

Roading



HDC Roading Services

Council provides a network of roading and associated services throughout the District.

Roading encompasses many related service delivery activities of the Council that address safety and amenity issues:

- Roading pavements, Stormwater,
- Street and amenity lighting, Kerb and channel,
- Road marking, Street and road signs,
- Footpaths, Culverts,
- Safety railings, Bridges.

Council is not responsible for the State Highway network.

As part of the Land Transport Safety Authority's Safety Administration Programme, Council is working alongside the Land Transport Safety Authority and the NZ Police to reduce the number of and the severity of accidents in the Hauraki District. This is in response to community expectations and the need for Council to provide a leadership role. Additionally, the Crown provides funds for road safety initiatives that can be brought to the District with Council in this

facilitator role. This activity provides for the delivery, co-ordination and facilitation of road safety programmes and initiatives in the District. Council employs a part time Road Safety Co-ordinator to co-ordinate, facilitate and manage local efforts to address identified road safety problems.

5% of a further officer's time is committed to this area in a supervisory capacity. Examples of programmes in operation are Safe with Age, Seat belts, Safe driving and Kids Safe.

Council is currently in the process of developing a District Road Safety Strategy. This outlines the key issues in terms of road safety in the district, who will be involved, and how. This involves community groups, Government agencies and Environment Waikato.

Each year specific land transport safety resources in the District will be agreed between the NZ Police, Land Transport Safety Authority (LTSA) and Council for delivery at the local level.

These resources are identified in the following outputs:

NZ Police

For all roads in the District, both highway and local roads:

- Speed control
- Drinking or drugged driver control
- Restraint device control
- Visible road safety enforcement

Network-wide road policing:

- Commercial vehicle investigation and road user charges
- Crash attendance and investigation
- Traffic management

General road policing support:

- Police community services
- School road safety education
- Resolutions

LTSA

- Policy advice,
- Safety information and promotion,
- Driver licensing,
- Grants,
- Safety auditing,
- Vehicle impoundment.

Hauraki District Council also works in partnership with Transit N.Z, Transfund, Environment Waikato, neighbouring district councils, Accident Compensation Corporation and various other agencies in delivering roading network services to the District.

How does Roothing contribute to the community outcomes?

Community Outcome	How Roothing contributes
Safe and accessible roads	Provide, maintain and develop roads, streets and bridges to agreed design and safety standards to aid the safe, comfortable and efficient travel in and through the Hauraki District.
Sustained economic growth	Allows for efficient transporting of goods and services. Allows accessibility for visitors to the Hauraki District.

Current Levels of Service

Roothing is divided into two categories:

- **Subsidised Works**
These works relate primarily to the maintenance upgrading and renewal of carriageway assets including roads, bridges, drainage, culverts, road marking, lighting and signage.

All work is undertaken to a programme agreed to by Transfund who in turn subsidise the work undertaken. The current subsidy rate is 54% for maintenance and 59% for new construction.

- **Non-subsidised Works**
These are generally works that Council and the community agree to undertake that are not subsidised by Transfund. They include seal extensions, street cleaning, new and replacement footpaths, the maintenance of car parks and walkways connecting local roads.

The level of non-subsidised works to be undertaken each year is agreed with Council's Ward committees.

Council has three major tendered contracts that cover a five year term which expire on 30th June, 2004.

These contracts are for:

- Road maintenance,
- Road marking,
- Road signage.

These contracts will be replaced by a single road maintenance contract from 1st July 2004.

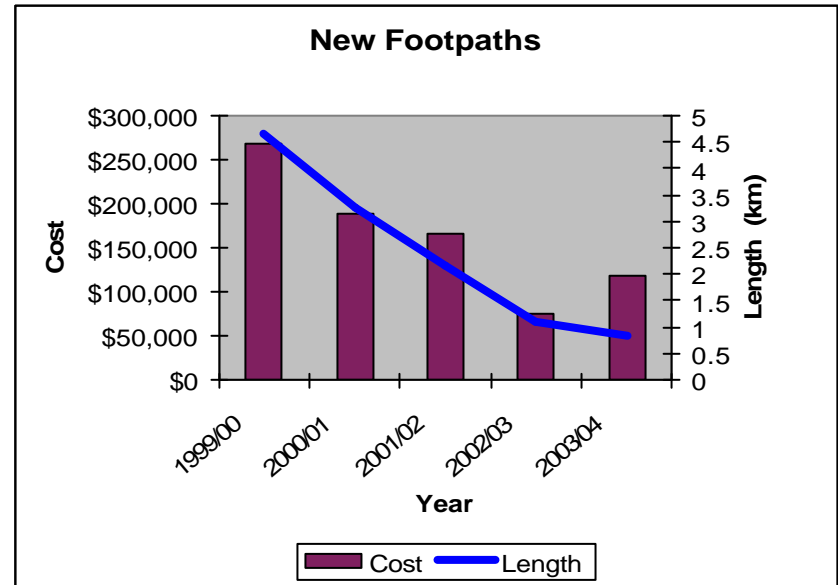
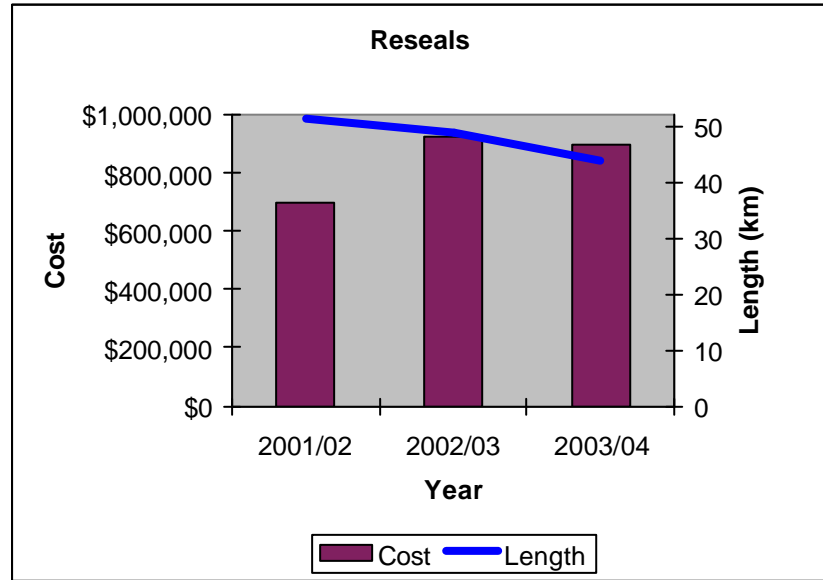
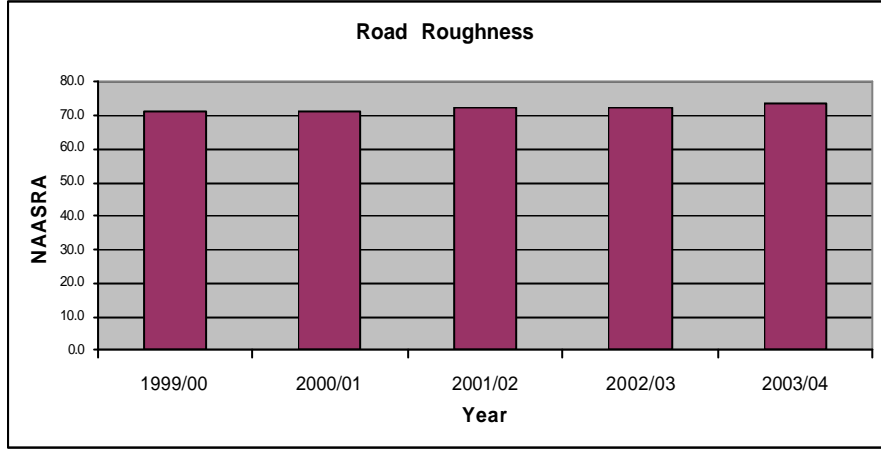
Council has separate annual contracts for:

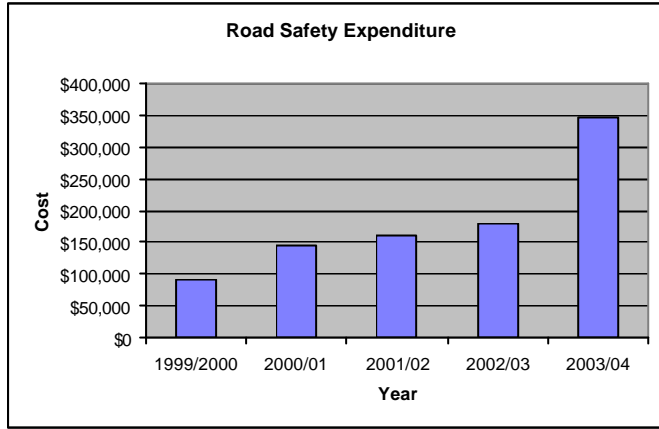
- Street lighting,
- Reseals,
- Reconstruction, areawide pavement improvements, minor safety improvements.

Capital works are generally tendered and packaged on a geographical basis.

Hauraki District Roading Assets

Area	Length Sealed (km)	Length Unsealed (km)	No of Bridges	Length of Bridges (km)	Length of Footpath (km)	Length of Kerb and Channel (km)	Culvert Length (km)	No of Signs
Waihi Rural	85	35.0	35	0.44	-	2.7	7.6	543
Waihi Urban	55	3.0	11	0.13	46.4	41.7	2.1	743
	140	38.0	46	0.57	46.4	44.4	9.7	1286
Paeroa Rural	74	32.2	25	0.48	0.1	1.5	4.3	294
Paeroa Urban	28	1.4	6	0.02	28.4	41.3	0.6	353
	102	33.6	31	0.50	28.5	42.8	4.9	647
Plains Rural	204	56.9	45	0.72	2.4	1.6	8.5	636
Plains Urban	16	0.3	3	0.03	18.1	38.5	2.3	211
	220	57.2	48	0.75	20.5	40.1	10.8	847
TOTALS	462	128.8	125	1.82	95.4	127.3	25.4	2780

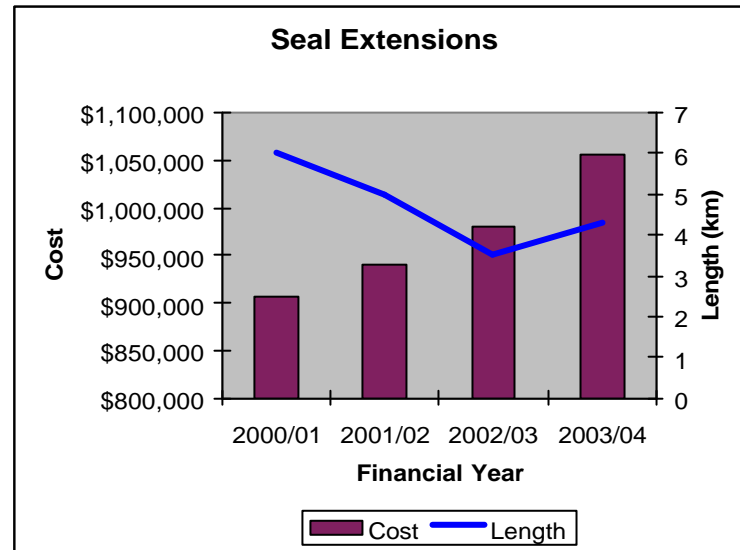




What will success look like?

Target	Measure
Reduce the length of unsealed roads	To extend seal on unsealed roads at an average of 2km per year.
To extend pavement life of sealed roads	Reseal an average of 40 km of sealed roads per year.
To maintain an effective sealed road maintenance programme	To maintain the rural sealed roads smoother than a NAASRA value of 80 and the urban roads smoother than 110 NAASRA which are nationally accepted values for smooth roads.
Preparation, management and delivery of an annual Road Safety Programme for Hauraki District	Liaise and negotiate annually with LTSA and Police for land transport safety resources.
Maintain and implement a constantly up to date Road Safety Strategy	Strategy updated in strategy consultation with the LTSA, New Zealand Police, and other road safety departments annually and its provisions implemented as planned.
Ensure road safety programmes meet with District Road Safety Strategy	Report to Road Safety Committee on a regular basis.

Target	Measure
To equal or better crash rates of other similar districts, and are continuing reduction in the number of injury crashes and crash trends on roads in the district.	Number of crashes per 110,000 Vehicle Kilometres travelled in LTSA Annual Road Safety Report are within 15% or below peer group average 100%
Economic efficiency	Percentage of roads with appropriate level of service 80% or better.



Council's Proposed Strategies

Council has long term maintenance, renewal and capital expenditure strategies in place for both subsidised and non-subsidised roading works, which are reviewed on a regular basis.

Council:

- Proposes to extend the sealed road network by an average of 2km per year,

- Has a 10 year programme in place to replace and extend street lighting to meet the New Zealand Standards (NZS 1158),
- Has allocated approximately \$100,000 per annum for new and replacement footpaths,
- Has increased its works programme to meet the funding available for road safety initiatives.

Council is seeking opportunities for alliancing/partnership with Transit NZ and neighbouring local authorities to deliver roading services. At present initial research, discussions and risk management issues are being canvassed.

There is a hierarchy of Land Transport Plans required by the Land Transport Management Act 2003 which seek to implement the goals established in the National Land Transport Plan. They are:

- National Land Transport Plan,
- Regional Land Transport Plan,
- District Land Transport Plan.

These plans co-ordinate the involvement of all agencies involved in land transport.

The current focus is on safety and the reduction in the road toll through:

- Education,
- Engineering,
- Enforcement.

Planned Capital Work

Type	Proposed year of completion	Average Cost per annum
Reseals	10 year strategy	\$750,000
Major Drainage	10 year strategy	\$220,000
New and replacement street lights	10 year strategy	\$88,000
Minor Safety	10 year strategy	\$350,000
Reconstruction	10 year strategy	\$140,000
Seal Extension	10 year strategy	\$755,000
Bridge Replacement and Renewal	10 year strategy	\$160,000

Type	Proposed year of completion	Average Cost per annum
New vehicle crossing	10 year strategy	\$12,000
Waihi Local roading	10 year strategy	\$50,000
Walking and cycling strategy	2005-07	\$50,000

Signalling possible change in Levels of service

Transfund reviews the level of subsidy it pays each year. Should this increase or decrease, the Council will then review its works programmes accordingly. The priority for roading projects is determined by:

- A formula for benefit/cost that is applied nationally.
- Contribution to strategic objectives of Land Transport Management Act 2003.

Where do funds come from?

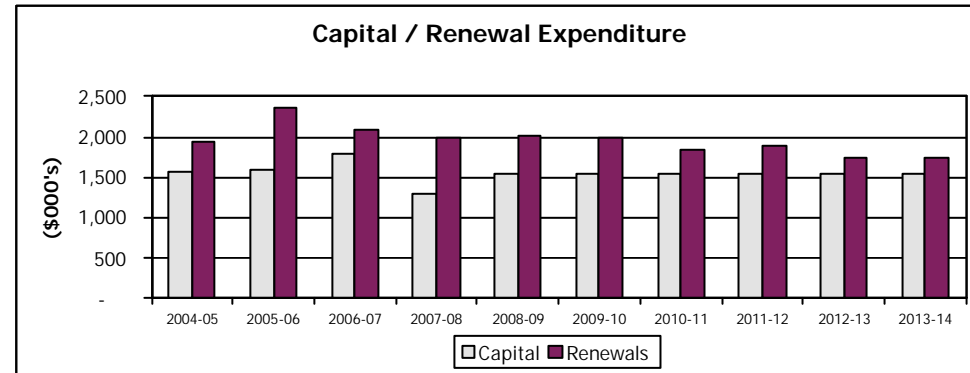
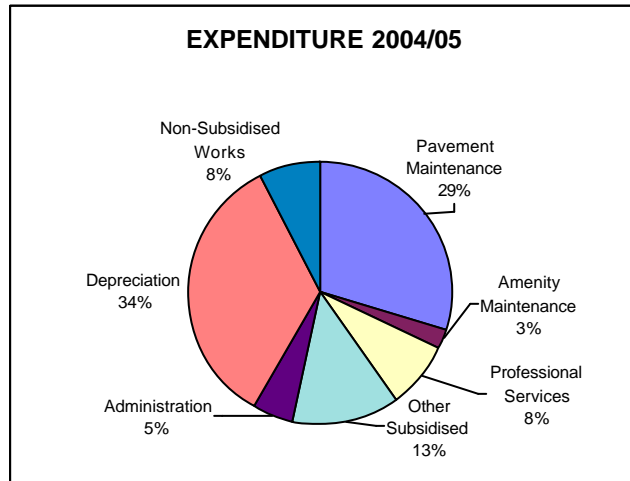
Activity	General Rates District	Targeted Rates	External Subsidies	Road Tolls	Development Contributions
Footpaths		100%		Nil	Nil
Non-subsidised roading	100%			Nil	Nil
Subsidised Roothing	38% [45%]		62% [55%]	Nil	Nil
Street Cleaning	10%	80%	10%	Nil	Nil

The parenthesis indicates future funding targets.

Council has proposed a Seal Extension programme of \$750,000 per annum for the next ten years. Each year of the programme increases General Rates by 1.1% above what would have been required without that year's programme.

What is the cost of operating the Roding activity?

Forecast 2003-04 \$000's		Forecast 2004-05 \$000's	Projected 2005-06 \$000's	Projected 2006-07 \$000's	Projected 2007-08 \$000's	Projected 2008-09 \$000's	Projected 2009-10 \$000's	Projected 2010-11 \$000's	Projected 2011-12 \$000's	Projected 2012-13 \$000's	Projected 2013-14 \$000's
EXPENDITURE											
1,600	Pavement Maintenance	1,600	1,600	1,600	1,500	1,500	1,500	1,500	1,500	1,500	1,500
150	Amenity Maintenance	150	150	150	150	150	150	150	150	150	150
405	Professional Services	430	440	400	380	360	360	360	360	360	360
571	Other Subsidised	729	684	684	684	684	684	684	684	684	684
227	Administration	279	281	277	276	279	277	277	280	278	278
1,954	Depreciation	1,857	1,878	1,900	1,932	1,945	1,968	1,990	2,012	2,024	2,046
303	Non-Subsidised Works	414	407	407	408	402	401	408	402	401	408
5,210	Total Expenditure	5,459	5,440	5,418	5,330	5,320	5,340	5,369	5,388	5,397	5,426
LESS REVENUE											
(2,891)	External Subsidies	(3,023)	(3,287)	(3,156)	(2,985)	(2,992)	(3,019)	(2,938)	(2,965)	(2,884)	(2,884)
(491)	Targeted Rates	(469)	(469)	(471)	(472)	(476)	(478)	(480)	(483)	(485)	(487)
(2,186)	General Rates	(2,329)	(2,317)	(2,305)	(2,264)	(2,255)	(2,262)	(2,279)	(2,284)	(2,286)	(2,302)
(358)	NET COST OF SERVICE	(362)	(633)	(514)	(391)	(403)	(419)	(328)	(344)	(258)	(247)



Capital	1,561	1,591	1,801	1,291	1,541	1,541	1,541	1,541	1,541	1,541
Renewals	1,933	2,374	2,086	1,991	2,021	1,996	1,846	1,896	1,746	1,746