NORTHLAND TRANSPORTATION ALLIANCE

"Moving Northland Forward"

Roading Efficiency Group Roading Reports

Jeff Devine Strategy & Planning Manager, NTA

1 Purpose

The purpose of the briefing is to present the Roading Efficiency Group Roading Reports for 2018/19 and discuss the outcomes leading into the development of the 2021-28 LTP.

2 Background

The Roading Efficiency Group (REG), has evolved from the Road Maintenance Task Force back in 2012 and plays a vital role in supporting the Transport sector capability.

REG has now published these new reports using individual performance results and evidence for each of the 67 Road Controlling Authorities, (Councils).

Publishing the Road Controlling Authorities (RCA) reports are a significant step assisting us to collectively deliver better value in the Transport sector. These reports are the first time we will have a national, objective picture of Transport investment and performance collated into a single resource.

3 Discussion

The Three Northland District Council's RCA reports is shown in the Attachments**.**

REG has placed each Council in a national Peer Group based on Councils, with similar sized and types of networks.

Whangarei is in a Provincial Centres Peer Group, with councils with between 10 and 50% Urban networks, like Dunedin, Gisborne, Hastings, Marlborough, New Plymouth, and Wanganui.

FNDC and KDC are in a different Peer Group of Rural Districts with greater than 90% rural networks, like Ashburton, Central Otago, Otorohanga, Ruapehu, Selwyn, and Southland.

The information provided in the reports is based on 2018/19 data, and trends are shown for 2015-19. REG are intending to republish the RCA reports including the recently completed 2019-20 financial year's data in December 2020, which will help with the AMP and LTP development.

3.1 Panel 1- Summary of key facts

- The attached reports are divided into panels of information. Panel 1 provides a summary of key fact about each Council from Statistics NZ and the MBIE Economic Activity Reporting Tool.
- Valuation figures are the depreciated value of the roading asset (i.e. current value).
- Expenditure is the gross value invested in Roading (Council plus NZTA subsidy).

3.2 Panel 2 – Activity Management

- Assessment score of Council's 2018 AMP by REG and separately by NZTA.
  Good >2.25; Fit for Purpose 1.5 to 2.25, Room for Improvement <1.5.
- Procurement score is based on a self-assessment by the NTA, rated as Developing, as we are still looking for better outcomes. Not reported for KDC and FNDC but we have a single procurement strategy for all 3 Councils.
- Quality of Data in our RAMM database – score is low for WDC as we are still implementing an improvement process, but higher for FNDC and KDC.

3.3 Panel 3 – Service Performance

- The Council's LTP/ Annual Plan LOS Mandatory Performance Measures from each Council's Annual Reports.

3.4 Panel 4 – Transport Outcomes

- Fatal and Serious Injuries (DSI) statistics by mode, from NZTA Crash Database.
  Generally, Northland higher than our Peer group average representing our poor accident record in Northland.

- Reported accidents only.

3.5 Panel 5 – Co-Investor Assurance

- Results of previous NZTA Audits of Councils subsidised Roading Activity. Audit reports previously presented to each Council.

- Procedural Audit (financial), is Council following NZTA financial rules? (2018).

- Technical Audit, what we do, how we do it and what results are achieved. (2016).

3.6 Panel 6 – Delivery & Achievements

- Council expenditure by activity.

- Total expenditure per km compared to peer group
  All Council's are higher, as we have poor geology, higher traffic volumes and higher forestry traffic than our peer groups.

- Volume of Work completed compared to planned work (lane kms).
  - Rehabilitations:
    - WDC low achievement, high urban content so more expensive
    - FNDC completed as planned
    - KDC low achievement resulting from deferred programme

- Reseals:
    - WDC higher achievement, indicates a shift from rehabs to reseals to cope with backlog and reduced funding.
    - FNDC and KDC completed mostly as planned.

- Road condition (sealed roads) all Councils:
    - Surface:- stable reflecting higher reseal programme
    - Pavements:- deteriorating, average pavement age increasing
    - Ride quality:- (smoothness) deteriorating, roads rougher, indicates more pavement faults.
    - For WDC shows the significant impact of higher traffic volumes on rougher Urban roads.

3.7 Panel 7 – Customer Outcomes

- Fatal & Serious Injuries reflecting Northland's very high accident rate
- Personal risk = crash rate per 100M vehicle km travelled, (VKT), volume X road length. Result:- average compared to peer group
- Collective risk = crash density per 1000 km, used to identify blackspots. Result:- High
- Crash distribution = accidents on our different road classes,
    - WDC 45% of Deaths & Serious Injuries (DSI's) on 6% of the network (Arterial Roads),
    - FNDC 37% of DSI's on 28% of the network (Secondary Roads).
    - KDC 47% of DSI's on 16% of the network (Secondary Roads),
    - Data used to identify blackspots
- Ride quality (roughness) for user, = % of vehicle trips (VKT) travelling on "smooth" roads all lower than peer group
- Peak and Average road roughness = 85% percentile and average roughness on the sealed network. Similar to peer group.

3.8 Territorial Activity

- GDP, Population, Tourism, Housing (statistics MBIE)
- Trend in total annual investment in Roading (Council and NZTA subsidy).
- Trend in Roading asset value, replacement cost and carrying amount (book or current value). Both increasing due to growth and cost escalation.
- Trend in service life = book value / replacement value, result 65%. Average remaining life of the asset.

3.9 Technical Outputs (Safety)

- Loss of control on wet roads:- reflecting surface condition?
- Loss of control at night:- reflects investment in road marking and delineation on Rural roads?
- At intersections:- intersection safety controls
- Involving vulnerable users:- pedestrians and cyclists, previous high numbers.

3.10 Network Physical Characteristics (trends)

- Network length, sealed / unsealed
- % Urban
- Cycleway network lengths:- increasing with shared path programmes.
- No and type of bridges on network

3.11 Road Network Use (trends)

- Vehicle km travelled, (VKT), traffic volume X road length
- Number of weight restricted bridges on Network, (excluding 50 Max, and HPMV 65T)
- Journey distribution = road trips (VKT) on the different classes of roads in the network.
  - WDC 67% of trips occur on 6% of the network (Arterial roads).
  - FNDC 23% of trips on 6% (Primary collectors) and 38% on 28% (Secondary collectors)
  - KDC 30% of trips on 2% (Primary collectors) and 36% on 16% (Secondary collectors)
  - These traffic volumes correlate with the Accident data on these roads.
- Public transport (bus service) only data for WDC reported.
  - Number of buses, 11 (City Link).
  - Passenger Km's = trip length X total boarding's per annum, approx. 5million (compared to vehicles 500million VKT)
  - Service Km's = total bus km travelled, 450,000 km per annum

4 Attachments

1 2018/19 Far North DC RCA Report
2 2018/19 Kaipara DC RCA Report
3 2018/19 Whangarei DC RCA Report

5 Report Approval

Approved by:

Calvin Thomas - NTA Manager
12th August 2020