Creating Connections

Council and Community Engagement on Sustainable Levels of Service Options
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SOUTHLAND NZ

Population 29,660

3019km of unsealed roads

1933km of sealed roads

26km Roads on Stewart Island

857 bridges

People First
Southland District Council
Te Rohe Pouae O Murihiku
Key pressures on our roads include:

- Tourist Safety / Expectations
- Forestry - age of plantings
- Age of roads
- Overweight vehicles
- Dairy conversion
Avalanche of Central Government Change

Roading Efficiency Group / ONRC

Road Funding

FAR Review

HPMVs
Historically:
- Cheaper to build roads in the 1960s/1970s

Financially:
- Now costs have skyrocketed

Lifetime:
- Roads are nearly at the end of their life
GIS Network and Modelling
The Plan

We are here

Affordable

ENP baseline
What are the options?

- Increase rates
- Going into debt to fund roading work
- Reducing maintenance
- Speed/weight restrictions
- Higher costs to reduce peak
- Changing sealed roads to gravel
Wakapatu Beach Road

- Rehabilitation $500K (50yrs)
- Patch and Reseal $200K (5yrs)

VERSUS

- 50 vehicle movements per day
- $3 Million in export receipts
Wakapatu Beach Road

Should we be investing $500K on a road with low social and economic value and spending those funds on other areas of our network?

This issue is bigger than one road.
Wakapatu Beach Road
“The Trigger”

Important part in Southland’s economic and social well-being
“Connecting Southland”

Local Government new purpose

Council’s largest expenditure

Timely
The Engagement Objectives

- Stakeholders have a better understanding of the conflict between funding and LOS
- What is important to the stakeholders
- What Council is doing well and badly
- Ideas and solutions
Stakeholder meetings

- Fonterra
- Forestry
- Mining
- Emergency Services
- Other Councils
- Federated Farmers
- NZTA
- Chartered Institute of Accountants

Ratepayer meetings throughout the District
What we want to know first before making any decision is…

*What do YOU think we should do?*
Quality of our gravel roads

- Frequency of grading
- Quality of grading
- Width
- Heavier traffic – dairy and forestry
- Low tolerance to reversion from seal to gravel

Not a lot of discussion around sealed roads

No tolerance to significant rate/debt increases
Farmers become responsible for the no exit roads

Trucking Industry
- efficiency gains by using bigger trucks

Pushing the life of the assets harder
- higher risk of failures
STAKEHOLDER SOLUTIONS

- Lobby the Government for more funding
- Pay more rates
- Prioritisation of roads
- Changing speed limits
Complete engagement
Internal stakeholder workshops
Ratepayer Focus Group
Council Elections Hot Topic
Development of LOS Hierarchy
Community Values vs National Values vs Funding
Increase rates
Going into debt to fund roading work
Reducing maintenance
Speed/weight restrictions
Changing sealed roads to gravel
Higher Maint Costs to Reduce Rehab Peak