

5.7 Roothing Group

Ngā Ara Waka

What we do

We maintain and deliver a roading network that provides suitable access to business, educational, social and recreational services for the district's residents and businesses, as well as encouraging the uptake of walking and cycling as transport modes and for recreation. We provide an appropriate network of tourism routes.

Why we do it

We provide an integrated and resilient land transport network that ensures safe and efficient travel for everyone who lives in and passes through our district.

We optimise maintenance programmes to improve the reliability and cost effectiveness of the road network.

We improve the resilience of the road network to reduce the impact of natural hazard events and improve the safety of the road network.

Contribution to Community Outcomes

The Roothing Group contributes to the following community outcomes:

A place to belong and grow

- by ensuring that our roads and footpaths are safe to use, while encouraging the community to drive, walk, or cycle for business or pleasure.

An environment to be proud of

- by being committed to protecting and enhancing the natural, cultural and built environment.

Infrastructure fit for the future

- by being prepared for the changing needs of our communities and being resilient to evolving environmental conditions.

A prosperous, resilient economy

- by enabling the safe and efficient transport of goods and services throughout the district and connecting the Manawatū with the wider New Zealand economy.

Value for money and excellence in local government

- by employing Better Business Case principals to ensure robust and targeted investment decisions.

Aspirations for the roading network

- fit for purpose, safe & affordable roading network
- Maximise NZTA funding
- Improve resident perception
- Roothing supports not inhibits the economy

- Key linkages to Palmy & the SH network

How we do it

Through the:

- development, maintenance and renewal of sealed and unsealed roads and active mode infrastructure;
- maintenance of the road reserve including: moving, weeding, sweeping, cleaning, dust mitigation measures;
- provision of traffic services including signage, road marking and other road furniture;
- safety improvements, including through the installation, upgrade or amendment to signage, removing roadside hazards, improving sightlines, traffic calming near schools and other minor safety improvements;
- planning and management to ensure the transportation system is able to cope with future needs; and
- periodic reassessment of problems and robust assessment of the forward work programmes

What we are keeping an eye on

- The national transport system is responsible for about one-fifth of New Zealand's climate changing greenhouse emissions, and emissions are anticipated to increase over time. Transport emissions can contribute to poor air quality.
- Contaminants such as those from vehicle tyres, brake pads, oil and grease and the wear of bitumen from road surfaces can all end up in the district's air, water and land. Large construction projects can also lead to adverse environmental effects.
- Promoting energy efficiency, particularly via the promotion of alternative modes of transport such as walking and cycling is a key contributor to mitigating the adverse environmental effects of the land transport system.

Levels of service

Level of Service 1		You can expect to get to where you need to go safely using our road network (Mandatory)					
		Baseline	Actual 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026-2034
Measure 1	The change in the number of fatalities and serious injury crashes on the local road network from the previous financial year, expressed as a number	2019/20 +1	0.00074	<0	<0	<0	<0

Level of Service 2		You can expect the road to be in good condition (Mandatory)					
		Baseline	Actual 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026-2034
Measure 1	The average quality of ride on a sealed local road network, measured by Smooth Travel Exposure (STE) index ratings (percentage of assessed network length where roughness is under the relevant threshold).*	2019/20 98%	97%	90%	90%	90%	90%
		*A High Speed Data Survey will be carried out every two years on all sealed roads. The condition of the asset is described by a set of attributes. The quality of these attributes changes over the lifetime of the asset. Sound decisions about interventions and investments rely to a large degree on knowledge of the current condition and the rate of change in the condition of the asset.					

Level of Service 3		You can expect the roading network to be well maintained (Mandatory)					
--------------------	--	--	--	--	--	--	--

		Baseline	Actual 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026- 2034
Measure 1	% of the sealed local road network that is resurfaced.	2019/20 5.55%	7%	5%	5%	5%	5%

Level of Service 4		You can expect well maintained footpaths (Mandatory)					
		Baseline	Actual 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026- 2034
Measure 1	% of footpaths within the district that fall within the level of service or service standard for the condition of footpaths that is set out in Council's Activity Management Plan (for example, cracking, breaks, high lips, trip hazards etc.).	2019/20 99.7%	99.29%	95%	95%	95%	95%

Level of Service 5		You can expect a timely response to your request for service (Mandatory)					
		Baseline	Actual 2022/23	Target 2023/24	Target 2024/25	Target 2025/26	Target 2026- 2034
Measure 1	% of customer service requests relating to roads and footpaths responded to within the following timeframes: Urgent requests*: within three hours of the request being lodged with	2019/20 Urgent: 100% Non-urgent: 94.6%	Urgent: 92.7% Non-urgent: 92.5%	Urgent: 90% Non-urgent: 90%	Urgent: 90% Non-urgent: 90%	Urgent: 90% Non-urgent: 90%	Urgent: 90% Non-urgent: 90%

	Council. Non-urgent requests: the repairs will be included in the 3 month rolling programme or as instructed by Council's Roading Team.						
	*"Urgent" roading call-outs include the following: sealed and unsealed road failures affecting traffic safety and showing signs of rapid deterioration; removal of offensive graffiti; replacement and painting (where required) of defective or damaged barriers where traffic or public safety is seriously compromised; potholes on arterial roads; removal of offensive and dangerous litter and debris (e.g. dead animals, vomit, excrement, broken glass etc) on all urban roads; and unsealed roads that have subgrade exposure and slippery conditions, where road user safety is at risk. All other roading and footpath requests for services are considered "non-urgent." Further detail on the frequency of inspections and response times is included in Appendix 9 of the Roading Activity Management Plan.						

Assets and portfolio

Network length (km)

	Sealed	Unsealed	Network
Urban	120.97	11.5	132.47
Rural	880.19	355.29	1235.48
Total	1,002	371	1,373

Funding Split

Roading Network – Subsidised by Waka Kotahi New Zealand Transport Agency

49% Rates – Targeted Rate (CV), Uniform Targeted Rate

51% Waka Kotahi New Zealand Transport Agency Subsidy

Roading Network – Non-subsidised

100% Targeted Rate (CV), Uniform Targeted Rate

Interesting Facts and Figures

If all the roads in the district were in a straight line they would reach from Cape Reinga to Wellington and have over 300km to spare!

Waka Kotahi NZ Transport Agency owns and maintains state highways including parts of Aorangi Street and Kimbolton Road in Feilding

The cost of replacing the entire roading network managed by Council is \$1.01 billion (based on the July 2022 valuation).

Capital Projects

- Turners Road Extension stages 2 and 3
- Feilding Town Centre Refresh
- Maewa growth works

Funding Impact Statement

[illegible]