

Land Transport Activity Management PLAN

About this Plan

This plan aims to describe how Roding assets in the South Waikato District will be managed to provide acceptable levels of service in the most cost-effective way.

This Plan will contribute to the achievement of the Long Term Plan.

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Executive Summary

The Activity Management Plan (AMP) for the Land Transport Network 2024 describes in detail how the South Waikato District's network will be managed to support the Council's Vision, Outcomes and Strategies, particularly over the next ten years as encapsulated in the Long Term Plan 2024-2034. The outcomes and strategies include reference to National and Regional Land Transport strategies such as the National and Regional Land Transport programmes, the Ministry of Transport's Transport Outcomes Framework, and Government Policy Statement (GPS).

Chapter 1 – INTRODUCTION: describes how the AMP is a “tactical” management tool within Council's strategic framework of planning processes. The purpose of the AMP is to ensure that assets are operated and maintained in a sustainable and cost-effective manner, so that they provide the required level of service for present and future customers.

Chapter 2 – SOUTH WAIKATO DISTRICT CONTEXT: describes the details of physical and roading infrastructure of the district.

Chapter 3 – STRATEGIC CONTEXT: describes the strategic context for transportation activity. It outlines the relevant legislative and strategic objectives, and the key partners and stakeholders for the transportation activity.

Chapter 4 – STRATEGIC ASSETMENT: describes need for investment. It defines the key issues and challenges facing the Waikato Region and South Waikato District, the evidence base for these issues and the benefits of investing in addressing them.

Chapter 5 – PROGRAMME BUSINESS CASE: explains the proposed investment for the 2024-34 period. It includes details of roading assets, evidence to support the investment proposed, linkage between Council's service level goals related to community outcomes, including the key issues we are facing and Customer Levels of Service and measuring targets of level of services.

Chapter 6 – LEVEL OF SERVICE ALIGNMENTS: The current emphasis from The Ministry of Transport, Waka Kotahi and Te Ringa Maimoa is to ensure that scenario modelling is used to calculate the impact of increased or decreased levels of service in relation to cost / risk / carbon emissions. South Waikato District Council's Level of Service framework based on the One Network Framework and Differential Levels of Service Guidance document published by Te Ringa Maimoa.

Chapter 7 – PREFERRED PROGRAMME: describes the 10-year programme of work with key focus to years 1 to 3 (2024/25 to 2026-27). Maintenance and Operation activities are planned to carry out to maintain existing LoS without significant deterioration. The reseal and rehabilitation programmed are planned as a constrained programme which is not able to complete the backlog of reseal and rehabilitation section during the period. Only essential assets of Drainage, Footpaths, Streetlights, and road signs are planned to replace.

Chapter 8 – DETAILED BUSINESS CASE: The Detailed Business Case of the Land Transport Activity Management Plan describes the detailed management approaches and options for asset portfolios and activity programmes for the 2024-2034 period. It is broken down into subsections by asset grouping and provides detailed evidence to support the investment proposed.

It also demonstrates value for money by outlining the asset management processes used for managing our transportation assets, as well as how we will meet regulatory requirements.

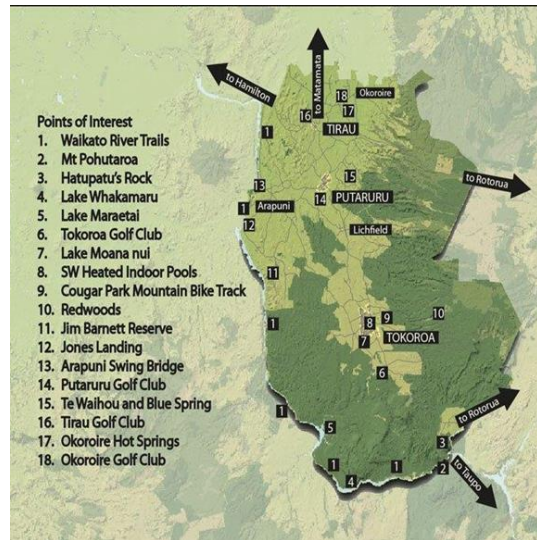
Chapter 9 – QUANTIFYING AND MANAGING RISK: describes the risk management processes set up by SWDC for assessing and managing risk. Details of the chapter will be covered in the overarching AMP under the Risk chapter. Risk is used as a strategic decision-making tool assisting with developing and prioritising strategies and work programmes.

Physical Context

The geology of the South Waikato District reflects major historic volcanic events in the Taupo, Rotorua and Tiraú zones. The geology is also influenced by the action of the Waikato River and other waterways.

The temperate climate provides an annual rainfall of approximately 1,682 mm and the prevailing wind is from the southwest. The Kaimai and Mamaku ranges to the east - southeast and the significant area of forestry around Tokoroa and south have an influence on weather patterns and air temperature.

The total roading network consists of local roads, State Highways, private (mainly forestry) roads and unformed (paper) roads. In addition to the carriageway, the roading infrastructure also includes bridges and large culverts, signs and marking, footpaths, street lighting, drainage, railings and car parks.



The district is dissected by State Highways 1, 5, 27, 28, 30 and 32 which have a significant bearing on the traffic that travels through the district and the use made of local roads. The council exercises its interest in the operation and management of state highways directly through close liaison with Waka Kotahi and indirectly through input to the Regional Land Transport Programme through the Regional Land Transport Committee.

South Waikato at a Glance

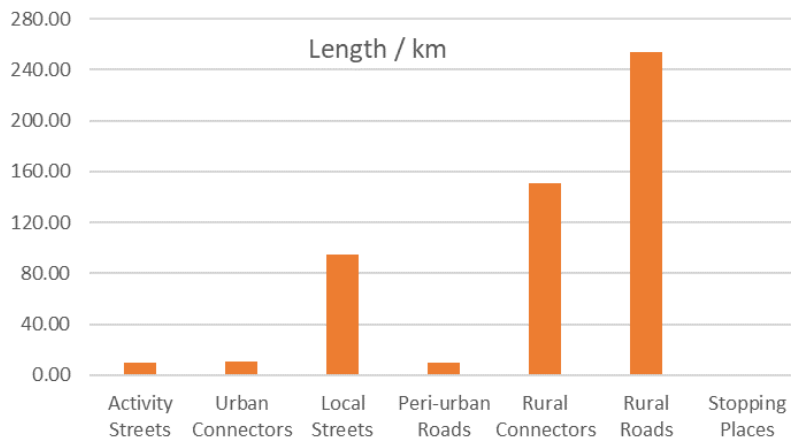
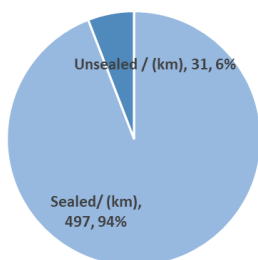
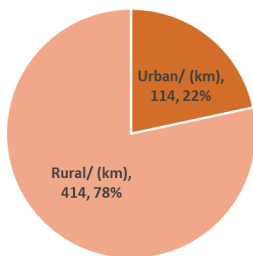
Population

South Waikato District population – 25,900 (2022)
 59.8% of Population – Age group 15-64
 Increase the number of residents over age 65 in the coming years



Land Area 1,819 km²

Network Overview



What we Own

- SWDC surface area network covers about 3.52 million square meters, 1,180ha of underlying rural and 227 ha of underlying urban land under roads.
- South Waikato District Council manages transport assets with a replacement value of \$493,234,222 million.
- Transport network assets are depreciating with time and use – at a rate of \$ 5,747,973 per year.

Current Network Level of Service

Roading is measured by five Key Performance Indicators (KPIs) that looks at cost efficiency (renewals & maintenance); amenity (smooth travel exposure), road safety; resilience through response time to service requests; and accessibility regarding footpath condition.

Currently there is a backlog (assets past their renewal intervention or improvements are manageable).

Due to the contract cost increase in maintenance and renewal contracts, price escalation in recent years, the expenditure will increase by 40–50% to maintain the current level of services without deterioration.

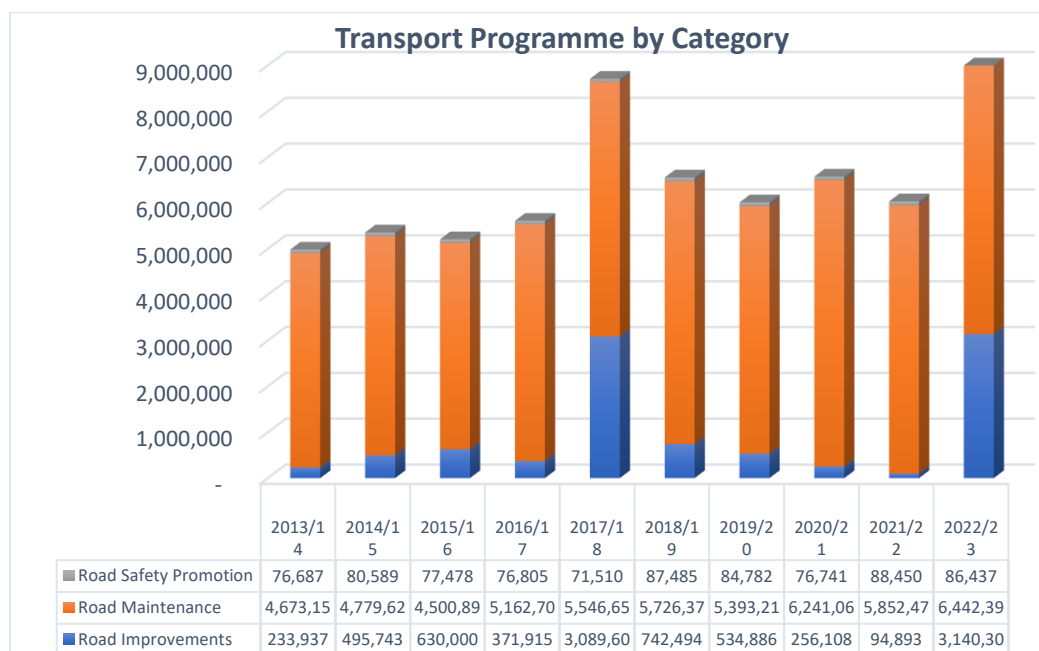
Growth and Key Challenges

- Increased maintenance and renewal need due to the ageing infrastructure.
- Resilience against the incremental weather events.
- Infrastructure improvements to support the speed management plan and Road to Zero strategy.
- High Productivity Motor Vehicles (HPMV) impacts on network.
- Land use changes, forestry to dairy operation conversions. Impacts from stormwater run-off.
- Increase in Tourism (Waikato River Trails, Blue Springs and other eco-tourism activities).
- Focus on appropriate Levels of Service to accommodate walking, mobility scooter traffic, and parking to address an aging population.

Expenditure and Programme

- The maintenance, operations and Renewals of the Land Transport Programme is the largest single operational expenditure for Council.
- Up to 36 km (6.8%) of resealing is planned annually for the AMP 2024-27 that includes both chip seals and asphalt concrete.
- Annually, 2.1 km of pavement rehabilitations are planned for the AMP 2024-27.
- Council re-marks the district's entire road system on an annual basis (November), with the rural, heavier used roads receiving another re-mark prior to winter (April/May).
- The street lighting improvement programme has been in place with a value of \$120k per year.
- SWDC Maintenance, Operational and Renewal expenditure and Maintenance Expenditure by work categories from 2013 to 2023 are given below.

Maintenance, Operational and Renewal Expenditure 2013/14 to 2022/23



What we do

The South Waikato District Council is in the business of owning, operating and maintaining the Land Transport Network (excluding State Highways) because:

- The provision of roads is vital to the needs and aspirations of all who live in the District. They provide the primary means of safe, reliable and efficient access to resident's homes, schools, and businesses 24 hours a day, 365 days a year.
- Through Council, local communities have representation regarding their transportation needs and the regional road corridors.
- Council manages its largest asset soundly now and for future generations at the appropriate level of service.
- The existing land transport network is a community asset which should be controlled by Council.
- Council manages its largest asset soundly now and for future generations at the appropriate level of service.

Why we do this

The South Waikato District Council is in the business of owning, operating and maintaining the Land Transport Network (excluding State Highways) because:

Council provides a roading network and associated roading services to support these assets to ensure easy, safe and secure access to the district and around the district so that:

- Business development can take place to increase our economic growth through a secure network.
- Our community and visitors can move safely around the district.
- Access to our facilities and services is easy.
- Operate existing business effectively and efficiently.

Long Term Plans

The focus has been the successful initiation and development of asset management practices associated with:

- Improved knowledge of the assets
- Ensuring the asset register continues at the appropriate standard
- Continuity of the asset knowledge within Council
- Consultation framework and implementation.

Council's emphasis for the period 2024 to 2034 for the Land Transport Activity will be focused on:

- Meeting requirements outlined in the Government Policy Statement.
- National, regional and local transport network co-ordination.
- Long term sustainability associated with Asset Management, including risk management practices and procedures and renewals requirements within the Land Transport Network.
- Sustainability and resilience focus to enable long term options to be considered.
- Continued modelling of network performance, asset serviceability and appropriate funding requirements.
- Waka Kotahi and legislative compliance.
- Road safety through 'Transport Road to Zero Strategy', New Zealand's Road Safety Strategy 2020-2030.
- District Land Transport Strategy which is a guiding document for the South Waikato Land Transport System for the next 30 years.

Strategic Objectives Alignment

Council's Land Transport Network Services are provided for the benefit of the community to achieve the Vision of "Healthy people thriving in a safe, vibrant and sustainable community", as expressed in the Long Term Plan.

To ensure that transport is underpinned by the principles of sustainability and integration, transport policy will focus on improving the transport system in ways that enhance the community's well-being, promoting resilience and flexibility. It will also take account of the needs of future generations and be guided by medium and long-term costs and benefit analysis.

The Activity management Plan (AMP) is one of the SWDC's core strategic documents, this Land Transport AMP has been prepared to align with the national and regional strategic contexts.

Activity Management Planning

The objectives of this AMP are to demonstrate that Council:

- Understands how the outcomes delivered by the assets link to the wider community outcomes.
- Understands what asset capacity will be required in the future, and what issues drive this capacity requirement.
- Has an ever-increasing knowledge of its asset locations, ages and conditions.
- Has robust and transparent processes in place for managing, operating, maintaining, renewing and extending assets.
- Has adequately considered the classes of risk its activities face, and has systematic processes in place to mitigate identified risks.

- Provides adequate funding for asset operations, maintenance, renewals, improvements, extensions and depreciation.
- Delivers outcomes that are aligned to the community’s wishes and to other internally and externally imposed levels.

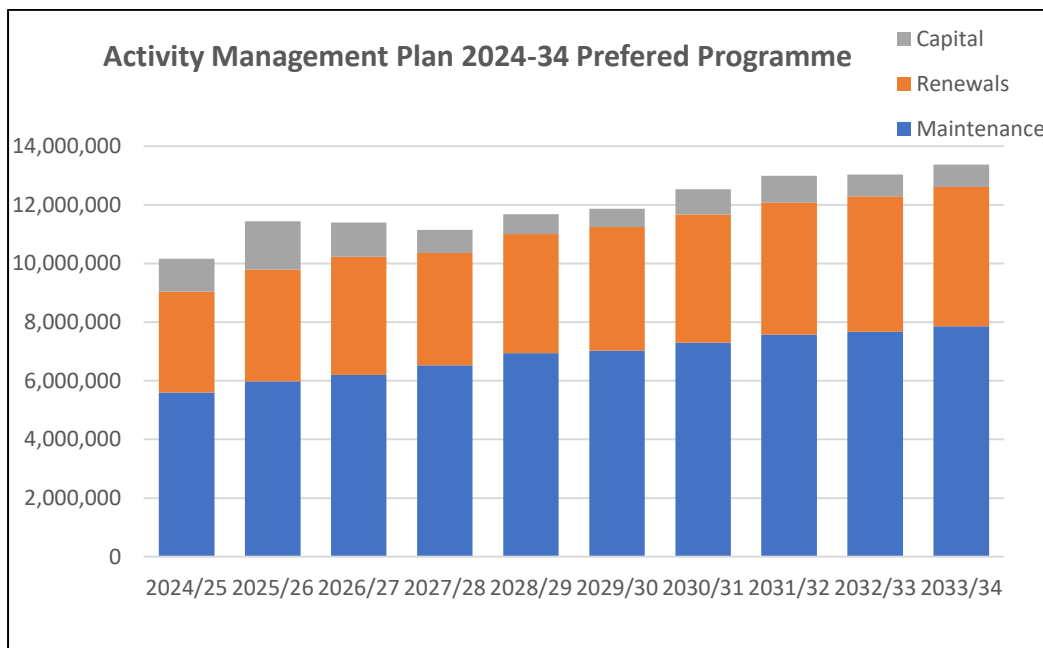
Business Case Approach Implementation

The SWDC has applied the business case approach (BCA) in the development of the 2024 to 2034 Transportation AMP. This has allowed Council to work closely with stakeholders to develop clear, concise and evidence-based investment proposals which is fit for purpose focusing on outcomes rather than solutions. The BCA approach will give confidence that:

- Investment are achieving their intended objects.
- True value is being extracted from new and existing investments.
- Investment management systems are operating efficiently and effectively.

Investment Programme

Our preferred programme to address these problems through our strategic responses and core maintenance programme is outlined below. The programme is largely based around a business-as-usual approach, with an emphasis on maintaining the road network without further deteriorating from the current levels of services. Enhancing levels of service in the present state is not practically possible due to affordability. We have also allowed for some Low Cost-Low Risk improvement initiatives to address the speed management plan proposals and lower the speed limits around the schools in South Waikato.



Activity Management Plan 2024-34 Preferred Programme

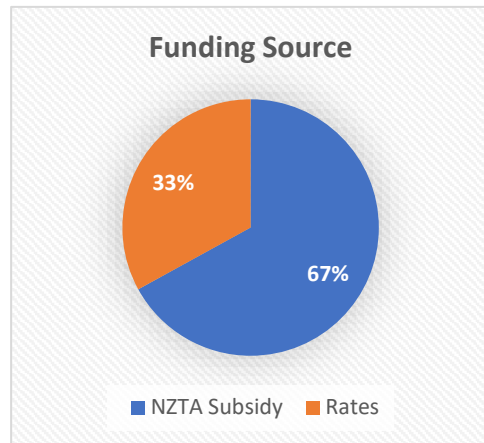
Funding Sources

Waka Kotahi Funding Subsidy

For South Waikato District this is provided as a Funding Assistance Rate (FAR) of 67% of the cost of maintenance, renewals, Road to Zero and Low Cost-Low Risk improvement work.

South Waikato District Council

Council funds the balance of the budget costs (e.g. 33%). SWDC does not put aside funding in an asset replacement reserve for the future replacement of our roads like it does for other core assets. Paying for upgrades, replacements, and maintenance to our roading network is paid for from rates that are collected in the same year that expenditure occurs.



Risk

Sustainable and reliable delivery of the Land Transport requires careful consideration of the various types of risk associated with the service. The major risks have been addressed in the Asset Activity Plan and include:

1. Increased operating and maintenance costs
2. Decline in Waka Kotahi funding (affordability)
3. Aging and static population issues (ability to pay)
4. Low risk of asset failure (good condition)
5. Ongoing land use changes
6. Environmental impacts
7. Major emergency event.

Transport asset risks include death and serious injury risks. The list of negative outcomes that could result from transport asset failure includes:

- Injury or death to transport users, operators or members of the public.
- Reduced customer satisfaction, through impacts on safety, accessibility, convenience, reliability and/or resilience.
- Damage to infrastructure or property.
- Reduced public transport patronage.
- Environmental impacts (eg pollution of waterways, air or soil).
- SWDC is represented on the Waikato Infrastructure Lifelines Group, which has identified priority routes and transport facilities and their potentially vital contribution in extreme events.

SWDC has prepared an Asset Risk Management Plan in the AMP which identifies the key transport asset risks and sets out how those risks are managed and controlled by SWDC activities.

Further Reading

Where necessary, the reader is encouraged to refer to the full Asset Activity Plan document for further discussion and information.