

Part E



Operational Requirements and Obligations

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Operational Requirements and Obligations



E.1

Operational Requirements and Obligations

Council functions and obligations are primarily set out in the Local Government Act 2002. Schedule 12 of the Act requires the Council to establish and implement plans for managing Council assets, including transport assets. The Transport Asset Management Plan is the basis for spending on transport maintenance and renewal, a significant part of the Council's transport budget.

Another important obligation of Council is the enforcement of parking regulations and by-laws. The Council is empowered to carry out this function via the Land Transport Act 1962.



E.2

Asset Management

North Shore Transport Assets

The Council owns and manages the city's transport network and associated assets.

The replacement cost of transport infrastructure managed by the Council is estimated to be \$566 million as of June 2004. The components of the network are as follows:

Pavement base	\$217 million
Pavement formation	\$100 million
Pavement surface	\$49 million
Drainage	\$80 million
Footpaths	\$63 million
Structures	\$27 million
Street lights	\$15 million
Traffic signals	\$3.6 million
Bus shelters	\$3 million
Other	\$3 million

The annual depreciation of this asset base is \$11.4 million in June 2004.

This network of assets generally grows at an average rate of one percent per year. However, completion of the North Shore Busway and Rapid Transit project will add substantially to this asset base over the next three years.



Transport Asset Management Plan

The Council operates an Asset Management Plan for managing transport assets.

The AMP covers the City's roads, bridges, footpaths and other transport assets.

The objectives of the AMP are:

- To demonstrate to customers, stakeholders and elected representatives that transport assets are being managed responsibly, and in accordance with New Zealand "best practice";
- To demonstrate that the requirements of the relevant legislation are being complied with;
- To link the AMP and financial forecasts with the Annual Plan and Long Term Council Community Plan (City Plan) processes;
- To identify and define the levels of service and options;
- To incorporate risk management principles in managing the risk of asset failure;
- To identify minimum lifecycle (long term) costs while providing an agreed level of service;
- To improve decision-making based on costs and benefits of alternatives;
- To secure sufficient funding over the longer term to ensure that value of assets is maintained; and
- To ensure the use of appropriate means for data collection, data storing and network analysis to facilitate advanced asset management.

The management of existing transport assets focuses on providing a level of service acceptable to the users while at the same time preserving the assets to ensure long-term sustainability.

Asset management activities include operations, maintenance, renewal, and upgrading and improvement of the network.

The City's transport AMP provides the basis for the management of the network. The transport AMP transforms the long-term transport strategies into reality through the annual management activities. It also links the levels of service to the management activities and provides the basis for long-term financial expenditure forecasts.

The transport AMP defines the key levels of service (LOS) and performance measures for the transport network.



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Management Principles

The management principles are based on the current best industry standards and comply with the guidelines stipulated by Government's funding agency – Land Transport NZ.

The asset planning process complies with the guidelines of NZ National Asset Management Steering Group as specified in the International Infrastructure Management Manual.

Maintenance and renewal activities are undertaken to provide the lowest total life cycle costs of assets (see diagram below). This principle takes into account the road user costs such as vehicle operating costs and travel time costs together with operation, maintenance and renewal costs. Asset renewal programmes, notably reseals and pavement rehabilitation, are developed based on this principle.

FIGURE E1: Lifecycle Asset Management



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Identifying Levels of Service

The levels of service being provided by transport assets are described in the AMP.

Levels of service are determined through understanding customers' expectations (e.g. market research, consultation and feedback), from legislative requirements and from Council's objectives and goals. The current levels of service as documented in the AMP have been developed considering these factors, however more investigation will be required to better understand customer expectations.

The reseal consultation carried out in late 2002 is an example to demonstrate how customer needs could be established in a better way. The weed control consultation completed as part of the transitional City Plan in 2003 is another example. More consultation and/or research like this will refine the services delivered by transport assets.

Delivery of Levels of Service

External service providers deliver the physical works components of levels of service. Long-term contracts are in place to facilitate this. Monitoring systems are in place to measure the performance of service delivery and to ensure that the intended service is delivered.

Maintenance Needs

Maintenance activities are required to keep assets in serviceable condition to deliver the agreed levels of service and to reduce more expensive repairs in the longer term. This includes both routine and preventive maintenance. The levels of service statements in the AMP define the standard of maintenance to be achieved for various assets classes.

Environmental Management

Environmental factors such as quality and quantity of storm water discharge, noise, vehicle emissions and recycling are some of the issues considered in managing the transport assets.

Routine and cyclic street cleaning carried out for the whole network improves the quality of storm water discharge. Pollutant trapping devices such as enviropods are also installed in some selected catchpits to further improve the quality of storm water.

Council's resealing policy allows the use of smoother surfacing materials such as asphalt concrete on busy arterial routes. This policy helps to reduce the traffic noise levels in addition to having a smoother riding surface.



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Renewal Needs

Renewal activities ensure the long-term sustainability of transport assets and keep its condition and performance within the parameters defined in the levels of service statements.

Optimisation of renewal activities will ensure efficient intervention to preserve assets and better utilisation of funds. A higher degree of optimisation has already been applied to major renewal activities like reseals and pavement rehabilitation. This practice will be extended across all major transport renewal activities.

Depreciation

The Council funds the depreciation of transport assets on an annual basis as required in the Local Government Act 2002. The Council undertakes asset valuation and depreciation, and utilises the transport asset inventory populated with relevant asset attributes to determine these parameters.

The asset valuation and depreciation process complies with the requirements of the Local Government Act 2002 and Audit NZ.

Asset Management Improvement Plans

Improvement plans continue to provide opportunities to enhance asset management practice of the Council. Annual improvement plans are drawn up by undertaking gap analysis studies. Improvement plans are implemented on an annual basis.

Funding

Long-term funding needs for operation, maintenance and renewal of assets are detailed in the City Plan and are consistent with the recommendations of the life cycle management plans of the AMP. These funding needs are funded from rates and Land Transport NZ subsidy.

The City Plan provides funding to deliver the agreed levels of service. The funding implications of varying the agreed levels of service will need to be considered through the community consultation process as specified in the Local Government Act 2002 for significant activities.

Development Contributions

The Council utilises development contributions to fund its asset improvement activities. The development contributions are not available to fund operation, maintenance and renewal activities.

Role of the Transport Strategy

The Transport Strategy, Implementation Plan and Asset Management Plan are inter-related and compliment each other. The Transport Strategy and Implementation Plan will provide guidance and direction for long-term preservation of transport assets to meet the current and future needs of the community. The Transport Strategy will facilitate the development of a wide range of assets taking into account the community outcomes that the AMP will need to account for over their lives.



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Planned Expenditure

The current operation, maintenance and renewal activities of the transport asset network cost around \$20 million per year. The reseals and pavement rehabilitation costs account for about 35% of this total.

TABLE E1 : Planned Asset Management Expenditure on Existing North Shore City Council Transport Infrastructure

Activity	2005/06 \$000s	2006/07 \$000s	2007/08 \$000s	2008/09 \$000s
Assets Operation, Maintenance				
Carriageway	3,510	3,545	3,554	3,590
Traffic Services	1,938	1,958	1,977	1,997
Street Lighting	1,542	1,557	1,573	1,588
Channel Cleaning	896	905	914	923
Footpaths and Street Furniture	764	772	780	787
Weed Control	1076	1085	1094	1105
BRT Bus Stations	647	1029	2942	3165
Commercial Areas	1258	1267	1277	1289
Car Parks	(309)	(312)	(315)	(318)
Total	11,425	11,909	13,900	14,232
Assets Renewals				
Resealing	5,063	5,113	5,165	5,216
Pavement Rehabilitation	4,177	4,219	4,261	4,304
Bridges and Structures	365	369	372	376
Traffic Services, Street Lighting	620	626	632	639
Footpaths and Street Furniture	2,378	2,401	2,419	2,436
Car Parks	113	115	117	120
Total	12,716	12,843	12,967	13,091
TOTAL	21,938	22,415	24,511	27,323

** Including expenditure on new assets planned to be constructed over the next three years



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E.3

Parking and Transit Lane Enforcement

Requirements and Responsibilities

Enforcement can be split into two areas: Moving and stationary vehicles.

The Police are responsible for most moving vehicle violations ensuring that when driving, drivers obey road rules including the maintenance of speed limits, the safe use of the roadway, and ensuring all drivers are capable of driving.

Council, through the Parksafes officers, is responsible for the safety of all stationary vehicles, ensuring vehicles are parked safely, are of a sufficient standard to be on the road, and that commercial centres have sufficient customers through the turnover of vehicles in restricted time parking areas. Safety is also a prime concern around schools and considerable emphasis is given to enforcing safety standards in these areas in order to assist other school programmes Council is running. In addition, Council has the authority to employ enforcement officers to enforce bus and special vehicle lanes to ensure that only those vehicles allowed in those lanes use them - all others are discouraged through fines.

Council officers work closely with the Police to ensure that both parties provide a cohesive and effective level of enforcement throughout the city, and all users of the road are aware of their obligations. Council has been instrumental in extending the powers of officers by applying and getting the right to enforce all bus and special vehicle lanes. This has proven to be extremely successful, with the initial trial period granted by the Government for Onewa Road being confirmed as a permanent arrangement and expanded to all such lanes.

Future Role

Under the Transport Act 1962, Council is empowered to employ and enforce the Transport Act and other transport legislation that pertains to roads. All of the legislation is designed to make the roads safe, to ensure that there are fair and clear rules for the use of the roads and that enforcement - where it is needed - is seen as fair and reasonable.

Enforcement is one of the three tenets relating to road safety of engineering, education and enforcement, and is seen as vital in ensuring that the roads provide a safe environment for all road users, and where possible, encouragement is given to use the roads efficiently. It is also important to recognise that there is a conflict between vehicles and vulnerable road users (pedestrians, cyclists and mobility impaired users) and that all must be able to share the total road space safely and easily.



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In the future, it is envisaged that Council officers could also have a greater role in traffic safety through the use of technology to provide passive enforcement in certain key safety areas. Red light running is seen as a priority, where there is a proven safety issue with those that have run red lights, but there is an additional benefit in ensuring intersections are kept clear at all times, especially at peak periods. Key to the establishment of this technology will be the development of protocols with the Police but also negotiations with Government on the sharing of revenue to ensure the costs of establishment and operation by Council are covered.

Council is in the process of developing bus stations throughout the city, and will be working closely with the Police to ensure that these areas plus other key commercial areas are kept safe at all times. This will require proactive monitoring of all such areas to ensure that users are kept safe.

Council employs 14 people in the Parksafes area, four in administration including a team leader and 10 operational officers including a team leader. These numbers will grow slightly as the city grows and there is an increased demand on parking availability in commercial centres. There is also expected to be a growth in the number of operational officers as the number of bus/special vehicle lanes grows.

Key Strategy

KS-11 Provide management systems and resources to ensure that transport infrastructure is optimally maintained, and that facilities are operated safely and effectively, in perpetuity.

