



Roading and Footpaths Group



Community Outcome
A Safe and Healthy District

Roading

Council maintains and manages the local roading network including roads, street lighting and signage.

ROADING CONTRIBUTES BY

- Developing and maintaining a safe and affordable transport network to enable access, to from and within the district.

COUNCIL'S STRATEGIC PRIORITY

– in action –

Pou Herenga Tai - Twin Coast Cycle Trail

What we said we would do in 2013/14

Discussions with the Bay of Islands Vintage Railway Trust to access a connection from Kawakawa to Opuā.

What we did in 2013/14

Discussion with Bay of Islands Vintage Railway Trust to establish use of the Taumarere to Opuā section as a cycle track. Construction of this section completed pending Long Bridge decking. Construction completed for the Okaihau to Utakura 14km section. Negotiations in progress for the Utakura to Horeke sections.

What we plan to do in 2014/15

Completion of the section between Kawakawa and Kaikohe.



KEY PROJECT

– development so far –

Upgrading Intersection, SH10

What we said we would do in 2013/14

Continuing to work with New Zealand Transport Agency (NZTA) towards upgrading the intersection of State Highway 10 (Waipapa Road / Waipapa Loop Road) to a roundabout and at the same time complete the link road between Kahikatearoa Road and Waipapa Loop Road (Klinac Lane).

What we did in 2013/14

Continued lobbying of NZTA to promote localized issues in support of the project.

What we plan to do in 2014/15

Continuing to work with NZTA towards upgrading the intersection of State Highway 10 (Waipapa Road/ Waipapa Loop Road) to a roundabout and at the same time complete the link road between Kahikatearoa Road and Waipapa Loop Road (Klinac Lane). Council is considering a left turn lane from Waipapa Road to State Highway 10 as an initial initiative to relieve congestion until funding from NZTA is available to complete the roundabout.

COMPLETED

– what we have achieved in 2013/14 –

Pavement Rehabilitation

We have completed approximately 8.5 kilometres of sealed road pavement rehabilitation.

Tau Henare Drive

Maintenance carried out.

Safety improvements

Target improvements were exceeded.

Safer Driving

The community programmes have been implemented as planned.

CHALLENGES AND DISAPPOINTMENTS

– where are we now? –

- Due to increased costs of routine maintenance, Council did not achieve the targeted renewals programme, 1.3% (approximately 11 km of sealed road pavement rehabilitation) and 9% (approximately 80 km of reseals in 2013-14).



- The NZTA has not raised its priority ranking of the Waipapa State Highway/Loop Road roundabout proposal.
- Increased costs associated with the unsealed metalling budget causing under investment in pavement rehabs and reseals.
- The increased maintenance costs due to high intensity weather events September 2013.
- There is a shortfall in funding available to complete the Pou Herenga Tai - Twin Coast Cycle Trail. Council is to put a case before the Government for additional funding in 2014. Currently estimates of that cost are being prepared and will form part of Council's case for more funding.

THINKING AHEAD¹

- key priorities planned for 2014/15 -

Transport Strategy and Advocacy Plan

Given the significance of the road network for the district and the impact on economic and social development, a transport strategy will be developed to explore all opportunities to access funding streams. FNDC needs to have the ability to make a comprehensive and compelling case to government, given the impact of proposed changes to the financial assistance rate, National Roads of Significance, National Roads Hierarchy and the impact of heavier vehicles on the network.



Forest Impact Study

Forest Impact Study - The study is being undertaken with the intent to develop a clear strategy for managing the forestry impacts on Far North roads. In addition, the study will identify any funding shortfall that exists in maintaining forestry roads for inclusion in the 2015 – 2025 Long-Term Plan. The study has three phases:

- Data collection, demand modelling and asset strength assessment
- Estimation of maintenance program and associated cost
- A funding strategy

The information collected will be shared with the New Zealand Transport Agency (NZTA) with a view to obtaining additional subsidy.

Route between Butler Road and Clarke Road, Kerikeri

Complete investigations and consultation relating to designating the route between Butler Road and Clarke Road, Kerikeri and completing the preliminary work required prior to construction.

NZTA Funding

Ensuring Council completes a strong submission to proposed changes to funding assistance arrangements with NZTA through a Transport Strategy and Advocacy Plan explained above.

¹ Please refer to the Roding and Footpaths section of the Long-Term Plan (LTP) 2012/13 and the Annual Plans 2013/14 and 2014/15 for further information on priorities

Activity Performance Indicators

The information below includes:

- How residents rated their satisfaction on use of a selection of Council services and facilities;
- The activity service and performance results; and
- A peer review comparison with three Councils (Thames-Coromandel District Council (TCDC), Opotiki District Council (ODC) and Gisborne District Council (GDC) looking primarily at customer satisfaction with Council's facilities and services.

2013/14 results

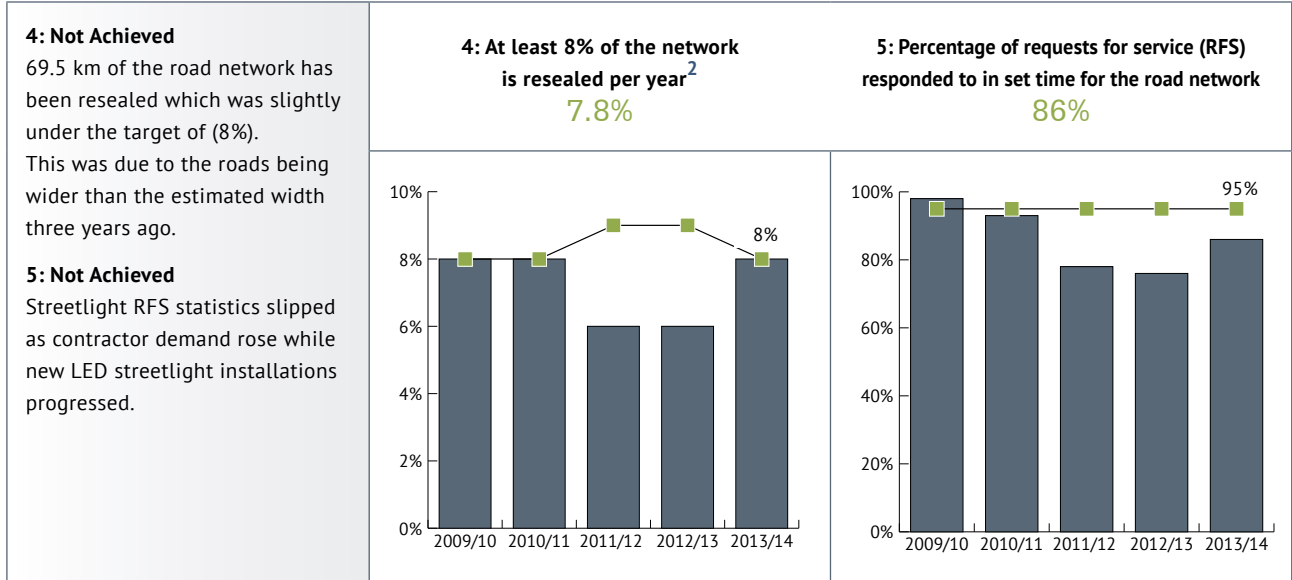
Result Target

<p>1: Not Achieved Combined satisfaction with the roading network continued to decline with 42% of Far North residents very satisfied (3%) or satisfied (39%) with the roading network.</p> <p>Potholes (33%) and a lack of maintenance (26%) remained the main contributing factors to residents' dissatisfaction with the roading network.</p> <p>Peer Group Comparison Combined satisfaction with the roading network was 61% for peer Councils.</p>	<p>1: Percentage satisfied with the roading network 42%</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Result</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2009/10</td> <td>52%</td> <td>55%</td> </tr> <tr> <td>2010/11</td> <td>56%</td> <td>56%</td> </tr> <tr> <td>2011/12</td> <td>56%</td> <td>56%</td> </tr> <tr> <td>2012/13</td> <td>51%</td> <td>57%</td> </tr> <tr> <td>2013/14</td> <td>42%</td> <td>57%</td> </tr> </tbody> </table>	Year	Result	Target	2009/10	52%	55%	2010/11	56%	56%	2011/12	56%	56%	2012/13	51%	57%	2013/14	42%	57%	<p>Peer Group Average 61%</p> <table border="1"> <thead> <tr> <th>COUNCILS</th> <th>2014</th> <th>2012</th> </tr> </thead> <tbody> <tr> <td>TCDC</td> <td>67%</td> <td>73%</td> </tr> <tr> <td>ODC</td> <td>70%</td> <td>70%</td> </tr> <tr> <td>GDC</td> <td>47%</td> <td>73%</td> </tr> </tbody> </table>	COUNCILS	2014	2012	TCDC	67%	73%	ODC	70%	70%	GDC	47%	73%
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<p>2: Achieved No service related delays or disruptions. Ferry ran in accordance with timetable plus special sailings.</p> <p>3: Achieved Maintenance contractors performing services satisfactorily due to long periods of dry weather.</p>	<p>2: The ferry service will run in accordance with the advertised timetable 99%</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Result</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2012/13</td> <td>99%</td> <td>95%</td> </tr> <tr> <td>2013/14</td> <td>95%</td> <td>95%</td> </tr> </tbody> </table>	Year	Result	Target	2012/13	99%	95%	2013/14	95%	95%	<p>3: Roads are accessible all year round or access restored within response times 100%</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Result</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2012/13</td> <td>99%</td> <td>100%</td> </tr> <tr> <td>2013/14</td> <td>100%</td> <td>100%</td> </tr> </tbody> </table>	Year	Result	Target	2012/13	99%	100%	2013/14	100%	100%												
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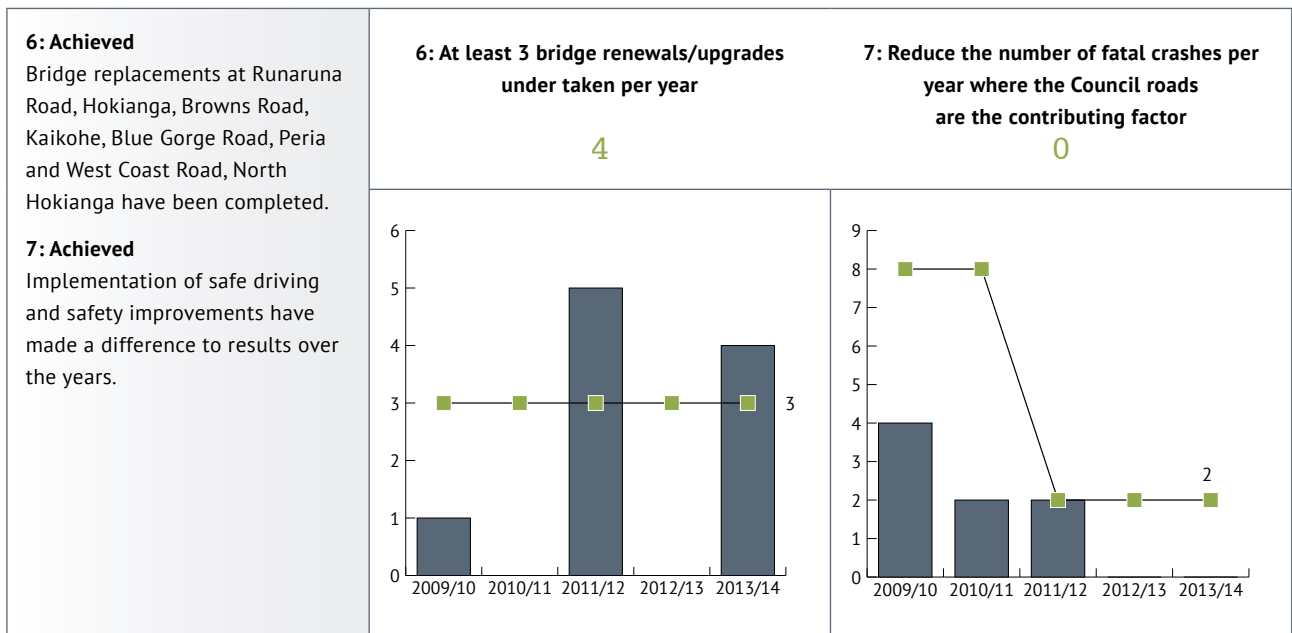
2013/14 results

Result Target



2013/14 results

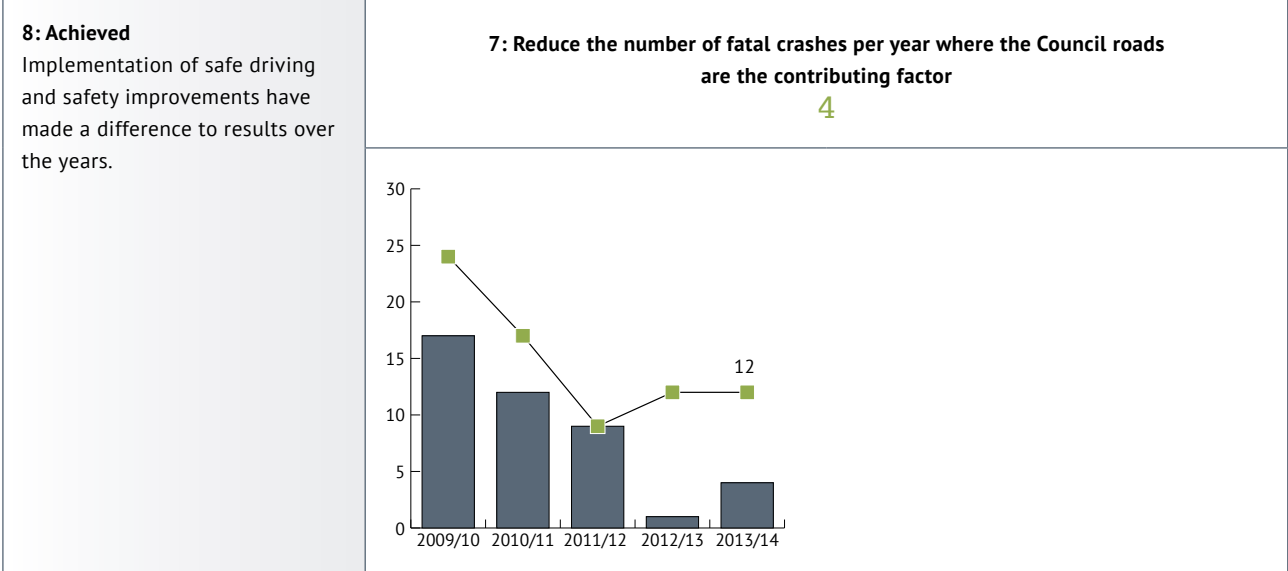
Result Target



² Amended target (as part of the 2013/14 Annual Plan adoption) due to increased costs of routine maintenance, the new target reflects available funds.

2013/14 results

Result Target





Roading and Footpaths Group



Community Outcome
A Safe and Healthy District

Footpaths

Council manages and maintains the local footpath network including footpaths that run parallel to the state highways.

FOOTPATH CONTRIBUTES BY

- Ensuring all footpaths are safe and functional

THINKING AHEAD

– key priorities planned for 2014/15 –

Footpath New/Renewals

Undertake 3 km of footpath renewals across the district.

Footpath Maintenance

Undertake 3 km of footpath renewals across the district.



Activity Performance Indicators
2013/14 results

Result Target

<p>1: Achieved A significantly greater proportion of residents were satisfied (54%) or very satisfied (7%) with the footpaths in the Far North District. This result exceeded the target set (58%)</p> <p>Peer Group Comparison Combined satisfaction with the Footpaths was 66% for peer Councils.</p>	<p>1: Percentage satisfied with footpaths 61%</p>	<p>Peer Group Average 66%</p>																													
	<table border="1"> <thead> <tr> <th>Year</th> <th>Result (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2009/10</td> <td>63</td> <td>70</td> </tr> <tr> <td>2010/11</td> <td>55</td> <td>70</td> </tr> <tr> <td>2011/12</td> <td>58</td> <td>70</td> </tr> <tr> <td>2012/13</td> <td>53</td> <td>58</td> </tr> <tr> <td>2012/14</td> <td>61</td> <td>58</td> </tr> </tbody> </table>	Year	Result (%)	Target (%)	2009/10	63	70	2010/11	55	70	2011/12	58	70	2012/13	53	58	2012/14	61	58	<table border="1"> <thead> <tr> <th>COUNCILS</th> <th>2014</th> <th>2012</th> </tr> </thead> <tbody> <tr> <td>TCDC</td> <td>70%</td> <td>67%</td> </tr> <tr> <td>ODC</td> <td>57%</td> <td>43%</td> </tr> <tr> <td>GDC</td> <td>72%</td> <td>67%</td> </tr> </tbody> </table>	COUNCILS	2014	2012	TCDC	70%	67%	ODC	57%	43%	GDC	72%
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2013/14 results

■ Result —■— Target

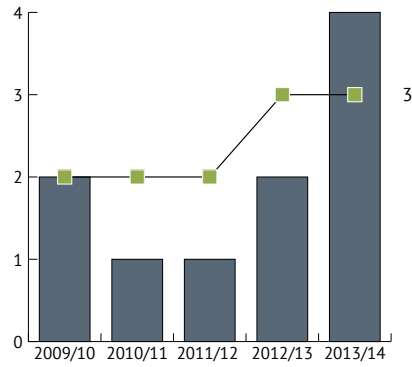
2: Achieved

A total of 1,039 km renewal work completed for footpaths.

A total of 3,257 km new work completed for footpaths.

2: Renew footpath network by 3km per annum

4,295km



Roading and Footpaths Group

Financial Information

Financial Summary

FOR THE YEAR ENDED 30 JUNE 2014

	NOTE	ACTUAL 2014 \$000s	COUNCIL BUDGET 2014 \$000s	VARIANCE \$000s
INCOME				
Rates income (excluding targeted water supply rates)	1	16,219	15,700	519
Fees, charges & targeted water supply rates	2	652	731	(79)
Development & financial contributions	3	245	0	245
Subsidies & grants	4	14,838	14,157	681
Other income	5	689	644	45
Total operating income		32,643	31,232	1,411
EXPENDITURE				
Direct costs	6	22,345	13,394	(8,951)
Indirect costs	7	618	700	82
Activity expenditure		22,963	14,094	(8,869)
Depreciation		15,877	15,907	31
Interest expense		700	872	172
Total operating expenditure		39,540	30,875	(8,666)
Net operating surplus/(deficit)		(6,897)	357	(7,254)
CAPITAL STATEMENT				
Net operating surplus		(6,897)	357	(7,254)
Loans		1,435	1,385	50
Other funding		19,111	16,052	3,059
Total funding		13,649	17,795	(4,145)
New work	8	3,884	3,637	(247)
Renewal works	8	12,113	13,464	1,351
Loan repayments		816	694	(122)
Total capital expenditure		16,813	17,795	982
NET SURPLUS/(DEFICIT)		(3,164)	0	(3,164)

NOTE:

A favourable variance is shown as a positive number and an unfavourable variance is shown as a negative number.

The direct and indirect budgets shown in the table do not individually agree to those published in the LTP due to a difference in allocation. The total activity expenditure, however, does agree to the total published in the LTP.



Variance To The Annual Plan 2013/14

1. Rates income is showing a favourable variance of \$519k predominantly due to:
 - a. An increase in penalty rate income of \$1,221k; and
 - b. General rates are showing an unfavourable variance of \$702k.
2. Fees and charges are showing a unfavourable variance of \$79k predominantly due to:
 - a. A shortfall in fees associated with the ferry of \$53k;
 - b. A shortfall in rent income of \$24k.
3. Development and financial contributions are showing a favourable variance due to:
 - a. Development contribution income of \$244k was received.
4. Subsidies and grants are showing a favourable variance of \$681k largely due to:
 - a. Increased operational subsidy of \$535k relating to emergency works \$355k and ferry operations \$157k
 - b. Increased new works subsidy of \$380k. This is a combination of increased subsidy for the cycleway \$876, increased subsidy for emergency works \$292k and decreased subsidy for roading network projects of \$798k
5. Other income is showing a favourable variance of \$45k predominantly due to increased petrol tax income.
6. Direct costs are showing a unfavourable variance of \$8,951k predominantly due to:
 - a. Salary related costs have exceeded budget by \$56k due to a change in allocation of time for the cycleway and the payment of outstanding leave balances upon resignation of staff;
 - b. Expenditure on external services is showing an unfavourable variance of \$1,386k predominantly due to increased expenditure on network maintenance;
 - c. Expenditure on contract work annual is showing an unfavourable variance of \$97k due to increased ferry costs;
 - d. The roading professional services unit under recovered \$105k against budget
 - e. Loss on disposal on property, plant & equipment of \$1,795k;
 - f. Loss on valuation of land under roading assets \$4,458k;
 - g. Bad debt provisions exceeded budget by \$1,078k due to increased penalty charges.
7. Indirect costs are under budget \$82k due to a decrease in corporate allocations.
8. Capital expenditure is showing a favourable variance of \$982k predominantly due to a reduced roading programme.

Key Capital Projects

FOR THE YEAR ENDED 30 JUNE 2014

	ACTUAL 2014 \$000s	COUNCIL BUDGET 2014 \$000s	VARIANCE \$000s
NEW WORKS			
Footpaths	418	525	107
Roading operations	2,852	2,584	(268)
Emergency works	51	0	(51)
Ferries	158	0	(158)
Roads	57	44	(13)
Safety services	350	485	135
Total new works	3,884	3,637	(247)
RENEWALS			
Footpaths	192	491	299
Roading operations	11,007	12,550	1,543
Emergency works	32	0	(32)
Ferries	13	100	87
Safety services	869	323	(546)
Total renewals	12,113	13,464	1,351

Significant Acquisitions or Replacements of Assets for 2013/14

The Local Government Act 2002 requires councils to provide information regarding any significant assets acquired or replaced during the year.

	BUDGET 2014 \$000s	ACTUAL 2014 \$000s
ROADING NETWORK		
Sealed road resurfacing - Ongoing replacement of the top surface of an existing road base	3,471	3,197
Unsealed road metalling - Renewal of metal on unsealed roads	3,169	3,764
Pavement rehabilitation - Repairing and replacing road base course and replacing top surface	3,588	2,361
Footpath renewals	492	192

Variance To The Annual Plan 2013/14

- Pavement rehabilitation, unsealed road metalling and sealed road resurfacing:
The work completed was in line with the programme and the subsidy levels agreed with NZTA. Some modifications were made to the work schedules as a result of unplanned work required as a result of damage made to the network by the increased number of logging trucks.
- Footpath renewals – a range of footpath projects were not completed during the year. These were all small value projects across all three wards.