rotorua, final decisions are made by that agency. Council has significant partnerships with key agencies, including Transit NZ, Land Transport NZ and Police. Additionally, transport and planning initiatives and joint work streams are being undertaken with the regional authorities and neighbouring territorial authorities. It should be noted the district is within two regional council areas.
- A significant number of large highway projects (infrastructure) exist into the future for the district. These include:
  - the eastern motorway
  - Ngongotaha Road 4-laning
 Additionally, a range of lesser improvements has been identified. Given the income for the activity is derived from Works expenditure, this will vary during the course of the Ten Year Plan.
- All projects and associated investigations, designs and consent processes are included into the national highway planning regime. While Council will potentially deliver some or all of these, they will be funded externally and be at the discretion of the Transit authority. Therefore individual projects and timelines have not been included at this time.

### Waste Management

Key strategic issues for the next ten years include:

- Giving effect to the NZ Waste Strategy through Rotorua District Council's Waste Management Strategy.
- Changes in demand, particularly in the rural areas.
- Maintaining anticipated asset capacity at all times.
- Development of alternative sites/methods of waste disposal. The current charging regime allows for at least partial funding of alternative facilities in the 20 to 30 year timeframe. Specific programmes include the Cleaner Production Programme undertaken with financial support from Environment BOP. This involves working direct with individual businesses to reduce waste.
- The rights to recover gas from the landfill have been assigned to a private company. Over time, however, there is a direct return to Council, outside the current Ten Year Plan.
- Provision of a transfer station at Rotoiti.

- Cleaner Production Programme (part financed by Environment BOP).

### Wastewater

The Wastewater Activity Plan is in line with the requirements of the Resource Management Act, Local Government Act and Health Act.

The activity involves the provision of collection, treatment and disposal of wastewater including the related operation and maintenance activities.

Several major strategic documents have been prepared to address long term issues related to the activity. These include:

- Rotorua Basin Wastewater Strategic Plan - draft
- Strategy for the Lakes of Rotorua District - complete
- Lake Rotorua/Rotoiti Action Plan - complete
- Lake Okareka Catchment Management Action Plan - complete
- Rotorua District Council Assessment of Water and Sanitary Services - complete

The draft Rotorua Basin Wastewater Strategic Plan identifies around \$45 million of capital expenditure over a 50 year period. Of this approximately \$21 million is included in this Ten Year Plan, the remainder is for projects that would take place after 2016.

From the high level documents a number of major projects have been allowed for in the Ten Year Plan:

- \$22.43 million over 2004/2005, 2005/2006 and 2006/2007 for Mourea/Okawa Bay and Brunswick Park sewage collection and transfer to the Waste Water Treatment Plant.
- \$16.57 million over 2004/2005 to 2008/2009 for Okere Falls/Otaramarae/Whangamarino sewerage collection.
- \$11.15 million from 2004/2005 to 2007/2008 for Okareka Sewage Scheme.
- \$11.15 million from 2005/2006 to 2009/2010 for a sewerage scheme at Gisborne Point/ Hinehopu.
- \$17.32 million from 2009/2010 to 2012/2013 for a sewerage scheme at Tarawera.
- \$16.3 million from 2006/2007 to 2010/2011 for a sewerage scheme at Hamurana.
- \$14.4 million from 2010/2011 to 2013/2014 for a sewerage scheme at Rotoma.
- \$2.84 million from 2005/2006 to 2009/2010 for the sewerage of un-serviced parts within the Urban Sewerage Area.
- \$6.13 million for upgrade of the Wastewater Treatment Plant from 2004/2005 to 2015/2016.
- \$3.62 million for upgrade of the Land Treatment System from 2006/2007 to 2013/2014.
- \$12.8 million for upgrade of the Urban Sewer Reticulation Network from 2004/2005 to 2015/2016.

The funding of the above listed schemes includes subsidies from the Ministry of Health through the sanitary works subsidy scheme and from Environment Bay of Plenty – financial assistance for a territorial local authority promoted sewerage scheme.

The Ministry of Health has given final approval to Mourea/Okawa Bay. Applications for the other communities are currently being considered.

In addition, public health protection from reticulated sewerage schemes there will also be additional advantages in contributing towards lakes water quality improvement.

Environment Bay of Plenty has signified commitment to provide subsidy to all the proposed schemes except Lake Okareka. Final approval and amount will be determined after the final application.

The improvement of water quality from several lakes will involve converting existing individual on site wastewater treatment and disposal system servicing lakeside communities to water borne wastewater collection treatment and disposal system. Provision has been made for the implementation of several lakeside communities sewerage schemes for the next ten years.

Council is obliged to comply with Environment Bay of Plenty Regional rules and consent conditions in relations to the discharge of nutrients to water. Nutrients such as phosphorous and nitrogen are the single biggest contributor to poor Trophic Level Index (TLI) ratings which are a key measure of water quality.

The table below shows anticipated reductions in nutrients into the district's lakes as a result of Rotorua District Council's commitment to reticulated sewerage schemes to replace septic tanks:

	Nutrient loading from existing on-site sewage disposal (tonnes per year by scheme)		% Reduction of current loading from proposed schemes	
	Nitrogen	Phosphorus	Nitrogen	Phosphorus
<b>Lake Rotorua</b>				
<b>Scheme</b>				
Rotokawa/Brunswick	5.7	0.25	95%	100%
Hamurana/Awahou	5.7	0.25	95%	100%
Rural	0	0	0%	0%
<b>Total tonnes/yr</b>	11.4 tonnes/yr of nitrogen 0.5 tonnes/yr of phosphorus			
<b>Lake Rotoiti</b>				
<b>Scheme</b>				
Mourea/Okawa Bay	1.79	0.12	96.8%	100%
Okere Falls/Otaramarae	2.48	0.15	96.8%	100%
Gisborne Pt/Hinehopu	2.13	0.15	85%	100%
Rural	0	0	0%	0%
<b>Total tonnes/yr</b>	6.4 tonnes/yr of nitrogen 0.42 tonnes/yr phosphorus			
<b>Lake Rotoma</b>				
<b>Scheme</b>				
Rotoma	4.93	0.05	85%	100%
Rural	0	0	0%	0%
<b>Total tonnes/yr</b>	5.8 tonnes/yr of nitrogen 0.05 tonnes/yr of phosphorus			

	Nutrient loading from existing on-site sewage disposal (tonnes per year by scheme)		% Reduction of current loading from proposed schemes	
	Nitrogen	Phosphorus	Nitrogen	Phosphorus
<b>Lake Okareka</b>				
<b>Scheme</b>				
Okareka	2.4	0.02	100%	100%
Rural	0	0	0%	0%
<b>Total tonnes/yr</b>	2.4 tonnes/yr of nitrogen 0.02 tonnes/yr of phosphorus			
<b>Lake Tarawera</b>				
<b>Scheme</b>				
Tarawera	3.61	0.2	100%	100%
Rural	0	0	0%	0%
<b>Total tonnes/yr</b>	3.61 tonnes/yr of nitrogen 0.2 tonnes/yr of phosphorus			

NB: Assumes all sewage treatment includes land disposal

For more information on lakes water quality and TLIs, readers should refer to Environment Bay of Plenty's Long Term Council Community Plan and other resources

Additional capacity required resulting from growth of service areas will be provided by planned upgrades of existing assets.

#### Water

Increasing development and difficulty in obtaining larger water allocations from existing sources has required that a strategic plan for sustainable water sources and a servicing network be prepared. This is likely to identify significant capital works which have been included in the Ten Year Plan. These include new source development, large trunk delivery mains to developing areas and additional storage reservoirs.

Health legislation changes will also bring requirements for additional water treatment for most supplies, and also require a higher level of Public Health Gradings. These will necessitate increased monitoring and better management of backflow risks, and are included in the Ten Year Plan.

Key strategic issues for the next ten years include:

- A strategic plan for sustainable water sources for the District - \$3.10 million from 2007 to 2014.
- Requirement to service areas where development/growth is expected - \$12.88 million from 2007 to 2014.

- Treatment and monitoring improvements to comply with new legislation and the Drinking Water Standards NZ 2005:
  - Urban \$2.46 million from 2007 to 2012
  - Rural \$1.28 million (\$745,000 for Reporoa) from 2007 to 2008
- Installation of backflow prevention devices - \$2.19 million from 2007 to 2009.
- Additional reservoir storage for the urban area - \$634,000 in 2007.
- Upgrade of mains for Reporoa to address backlog – approximately \$200,000.

Growth components of the above projects are to be funded by Development Contributions.

Council is currently developing a comprehensive water strategy that will look beyond the horizon of the Ten Year Plan to 2050. As the strategy is developed, it may identify future projects beyond 2016 that are not included in this plan.

## Asset Management Plans Information

The key assets used in this Activity Group are:

- Buildings
- Wastewater Treatment Plant
- Land
- Roading
- Stormwater drainage
- Landfill
- Street Signals, Signs, Lighting
- Bridges
- City Focus
- Footpaths
- Water works
- Wastewater Reticulation
- Airport
- Footpaths (Engineering)
- Runway – Airport
- Engineering
- Waste Management Rural Bin Sites
- Wastewater Treatment Plant
- Water Works

Further details are provided in each Activity section.

## Summary of Group Net Cost of Service

Description (thousands)	Last Year	Annual Plan										
	Actual	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Engineering Compliance	-468	-344	-307	-327	-340	-466	-941	-968	-1,000	-970	-940	-921
Land Drainage	2,408	2,656	2,684	2,909	3,071	3,124	3,190	3,330	3,358	3,361	3,354	3,373
Roading-Subsidised	1,023	1,406	619	-62	148	-761	-864	-734	640	-204	-4,423	-7,254
Roading-Works Gen & Unsub	5,475	6,336	7,102	7,626	8,144	8,152	8,323	8,957	9,055	9,051	9,360	9,180
Road Safety	74	70	82	84	85	86	87	89	91	92	94	94
Rotorua Regional Airport	28	732	-3,015	-9,842	-5,518	37	159	-80	-408	-604	-691	-877
Rural Fire	136	139	146	149	152	152	159	170	171	171	172	172
State Highway Management	4	1	1	2	3	3	-1	0	0	-2	-2	-3
Refuse Collection	-71	44	17	3	-15	-43	-68	-86	-110	-135	-156	-188
Waste Management	1,205	1,270	1,119	1,154	1,188	1,210	1,228	1,260	1,283	1,302	1,325	1,339
Landfill	-157	-126	130	79	344	873	974	378	-538	-532	-500	-663
Wastewater	-88	-2,281	-4,306	-7,332	-5,341	-5,817	-5,945	-1,341	-9,338	-3,315	-608	-1,491
Water	-337	-117	-79	-658	-786	-404	-680	-716	-827	-1,190	-1,245	-1,504
<b>Total Infrastructure</b>	<b>9,232</b>	<b>9,783</b>	<b>4,193</b>	<b>-6,216</b>	<b>1,134</b>	<b>6,146</b>	<b>5,623</b>	<b>10,260</b>	<b>2,378</b>	<b>7,027</b>	<b>5,740</b>	<b>1,258</b>

## Statement of Infrastructure Assets

Asset Type	(thousands)	Cost/Valuation	Accumulated Depreciation	Book Value 1 July 2006
Airport		997	61	936
Bridges		13,117	230	12,887
Buildings		9,465	266	9,199
Computer Hardware		737	566	171
Computer Software		436	404	32
Database		327	166	161
Engineering		136	-	136
Footpaths		24,652	456	24,196
Furniture & Fittings		138	132	6
Land		11,923	-	11,923
Landfill		2,528	536	1,992
Office Equipment		390	222	168
Plant & Machinery		733	507	226
Roading		218,666	4,152	214,514
Runway (Airport)		12,980	251	12,729
Stormwater Drainage		57,518	1,007	56,511
T Street Signals, Signs, Lights, M		3,823	215	3,608
Vehicle		279	185	94
Waste Management Rural Bin Sites		756	13	743
Wastewater Reticulation		114,113	2,530	111,583
Wastewater Treatment Plant		41,735	1,640	40,095
Water Works		73,186	2,098	71,088
		<b>588,635</b>	<b>15,637</b>	<b>572,998</b>

## Activity Group Revenue Sources

Description (thousands)	Last Year Actual	Annual Plan										
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>OPERATIONAL FUNDING</b>												
Targeted Rates	13,333	14,044	15,919	18,393	20,460	21,625	22,987	24,099	24,812	26,188	27,186	27,832
Funding/Rates	9,716	12,175	14,263	13,864	14,470	15,346	15,278	15,112	14,286	13,925	13,733	12,730
Less depreciation equivalent for capital	-9,843	-10,680	13,799	13,992	15,651	16,553	17,162	17,974	17,676	17,991	19,316	19,125
Add back half share roading depreciation	1,884	2,008	2,497	2,547	2,741	2,736	2,793	3,063	3,104	3,111	3,362	3,267
<b>Total rates for operations</b>	<b>15,089</b>	<b>17,547</b>	<b>18,881</b>	<b>20,812</b>	<b>22,021</b>	<b>23,154</b>	<b>23,896</b>	<b>24,300</b>	<b>24,525</b>	<b>25,233</b>	<b>24,964</b>	<b>24,704</b>
Subsidies and grants	2,969	3,212	2,982	2,988	2,979	3,097	3,138	3,201	3,326	3,353	3,342	3,472
Investment income	28	38	14	-2	-13	-11	-8	-2	6	15	27	41
Fees and charges	3,275	4,172	4,591	4,794	5,463	6,171	6,768	7,123	7,648	7,838	8,228	8,555
Internal rate and water by meter	-105	-110	-111	-114	-119	-123	-129	-132	-136	-141	-144	-148
<b>Total operational funding</b>	<b>21,257</b>	<b>24,860</b>	<b>26,358</b>	<b>28,479</b>	<b>30,331</b>	<b>32,289</b>	<b>33,664</b>	<b>34,489</b>	<b>35,370</b>	<b>36,297</b>	<b>36,417</b>	<b>36,624</b>
<b>CAPITAL FUNDING</b>												
<b>Capital funded by:-</b>												
Rates funding (depreciation equivalent)	9,843	10,680	13,799	13,992	15,651	16,553	17,162	17,974	17,676	17,991	19,316	19,125
Loans	19,963	16,268	9,932	10,352	18,375	14,405	4,397	-199	6,323	3,337	-1,265	177
Capital Grants	2,368	4,401	12,401	22,207	15,487	10,854	10,761	5,464	12,128	6,344	7,225	10,121
Development contributions	0	0	166	420	590	1,082	1,687	2,453	2,884	3,665	4,130	4,618
Advances net	4,429	0	0	0	0	0	0	0	0	0	0	0
Cash carried forward	1,889	0	0	0	0	0	0	0	0	0	0	0
Roading half depreciation funded by grants	-1,884	-2,008	-2,497	-2,547	-2,741	-2,736	-2,793	-3,063	-3,104	-3,111	-3,362	-3,267
Shares	2,639	0	0	0	0	0	0	0	0	0	0	0
<b>Total capital</b>	<b>35,469</b>	<b>29,340</b>	<b>33,801</b>	<b>44,424</b>	<b>47,361</b>	<b>40,157</b>	<b>31,213</b>	<b>22,629</b>	<b>35,908</b>	<b>28,226</b>	<b>26,044</b>	<b>30,774</b>

Minor roundings may occur in above totals.