

Council Briefing Agenda

Date: Wednesday, 24 June, 2020

Time: 9:00 am

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: Her Worship the Mayor Sheryl Mai
(Chairperson)

Cr Gavin Benney

Cr Vince Cocurullo

Cr Nicholas Connop

Cr Ken Couper

Cr Tricia Cutforth

Cr Shelley Deeming

Cr Jayne Golightly

Cr Phil Halse

Cr Greg Innes

Cr Greg Martin

Cr Anna Murphy

Cr Carol Peters

Cr Simon Reid

For any queries regarding this meeting please contact
the Whangarei District Council on (09) 430-4200.

1. Apologies

2. Reports

2.1 LTP Transportation Activity

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3. Closure of Meeting

2.1 Activity Briefings – Transportation

Meeting: Council Briefing
Date of meeting: 24 June 2020
Reporting officer: Jeff Devine – Strategy and Planning Manager (NTA – WDC)

1 Purpose

To provide elected members an overview of the **TRANSPORTATION** activity. This includes the following:

- What we manage
 - Our Transportation Assets
 - Our Transportation Functions
- How we manage
 - Investment
 - Regional Asset Management Plan
 - One Network Road Classification (ONRC) system, monitored in RAMM
 - Levels of Service (LoS)
- Key issues
 - Problem Statements
 - Direction

2 Background

Elected members will receive briefings on the key activities of Council. Through these briefings, staff will provide an overview of the activity. Staff will also provide information on the key issues facing that activity over the next 3 and 10 years as well as into the long term.

The intent is to give elected members clear visibility and knowledge of the activity.

These briefings will also help to identify common issues which may impact on multiple activities and set the scene for direction setting for the 2021 – 31 Long Term Plan.

The Northland Regional Alliance (NTA) is preparing a single regional AMP to request funding from NZTA for Kaipara District Council, Whangarei District Council and Far North District Council. The Asset Management Plan (AMP) is a Council Document, but it is also the evidence document to justify the budget requests from the NZTA. The benefits of a joint submission with individual budgetary requests are that the region experiences similar problem and challenges and the NZTA has indicated that a joint approach may gain a better outcome for all. The joint work through the NTA also streamlines the complex level of work required to produce the AMP document.

3 Discussion

3.1 What we manage

Transportation encompasses both physical assets and functions. Our physical assets primarily consist of sealed and unsealed roads including drainage, culverts, bridges, signage and road

markings, traffic signals, streetlighting, footpaths, cycleways and shared paths. Our functions include road safety management and corridor requests, environmental control of the routes, traffic signalisation as well as the network asset management. This last function involves the collation, storage and assessment of data to identify and manage the condition of the assets.

3.2 How we manage the asset

The cost to operate, maintain and renew the council's current transport network to provide consistent levels of service to the community is prohibitive for most councils. This does not include increasing the levels of service or improving the network. In order to achieve these outcomes substantial funding can be requested from alternative sources. The primary funding source for Transportation is the New Zealand Transport Agency (NZTA). NZTA allocate to WDC a 53% funding assistance rate (FAR) subsidy of the total cost of the activity, if the activity conforms to the stringent guidelines and strategies outlined by NZTA.

In order to define the forward works programmes for activities which would best maintain, renew and improve the transportation network for the district, each council must prepare strategic, program and detailed business cases, which are a key component of the Transportation Activity Management Plan (AMP). These are prepared every three years.

The first step to developing strategies to manage our transportation assets is by identifying the need for investing and preserving the network.

Initially we collate: the capacity of an asset; the use of the asset and; the condition of the asset. From this primary data we can then model the best solutions for preservation and investment of the transportation assets.

The systems and processes we use are initially a database called RAMM (Roading Asset Management and Maintenance), where we record the relevant information. The information this database contains is categorised into hierarchy based on the NZTA One Network Road Classification (ONRC). We use various modelling packages to identify the most critical sections of the network requiring preservation, which is physically corroborated in the field using a RAPT (Review and Prioritisation Team) process.

All this information is then analysed and prioritised with forward works programmes and investment profiles detailed through the creation of an Activity Management Plan (AMP). The Northland Transportation Alliance (NTA) has been instrumental in improving the funding approvals from the NZTA through quality AMP requests and as such a regional AMP is being prepared for the Northland region, with separate District specific funding requests.

A part of the AMP process is to assess the Level of Service (LoS) being provided. The LoS is a mechanism for monitoring the previous spend against the prescribed LoS and obtaining a picture of how balanced our programme of works was. It is our scorecard of how well we are doing against our Asset Management Targets. We can then adjust and define improved LoS for the future AMP. The LoS from the last LTP has been partially replicated in our current draft AMP, and we have taken the opportunity to simplify and standardise the LoS measures across the three Northland councils. The work in preparing the AMP is not yet complete, and the definitive list and level of the LoS targets is still under development.

Once the AMP process is completed, a justified program of operations, maintenance and renewals works and new/improvement works is defined, (called the Forward Works Programme – FWP) which is then presented for the Council to review. Our regional AMP initial draft is programmed for end of June 2020.

After WDC have decided upon their budget requirements along with the other two councils the draft AMP is submitted to the NZTA for their review and they approve how much they will fund. By November 2020 the final regional AMP will be complete and submitted for final approval.

The draft forward works programme is subdivided into two sections: M, O & R (maintenance, operations and renewals) and Capital Projects.

3.3 Key Issues

Through the initial stages of the AMP creation there have been seven problem statements generated relating to the various sub-sections of the transportation network, which highlight the critical issues for preserving our transportation network. These are defined in Table 1 – AMP (2021-51) Problem Statements.

Table 1 – AMP (2021-51) Problem Statement (Note all of Northland)

Sealed Roads – Larger renewal programmes to address historic backlogs, expensive urban rehabilitations in Whangarei and maintenance contract fixes costs in Kaipara and Far North are resulting in our sealed roads have some of the highest costs per kilometre in our peer group.
Drainage – Ad hoc historic maintenance of drainage system 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: <ul style="list-style-type: none"> • adverse health impacts to residents due to dust • high levels of community dissatisfaction due to poor road condition and • high maintenance costs.
Structures – Lack of historic maintenance and renewals of structures in FNDC and 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 Whangarei during commuter peaks and in Kerikeri/Waipapa and 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 having the highest number of fatal and serious injury crashes per capita in the country.

Following on with the analysis through the AMP creation the following areas have highlighted the directions that have to be considered. These are listed below:

- Less focus on sealed roads
- More focus on unsealed roads
- More focus on providing adequate drainage
- Continued focus on bridge renewals
- Continued focus on safety including speed management
- More focus on resilience improvements

- Continuation of the shared path programme
- More focus on improvements to support uptake in bus usage in line with government's policy
- Continuation of intersection improvements

These issues identified align with the Government policies and as such could enable funding subsidies to be allocated from NZTA.