

Roading & Footpaths (includes Road Safety)

Community Outcomes

Mana Tangata / Social well-being - Safe, connected communities where people feel happy and proud of where we live.

Mana Oranga / Economic well-being - Flourishing communities with a diverse economy, innovative people and resilient infrastructure.

Why we do it

We maintain and develop our roading network to meet the needs of residents and road users within the District. Safe, reliable and accessible roading infrastructure provides access to health and social services and an efficient distribution network for residents and businesses. Roding infrastructure is essential for both the community and economic development of the District.

Our road safety programme aims to help reduce the number of crashes and fatalities on our roads. It is delivered collaboratively by the district councils in the Taranaki Region.

Providing this activity helps us deliver high quality and safe infrastructure to support businesses and industry in South Taranaki.

What we do

We maintain and develop a substantial roading network that includes 1,388 km of sealed roads, 257 km of unsealed roads, 201.4 km of footpaths and 146 bridges and 87 major culverts including 205 cattle-underpasses. This network is supported by 2,276 streetlights, 175 km of kerb and channel, and 20 km of pipes. In addition to these key assets there are about 1,007 km of “paper” or unformed legal roads that we do not maintain.

Waka Kotahi, the New Zealand Transport Agency, operates and maintains the state highway network, which interfaces with our local road network. Waka Kotahi is also our co-investment partner for funding of the local road network and we receive a Financial Assistance Rate (FAR) of 65% from Waka Kotahi. However, there is some uncertainty around the new government’s priorities and there is a risk that central government could decide to reduce our FAR rate. This could impact the Council’s ability to pay for planned works.

Roadsafe Taranaki is a partnership managed by the South Taranaki District Council on behalf of the New Plymouth, Stratford and South Taranaki district councils to promote road safety throughout the Taranaki region. The programme has a specific focus on behaviour change, education and promotes safe courteous driving.

Looking Ahead

Recent bridge inspections and reports have indicated that there is a backlog of bridge maintenance and renewals. Climate change is also having an impact on the roading network, with frequent weather events causing significant damage to the roading network through slips and inundation (flooding).

High Productivity Motor Vehicles (HPMV – 50Max) traffic, mostly generated by heavy industries, will continue to put more stress on the rural roading network and will also require investigation and upgrades of bridges on permitted routes. Forestry harvesting has started in the District and this is contributing to the deteriorating condition of our rural roads. Advance planning to upgrade and maintain these areas is required

to reduce the effects of this activity. We are working with forestry owners and managers to develop road maintenance agreements for the reinstatement of rural roads at the end of the harvesting.

Through satisfaction surveys and customer requests, our residents have been telling us that their biggest concern is the condition and maintenance of our roads. Costs for bitumen and construction, which are large components of our roading expenditure, have increased significantly in the last three years, and this is expected to continue.

To address the challenges mentioned above we are proposing to increase the expenditure on roading so we can better manage the lifespan and resilience of our infrastructure, maintain existing levels of service and increase work done on our bridges. More specifically, each year for the next ten years, we propose to maintain 1663km, widen 9km and reseal 80km of road, renew 2km of footpaths, upgrade a one-lane-bridge to two lanes, upgrade or replace one bridge and improve key rural road intersections.

A large section of this function is maintaining and repairing the existing infrastructure and we do not expect a large demand for new roads. It is expected that the costs associated with new roads in subdivisions would be covered by the developer. When new roads are proposed, our iwi partners are involved in the road naming process as per our Road Naming Policy 2022. This process allows the applicant and iwi to be engaged with the past, present and future of an area to recommend suitable names for our roading network.

Key Projects

- An average of 6km of pavement rehabilitation per annum.
- An average of 5% of pavement resurfacing per annum.
- An average of 1-2% of footpath, kerb and channel per annum.
- An average one to two bridge upgrades per annum.
- Various road safety improvements, for example: road widening, speed management, etc.

Description	Year	Total (\$)
Road Resurfacing	Years 1 to 10	\$40.5m
Drainage Renewals and Maintenance	Years 1 to 10	\$24.8m
Pavement Rehabilitation	Years 1 to 10	\$71.4m
Traffic Services Renewal	Years 1 to 10	\$12.3m
Footpath Renewals	Years 1 to 10	\$11.2m
Street Lights and Renewals	Years 1 to 10	\$2m
Bridge Renewals	Years 1 to 10	\$17.6m

Significant Negative Effects

Activity	Well-being	Significant Effect	Mitigation
Road maintenance	Mana Tangata/Social Well-being	The maintenance of the roading network may cause a number of nuisances including dust and smells. Vehicle Accidents have a significant effect on social	Compliance with resource consent conditions during maintenance activities and track and record complaints.

		and economic well-being of the community.	<p>Road safety management and public education is an ongoing focus for the Council.</p> <p>Minor improvement works are carried out at high-risk areas to reduce crash incidents.</p> <p>Road safety improvements include widening of narrow roads and bridges, improving visibility at corners and speed management.</p>
Road maintenance or new roads	Mana Taiao/ Environmental well-being	<p>Dust generated by traffic on unsealed roads can cause health and nuisance effects for people and stock.</p> <p>Improvements to the roading network may encourage increased traffic volumes and increase the level of emissions.</p> <p>New roads can lead to the deforestation, habitat loss, light, noise and chemical pollution.</p>	<p>Dust generated by traffic on unsealed roads is mitigated through regular gravelling or sealing of the roads (the latter is subject to available funds).</p> <p>The provision of a suitable roading network is essential to the District. The Council also invests in walking and cycling infrastructure.</p> <p>Ensure that roads are built and designed to best accommodate the environment (where possible) as well as complying with any resource consent conditions over waterbodies (bridges).</p>

Pathways

What we do

Our Pathways Strategy adopted in 2014 has a programme of pathway developments that will provide additional recreational opportunities for the community and visitors. We work with key stakeholders to develop these new pathways (walkways/cycleways) identified by the community and prioritised by the Council, and improve our existing pathways. We recognise that pathways serve a purpose that is larger than recreation. Pathways enable connectivity within our communities and services that we need, enable a clean mode of transportation as well as numerous health benefits.

Looking Ahead

It is not anticipated that any new pathway projects are undertaken during the timeframe of this plan, however, there are projects that were initiated as part of the Town Centre Master Plans that will be progressed.

Non-Financial Performance Measures

Roading and Footpaths

Level of Service	Performance Measure <i>C=customer measure</i> <i>T=technical measure</i>	Target 2024/25	Target 2025/26	Target 2026/27	Target Years 4 - 10
Council provides roads which are safe and comfortable to drive on.	(T) % of roads meeting the roughness standard (deviation of true plane) remains stable or improves. <i>DIA Performance Measure 2</i>	92%	92%	92%	92%
	(C) % of road users satisfied with the condition of Council roads.	≥ 73%	≥ 74%	≥ 75%	≥ 75%
	(T) Annual change in number of fatalities and serious injury crashes on local road network. <i>DIA Performance Measure 1</i>	Decrease by 1 or zero	Decrease by 1 or zero	Decrease by 1 or zero	Decrease by 1 or zero
The roading network is maintained in good condition.	(T) % of sealed local road network resurfaced annually. <i>DIA Performance Measure 3</i>	4.5%	5%	5%	5%
Footpaths are maintained in good condition and are fit for purpose.	(T) % of footpaths with condition rating 1-4. <i>DIA Performance Measure 4</i>	≥ 98%	≥ 98%	≥ 98%	≥ 98%
Council will respond promptly to customer service requests for roads and footpaths.	(T) % of urgent customer service requests relating to roads and footpaths responded to within 2 working days. <i>DIA Performance Measure 5</i>	≥ 95%	≥ 95%	≥ 95%	≥ 95%

(T) % of non-urgent customer service requests relating to roads and footpaths responded to within 5 working days.

DIA Performance Measure 5

≥ 90%

≥ 90%

≥ 90%

≥ 90%

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