

Climate and Environment Subcommittee Update

Access and Transport – August 2024

AMP Approval Process

We request the Climate and Environment Sub Committee to endorse the Access and Transport Activity Management Plan 2024- 2027.

The Strategy, Operations and Finance Committee will approve the Access and Transport Activity Management Plan.

Agenda

- Government Policy Statement (GPS)
- Walking Cycleway Network Plan
- Resilience – Geohazard Register
- Emissions Monitoring
- Chipseal vs Asphalt
- Roothing Maintenance Contracts
- Broader Outcomes
- Activity Management Plan highlights and signoff

Government Policy Statement (GPS)

Te Tauāki Kaupapa Here a te Kāwanatanga mō ngā waka whenua | Draft Government Policy Statement on land transport 2024/25-2033/34

August 2023

Not Government policy



Te Kāwanatanga o Aotearoa
New Zealand Government

Government Policy Statement on land transport 2024-34

June 2024



Te Kāwanatanga o Aotearoa
New Zealand Government

Walking Cycleway Plan Review

- Reviewing the former Strategic Network Plan 2015 (10 year forward works programme)
- 24/ 25 producing a new Walking and Cycling Network Plan (next 10 years)
- Embedded in the AMP and LTP process

Resilience - Geohazard Register

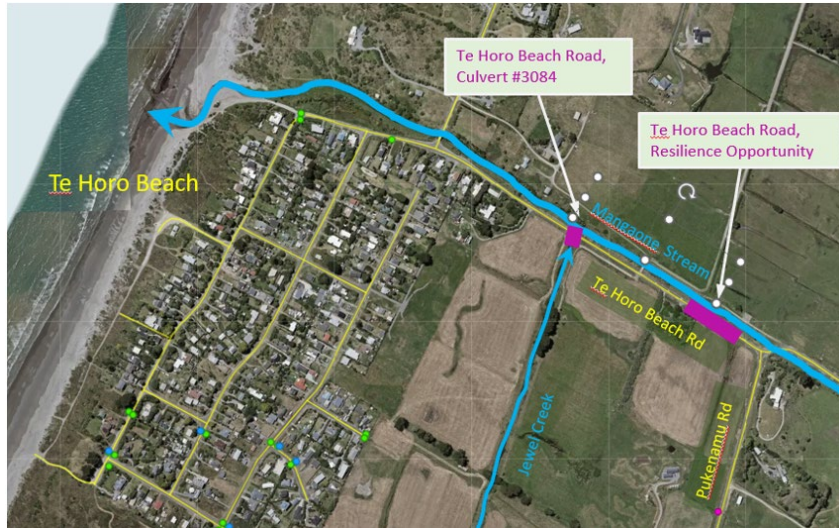
- 2024-27 LTP includes creating a geohazard register
- Geological risks to our roading network
- Landslides, flooding, coast inundation, river erosion

Benefits

- High risk sites can be monitored/managed
- High priority projects can be put forward for funding

Resilience Projects 2024-27

Te Horo Beach Rd Flooding



Rangawhata Bridge Abutment



Emissions Monitoring

- Current Road Maintenance contract has started to report emissions
 - Helping Contractor and Council to refine method
- Upcoming Contracts will have a requirement to report emissions.

Chipseal vs Asphalt

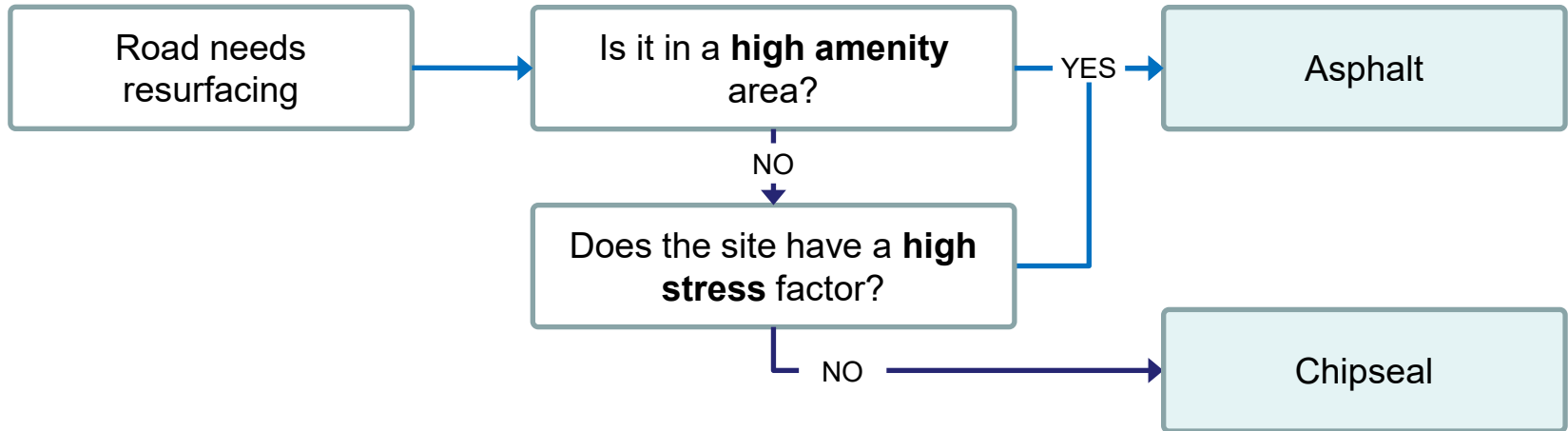
Approx \$12/m²



Approx \$60/m²



Chipseal vs Asphalt



High amenity examples

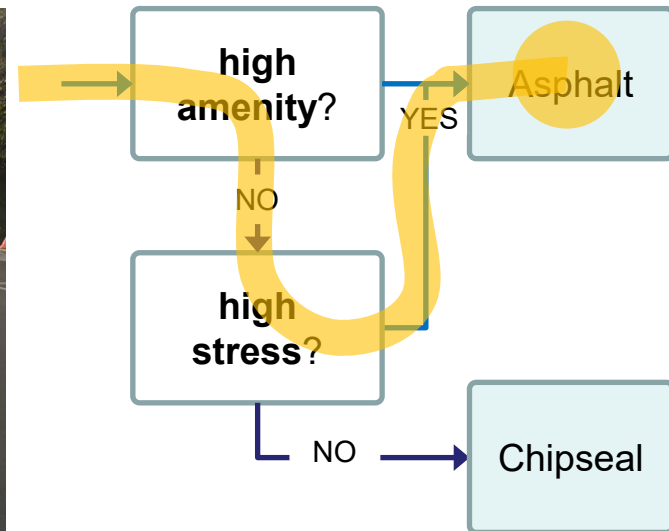
- Main Streets
- High use activity streets

High Stress area

- Approach to traffic lights
- High use tight curves
- Cul-de-sac
- Major intersections
- Roundabouts

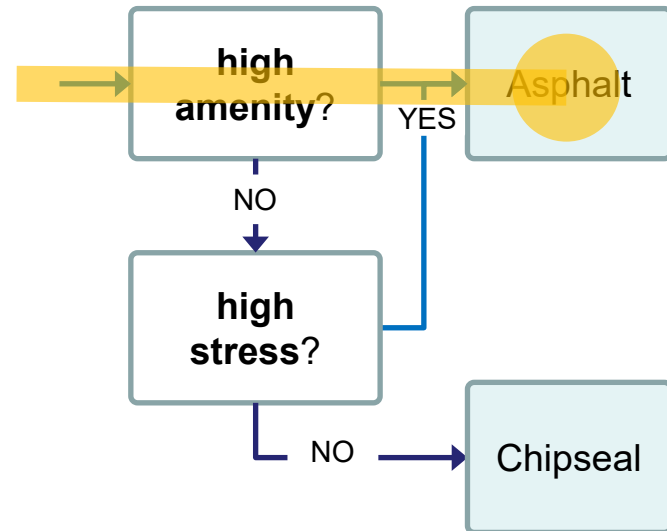
Chipseal vs Asphalt exercise

High stress



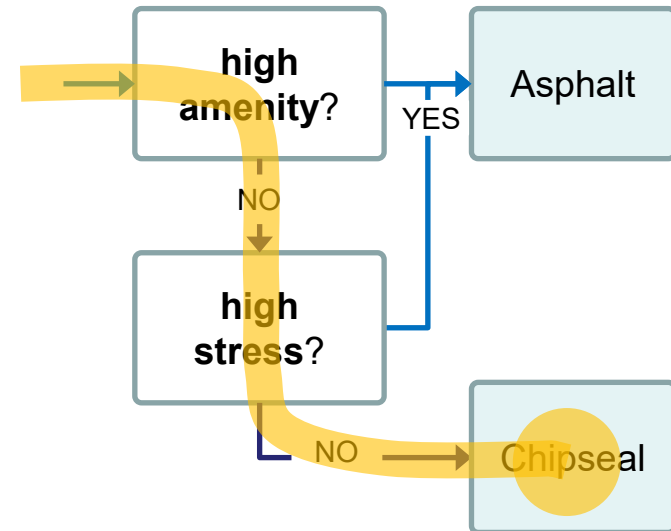
Chipseal vs Asphalt exercise

Village town centre
(high use activity street)



Chipseal vs Asphalt exercise

Residential – straight road



Chipseal vs Asphalt

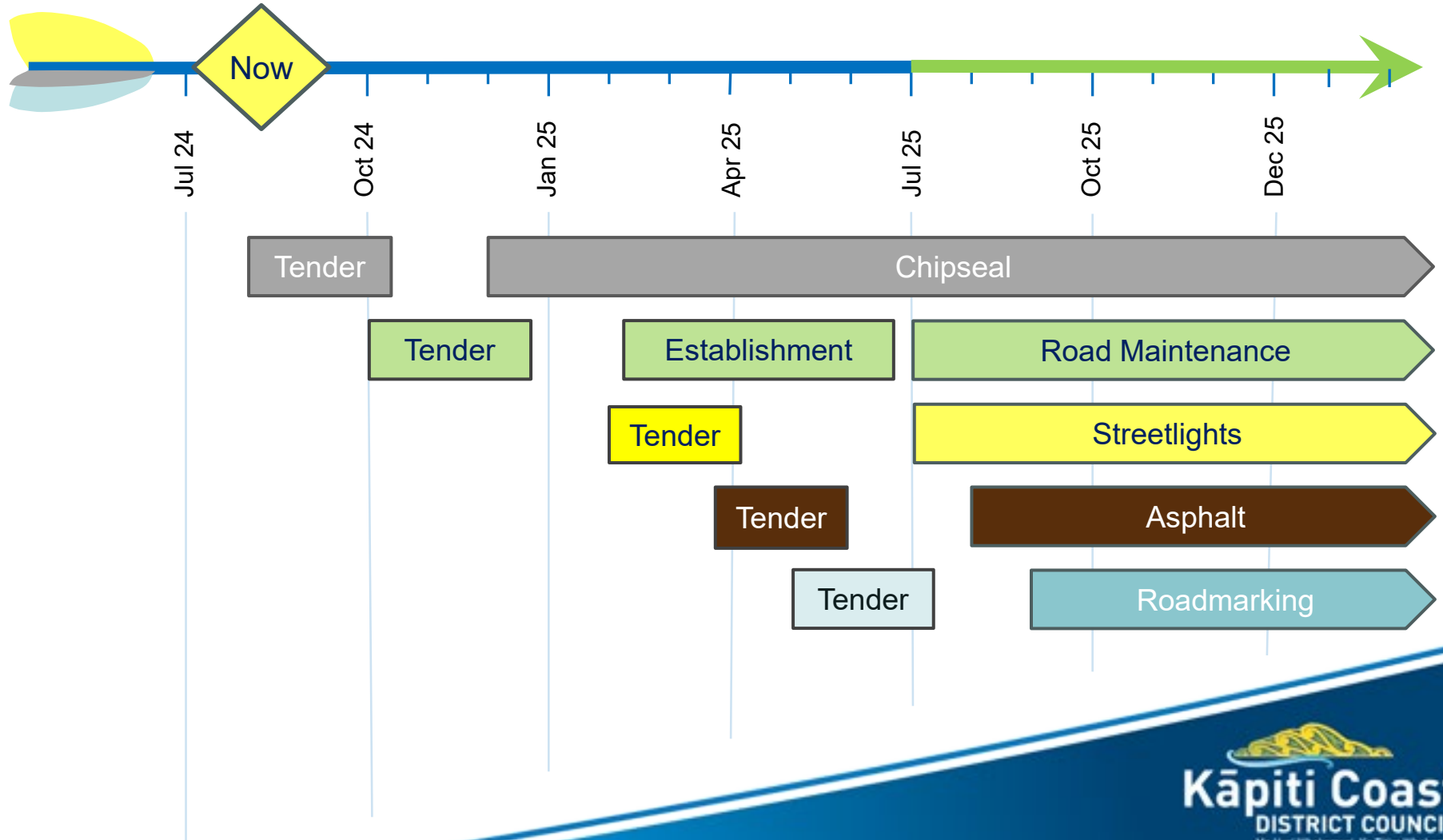
Benefits of limiting asphalt to where its needed

- Affordability
- NZTA funded (NZTA only fund sites where it's needed)
- Already typical with other Local Authorities

Negatives

- Some existing asphalt sites will be surfaced in future with chipseal – with expected negative response from some residents
- Increase noised and harsher ride on chipseal

Roading Maintenance Contracts Tender Timeline



Broader Outcomes

Our Road Maintenance Contracts will adopt KCDC Guide to Broader Outcomes – with focus on:

- 1. Stimulating local employment**
- 2. Reducing carbon emissions, mitigating the effects of climate change, and reducing waste disposed to landfill.**
- 3. Improving supplier diversity**

AMP highlights

Road Safety management

Responding to service requests

Transport review of Subdivisions and development

KCDC Safety Education Programme

Emergency response

Ōtaki

Te Horo

Waikanae

Paraparaumu

Raumati

Paekākāriki

5352 Streetlights

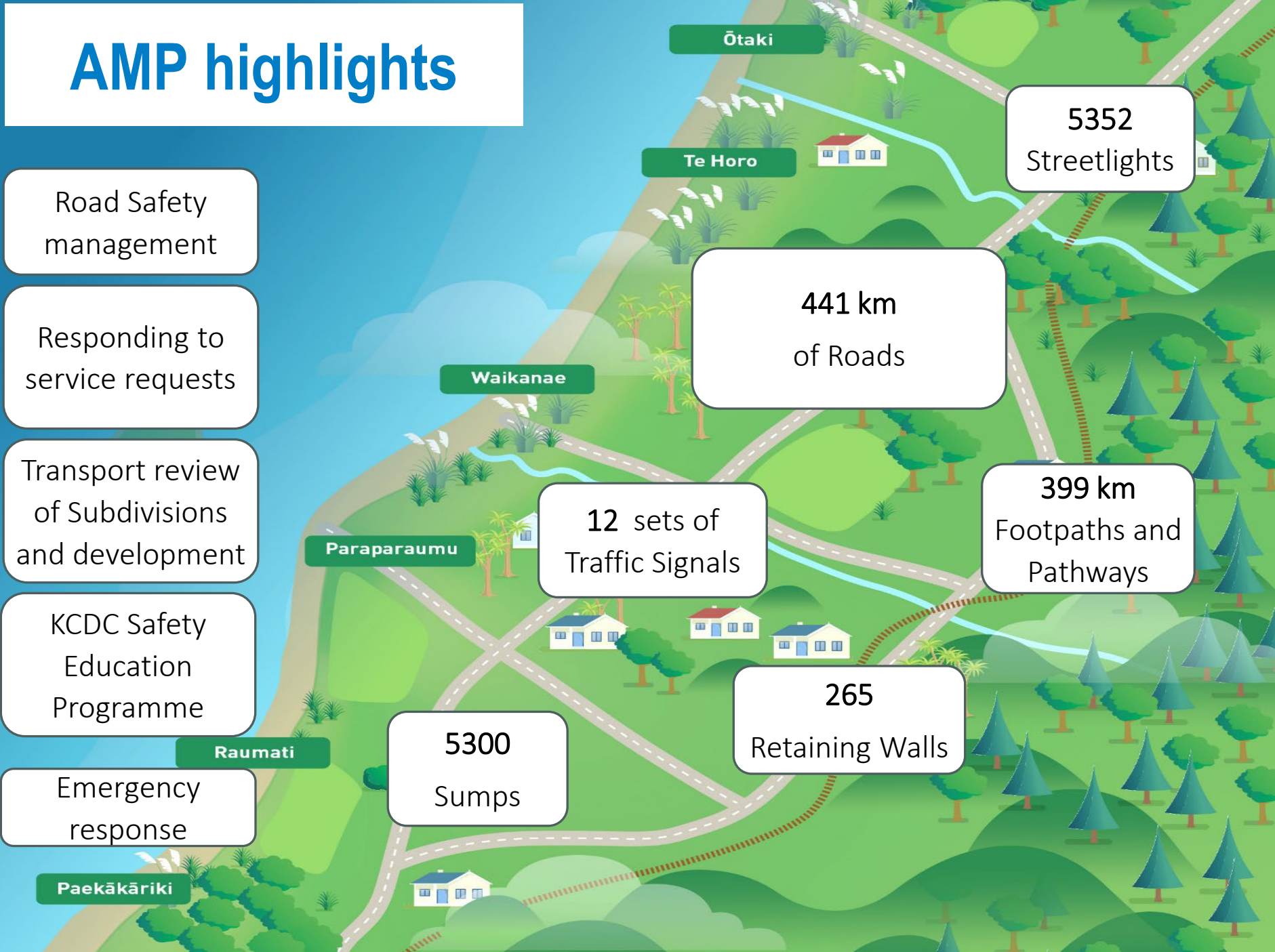
441 km of Roads

12 sets of Traffic Signals

399 km Footpaths and Pathways

265 Retaining Walls

5300 Sumps



AMP Challenge

Focus on Local Challenges

Fit for Purpose Network

the level of investment needs to support users now and in the future.

Resilience and Climate Change

Responding to increasing severe weather-related events.

Demographic Changes and Accessibility

Our transport networks should better suit the older and younger groups.

Connectivity

Changes travel patterns, this is evident in the congestion and poor connectivity.

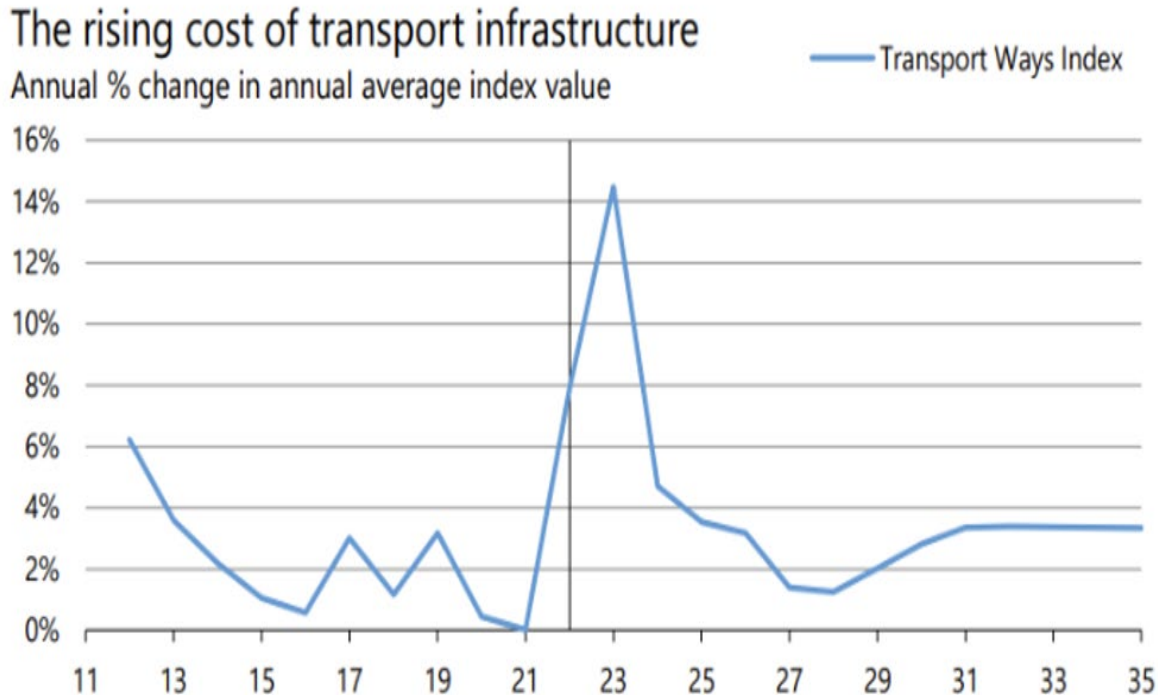
Road Safety

Road safety affects everyone, especially when lives are lost. Vulnerable users need to be kept safer.



AMP Challenge

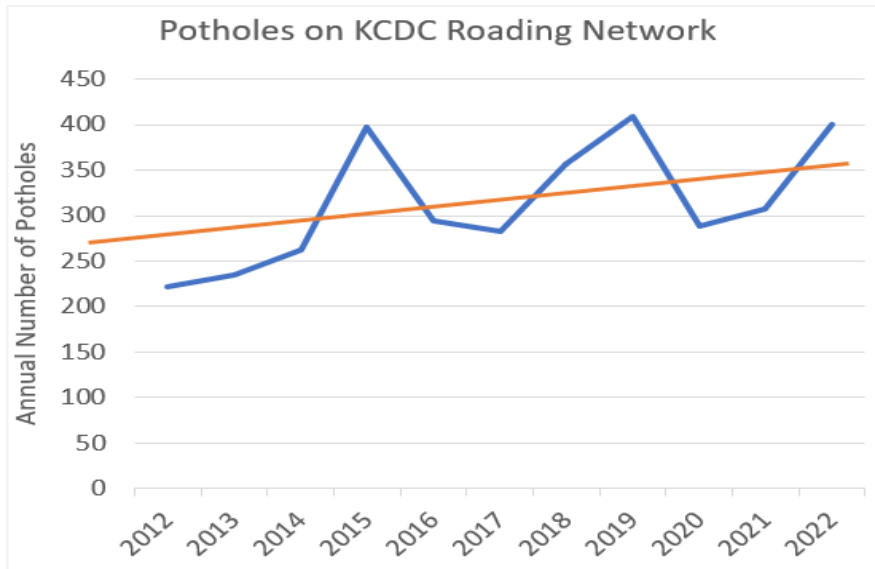
Inflation and operational cost increases



Councils in the Wellington Region are seeing prices at the tender box 20-60% above 2021 prices. This means greater costs for no change in service.

AMP Challenge

Responding to pavement and surfacing needs



Roughness is getting worse.

Smooth Travel Exposure (STE) measures how much road has good roughness.

- STE 2018/19 = 87%
- STE 2019/20 = 90%
- STE 2020/21 = 86%
- STE 2021/22 = 84%
- STE 2022/23 = 84%

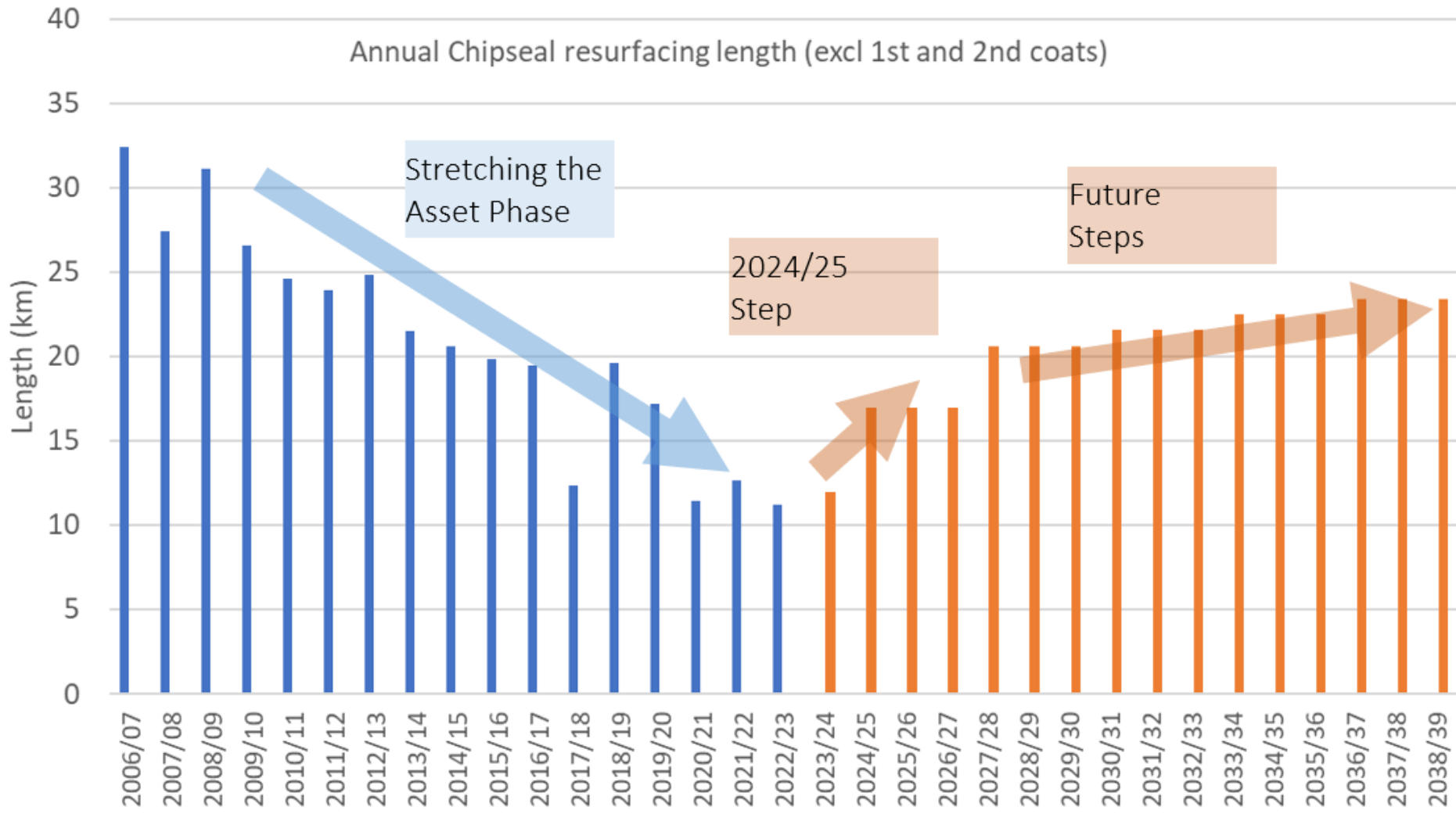
We need to change our strategy.

Our intent is to HOLD the level of service at the current levels

We require step change in our resurfacing volumes and investment to achieve this.

AMP Challenge

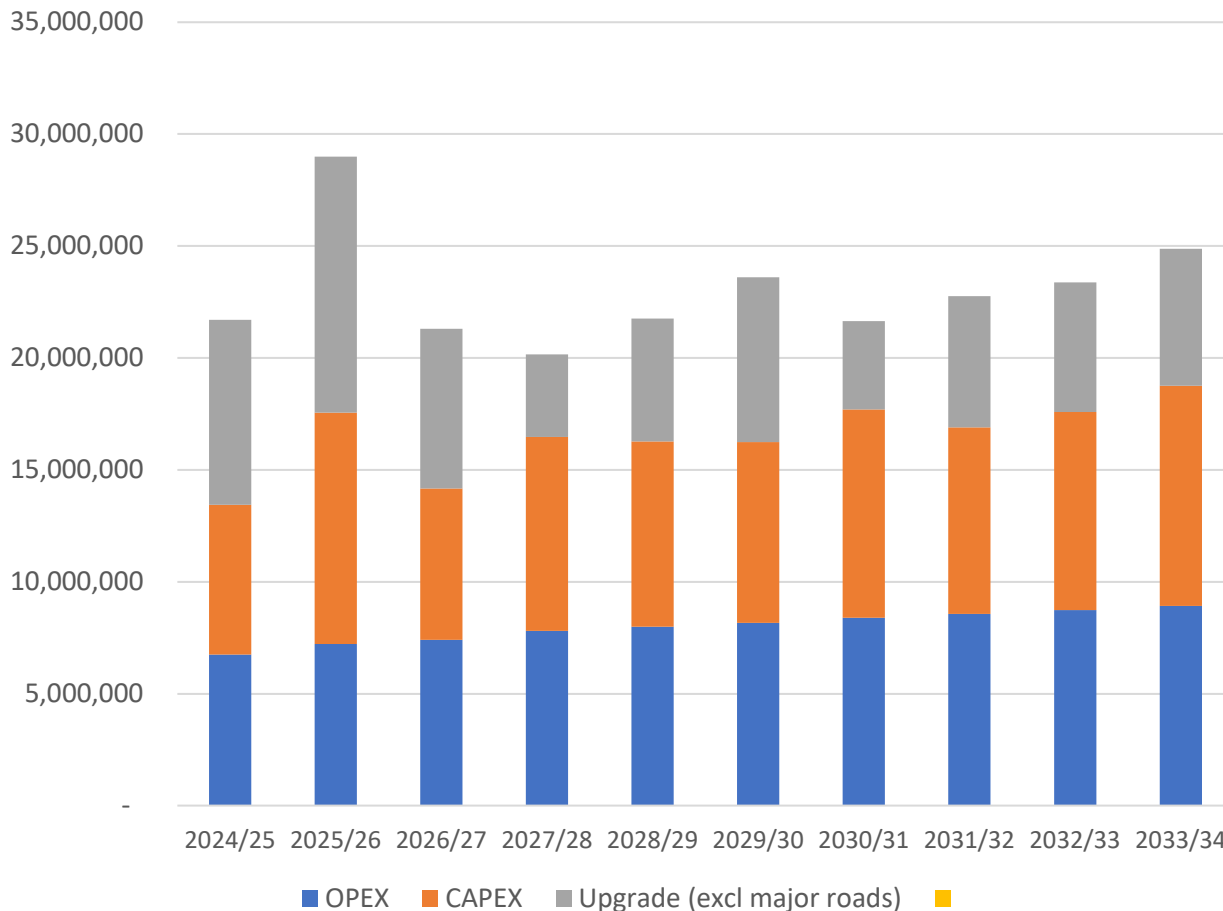
Responding to pavement and surfacing needs



AMP Funding

10 Year Financial Summary

KCDC Access and Transport Forecast



2024/25 and 2025/26 has significant one-off costs of:

- 2024/25 and 2025/26 includes the PP2O Revocation upgrade
- 2024/25 and 2025/26 includes the Blue Bluff remedial works
- 2025/26 Kapiti Culverts replacements

AMP Highlights

Access and Transports approach to costs increase

Our long term programme has been developed within a fiscally constrained environment where we understand affordability is a key factor. All activity requests have been based on the need to provide service, safety and to protect asset integrity. Where our funding request is outside the trend, we have provided a “Step Change in this LTP” context dialogue within this Programme Business Case for transparency.

The level of services has been held to the current standard in each activity (unless otherwise discussed), with intent to hold our assets in stable condition.

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