



Council Activity Briefings Transportation

Council activity briefing agenda - Transportation

- What we manage
 - Our Transportation Assets
 - Our Transportation Functions
- How we manage
 - **Regional AMP** (for WDC/KDC/FNDC), with separate funding requests
 - Defining: Right Road; Right Value; Right Time, through ONRC
 - Our levels of service
- Key issues
 - Problem areas
 - Direction
 - Draft Budget

What we manage



Sealed Roads (1,048kms)



Drainage



Unsealed Roads (691kms)



Culverts



Bridges

What we manage



Cycleways



Traffic signage & markings



Streetlights

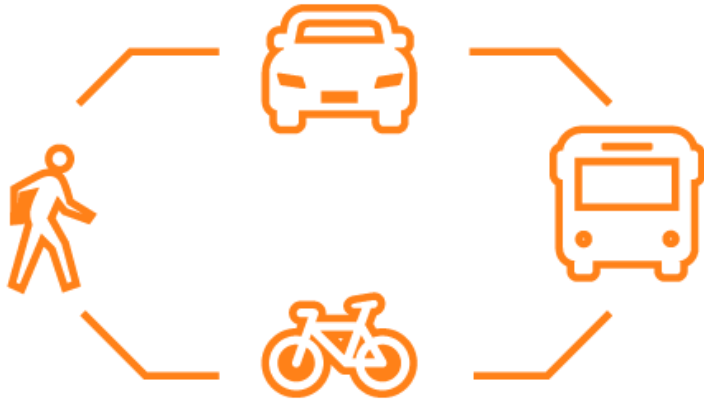


Footpaths



Traffic Signalization

What we manage



Network Asset Management

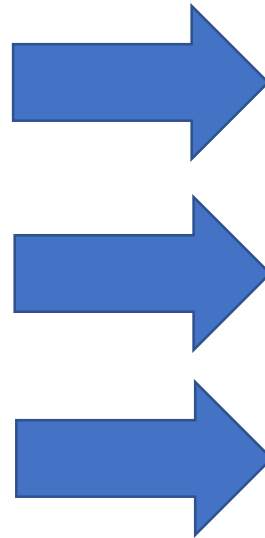
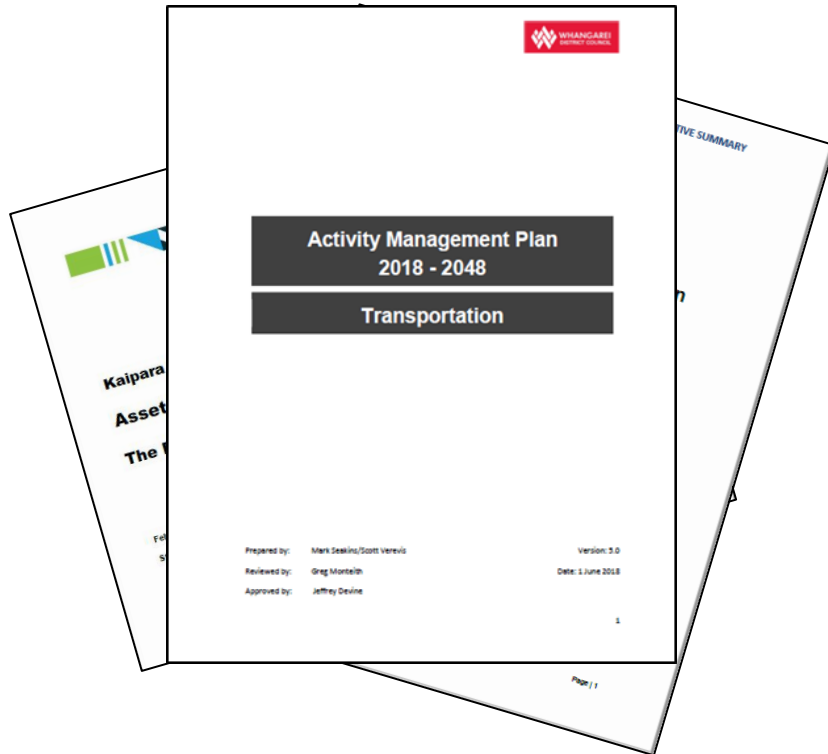


Environmental Control

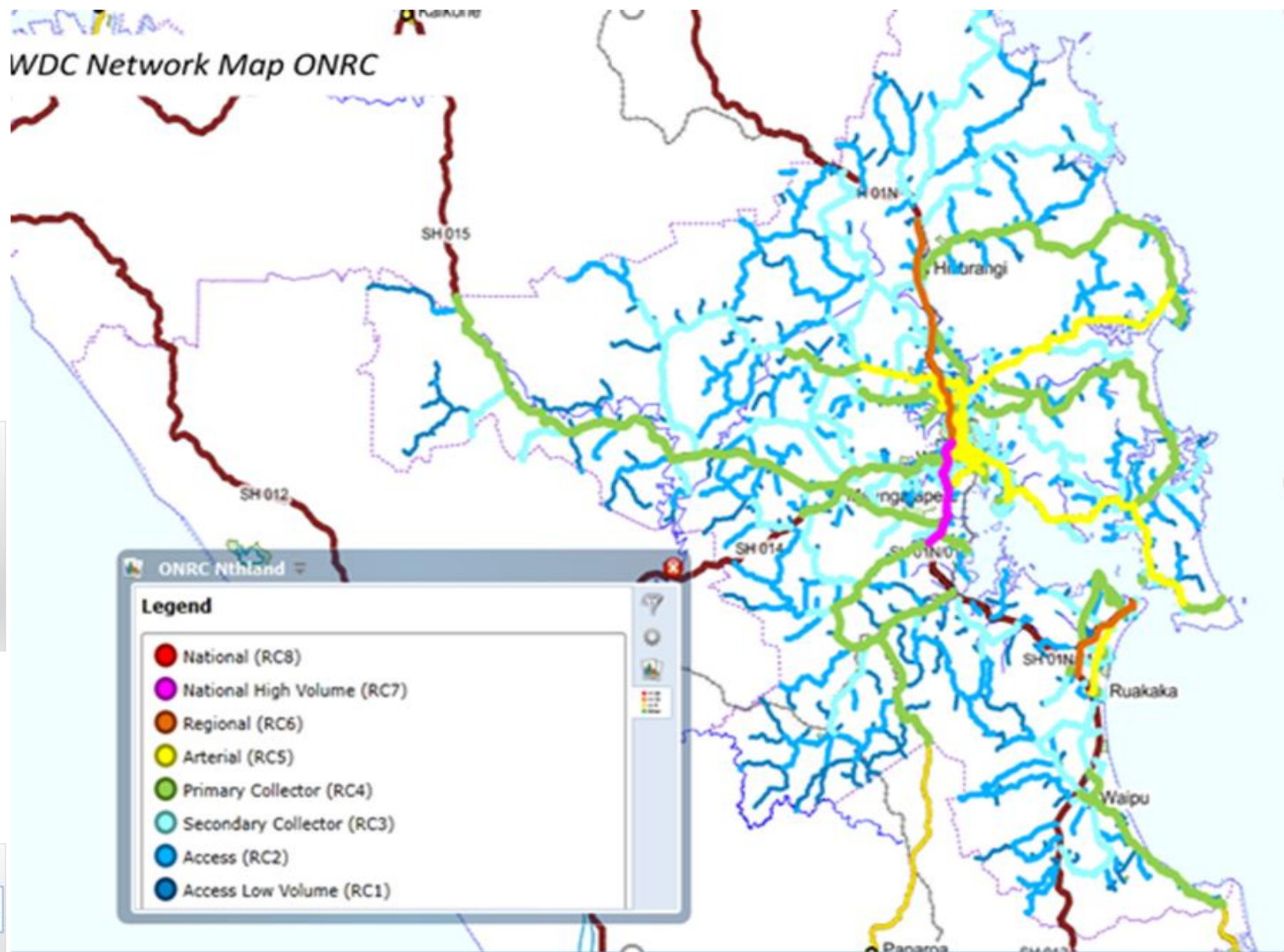
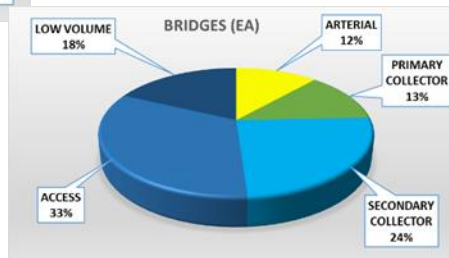
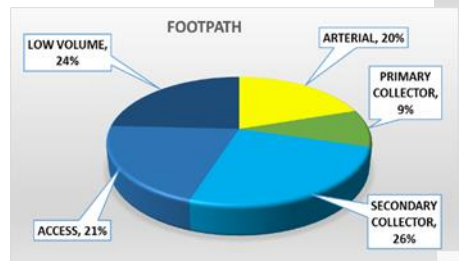
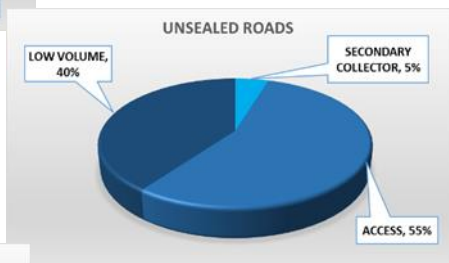
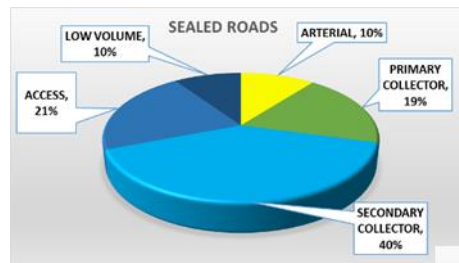


Safety Management & Corridor Requests

How we manage



How we manage



How we manage

- Monitoring our spend against our Levels of Service is our picture of how well we have balance our programme.

	Safety Customer Outcome Performance Measures
	Resilience Customer Outcome Performance Measures
	Amenity Customer Outcome Performance Measures
	Accessibility Customer Outcome Performance Measures
	Travel Time Reliability Customer Outcome Performance Measures
	Cost Efficiency Performance Measures

Key issues – Problem Statements

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:

- adverse health impacts to residents due to dust
- high levels of community dissatisfaction due to poor road condition and
- high maintenance costs.

Key issues – Problem Statements

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.

Key Issues - Direction

- 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



Capital Programme Delivery

Key Issues:-

- Managing contractor and consultant resources

Questions