

COUNCIL ACTIVITIES

Key to Effects on the Community



Positive Effects: the Economic, Environmental, Social or Cultural Wellbeing of the Community is enhanced or improved by the activity



Neutral Effects: the effect on the community is either balanced by both positive and negative impacts, or there is only negligible effects



Negative Effects: the wellbeing of the community is disadvantaged or adversely affected by the activity.

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 NZ Transport Agency 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 NZ Transport Agency.

In July and August 2008, two separate flood events caused substantial damage to various local roads and bridges in the district, and due to major slips on the state highway and Inland Road, the district was isolated for almost a week. Council was able to secure a higher rate of funding assistance from the NZ Transport Agency (75%), and this meant all damaged roads were reinstated.

Effects on the Community

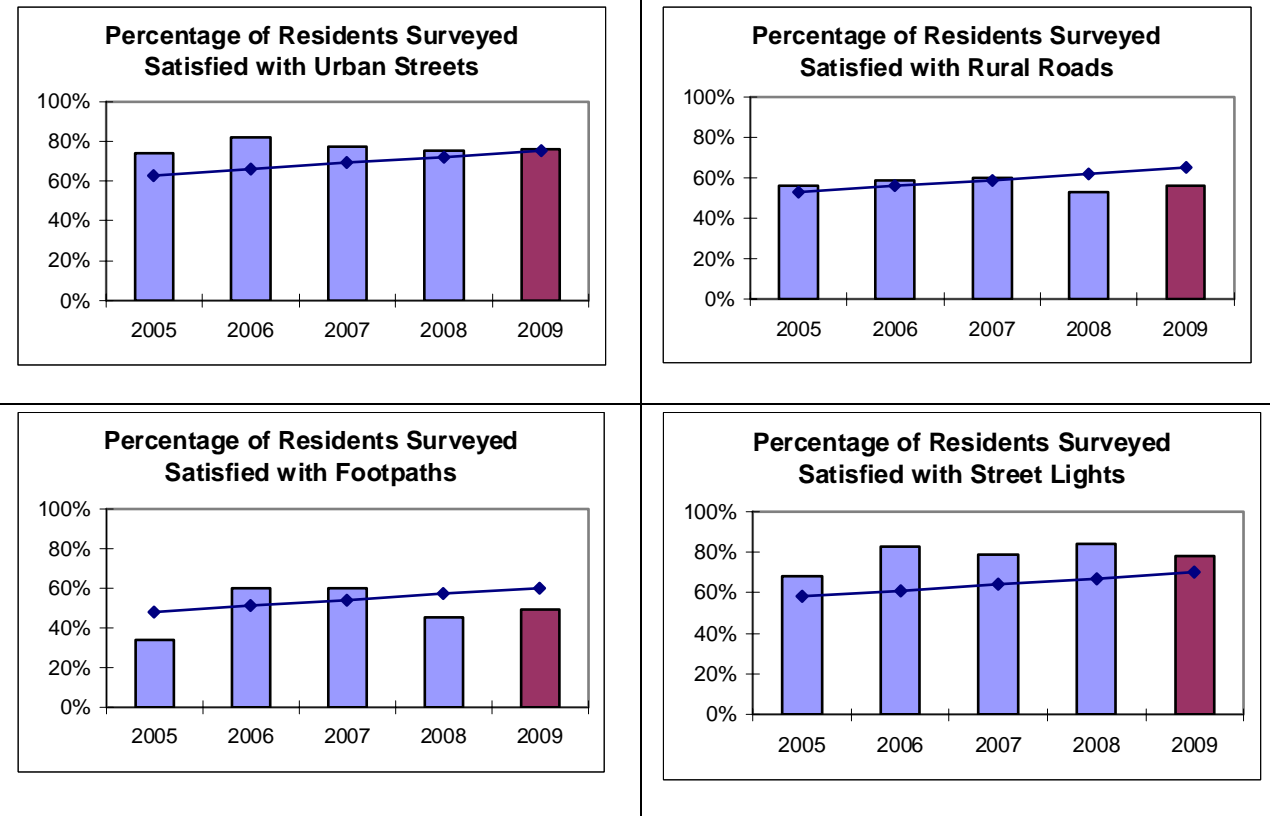
Economic		The floods of July and August 2008 disadvantaged normal economic flow throughout the district, and resulted in high repair costs, however the repair work did attract a higher subsidy rate.
Environmental		Roads can disrupt natural drainage patterns, which may have exacerbated the 2008 flood events.
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.

Measuring our Contribution to Community Outcomes

KEY: The line in each graph indicates the Council's desired trend, and for 2009 the Actual Target.

Outcome 1: Sustainable Development

The Roding activity contributes to Sustainable Development by providing adequate roading infrastructure, appropriately funded, to meet future development needs.



Outcome 3: Safe, Efficient Transport Network

Roding contributes to a safe, efficient transport network by;

	Target 2008/2009	Actual Result:
Planning for the realignment of the State Highway behind Beach Rd	Completion of the Strategic Transport Study for the district, and preparation of a joint NZTA/Council work plan to prioritise needs and attract funding for these, and other, projects.	The Strategic Transport Study was adopted by Council in 2008. This Study includes a priority list, which is being further refined in conjunction with NZTA. Neither realignment of the State Highway, nor a truck bypass, are provided for in this study, as NZTA did not see them as a priority for the next 25 years.
Planning for a truck bypass diverting heavy traffic away from the urban area		

Outcome 3: Safe, Efficient Transport Network

Roading contributes to a safe, efficient transport network by;

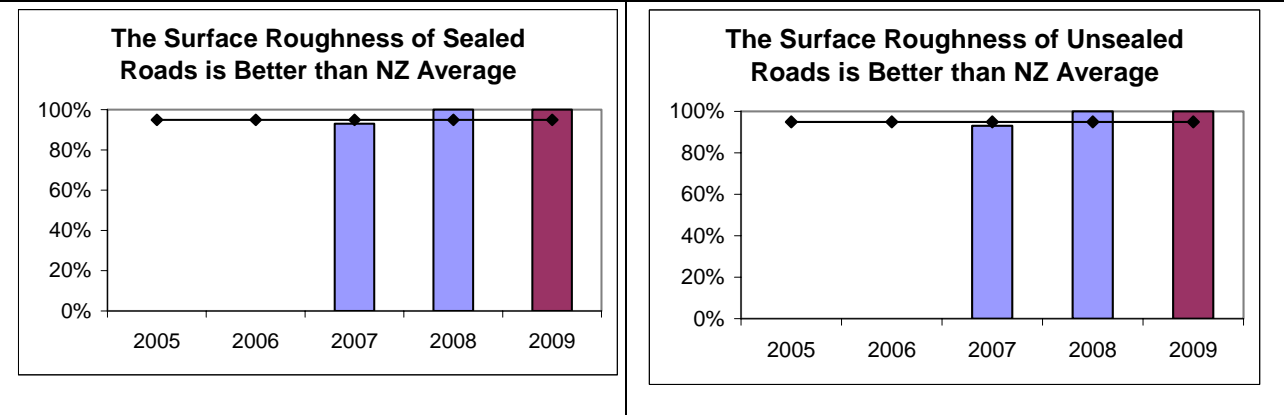
	Target 2008/2009	Actual Result:												
By maintaining and upgrading the road network at an affordable cost, and progressively undertaking seal extensions to improve safety, enhance access, and reduce nuisance from dust.	No seal extension planned	2.6km sealed on Old Beach Road; a very competitive tender was obtained for this project.												
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.	<table border="1"> <caption>Kilometres of Formed and/or Marked Cycle Lanes and Cycleways</caption> <thead> <tr> <th>Year</th> <th>Kilometres</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>3.7</td> </tr> <tr> <td>2006</td> <td>3.8</td> </tr> <tr> <td>2007</td> <td>3.8</td> </tr> <tr> <td>2008</td> <td>3.8</td> </tr> <tr> <td>2009</td> <td>5.4</td> </tr> </tbody> </table>		Year	Kilometres	2005	3.7	2006	3.8	2007	3.8	2008	3.8	2009	5.4
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By giving preference as a matter of policy to power suppliers who will assist with undergrounding of power lines	<table border="1"> <caption>Total length of Urban Roads with Underground Power Lines</caption> <thead> <tr> <th>Year</th> <th>km's</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>4</td> </tr> <tr> <td>2006</td> <td>4</td> </tr> <tr> <td>2007</td> <td>19</td> </tr> <tr> <td>2008</td> <td>21</td> </tr> <tr> <td>2009</td> <td>22</td> </tr> </tbody> </table>		Year	km's	2005	4	2006	4	2007	19	2008	21	2009	22
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2009	22													

By ensuring that roads are smooth and effectively maintained throughout the district, measured by the response times to repair potholes and surface defects, per the graphs below

<table border="1"> <caption>Percentage of Potholes Repaired within Specified Timeframes</caption> <thead> <tr> <th>Year</th> <th>Strategic (2 days)</th> <th>Local (7 days)</th> <th>Unsealed (7 days)</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>100%</td> <td>100%</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2006</td> <td>100%</td> <td>100%</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2007</td> <td>100%</td> <td>55%</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2008</td> <td>100%</td> <td>100%</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2009</td> <td>85%</td> <td>100%</td> <td>100%</td> <td>100%</td> </tr> </tbody> </table> <p>Timeframes: Strategic 2 days Local and Unsealed 7 days</p>	Year	Strategic (2 days)	Local (7 days)	Unsealed (7 days)	Target	2005	100%	100%	100%	100%	2006	100%	100%	100%	100%	2007	100%	55%	100%	100%	2008	100%	100%	100%	100%	2009	85%	100%	100%	100%	<table border="1"> <caption>Percentage of Surface Defects Repaired within Specified Timeframes</caption> <thead> <tr> <th>Year</th> <th>Strategic (2 weeks)</th> <th>Local (4 weeks)</th> <th>Unsealed (4 weeks)</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>100%</td> <td>100%</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2006</td> <td>100%</td> <td>100%</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2007</td> <td>100%</td> <td>100%</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2008</td> <td>100%</td> <td>100%</td> <td>100%</td> <td>100%</td> </tr> <tr> <td>2009</td> <td>100%</td> <td>100%</td> <td>100%</td> <td>100%</td> </tr> </tbody> </table> <p>Timeframes: Strategic 2 weeks Local 4 weeks</p>	Year	Strategic (2 weeks)	Local (4 weeks)	Unsealed (4 weeks)	Target	2005	100%	100%	100%	100%	2006	100%	100%	100%	100%	2007	100%	100%	100%	100%	2008	100%	100%	100%	100%	2009	100%	100%	100%	100%
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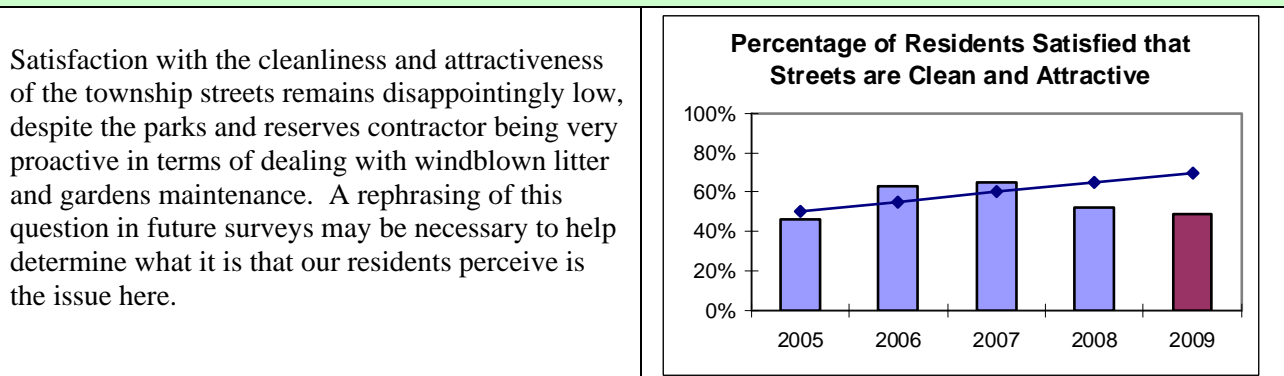
Outcome 3: Safe, Efficient Transport Network

Roading contributes to a safe, efficient transport network by ensuring that roads are smooth and effectively maintained throughout the district, measured by the results of the biannual Roughness Survey for all local roads, per the graphs below;



Outcome 6: Environmental Protection & Enhancement

The Roothing activity contributes to this outcome by preserving the scenic and amenity values of Kaikoura by providing aesthetically pleasing road enviroins.



Level of Achievement

Resident satisfaction with rural roads remains low, despite reports from NZ Transport Agency stating that our rural roads are in a far better condition than the national average (as the graphs at the top of this page confirm). Potentially this survey result was impacted by the flood events of July and August 2008.

Operating Cost of Service Statement: Roothing

FOR THE YEAR ENDED 30 JUNE 2009

	2008/2009 BUDGET \$	2008/2009 ACTUAL \$	2007/2008 ACTUAL \$
Operating Expenses			
<u>Roads</u>			
Operations	453,538	947,356	408,492
Loan Interest	33,347	32,392	33,704
Depreciation	649,499	701,549	550,025
	1,136,384	1,681,297	992,221
<u>Footpaths</u>			
Operations	21,254	39,529	16,284
Loan Interest	57,766	42,244	47,831
Depreciation	66,426	55,186	46,695
	145,446	136,959	110,810
<u>Streetlights</u>			
Operations	47,906	47,519	46,418
Loan Interest	7,360	6,001	6,926
Depreciation	22,142	27,736	25,291
	77,408	81,256	78,635
Total Operating Expenses	1,359,238	1,899,512	1,181,666
Funded by:			
Subsidies	662,434	786,923	441,878
Development Contributions	53,200	32,988	58,010
Other Income	50,192	48,345	63,298
	765,826	868,256	563,186
Operating Surplus/(Deficit)	(593,412)	(1,031,256)	(618,480)

Capital Cost of Service Statement: Roading

FOR THE YEAR ENDED 30 JUNE 2009

	2008/2009 BUDGET \$	2008/2009 ACTUAL \$	2007/2008 ACTUAL \$
Capital Expenditure			
<u>Roads</u>			
New/Upgrade Assets	145,000	167,543	47,152
Renewals	255,000	201,150	508,982
Increased Levels of Service	-	-	-
	400,000	368,693	556,134
<u>Footpaths</u>			
New/Upgrade Assets	500,000	13,017	27,711
Renewals	-	-	-
Increased Levels of Service	-	-	-
	500,000	13,017	27,711
<u>Streetlights</u>			
New/Upgrade Assets	38,965	11,721	15,522
Renewals	-	-	-
Increased Levels of Service	-	-	-
	38,965	11,721	15,522
<u>Capital Debt Servicing</u>			
Loan Principal	68,412	51,423	51,423
Total Capital Expenditure	1,007,377	444,854	650,790
Funded by:			
General Rates	622,722	622,246	602,754
Transfer from/(to) Reserves	20,000	69,393	44,425
Loans	220,000	-	-
Depreciation	738,067	784,471	622,091
Operating Surplus/(Deficit)	(593,412)	(1,031,256)	(618,480)
	1,007,377	444,854	650,790

Capital Expenditure: Acquisition of Assets

During the year considerable emergency repair of storm damaged roads and bridges was undertaken, which required major reprioritisation of planned capital works. Most notably, no sealed road renewals, and no kerb and channel renewals, were undertaken during the year as funds were diverted to the emergency repair work.

Council has been under pressure from the community to seal Old Beach Rd for a number of years; however this project does not meet the minimum criteria for funding assistance from NZ Transport Agency, and to date Council had deferred the project until alternative funds could be found. This year, an extremely competitive quote was received to complete 2.6 km of seal on that road, and Council resolved to undertake the project, funded from the roading reserve.

The 2008/2009 Annual Plan provided for a \$500,000 walkway to be developed, linking Churchill Street to South Bay. However, funding from NZ Transport Agency was not secured for the project, and this has been deferred to 2009/2010; work started on this project in September 2009.