

# Roothing

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## **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 roosting 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 roosting network, and is owned by Transit New Zealand.

During 2005/2006, Council has completed major upgrading of the footpaths throughout the urban area, including new kerb and channel and beautification of Bayview Street, plus a seal extension on a portion of Old Beach Rd. The streetlight upgrade continues and will be undertaken as contractors are available and funds allow.

## **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 remains a topical issue that, for the second year running, 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. The number and the size of trucks travelling through the district is increasing, and Council has imposed areas banning the use of engine brakes, and speed restrictions have been imposed on certain stretches of the state highway.

## Community Outcomes

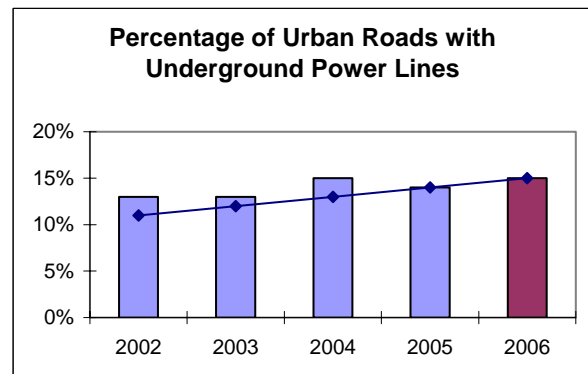
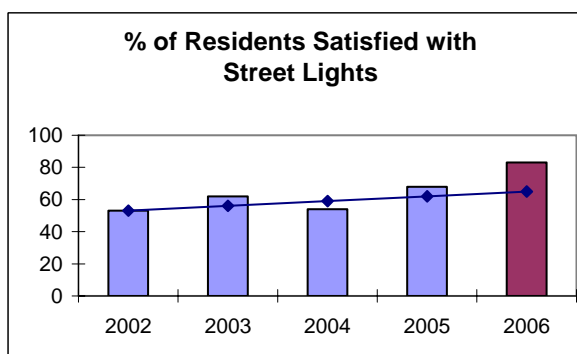
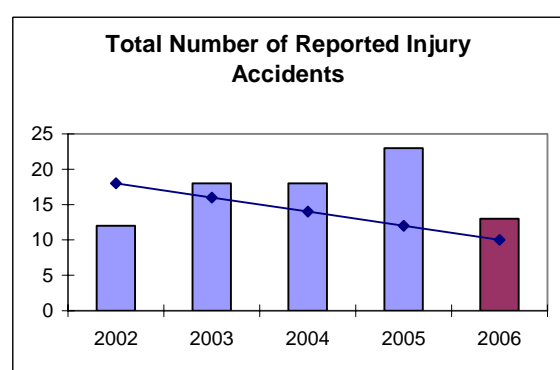
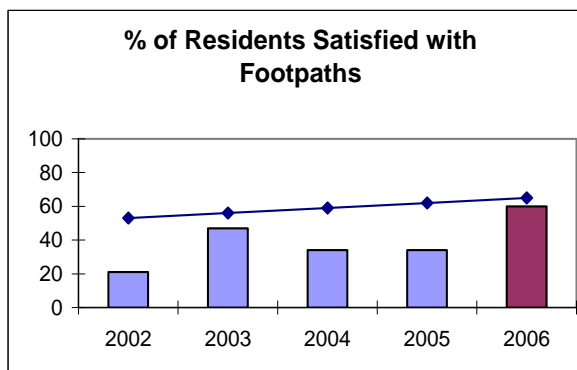
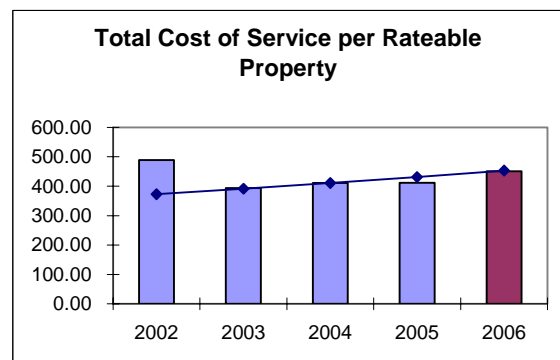
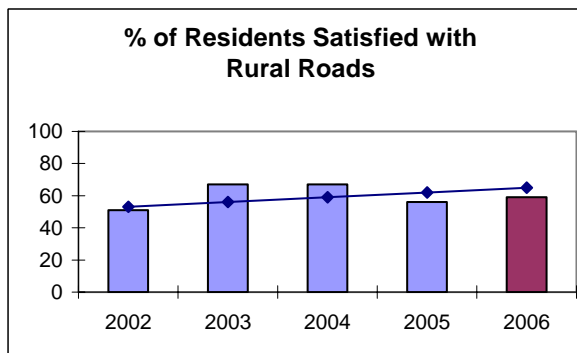
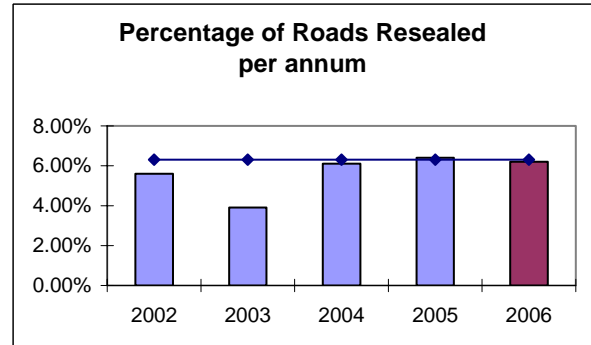
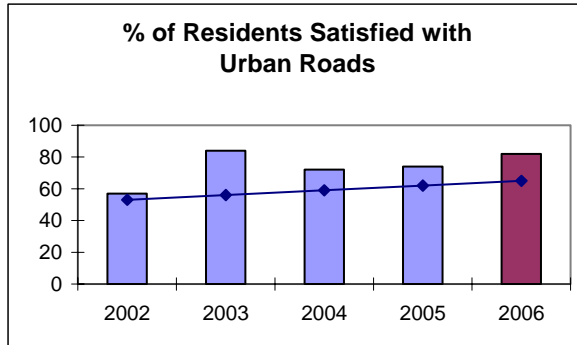
The following table highlights how Roding contributes to the achievement of our Community Outcomes.

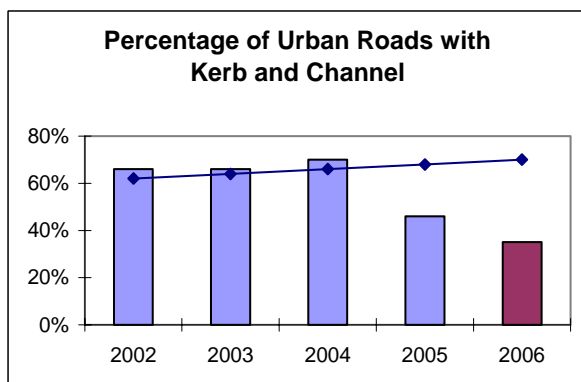
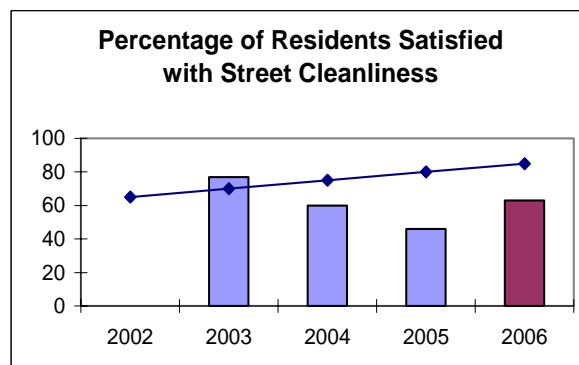
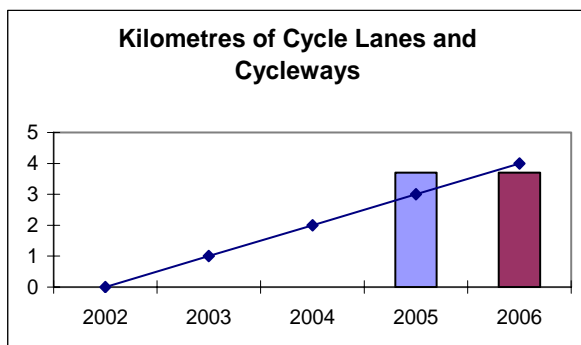
Community Outcome	How the Roding activity contributes	Performance Measure
<b>Sustainable Development</b>	By providing adequate roading infrastructure, appropriately funded, to meet future development needs.	Percentage of residents surveyed who are satisfied with the urban and rural road network, and 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 2006 the Actual Target.





### Level of Achievement

Generally speaking, Council has achieved the performance targets it set in the Kaikoura Community Plan. Significant improvements have been made in relation to public satisfaction with footpaths, streetlights and street cleanliness, following major upgrades in these areas in 2005 and 2006, and closer contract supervision.

## Cost of Service Statement: Roading

FOR THE YEAR ENDED 30 JUNE 2006

	2006 BUDGET \$	2006 ACTUAL \$	2005 ACTUAL \$
<b>Operating Expenses</b>			
<u>Roads</u>			
Operations	418,722	453,346	366,930
Loan Interest	34,635	34,500	35,633
Depreciation	365,211	391,443	402,824
	818,568	879,289	805,387
<u>Footpaths</u>			
Operations	14,914	11,212	9,382
Loan Interest	31,044	28,492	7,400
Depreciation	33,583	39,853	56,002
	79,541	79,557	72,784
<u>Streetlights</u>			
Operations	34,914	35,083	33,036
Loan Interest	15,920	15,920	3,795
Depreciation	20,989	18,142	14,278
	71,823	69,145	51,109
<b>Total Operating Expenses</b>	<b>969,933</b>	<b>1,027,991</b>	<b>929,280</b>
<b>Funded by:</b>			
Subsidies	327,648	366,734	335,303
Financial/Development	-	18,521	46,332
Contributions			
User Fees & Charges	-	11,128	11,128
	327,648	396,383	392,763
<b>Operating Surplus/(Deficit)</b>	<b>(642,285)</b>	<b>(631,608)</b>	<b>(536,517)</b>
<b>Capital Expenditure</b>			
Roads	320,000	322,686	337,394
Footpaths	21,342	139,122	396,082
Streetlights	-	39,885	65,986
Loan Principal	42,721	32,180	41,996
	384,063	533,873	841,458
<b>Other Revenue</b>			
General Rates	586,565	587,521	572,560
Loans	-	-	590,000
Reserves	20,000	128,522	(187,409)
	606,565	716,043	975,151
<b>Balance (Depreciation)</b>	<b>(419,783)</b>	<b>(449,438)</b>	<b>(402,824)</b>

## Capital Expenditure: Acquisition of Assets

During the year the Footpath upgrades were completed, which were originally provided for in the 2003/2004 Annual Plan, however works were actually carried out in the 2005 and 2006 financial years 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 Bayview Street and a seal extension on part of Old Beach Road.