



Roading and Footpaths

Purpose

The roading and footpaths activity aim is to link our great places, keep our communities connected, safe and active, and 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 LTP is focused on recovery from extreme weather events in 2022/2023. Roding 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
- Government Policy Statement (GPS)

Risks and issues

Sealed roads – larger renewal programmes to address historic backlogs and previous maintenance fixed cost contracts 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 general all passing (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 roading portfolio, funds will be targeted to specific areas

Structures – historic lack of maintenance and renewals in Kaipara District is resulting in a large number of structures prematurely reaching the end of their life, adversely affecting freight access and increasing demands for expensive bridge replacement

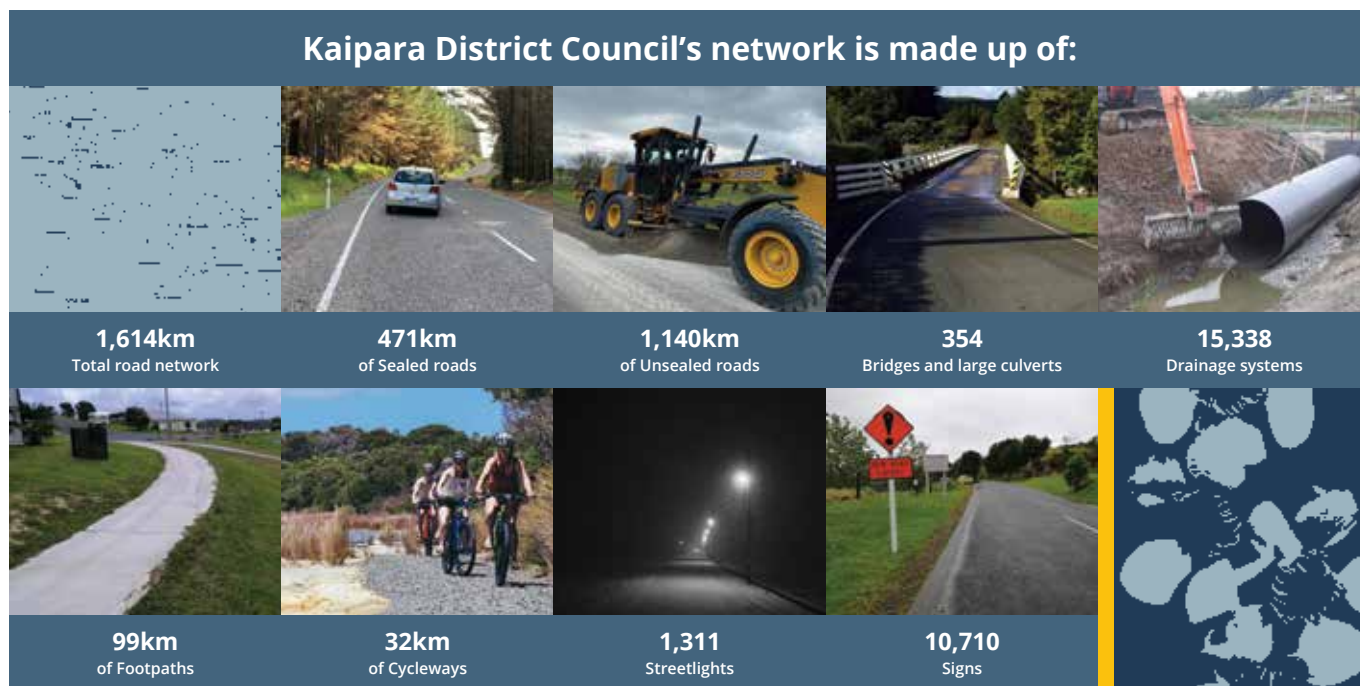
Growth and alternative transport – rapid growth and lack of suitable alternative transport modes are causing congestion in Mangawhai during peak holiday periods. Lack of alternative transport modes in many communities restricts access to places of employment, education and social opportunities which is leading to severance, safety issues and higher levels of social deprivation, and

Safety – Northland has a narrow, winding and unforgiving rural road network. Combined with

poor driver behaviour this 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 its peer group.

What we do

Roading 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).



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, 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.

A new delivery model for transportation services and roading construction across Northland was confirmed at the end of the 2023/2024 year following decisions made by Far North, Kaipara, and Whangārei District and Northland Regional councils. This sees all three district councils take greater control of their own roading maintenance and construction, but continue to collaborate where that makes financial and practical sense. The Northland Transportation Alliance (NTA) brand will discontinue from 1 July 2024.

Northland Regional Council has developed the 2024–2029 Regional Land Transport Plan which sets out the indicative funding for the region. This RLTP applies that indicative funding. The final funding will be known once provided by NZTA.

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, and
- Member of Regional Stock Truck Effluent Dumping working party.



Contribution to community outcomes



	Affordable Living	Dependable Roads	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, cycleways and vehicle access					



How is climate resilience being considered?

Climate adaptation – dealing with the impacts being experienced in the district along with improving resilience and reliability to withstand and recover quickly from weather events.

This is being undertaken through a strategic planned programme of actual and potential land instability slip solutions (e.g. retaining walls) 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 and structures, footpaths, traffic services			
Road safety (signage, delineation, road markings, intersection upgrades)			
Traffic safety review for Mangawhai Heads Road between Gumdiggers Lane and Jack Boyd Drive			
Emergency Recovery (From 2022/2023 storm events) – Phase 3			
Local road improvements – ongoing for road renewals			
Improvements – Mangawhai, Alamar Crescent boat car park			
Improvements – Mangawhai, seal extensions: Settlement Road, from Kaiwaka-Mangawhai Road to the Hakaru Hall, sections of Cames Road and Devich Road between bridge and Lawrence Road <ol style="list-style-type: none"> 1. Settlement Road from Kaiwaka-Mangawhai Road to the southern boundary of the RSA 2. Cames Road – steep under-engineered concrete section to top of rise 3. Devich Road – unsealed section 4. Cames Road – rest of under-engineered and deteriorated middle section 			
Improvements – Mangawhai, Wood Street			
Undertakes targeted discussion with the business owners to assess the alternative Wood Street proposal and explore any opportunities to improve the existing Wood Street proposal			
Improvements – Kaiwaka footpaths north-south connection			
Removal of the failed sandbags along the sand dunes of Baylys Beach			

Performance measures	LTP Year 1 Target 2024/2025	LTP Year 2 Target 2025/2026	LTP Year 3 Target 2026/2027
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
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 (each financial year).	≥8%	≥8%	≥7%
The maintenance of the roads meets the Council level of service targets as specified in our roading maintenance contracts.	≥85%	≥85%	≥85%
The percentage of the sealed local road network that is rehabilitated (annually).	≥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 as included in the Road Maintenance Contract specification.	≥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	≥90% in fair or better condition	≥90% in fair or better condition



Changes in levels of service

The levels of service have all been 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 ageing bridges and coastal roads to create more resilience and reliable connection to the wider network.
Structures	Ageing 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.

Prospective Funding Impact Statement

Roading and Footpaths	Annual Plan	Budget	Budget	Budget
For the year ended: 30 June	2023/2024 \$'000	2024/2025 \$'000	2025/2026 \$'000	2026/2027 \$'000
Sources of operating funding				
General rates, uniform annual general charges, rate penalties	11,800	14,826	18,717	22,928
Targeted rates	443	440	440	440
Subsidies and grants for operating purposes	5,337	7,540	8,792	10,015
Fees and charges	0	0	0	0
Internal charges and overheads recovered	2,168	1,450	1,450	1,450
Interest and dividends from investments	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	0	0	0	0
Total operating funding	19,748	24,256	29,399	34,833
Application of operating funding				
Payments to staff and suppliers	8,969	12,375	14,196	17,711
Finance costs	108	173	243	260
Internal charges and overheads charged	6,128	4,896	5,257	5,991
Other operating funding applications	0	0	0	0
Total applications of operating funding	15,205	17,444	19,696	23,963
Surplus (deficit) of operating funding	4,543	6,811	9,703	10,870
Sources of capital funding				
Subsidies and grants for capital expenditure	26,567	16,564	23,392	18,839
Development and financial contributions	307	307	307	307
Increase (decrease) in debt	505	2,686	1,246	-549
Gross proceeds from sale of assets	0	0	0	0
Lump sum contributions	0	0	0	0
Other dedicated capital funding	0	0	0	0
Total sources of capital funding	27,379	19,557	24,945	18,597
Applications of capital funding				
Capital expenditure - to meet additional demand	0	0	0	0
Capital expenditure - to improve the level of service	2,229	0	0	0
Capital expenditure - to replace existing assets	26,119	16,200	18,400	7,630
Increase (decrease) in reserves	6,328	11,767	18,481	21,530
Increase (decrease) of investments	-2,754	-1,599	-2,233	307
Total applications of capital funding	31,922	26,368	34,648	29,467
Surplus (deficit) of capital funding	-4,543	-6,811	-9,703	-10,870
Funding Balance	0	0	0	0