

# Activity Statement

## Roothing and Footpaths

### Purpose

The rooothing and footpaths activity aim 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 Kaipara an enjoyable experience.

This Long-Term Plan is focused on recovery from extreme weather events in 2022-23. Roothing was significantly impacted by these events which reflects in the priorities of the work programmes.

### Legislation associated with this service

- Local Government Act 2002
- Local Government (Rating) Act 2002
- Subsidy funding criteria as per the National Land Transport Fund managed by NZTA Waka Kotahi
- Government Policy Statement (GPS)

### Risks and Issues

- Sealed roads – Larger renewal programmes to address historic backlogs 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 traffic dust in dry conditions, high levels of community dissatisfaction due to poor road condition, and high maintenance costs.
- Practical management of water tables for drains and culverts and a road surface that is drivable in a safe manner will be the highest maintenance priorities. However, due to financial constraints within the rooothing portfolio, funds will be targeted to specific areas
- 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 '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.

### What we do

Roothing and Footpaths 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, operating, maintaining, and rehabilitating all roads (except state highways).

Kaipara District Council's network is made up of:

Kaipara District Council				
				
<b>1,614km</b> Total Road Network	<b>471km</b> of Sealed Roads	<b>1,140km</b> of Unsealed Roads	<b>354</b> Bridges and Large Culverts	<b>15,338</b> Drainage Systems
				
<b>99km</b> of Footpaths	<b>32km</b> of Cycleways	<b>1,311</b> Streetlights	<b>10,710</b> Signs	

We undertake the following:

- 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
- 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 also 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 Council's 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
- Member of Regional Stock Truck Effluent Dumping working party.

### Contribution to Community Outcomes

	Affordable living	Dependable Rooding	Healthy Environment	Prosperous Economy	Vibrant Communities
Repair and recover from extreme weather events					
Connecting networks and communities					
Safe and well-maintained roads ensure easy travel and access around the district					
Provide safe and connected walkways, cycle ways and vehicle access					

### How is climate resilience being considered?

Climate resilience is being addressed in two ways:

- Climate Mitigation – mode shift and emissions reduction plans, to reduce future CO<sup>2</sup> emissions  
 This is being achieved by creating shared paths and walking connections to promote mode shift and planning a future strategy to improve direct freight routes through a bridge strengthening programme (2027-34)
- Climate Adaptation – dealing with the impacts being experienced in the district along with improving resilient and reliable to withstand and recover quicker.  
 This is being undertaken through a strategic planned programme of actual and potential land instability slip solutions (retaining walls for example) and resilience and reliability improvements for State Highway and flood zone diversion routes.

### What we will deliver, when

Description	2024-2025	2025-2026	2026-2027
Operations and maintenance			
Capital Renewals and Refurbishments – road surfaces, drainage, bridges & structures, footpaths, traffic services			
Road safety (signage, delineation, road markings, intersection upgrades)			
Emergency Recovery (From 2022-23 storm events) – Stage 3			
Local road improvements – ongoing for road renewals			
Improvements – Mangawhai, Alamar Boat Car Park			
Improvements – Mangawhai, Seal extensions: Lawrence, Settlement Rd, from Kaiwaka-Mangawhai Road to the Hakaru Hall, sections of Cames Rd and Devich Road between bridge and Lawerance Road			

Description	2024-2025	2025-2026	2026-2027
Improvements – Mangawhai, Wood Street			
Improvements – Kaiwaka, Footpaths North-South connection			

### Performance Measures

	LTP Year 1 Target 2024-2025	LTP Year 2 Target 2025-2026	LTP Year 3 Target 2026-2027	LTP Years 4-10 Target 2027-2034
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.	≤ 0	≤ 0	≤ 0	≤ 0
The average quality of ride on a sealed local road network, measured by 'smooth travel exposure'.	≥90	≥90	≥90	≥90
The percentage of the sealed local road network that is resurfaced (each financial year).	≥8%	≥8%	≥7%	≥7%
The maintenance of the roads meets the Council level of service targets as specified in our roading maintenance contracts.	≥85%	≥85%	≥85%	≥85%
The percentage of the sealed local road network that is rehabilitated (annually).	≥0.6%	≥0.6%	≥0.6%	≥0.6%
The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the time frame specified in the LTP.	≥90%	≥90%	≥90%	≥90%
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).	≥90% in fair or better condition			

### 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
Roads (sealed and unsealed)	Potholes, defects and slips due to extreme weather events	Increase drainage maintenance (when funding is available)
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.	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 capacity to provide appropriate Levels of Service to all road users	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