

## **TRANSPORT MANAGEMENT**

### **What Does this Activity Include?**

The management and development of local roads and car parks, including safety improvements, road marking and signage, street lighting, kerb and channelling, and footpaths. This activity also includes the progressive sealing of unsealed roads.

### **Transport Management assets**

Waipa's key road network assets are summarised as follows:

- 1,051km of roads (92% sealed)
- 189 bridges
- 169km of footpaths
- 2,265 street lights
- Numerous road signs and marker posts

Council has prepared asset management plans covering key assets, including the services those assets help to deliver. These plans are subject to ongoing review, particularly in relation to changing service delivery standards and expectations, and changes in the demand for and use of services. By monitoring community service delivery requirements, Council will be better able to develop and manage its assets and ensure community demand and service levels are met in the most effective and timely manner. Council will be further developing and enhancing asset management plans in preparation for the development of the 10-year Plan 2009-19.

### **Anticipated changes in demand for Transport services**

Projected population increases and changes in land-use may substantially increase future traffic volumes on existing roads resulting in increased demand for road widening, sealing, safety features and upgrades. Further growth of urban area and increased traffic flows may necessitate the construction of new roads. Congestion in Cambridge is a long-standing issue associated with growing volumes of both local and state highway traffic.

### **Asset Management**

#### **HOW COUNCIL WILL ASSESS AND MANAGE THE ASSET MANAGEMENT IMPLICATIONS OF CHANGES TO DEMAND FOR SERVICE/CHANGES TO SERVICE PROVISION LEVELS (Level of Service related)**

Analysis of future requirements uses a combination of population projections, urban growth and development plans, and traffic data. As population/road usage increases in particular areas, upgrades/new roads are provided for in the annual budgeting process. Council is proceeding with the designation of the Te Awamutu south-western arterial, although the timing of construction has yet to be signalled. Council has identified the need to divert heavy vehicles from the Te Awamutu main street as a matter of priority, and funding for work has been included in the 10-year Plan. Council will undertake a traffic study in Cambridge which will, among other things, identify the level of need for a third bridge over the Waikato River. Ongoing reviews of Asset Management Plans and the updating of asset data will assist Council in assessing and managing asset implications.

## **WHAT ADDITIONAL ASSET CAPACITY IS REQUIRED (Growth related, including new assets and asset improvements due to growth)**

Projects have been identified to accommodate growth associated with development. Local infrastructure is generally put in place by developers and then vested with Council for ongoing management and maintenance.

## **HOW PROVISION OF ADDITIONAL ASSET CAPACITY WILL BE UNDERTAKEN**

Council has included in the 10-year Plan projects that it believes will be necessary to provide additional capacity. These projects are based on assumptions regarding levels of development, and as such, will be revisited annually in order to confirm their need. All transport-related projects are undertaken by contractors, with contracts being awarded in accordance with Council procedures.

## **ESTIMATED COST OF ADDITIONAL CAPACITY**

A total of \$13.85 million for growth-related projects has been signalled in the 10-year Plan.

## **HOW ADDITIONAL CAPACITY WILL BE FUNDED**

Growth-related work will be funded principally from Development Contributions, with Council maximising the use of external subsidies where possible. Other works will be funded from Land Transport New Zealand subsidies and rates. Refer to Council's Revenue and Financing Policy in Section 4 for further details.

## **HOW MAINTENANCE, RENEWAL OR REPLACEMENT WILL BE UNDERTAKEN**

Maintenance and renewal works will be undertaken by external contractors in accordance with Council procedures.

## **HOW COSTS OF MAINTENANCE, RENEWAL OR REPLACEMENT WILL BE MET**

The funding of maintenance and renewals is from ratepayers and Land Transport New Zealand subsidies. Council fully funds depreciation from rates. Renewals are funded from rates and depreciation reserve.

## **What is the extent of Council's responsibility?**

Council is the primary service provider for the construction, maintenance and repair of the local transport network within Waipa District. Transit New Zealand is responsible for the State Highways within the District. The activity area comprises a number of elements ranging from roads and footpaths to streetlights and bridges. Council oversees this responsibility by coordinating and contracting physical works to outside organisations.

Through the provisions of the Transit New Zealand Act 1989, Council works in partnership with Land Transport New Zealand (LTNZ) to undertake projects and maintenance that form part of a National Rooding Programme. Council receives financial assistance from Land Transport New Zealand.

## **Why is Council involved in this Activity?**

Council is involved in these activities in order to fulfil the requirements of legislation and also to work towards the achievement of community outcomes.

### **LEGISLATIVE REQUIREMENT**

The rationale for Council's involvement stems in part from statutory requirements. The Local Government Acts 1974 and 2002 empower Council to construct, upgrade and repair all roads. This is done with the help of Government funding, and Council may maintain the District's transport network as it sees fit, subject to Government requirements.

Council prepares an annual Land Transport Programme, as required by section 13 of the Land Transport Management Act 2003. The resourcing necessary to complete the Programme, which reflects the works and other activities Council proposes to undertake, is reflected in this 10-year Plan.

### **CONTRIBUTION TOWARDS COMMUNITY OUTCOMES**

The activities included in Transport Management contribute to the community outcomes identified by the Waipa community and the Waikato Region. Council has a variety of roles in working towards achievement of those community outcomes, along with other key organisations.

Transport Management activities comprise network management and network regulation. The purpose of this activity is to provide for the safe and efficient passage of traffic throughout the District. It is also necessary in order to secure common law rights of public access, and to maximise District development opportunities.

Road safety is a key focus for Council, being a driver in shaping our ongoing capital works programme. In addition, Council has a prioritised list of safety improvement projects that are undertaken as funds permit, as well as a policy of promoting the installation of stock underpasses through subsidies. Council reseals approximately 8% of its network annually to ensure skid resistance levels are maintained, and has an active seal widening programme prioritised on maintenance requirements, traffic volumes and accident history. Council promotes road safety education through a part time road safety coordinator, and contributes towards road safety education projects. Council routinely undertakes safety audits and crash reduction studies of accident black spots.

Without an integrated, safe and sustainable transport network, District development would be curtailed at the expense of social and economic well-being. The effective management and regulation of the road network is necessary to minimise environmental damage and protect natural resources. Involvement in this activity is also consistent with the community's desire for quality services and infrastructure. Council will work closely with transport management agencies, including Transit New Zealand, Land Transport New Zealand, Police and Environment Waikato, in order to achieve community outcomes.

### **Possible negative effects of providing these services**

An inadequate or inefficient transport network leads to congestion and subsequent environmental pollution. On a large scale, this has the potential to adversely affect social and economic well-being. The use of Alexandra Street, Te Awamutu by heavy vehicles is of concern to retailers and the general

public. Council proposes the construction of the south western arterial to help alleviate this situation. Further work is being undertaken to secure a permanent solution to this problem.

Working with Transit New Zealand for a speedier resolution to the proposed Cambridge Bypass should result in the minimising of congestion on Council-controlled roads. Transit New Zealand's draft forecast has the proposed bypass (two lanes) scheduled to be constructed in 2015/16.

Council's annual budget is dominated by the level of investment required to maintain the existing transport network. This level of financial commitment is significant, being a function of past investment in development of the transport network. As this financial commitment continues to grow, the ability to sustain the level of investment without compromising the provision of other services needs to be considered.

### **Key Projects 2006-16**

- Ngaroto Rail Over-bridge replacement
- Te Awamutu CBD Heavy Traffic management
- Road Seal Extension programme extended additional 3 years
- Under Verandah Lighting taken into Council Ownership
- Cambridge Third Bridge Strategy

### **The Link to Community Outcomes**

This activity contributes towards the achievement of the following Community Outcomes:

#### **WAIKATO REGION COMMUNITY OUTCOMES**

- We have reliable, efficient and well-planned infrastructure and services, including transport that is safe, interconnected and easy to get to and use.

#### **WAIPA COMMUNITY OUTCOMES**

- Fit and active community
- Business opportunities
- Safer communities
- High standard of infrastructure
- Access to high quality facilities

## Transport Management Levels of Service and Measuring Performance

Customer Level of Service	Technical Level of Service	Performance measurement procedure	Current LOS	Target LOS			
				2006/07	2007/08	2008/09	2009-16
Satisfaction of users with Road safety	Reduction in Injury crash trends and other road safety trend data, relative to control group as established by Land Transport New Zealand	Analyse Land Transport New Zealand road safety issues report	Poor Observation Waipa = 36% Peer Group = 28%	Less than or equal to Peer Group	Less than or equal to Peer Group	Less than or equal to Peer Group	Less than or equal to Peer Group
			Speed Waipa = 16% Peer Group = 20%	Less than or equal to Peer Group	Less than or equal to Peer Group	Less than or equal to Peer Group	Less than or equal to Peer Group
		Annual Community Satisfaction Survey	80% satisfaction	>=85% satisfaction from those who had an opinion	>=86% satisfaction from those who had an opinion	>=88% satisfaction from those who had an opinion	>=90% satisfaction from those who had an opinion
Smooth and comfortable travel experience	Compliance with performance measures within Land Transport New Zealand Roding Programme Agreement	Annual Audit	80% compliance	100% compliance	100% compliance	100% compliance	100% compliance
	Sealed roads maintained to NAASRA standards	Annual Roughness survey	100% compliance	100% compliance	100% compliance	100% compliance	100% compliance
	All roads capable of being effectively sealed are sealed	Annual Review	95% of sealable roads are sealed	95.5% of sealable roads are sealed	96% of sealable roads are sealed	96.5% of sealable roads are sealed	97% of sealable roads are sealed

Customer Level of Service	Technical Level of Service	Performance measurement procedure	Current LOS	Target LOS			
				2006/07	2007/08	2008/09	2009-16
Customer satisfaction with the quality of Council roads and footpaths	All roading assets maintained to appropriate standards	Annual Community Satisfaction Survey	Roads - 81% satisfaction Footpaths - 65% satisfaction	>=85% satisfaction from those who had an opinion	>=86% satisfaction from those who had an opinion	>=88% satisfaction from those who had an opinion	>=90% satisfaction from those who had an opinion
	Every residential street in Cambridge, Te Awamutu, Kihikihi, Pirongia and Ohaupo has a footpath on at least one side	Annual Review	Not currently assessed	100% compliance	100% compliance	100% compliance	100% compliance
	Street lighting meets NZ standards	Annual review Customer Complaints	Not currently assessed	100% compliance	100% compliance	100% compliance	100% compliance
The services are affordable and managed at lowest possible cost for the required level of service	All projects are selected based on defined prioritisation and funding criteria  Operation, maintenance and renewal expenditure managed to within range +/- 10 % of budget.	Annual review	85% rehabilitation projects completed  95% reseals completed	Capital projects are completed on time, within budget and to the appropriate standard.	Capital projects are completed on time, within budget and to the appropriate standard.	Capital projects are completed on time, within budget and to the appropriate standard.	Capital projects are completed on time, within budget and to the appropriate standard.

## Transport Management Operating and Capital Costs and Funding Forecasts

Budget 2005/06 000's	<b>OPERATING STATEMENT</b>	Budget 2006/07 000's	Budget 2007/08 000's	Budget 2008/09 000's	Budget 2009/10 000's	Budget 2010/11 000's	Budget 2011/12 000's	Budget 2012/13 000's	Budget 2013/14 000's	Budget 2014/15 000's	Budget 2015/16 000's
	<b>OPERATING EXPENDITURE</b>										
8,993	Subsidised Roothing	9,095	9,926	10,115	10,366	11,209	11,450	11,645	12,493	12,668	12,909
1,560	Non-Subsidised Roothing	1,695	2,241	2,204	2,414	2,808	3,001	3,068	3,222	3,201	3,147
122	Car Parks	101	107	111	112	114	119	120	120	127	127
10,675	<b>TOTAL OPERATING COSTS</b>	10,891	12,274	12,430	12,892	14,131	14,570	14,833	15,835	15,996	16,183
	<b>INCOME</b>										
4,579	LTNZ Subsidies	4,897	5,072	5,050	5,858	5,313	5,526	5,572	5,655	5,746	5,877
79	Activity Revenue Non-Subsidised	54	55	57	58	59	60	61	62	62	63
4,658	<b>TOTAL INCOME</b>	4,951	5,127	5,107	5,916	5,372	5,586	5,633	5,717	5,808	5,940
(6,017)	<b>OPERATING SURPLUS/(DEFICIT)</b>	(5,940)	(7,147)	(7,323)	(6,976)	(8,759)	(8,984)	(9,200)	(10,118)	(10,188)	(10,243)
	<b>Funded by:</b>										
5,207	Rates and General Funding	5,140	6,347	6,523	6,176	7,959	8,184	8,400	9,318	9,388	9,443
10	Accumulated Funds Transfers	-	-	-	-	-	-	-	-	-	-
800	Other - Non funded	800	800	800	800	800	800	800	800	800	800
6,017	<b>TOTAL FUNDING</b>	5,940	7,147	7,323	6,976	8,759	8,984	9,200	10,118	10,188	10,243
	<b>CAPITAL EXPENDITURE</b>										
7,471	Capital Expenditure	9,422	8,473	9,322	11,066	10,142	10,526	9,546	9,612	9,817	9,926
418	Debt repayment	1,036	1,554	1,250	1,331	1,409	1,324	1,530	1,536	1,995	1,744
7,889	<b>TOTAL CAPITAL EXPENDITURE</b>	10,458	10,027	10,572	12,397	11,551	11,850	11,076	11,148	11,812	11,670
	<b>Funded by:</b>										
1,625	Rates and General Funding	1,240	870	832	2,151	238	505	450	59	691	606
1,440	Loan Funding	2,470	773	1,630	2,052	2,072	1,091	-	-	-	-
4,824	Transfer from Reserves	4,425	5,297	5,357	5,394	6,422	6,483	6,640	7,180	7,509	7,400
-	Development Contributions	1,559	1,841	1,495	1,502	1,483	2,476	2,652	2,581	2,268	2,292
-	Value of Assets Vested	764	1,246	1,258	1,298	1,336	1,295	1,334	1,328	1,344	1,372
7,889	<b>TOTAL FUNDING</b>	10,458	10,027	10,572	12,397	11,551	11,850	11,076	11,148	11,812	11,670
6,832	<b>REQUIRED FROM RATES</b>	6,380	7,217	7,355	8,327	8,197	8,689	8,850	9,377	10,079	10,049

## Transport Management Cost of Services

Budget 2005/6		Budget 2006/7	Budget 2007/8	Budget 2008/9	Budget 2009/10	Budget 2010/11	Budget 2011/12	Budget 2012/13	Budget 2013/14	Budget 2014/15	Budget 2015/16
	<b>EXPENDITURE</b>										
2,675	* Per lane kilometre on structural maintenance (1)	3,075	3,037	3,026	3,059	3,039	3,062	3,064	3,059	3,059	3,093
538	* Per lane kilometre on corridor maintenance (2)	724	742	750	763	769	780	795	797	810	824
12	Total length of road reconstructed	12	12	12	12	12	12	12	12	12	12
85	Total length of road resurfaced (3)	88	89	89	90	90	91	91	92	92	93
<p>1. LTNZ work category. Includes pavement maintenance, area wide treatment, drainage, sealing and bridge maintenance.</p> <p>2. LTNZ work category. Includes safety maintenance, street cleaning, signs, road marking and lighting.</p> <p>3. The kilometres of resurfacing required each year varies depending on the condition and age of the existing surfaces.</p>											

## Transport Management – Capital Expenditure Programme

	Budget 2006/07 000's	Budget 2007/08 000's	Budget 2008/09 000's	Budget 2009/10 000's	Budget 2010/11 000's	Budget 2011/12 000's	Budget 2012/13 000's	Budget 2013/14 000's	Budget 2014/15 000's	Budget 2015/16 000's
<b>EXPENDITURE</b>										
Growth	1,976	1,139	1,823	1,929	1,960	2,622	2,446	2,484	2,522	2,561
Levels of service	2,105	1,703	1,896	2,835	2,285	1,864	1,009	1,023	1,038	1,055
Renewal	4,577	4,385	4,345	5,004	4,561	4,746	4,757	4,777	4,913	4,940
Vested Assets	764	1,246	1,258	1,298	1,336	1,295	1,334	1,328	1,344	1,372
<b>TOTAL TRANSPORT MANAGEMENT</b>	<b>9,422</b>	<b>8,473</b>	<b>9,322</b>	<b>11,066</b>	<b>10,142</b>	<b>10,526</b>	<b>9,546</b>	<b>9,612</b>	<b>9,817</b>	<b>9,927</b>

## Transport Management – Capital Expenditure Programme – continued

	Budget 2006/07 000's	Budget 2007/08 000's	Budget 2008/09 000's	Budget 2009/10 000's	Budget 2010/11 000's	Budget 2011/12 000's	Budget 2012/13 000's	Budget 2013/14 000's	Budget 2014/15 000's	Budget 2015/16 000's
<b>EXPENDITURE</b>										
<b>Subsidised Works</b>										
Preventative Maintenance	488	501	513	523	533	542	546	554	560	567
Area wide Pavement treatment	1,626	1,677	1,726	1,771	1,813	1,854	1,892	1,926	1,957	1,988
Reseals	1,627	1,679	1,727	1,772	1,814	1,855	1,892	1,926	1,957	1,988
Pavement smoothing	1,295	1,337	1,376	1,413	1,448	1,481	1,512	1,540	1,566	1,592
Major drainage control	200	205	210	214	218	222	226	229	231	234
Bridge renewals		257		1,181		134				
Carpark Renewals	44		47		49		51		53	
Street Lighting	10	46	47	48	49	50	51	51	52	53
Minor safety improvements	418	279	286	271	276	283	289	293	298	305
Seal Widening	109	115	122	128	134	140	146	152	158	164
Professional fees	248	249	255	267	266	271	282	270	284	294
Maungatautari Res, Hicks Rd and Tari Rd	765	523								
Roading Gifted Assets	764	1,246	1,258	1,298	1,336	1,295	1,334	1,328	1,344	1,372
<b>Non-Subsidised Works</b>										
Seal Extension	1,015		1,015	1,015	1,015					
Footpaths and K&C Improvements:										
Cambridge	200									
Te Awamutu / Kihikihi	250	250								
Pirongia	15	15	15	15	15	15	15	15	15	15
Footpath Renewals	58	59	60	62	63	64	65	66	66	67
Under Verandah Lighting	95									
Minor Community Works	35	35	35	35	41	41	41	41	41	41
Pirongia Township upgrade	160									
Te Awamutu CBD Heavy Traffic Road			630	1,052	1,072	1,092				
Cambridge Deferred Residential						1,187	1,205	1,221	1,235	1,249
<b>TOTAL TRANSPORT MANAGEMENT</b>	<b>9,422</b>	<b>8,473</b>	<b>9,322</b>	<b>11,066</b>	<b>10,142</b>	<b>10,526</b>	<b>9,546</b>	<b>9,612</b>	<b>9,817</b>	<b>9,927</b>