

# 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 Land Transport 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 Land Transport New Zealand.

## Effects on the Community

<b>Economic</b>		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.
<b>Environmental</b>		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.
<b>Social</b>		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.
<b>Cultural</b>		Simply by providing access to areas within the district of cultural significance, allows for our culture and history to be appreciated and maintained.

## Community Outcomes

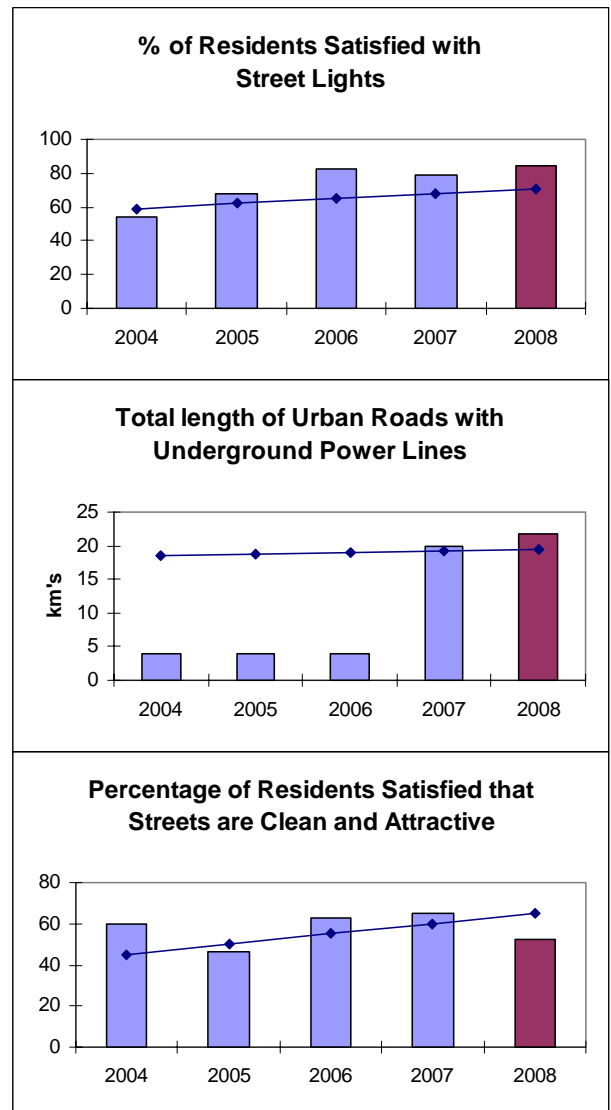
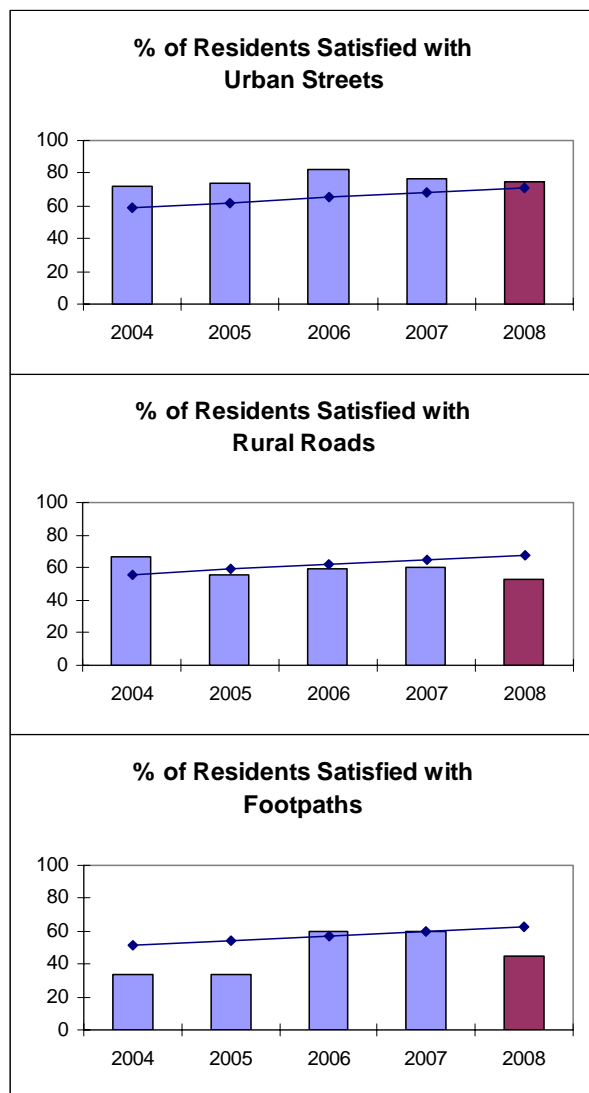
The following table highlights how Roading contributes to the achievement of our Community Outcomes.

Community Outcome	How the Roading 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 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 Roding activity contributes	Performance Measure
<b>Environmental Protection and Enhancement</b>	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 Council's desired trend, and for 2008 the Actual Target.



Performance Measure	Last Year	Target 2007/2008	Actual Result 2008
Progress towards the realignment of the State Highway behind Beach Road	Development of a Kaikoura Strategic Transport Study is in progress, in partnership with Land Transport NZ	Discussions held with Transit NZ (aka Land Transport NZ)	The Kaikoura Strategic Transport Study has been developed in partnership with Land Transport NZ; this document provides for the long term needs of roading and transport in Kaikoura. However, the 25-year plan does not provide for a truck bypass or realignment of the State Highway.
Progress towards the development of a truck bypass diverting traffic away from the urban area		Joint Transit/Council working party being established to identify and consider transport issues	
Evidence of seal extensions undertaken per annum	600m of Kowhai Ford Rd was sealed in conjunction with a developer	No seal extensions planned in 2007/2008	Maui Street and Lower Ward Street seal extensions were completed in 07/08
Kilometres of formed and/or marked cycle lanes and cycle ways in the district	Annual Plan 2007/08 provides for significant walkway development, and the Kaikoura Strategic Transport Study will address footpath and cycle access	Development of a coordinated cycling and walkway strategy identifying locations	Council has received funding from Land Transport NZ for this project, and a consultant has been employed to carry out the study.
Results of the biannual Roughness Survey for all local roads	<p>93.1% of local roads complied (roughness survey results were less than the mean value of NZ roads as specified)</p> <p>Strategic 2 days 100% Local 7 days 55% Unsealed 7 days 100%</p> <p>Strategic 2 weeks 100% Local 4 weeks 100%</p>	<p>The surface condition index is less than the mean value of all NZ sealed rural roads, and 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>100% of local roads complied (roughness survey results were less than the mean value of NZ roads as specified)</p> <p>Strategic 2 days 100% Local 7 days 100% Unsealed 7 days 100%</p> <p>Strategic 2 weeks 100% Local 4 weeks 100%</p>

## Level of Achievement

Resident satisfaction with rural roads, footpaths and the perception that streets are clean and attractive has dropped, despite reports from Land Transport NZ that our rural roads are well maintained and in a very good condition, over half a million being spent on footpath resurfacing since 2005, improved levels of service provided by our parks and reserves contractor, and the employment of extra parks and reserves staff to keep the streets looking pristine.

The development of a Kaikoura Strategic Transport Study, in conjunction with Land Transport NZ, places Kaikoura in an excellent position to now secure funding assistance for those projects provided for in the 25-year plan, including walkways and cycleways. However, this plan does not provide for realignment of the State Highway behind Beach Road, nor does it provide for a heavy truck bypass, as Land Transport NZ did not see these as priorities within the 25-year period.

## Operating Cost of Service Statement: Roading

FOR THE YEAR ENDED 30 JUNE 2008

	2008 BUDGET \$	2008 ACTUAL \$	2007 ACTUAL \$
<b>Operating Expenses</b>			
<u>Roads</u>			
Operations	382,970	408,492	535,811
Loan Interest	32,908	33,704	32,384
Depreciation	643,997	550,025	397,814
	1,059,875	992,221	966,009
<u>Footpaths</u>			
Operations	19,350	16,284	11,271
Loan Interest	44,696	47,831	32,336
Depreciation	65,863	46,695	49,274
	129,909	110,810	92,881
<u>Streetlights</u>			
Operations	41,651	46,418	37,386
Loan Interest	6,368	6,926	12,945
Depreciation	21,954	25,291	20,573
	69,973	78,635	70,904
<b>Total Operating Expenses</b>	<b>1,259,757</b>	<b>1,181,666</b>	<b>1,129,794</b>
<b>Funded by:</b>			
Subsidies	331,290	441,878	286,679
Development Contributions	119,700	58,010	213,424
Other Income	49,080	63,298	49,405
	<b>500,070</b>	<b>563,186</b>	<b>549,508</b>
<b>Operating Surplus/(Deficit)</b>	<b>(759,687)</b>	<b>(618,480)</b>	<b>(580,246)</b>

## Capital Cost of Service Statement: Roading

FOR THE YEAR ENDED 30 JUNE 2008

	2008 BUDGET \$	2008 ACTUAL \$	2007 ACTUAL \$
<b>Capital Expenditure</b>			
<u>Roads</u>			
New/Upgrade Assets	75,000	47,152	87,759
Renewals	287,000	508,982	118,968
Increased Levels of Service	-	-	-
	362,000	556,134	206,727
<u>Footpaths</u>			
New/Upgrade Assets	10,000	27,711	119,072
Renewals	-	-	-
Increased Levels of Service	-	-	-
	10,000	27,711	119,072
<u>Streetlights</u>			
New/Upgrade Assets	22,973	15,522	1,270
Renewals	-	-	-
Increased Levels of Service	-	-	-
	22,973	15,522	1,270
<u>Capital Debt Servicing</u>			
Loan Principal	62,401	51,423	32,903
<b>Total Capital Expenditure</b>	<b>457,374</b>	<b>650,790</b>	<b>359,972</b>
<b>Funded by:</b>			
General Rates	598,466	602,754	616,247
Transfer from/(to) Reserves	(113,220)	44,425	(193,055)
Loans	-	-	50,000
Depreciation	731,815	622,091	467,026
Operating Surplus/(Deficit)	(759,687)	(618,480)	(580,246)
	<b>457,374</b>	<b>650,790</b>	<b>359,972</b>

## Capital Expenditure: Acquisition of Assets

During the year a new footpath has been developed on Hawthorne Road, and seal extensions completed at Maui Street and Lower Ward Street, funded by depreciation reserves. Streetlight upgrades are continuing, and the work is being undertaken progressively as the contractor is able.

Other roading capital works included the annual resealing and road marking programmes, plus considerable work has been done on rural roads, notably seal smoothing of the Inland Road.

The replacement of Middle Creek Bridge had originally been provided for in the 2006/2007 financial year, but as this project will now be partially subsidised by Land Transport NZ, the replacement had been deferred to the 2007/2008 year and included in the LTNZ work programme. The actual physical work commenced in the late part of June 2008 and has been carried over as capital work in progress.