

Transportation

Purpose

The transportation group of activities aims is to link our great places, keep our communities connected, safe and active, and to contribute to the sustainability and growth of the local economy. Our transport network is vital for connecting our communities and provides for safe access to the places that make visiting and living in the Kaipara an enjoyable experience

Legislation associated with this service

- Local Government Act 2002,
- Local Government (Rating) Act 2002,
- NZTA funding criteria.
- Government Policy Statement (GPS)

Risks and Issues (Problems affecting our transport network)

Sealed Roads – Larger renewal programmes to address historic backlogs, inappropriate allocation of in-house costs and maintenance contract fixed costs in Kaipara are resulting in our sealed roads having some of the highest costs per kilometre in our peer group.
Drainage – Ad hoc historic maintenance of drainage systems has increased the susceptibility of our pavements to water ingress and premature failure. It also increases the likelihood of flooding and slips during heavy rain events.
Resilience - Poor geology, a subtropical climate and poor drainage systems make our roads susceptible to slips and flooding during heavy rain events, resulting in road closures that often affect critical routes. This is only expected to get worse over time due to the effects of climate change.
Unsealed Roads – Use of out of specification GAP aggregates on our unsealed roads is resulting in: <ul style="list-style-type: none">• adverse health impacts to residents due to dust• high levels of community dissatisfaction due to poor road condition and• high maintenance costs.
Structures – Lack of historic maintenance and renewals of structures in KDC is resulting in a large number of structures prematurely reaching the end of their life which is adversely affecting freight access and increasing demands for expensive bridge replacement.
Growth and Alternative Transport - Rapid growth and lack of suitable alternative transport modes are causing congestion in Mangawhai during peak holiday periods. Lack of alternative transport modes in many communities restricts access to places of employment, education and social opportunities which is leading to severance, safety issues and higher levels of social deprivation.
Safety – Northland has a narrow, winding and unforgiving rural road network which combined with poor driver behaviour has resulted in the region being a high Community at Risk for death and serious injury (DSI) crashes and the rate of DSI crashes is trending upward for all three councils. KDC also have higher Collective Risks than their peer group.

How we fund this

- General rates;
- Targeted rates;
- Grants, subsidies and other funding sources;
- Development contributions;
- Financial contributions;
- Borrowing; and,
- Asset sales.

What we do

Transport supports economic transactions, growth and development, social cohesion, health and the day-to-day running of our communities. It is one of the most important functions we provide. We are the road-controlling authority for our district, and we are responsible for planning, creating, operation, maintaining and rehabilitating all roads (except state highways) in a financially responsible manner.

Kaipara Districts Councils network is (This will be infographics)

Assets	Unit of Measure	Each	Total	Urban	Rural
Pavement (tl)			km		
Sealed Surface Network	km		454.7	108.1	346.6
Unsealed Road Network	km		1,119.4	13.1	1,106.3
Surface (carpark)	km		-	-	-
Pavement (carpark)	km		-	-	-
Bridges			metres		
Bridges (m)	each	249	4,078	15	226
Major culverts	each	99	1,043	3	99
Retaining walls	each	472	14,979	50	422
Drainage			metres		
Minor culverts (m)	each	12,167	127,426	1,439	10,728
Other drainage	each	2,241		1,785	456
Surface water channels (m)	metres	9,382	1,845,690	186,022	1,659,668
Traffic Services			metres		
Streetlight Poles	each	429		415.00	14.00
Streetlight Brackets	each	1185		1,144.00	41.00
Streetlight Lights	each	1185		1,144.00	41.00
Signs	each	9,001		2,261	6,637
Railings (m)	metres	1,139	23,273	2,288	20,985
Traffic Signals					
other traffic controls (tbc)					
Footpaths			metres		
Footpaths (m)	metres	957	93,219	88,666	4,281

We undertake the following: (Infographic the below on the page)

- Routine roadside drainage maintenance,

- Mowing and vegetation control,
- Footpath maintenance,
- Information and Regulatory Signage,
- Road Marking,
- Streetlights,
- Street Cleaning,
- Safety Barriers and Guide Fences,
- Pedestrian Crossings and Island Separations,
- Walkways, Shared Paths and Cycleways, and
- Emergency Work from Initial Response to Reinstatement.

We also assist the NZ Transport Agency (NZTA) to manage areas of the transport network through our townships along the State Highways where the speed limit is less than 70km/h.

We are a member of the Northland Transportation Alliance (NTA) that provides the professional services to Council for the Transport Network through a shared services business unit based in Whangarei. The NTA members include Far North District Council (FNDC), Whangarei District Council (WDC), Northland Regional Council (NRC).

Other responsibilities for Council include:

- Road safety promotion and education,
- Advocate for NZTA and other Central Government funding to support key Transport Infrastructure Projects in Kaipara district,
- Ensure all new works meet Councils Engineering Standards,
- Liaise with NZTA regarding the State Highway Network throughout Kaipara district,
- Member of Northland Lifelines Group,
- Member of Regional Transport Committee,
- Member of Regional Freight Group, and
- Member of Regional Stock Truck Effluent Dumping working party.

Contribution to Community Outcomes and well-beings

- Climate smart
- Vibrant communities
- Prosperous economy
- A Trusted Council
- Social
- Economic
- Environmental

What we will deliver

Description	When
<ul style="list-style-type: none"> • Implement District wide road safety improvements, including school zones, speed limit reviews, local area road traffic improvements and prioritised road safety initiatives and an education programme • Implement the network resilience strategy which includes a significant programme of slip repairs and drainage improvements across the district to mitigate the effects of climate change and significant weather events that cause communities to be severed from essential services. • Complete the delivery of the Provincial Growth Fund (PGF) unsealed roads package • Secure funding and deliver the network cycleway programme • Implement township improvement programmes • Complete the LED infill lighting programme • Implement the footpath programme to improve pedestrian safety and connectivity throughout the district • Undertake the bridge replacement and upgrade programme 	2021/2022
<ul style="list-style-type: none"> • Continue District wide road safety improvements, including school zones, speed limit reviews, local area road traffic improvements and prioritised road safety initiatives and an education programme • Continue the network resilience strategy which includes a significant programme of slip repairs and drainage improvements across the district to mitigate the effects of climate change and significant weather events that cause communities to be severed from essential services. • Secure funding and continue to deliver the network cycleway programme • Continue township improvement programmes • Continue the footpath programme to improve pedestrian safety and connectivity throughout the district • Continue the bridge replacement and upgrade programme 	2022/2023
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Performance Measures

	LTP Year 1 Target 2021/2022	LTP Year 2 Target 2022/2023	LTP Year 3 Target 2023/2024	LTP Years 4-10 Target 2024/2031
The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number		<=10	<=10	<=10
The average quality of ride on a sealed local road network, measured by smooth travel exposure		=>90	=>90	=>90
The percentage of the sealed local road network that is resurfaced		>6.7%	>6.7%	>6.7%
Our sealed and unsealed network will meet the agreed Council's levels of service specified in our roading contracts and the network is always at least 95% compliant	New Measure	TBA	TBA	TBA
The percentage of the sealed local road network that is rehabilitated	New Measure	TBA	TBA	TBA
Extend the footpath and cycleway network as planned	New Measure	TBA	TBA	TBA
Execution of capital works programme - maximum uptake, within 3-year period, of the approved NZTA budget for Kaipara District provide Council can also fund the local share		=>95%	=>95%	=>95%
The percentage of customer service requests relating to roads and footpaths to		90%	90%	90%

which the territorial authority responds within the time frame specified in the LTP				
The percentage of footpaths within a territorial authority district that fall within the level of service or service standard for the condition of footpaths that is set out in the territorial authority's relevant documentation (such as its annual plan, activity management plan, asset management plan, annual works programme or LTP)	Percentage of residents fairly/very satisfied with footpaths	73%	73%	73%

Changes in Levels of Service

The levels of service have all being standardised throughout Northland which should give the community consistent service wherever they are in the Region.

Significant Negative effects

Activity	Effect	Mitigation
Road Safety	High number of fatal and serious crashes. Northland has a narrow, winding and unforgiving rural road network which combined with poor driver behaviour has resulted in the region being a high Community at Risk for death and serious injury (DSI) crashes and the rate of DSI crashes is trending upward for all three councils. KDC also has higher Collective Risks than their peer group.	Behavioural campaign and black spots / identified safety issues improvements. Kaipara specific targeted campaigns at specific crash issues and programme of safety improvements as known locations to prevent or reduce serious injury.
Resilience	Poor geology, a subtropical climate and poor drainage systems make our roads susceptible to slips and flooding during heavy rain events, resulting in road closures that often affect critical routes.	Adaptive Planning to establish appropriate community and infrastructure response to climate change events. Develop adaptive plans for vulnerable and coastal communities that indicate a future strategy and funding allocation for proactively dealing with climate related events. Proactive maintenance and renewals of vulnerable roading assets such as aging bridges and coastal roads to create more resilience and reliable connection to the wider network.
Structures	Aging bridge stock, a high number of wooden structures in poor to very poor condition and 27 bridges restricted from HPMV and 50MAX reduce the networks	Replace/renew bridges and structures through a systematic programmed approach which aims to tackle enough of the transport network assets to spread the cost over 30 years

	capacity to provide appropriate Levels of Service to all road users	
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