

# Roading

---

## **Sub Activities:**

**Roads**

**Footpaths**

**Streetlights**

## **Goal**

**To provide and maintain a safe and cost effective land transport system within the district and minimise effects on the environment.**

## **Nature and Scope of Activity**

The Council is responsible for the maintenance and construction of local roads, footpaths and streetlights. It receives funding assistance from Central Government through Transfund New Zealand at a rate of 48% of these total costs. It also undertakes some upgrading and unsubsidised extension work as funding allows.

The total roading network maintained by Council is 199.2km, of which approximately 50% is sealed and 50% is unsealed. There are 40 bridges and 10 fords. There are 21km of footpaths, and 244 streetlights in the urban area.

State Highway One, the main route from Christchurch to Blenheim, runs through the length of the Kaikoura district, and includes Churchill Street and Beach Road. The State Highway is not part of the Council's roading network, and is owned by Transit New Zealand.

During 2004/2005, Council has undertaken major upgrading of the footpath and streetlight networks throughout the urban area, including some new footpaths developed in South Bay. The Esplanade and Yarmouth Street have new decorative streetlights to enhance the eastern entrance to the town centre. The remainder of the streetlight upgrade will be undertaken over 2005/2006.

Generally speaking, the roads in Council ownership are in a reasonable state of repair. Following the completion of footpath and streetlight upgrades, these assets will be in excellent condition.

## **Effects on the Community**

The provision of roads, footpaths and street lighting is vital for economic and social activity, and in Kaikoura the State Highway links our district to Christchurch, Blenheim, and the outside world. It is a topical issue that in the last year the majority of accidents on the State Highway have involved trucks, and pressure is increasingly being placed on Council and Transit NZ to enforce speed restrictions and safer driving habits on freight companies.

## Community Outcomes

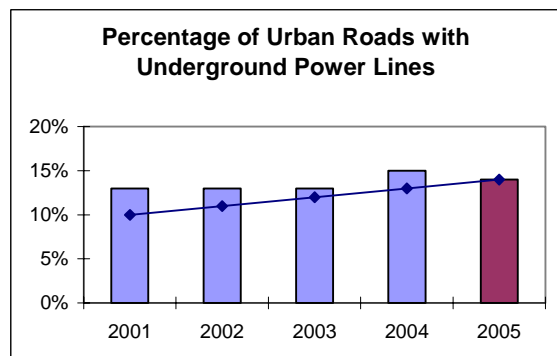
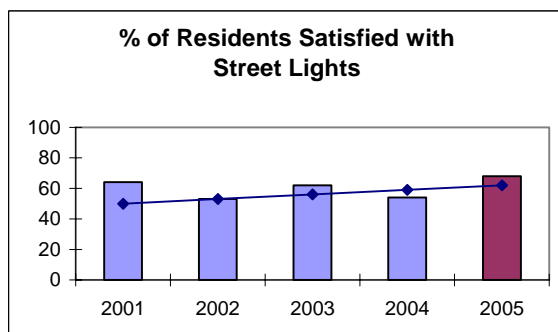
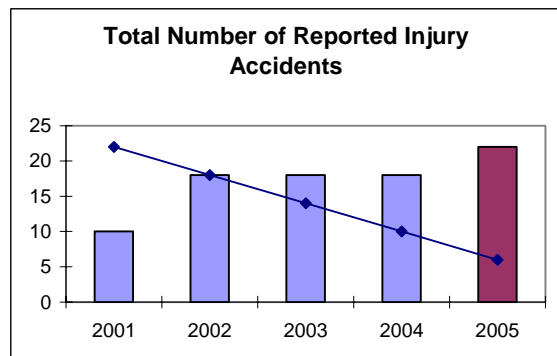
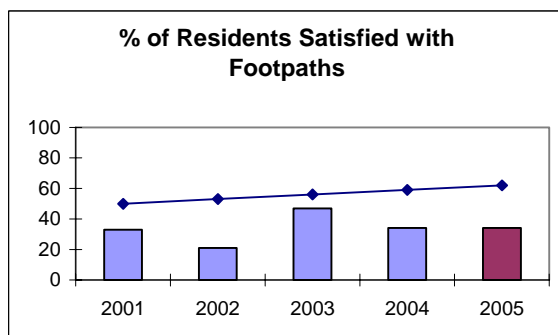
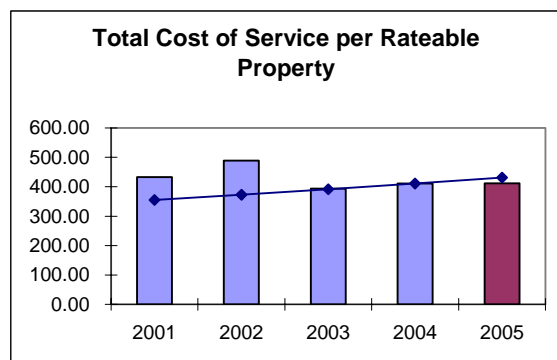
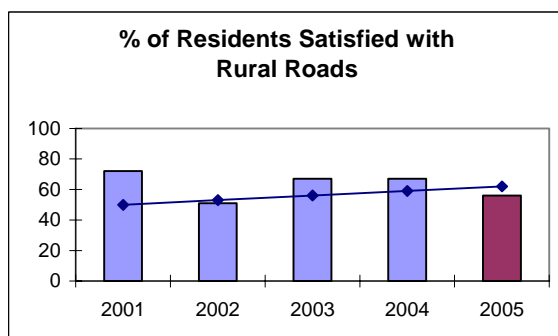
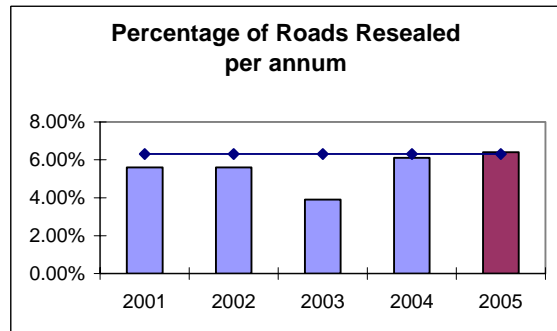
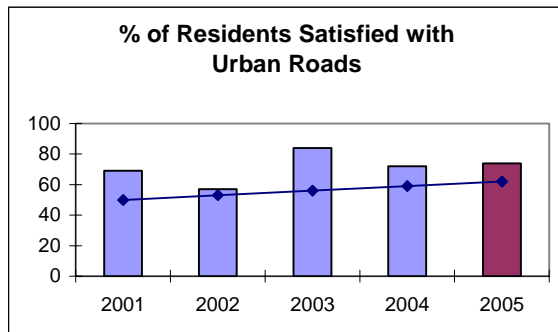
The following table highlights how Roothing contributes to the achievement of our Community Outcomes.

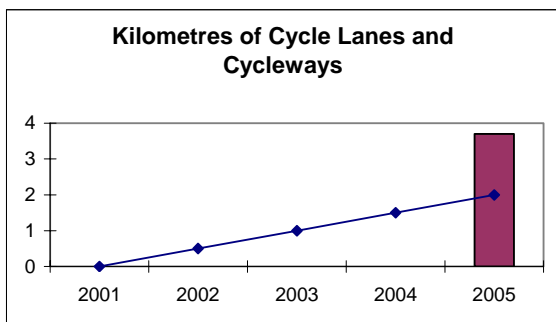
Community Outcome	How the Roothing activity contributes	Performance Measure
<b>Sustainable Development</b>	By providing adequate roading infrastructure, appropriately funded, to meet future development needs.	Percentage of residents surveyed who are satisfied with the urban and rural road network, and the standard of footpaths and streetlights.
<b>Safe, Efficient Transport Network</b>	By maintaining and upgrading the road network,  at an affordable cost,  and progressively undertaking seal extensions to improve safety, enhance access, and reduce nuisance from dust,  and giving preference as a matter of policy to power suppliers who will assist with under grounding of power lines.	Percentage of the sealed roading network smoothed and resealed each year.  Total operating cost of service per rateable property  Total number of reported injury accidents  Percentage of urban area with underground power lines.
<b>Safe, Efficient Transport Network</b>	By encouraging increased cycling by providing cycle lanes and cycle ways, coordinating their provision with neighbouring authorities where appropriate to enable the development of national and regional cycle ways.	Kilometres of formed and/or marked cycle lanes and cycle ways in the district
<b>Environmental Protection and Enhancement</b>	By providing adequate drainage to protect surrounding land,  And by providing aesthetically pleasing road environs to preserve the scenic and amenity values of Kaikoura.	Percentage of urban roads with kerb and channel in place.  Percentage of residents surveyed who are satisfied with street cleaning and cleanliness.

## Report on Performance

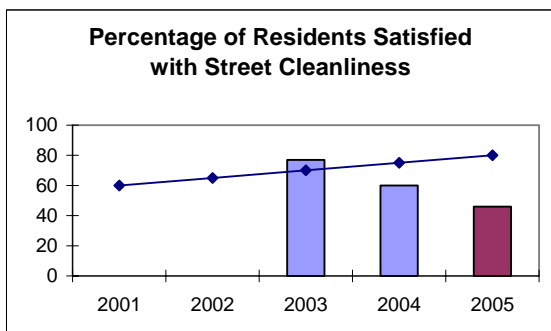
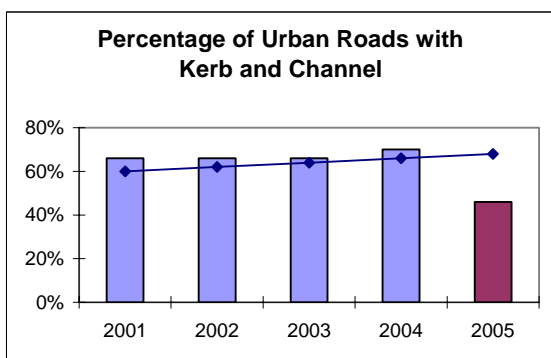
The results of each performance measure on the previous page are shown here.

**KEY:** The line in each graph indicates the Councils desired trend, and for 2005 the Actual Target.





Cycle lanes and Cycle ways were not formally established prior to 2005.



Not asked in 2001 & 2002 survey.

## Level of Achievement

Generally speaking, Council has achieved the performance targets it set in the Kaikoura Community Plan. The exception is public satisfaction with footpaths and streetlights, which is lower than targeted due to the upgrades having not commenced at the time the survey was undertaken. The percentage of residents surveyed who were satisfied with street cleanliness continues to decrease, and Council will be focussing on this in 2006.

Most disappointing is the number of accidents reported that involved injury. There were 4 fatal crashes, 7 serious injury crashes, and 11 minor injury crashes in the Kaikoura district for the 2004 calendar year (reported in the 2005 financial year). A Land Transport Safety report identifies loss of control, trucks, fatigue, and speed as the top contributing factors to accidents on Kaikoura roads. 22% of accidents between 2001 and 2005 involved a truck, and 89% of these were on the State Highway.

## Cost of Service Statement: Roading

FOR THE YEAR ENDED 30 JUNE 2005

	2005 BUDGET \$	2005 ACTUAL \$	2004 ACTUAL \$
<b>Operating Expenses</b>			
<u>Roads</u>			
Operations	354,236	366,930	452,782
Loan Interest	35,239	35,633	35,734
Depreciation	361,616	402,824	347,557
	751,091	805,387	836,073
<u>Footpaths*</u>			
Operations	19,270	9,382	-
Loan Interest	28,080	7,400	-
Depreciation	33,252	56,002	-
	80,602	72,784	-
<u>Streetlights*</u>			
Operations	35,270	33,036	-
Loan Interest	14,400	3,795	-
Depreciation	20,783	14,278	-
	70,453	51,109	-
<b>Total Operating Expenses</b>	<b>902,146</b>	<b>929,280</b>	<b>836,073</b>
<b>Funded by:</b>			
Subsidies	326,131	335,303	342,041
Financial Contributions	-	46,332	-
User Fees & Charges	-	11,128	8,263
	326,131	392,763	350,304
<b>Operating Surplus/(Deficit)</b>	<b>(576,015)</b>	<b>(536,517)</b>	<b>(485,769)</b>
<b>Capital Expenditure</b>			
Roads	358,900	337,394	296,813
Footpaths	20,000	396,082	24,860
Streetlights	-	65,986	45,356
Loan Principal	41,994	41,996	23,136
	420,894	841,458	390,165
<b>Other Revenue</b>			
General Rates	561,258	572,560	567,520
Loans	-	590,000	-
Reserves	20,000	(187,409)	(39,143)
	581,258	975,151	528,377
<b>Balance</b>	<b>(415,651)</b>	<b>(402,824)</b>	<b>(347,557)</b>

\*In 2004 footpaths and streetlights were not split from roading costs.

## Capital Expenditure: Acquisition of Assets

During the year the Footpath upgrades were completed, which were provided for in last year's Annual Plan, and carried forward to this financial year due to initial tender prices being higher than anticipated. The Streetlight upgrades were also provided for in the 2003/2004 Annual Plan, \$200,000 had been budgeted for this project, and the work is being undertaken progressively as the contractor is able. Both of these projects are in response to dissatisfaction expressed on the condition of footpaths and streetlights in the 2003 customer satisfaction survey.

Other roading capital works included the annual resealing and road marking programmes, plus kerb and channel work on Ludstone Road and a seal extension at the Lookout on Maui Street.