

Roading

What Do We Do Now?

The activity involves the provision and maintenance of roads, streets, bridges and footpaths within the District.

Sealed Pavements - Maintenance, reseals, widening and seal extension.

Unsealed Roads - Maintenance, metalling and grading.

Drainage - Provision and maintenance of culverts, kerb and channels.

Bridges - Maintenance of the District's 183 bridges.

Footpaths - Provision and maintenance of urban footpaths.

Traffic Services - Provision and maintenance of lighting, signage and pavement marking.

Road Lengths

Road Class	Rural Sealed km	Rural Unsealed km	Urban Sealed km	Urban Unsealed km	Total km
Arterial	48.4		1.2		49.6
Collector	146.4		5.3		151.7
Local	391.3	574.1	36.1	2.7	1004.2
Low Maintenance		87.2			87.2
No Maintenance		56.2			56.2
TOTAL	586.1	717.5	42.6	2.7	1348.9

Tasks

Tasks are the routine matters that Council will attend to every year, in order to maintain service levels set in agreement with our community.

- Co-ordinate with other councils, agencies and private sector to improve road safety eg LTSA, Police, Transfund NZ, Transit NZ, MoT, South Canterbury Road Safety Trust, and the private sector to improve road safety.
- Prepare contracts and tendering processes for major roading operations, where works are let to tender.
- Maintain the core roading network at agreed service levels including the road pavements and related items within the road reserve, eg footpaths, drainage, trees and grass growth.
- Monitor and respond to vehicular and pedestrian safety issues with the objective of achieving a continuing reduction in the number of injury crashes occurring in the District and in accident contributing behaviour.
- Maintain the Road Assessment and Maintenance Management System (RAMM).
- Administer various permits related to access to the road reserve and overweight transport.
- Undertake bridge inspections to ensure safety.
- Update the road safety strategy annually and prepare annual Road Safety action plan.

Why Do We Do It?

The Local Government Act gives the Council authority to own and control roads. The obligation and abilities of the Council to manage the roading network are set out in the Act.

The Waimate District Council is a Road Controlling Authority as defined in the Transit New Zealand Act 1989 and consequently has responsibilities under this Act.

Provision and maintenance of the roading network ensures appropriate access and freedom of travel throughout the area for all citizens.

Suitable routes for emergency access and transportation are key to our emergency management planning.

Our Service Levels

Service levels for roads are determined as shown in the table below.

Roads are classified into five groups that determine the response times for repair work when combined with factors related to location. Classes of roads are:

- Arterial Roads - A road or street which is a main route for through traffic between significant activity centres.
- Collector Road - A road or street which connects a number of local roads.

Service Levels for identified Classes of roads

Road Hierachy	Arterial		Collector		Local		Low Maintenance
	Urban	Rural	Urban	Rural	Urban	Rural	All locations
Average Annual Daily Traffic	1000-5000	300-1000	200-1000	150-300	<300	20-200	<20
Pavement Surface	Sealed	Sealed	Sealed	Sealed	Sealed >100vpd	Sealed >100vpd	Gravel
Inspections	2 weeks		1 month		2 months		6 months
Response Time - Major Seal Fault - Note 1	2 days		5 days		10 days		
Approximate Grading Frequency					50-100 vpd 4-5 weeks		26 weeks
					20-50 vpd 8-10 weeks		
Response Time - Drainage Fault - Note 2	1 month						
Intersection Vegetation Control - Note 3	5 days		10 days		15 days		
Regulatory Sign defect - Note 4	2 days						
Warning Sign defect - Note 4	6 days						
Road Name Sign defect - Note 4	10 days		14 days		30 days		
Detritus Removal	2 weeks						

NOTES

1 - A Pavement fault that is likely to affect driver behaviour eg: evasive action or reduction in speed.

2 - A fault is considered as having occurred when there is more than 20% of the cross-sectional depth of the culvert, inlet, outlet or barrel filled with debris.

3 - A fault occurs when vegetation obstructs sightlines.

4 - Typical faults: include, obscured by vegetation, ineffective, not correctly positioned or aligned, and when damaged or destroyed.

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- Local Road - A road or street which provides access to properties.
- Low Maintenance Road - Less than 20vpd* provides access to properties.
- No Maintenance Road - All formed or unformed roads under the control and management of council outside the maintained network (known as “paper roads”).

Note * vpd = vehicles per day.

Outcomes Supported By This Activity

This activity supports the following Community Outcomes as described in the first volume of this plan.

- The wealth of the District has increased.
- The security and safety of the community and its citizens meets their needs.
- The economic infrastructural needs of the District are met.
- Council’s District planning meets the needs of the community.
- The District has top-quality services at an affordable cost.

How Do We Get There?

The Council will play its part in achieving the above outcomes by continuing to conduct the relevant tasks that we do now and by extending into new projects as agreed with the community.

Projects

Projects are special works that are initiated by Council which by their development and ongoing maintenance will enhance community outcomes.

- Produce an advanced asset management plan for roading, to include level of service, extent of network, design standards, and maintenance policy.

- Develop a strategic plan for roading.
- Develop a speed limit by-law for Waimate District Council.
- Continue to pursue a seal-widening program.
- Investigate a traffic bypass to divert heavy traffic from the commercial centre of Waimate.
- Assist with the lobby for the replacement of the Kurow Bridges on State Highway 82, and other Council issues as they are identified.
- In consultation with the NZ Police, the LTSA and other road safety partners, develop a road safety strategy for the District.
- Prepare a set of preferred detour routes with Transit NZ, to provide for safe and efficient diversions for major routes when required.
- Develop by-laws and policies covering stock management in roads, stock crossings and fencing on road reserves or verges.



PROSPECTIVE FINANCIAL PERFORMANCE FOR THE YEAR ENDING 30 JUNE 2005

ACTIVITY : ROADING	Estimate 2003/04 \$000s	Budget 2004/05 \$000s	Forecast 2005/06 \$000s	Forecast 2006/07 \$000s	Forecast 2007/08 \$000s	Forecast 2008/09 \$000s	Forecast 2009/10 \$000s	Forecast 2010/11 \$000s	Forecast 2011/12 \$000s	Forecast 2012/13 \$000s	Forecast 2013/14 \$000s
Revenue											
Targeted Rates	0	0	0	0	0	0	0	0	0	0	0
External Operating Revenue	1,381	1,293	1,362	1,362	1,362	1,362	1,362	1,362	1,362	1,362	1,362
Capital Contribution	0	0	0	0	0	0	0	0	0	0	0
Total Revenue	1,381	1,293	1,362	1,362	1,362	1,362	1,362	1,362	1,362	1,362	1,362
Expenditure											
Suppliers Costs	1,284	784	783	783	784	784	784	784	784	784	784
Employee Support Costs	202	208	216	218	216	215	217	216	214	217	215
Interest	8	18	13	11	9	6	3	0	(3)	(6)	(10)
Depreciation	1,228	1,487	1,485	1,483	1,485	1,486	1,484	1,486	1,487	1,484	1,486
Total Expenditure	2,722	2,497	2,497	2,495	2,494	2,491	2,488	2,486	2,482	2,479	2,475
NET COST OF SERVICE	1,341	1,204	1,135	1,133	1,132	1,129	1,126	1,124	1,120	1,117	1,113
Funded by:											
General Rates	1,347	1,347	1,347	1,347	1,347	1,347	1,347	1,347	1,347	1,347	1,347
Shortfall (surplus) to balance	(6)	(143)	(212)	(214)	(215)	(218)	(221)	(223)	(227)	(230)	(234)

PROSPECTIVE LOAN FUNDING REQUIREMENT FOR THE YEAR ENDING 30 JUNE 2005

Capital Expenditure (Renewals)	1,176	1,447	1,585	1,585	1,585	1,585	1,585	1,585	1,585	1,585	1,585
Capital Expenditure (New Improvements)	484	78	67	82	85	67	82	85	67	82	85
Less Depreciation	(1,228)	(1,487)	(1,485)	(1,483)	(1,485)	(1,486)	(1,484)	(1,486)	(1,487)	(1,484)	(1,486)
Less Capital Contribution	0	0	0	0	0	0	0	0	0	0	0
Total Loan Funding Deficit (Surplus)	432	31	167	184	185	166	183	184	165	183	184

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Operating Expenditure



Capital Expenditure

