

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 47% of these total costs. It also undertakes some upgrading and unsubsidised extension work as funding allows.

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 2006/2007, Council has completed a new footpath on South Bay Parade. The streetlight upgrade continues and will be undertaken as contractors are available and funds allow.

Effects on the Community

Economic		The provision of roads, footpaths and street lighting is vital for economic activity, and in Kaikoura the State Highway links our district to Christchurch, Blenheim, and the outside world, providing an important commercial flow.
Environmental		While some may view roads as a bitumen scar on the landscape, and streetlights have been blamed for confusing seabirds returning to nesting colonies, roads do protect the surrounding environment in terms of controlling traffic flow, and providing aesthetically pleasing road environs, which enables access to view the spectacular scenery in our district.
Social		Roads, footpaths and street lights are vital for social activity, providing access for interaction within the community, as well as safety for road users and pedestrians.
Cultural		Simply by providing access to areas within the district of cultural significance, allows for our culture and history to be appreciated and maintained.

It remains a topical issue that, in the 2006 calendar year 20 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

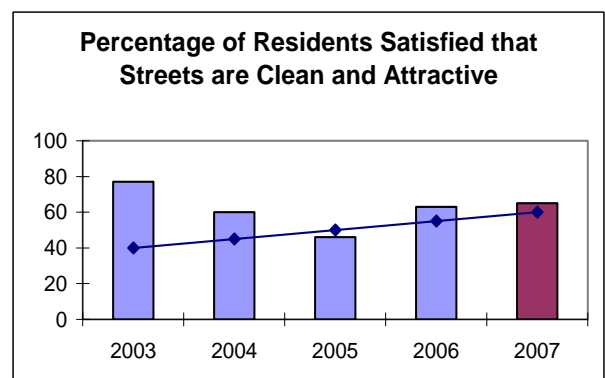
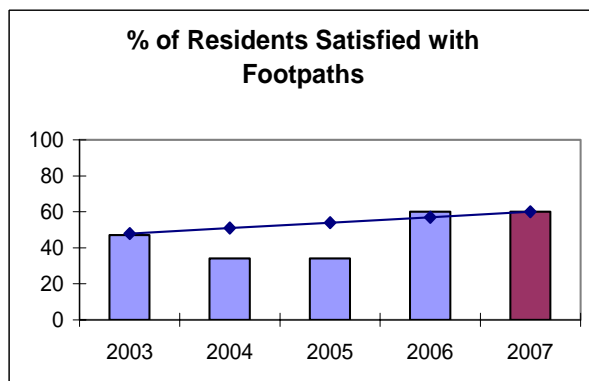
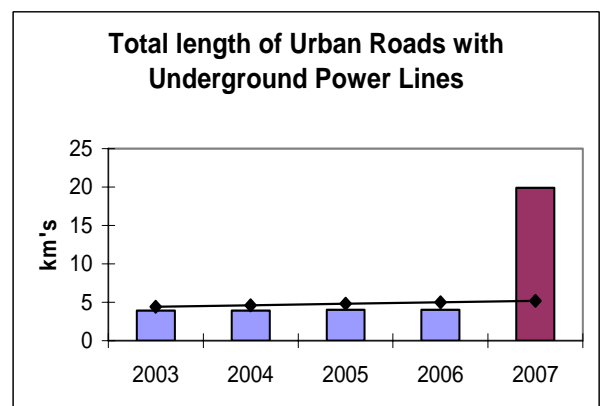
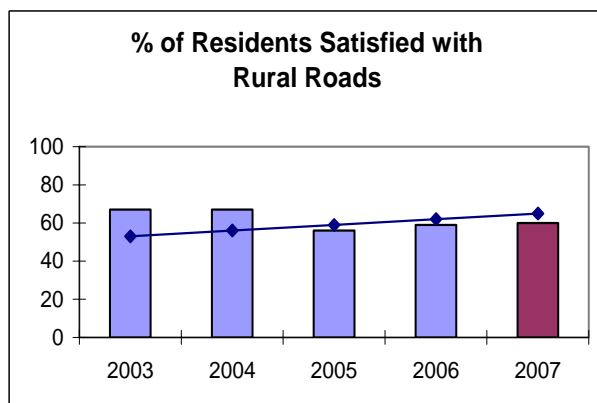
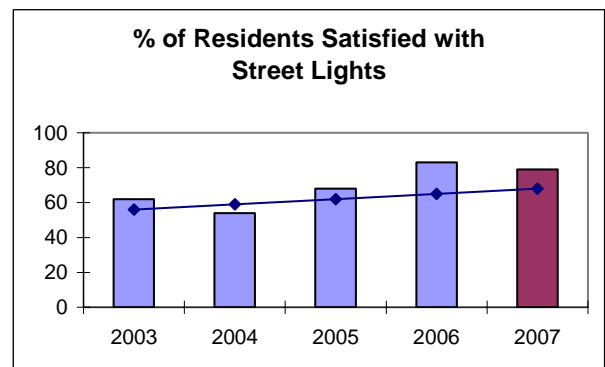
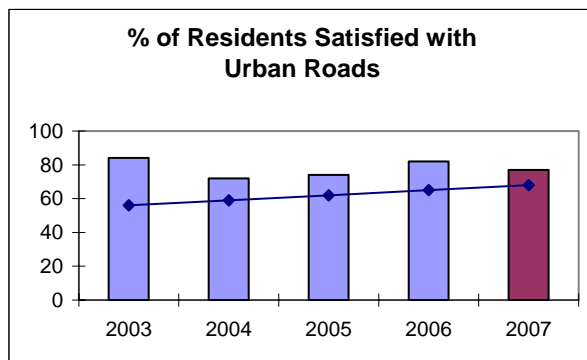
The following table highlights how Roding contributes to the achievement of our Community Outcomes.

Community Outcome	How the Roding activity contributes	Performance Measure	
Sustainable Development	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.	
Safe, Efficient Transport Network	By planning for the realignment of the State Highway behind Beach Rd	Progress towards the realignment's completion	
	By planning for a truck bypass diverting heavy traffic away from the urban area	Progress towards the bypass's completion	
	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.	Evidence of seal extensions undertaken per annum	
	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	
	By giving preference as a matter of policy to power suppliers who will assist with under-grounding of power lines	Total length of urban roads with underground power lines	
	By ensuring that roads are smooth and effectively maintained throughout the district	Undertake a roughness survey for all local roads biannually	
		Potholes shall be repaired within the specified response times	
	Surface defects shall be repaired within the specified response times		

Community Outcome	How the Roothing activity contributes	Performance Measure
Environmental Protection and Enhancement	Preserve the scenic and amenity values of Kaikoura by providing aesthetically pleasing road environs	Percentage of residents surveyed who are satisfied that streets are clean and attractive

Report on Performance

KEY: The line in each graph indicates the Councils desired trend, and for 2007 the Actual Target.



Performance Measure	Last Year	Target 2007-2009	Actual Result 2007															
Progress towards the realignment of the State Highway behind Beach Road	N/A	Discussions held with Transit NZ	The Kaikoura Strategic Transport Study is being developed in partnership with Land Transport NZ. The outcomes of this study will provide for the future of the transport network, including consideration for state highway realignment and a truck bypass.															
Progress towards the development of a truck bypass diverting traffic away from the urban area	N/A	Joint Transit/Council working party being established to identify and consider transport issues																
Evidence of seal extensions undertaken per annum	N/A	Old Beach Road, Postmans Road and Maui St are sealed within a ten year period	600 metres of Kowhai Ford Road were sealed in conjunction with a developer															
Kilometres of formed and/or marked cycle lanes and cycle ways in the district	3.7 km's	Development of a coordinated cycling and walkway strategy identifying locations	Annual Plan 2007/2008 provides for significant walkway development, and the Kaikoura Strategic Transport Study currently under development will address footpath and cycle access															
Results of the biannual Roughness Survey for all local roads	N/A	<p>The surface condition index is less than the mean value of all NZ sealed rural roads, and</p> <p>The surface condition index is less than the mean value of all NZ unsealed roads.</p> <p>Potholes shall be repaired within the specified response times, and</p> <p>Surface defects shall be repaired within the specified response times</p>	<p>93.1% of local roads complied (roughness survey results were less than the mean value of NZ roads as specified) – this is a combined measure for both targets</p> <table> <tr> <td>Strategic</td> <td>2 days</td> <td>100%</td> </tr> <tr> <td>Local</td> <td>7 days</td> <td>55%</td> </tr> <tr> <td>Unsealed</td> <td>7 days</td> <td>100%</td> </tr> </table> <table> <tr> <td>Strategic</td> <td>2 weeks</td> <td>100%</td> </tr> <tr> <td>Local</td> <td>4 weeks</td> <td>100%</td> </tr> </table>	Strategic	2 days	100%	Local	7 days	55%	Unsealed	7 days	100%	Strategic	2 weeks	100%	Local	4 weeks	100%
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Level of Achievement

Public satisfaction remains reasonably high in relation to urban roads and streetlights, but falls below expectations for rural roads, footpaths and the cleanliness or attractiveness of our streets. This last result is a little baffling when there is likely to be more rubbish and recycling bins available per capita than

anywhere in the country, the streets are not littered, and Kaikoura is considered an attractive town. In future we may well split the survey question, to determine if the dissatisfaction is with the attractiveness, or the cleanliness standards, to hopefully better understand this negative community perception.

Council staff are involved in working parties with Land Transport NZ, to develop a strategic overview for the future requirements regarding transport in the district, including the provision of footpaths, cycleways, and of course road and rail.

Operating Cost of Service Statement: Roothing

FOR THE YEAR ENDED 30 JUNE 2007

	2007 BUDGET \$	2007 ACTUAL \$	2006 ACTUAL \$
Operating Expenses			
<u>Roads</u>			
Operations	361,344	535,811	453,346
Loan Interest	33,596	32,384	34,500
Depreciation	464,241	397,814	391,443
	859,181	966,009	879,289
<u>Footpaths</u>			
Operations	13,240	11,271	11,212
Loan Interest	40,596	32,336	28,492
Depreciation	36,928	49,274	39,853
	90,764	92,881	79,557
<u>Streetlights</u>			
Operations	35,540	37,386	35,083
Loan Interest	6,368	12,945	15,920
Depreciation	26,377	20,573	18,142
	68,285	70,904	69,145
Total Operating Expenses	1,018,230	1,129,794	1,027,991
Funded by:			
Subsidies	406,326	286,679	366,734
Development Contributions	71,030	213,424	18,521
Other Income	36,000	49,405	11,128
	513,356	549,508	396,383
Operating Surplus/(Deficit)	(504,874)	(580,246)	(631,608)

Capital Cost of Service Statement: Roading

FOR THE YEAR ENDED 30 JUNE 2007

	2007 BUDGET \$	2007 ACTUAL \$	2006 ACTUAL \$
Capital Expenditure			
<u>Roads</u>			
New/Upgrade Assets	272,085	87,759	48,426
Renewals	290,000	118,968	274,260
Increased Levels of Service	-	-	-
	562,085	206,727	322,686
<u>Footpaths</u>			
New/Upgrade Assets	10,000	119,072	139,122
Renewals	1,428	-	-
Increased Levels of Service	-	-	-
	11,428	119,072	139,122
<u>Streetlights</u>			
New/Upgrade Assets	22,391	1,270	39,885
Renewals	-	-	-
Increased Levels of Service	-	-	-
	22,391	1,270	39,885
<u>Capital Debt Servicing</u>			
Loan Principal	59,901	32,903	32,180
Total Capital Expenditure	655,805	359,972	533,873
Funded by:			
General Rates	603,132	616,247	587,521
Transfer from/(to) Reserves	30,000	(193,055)	128,522
Loans	-	50,000	-
Depreciation	527,547	467,026	449,438
Operating Surplus/(Deficit)	(504,874)	(580,246)	(631,608)
	655,805	359,972	533,873

Capital Expenditure: Acquisition of Assets

During the year a new footpath has been developed on South Bay Parade, funded by depreciation reserves and a new loan. Streetlight upgrades are continuing, 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 a seal extension on Kowhai Ford Road undertaken in conjunction with a developer.

In previous years, some roading works had been accounted for as renewal works and therefore capitalised, however in 2006/2007 Council's in-house engineers are now responsible for the management of the road contracts and have not capitalised renewal works to the same extent. Instead many of this work is classified as maintenance, which also explains why roading operating costs have exceeded budget in the 2006/2007 year.

The replacement of Middle Creek Bridge had been provided for in the 2006/2007 financial year, but as this project may now be partially subsidised by Land Transport NZ, the replacement has been deferred to the 2007/2008 year and included in the LTNZ work programme.