Roads

Ngā Rori

The challenge for roading renewals and maintenance

Ko nga rori me nga take patea na te mea kei te ahua pakaru nga rori, kei te raru hoki a tahi o nga tangata mo te whai patea.

— **Matariki**

☺ 2 ☹ 3

Our roads have deteriorated as a result of increased forestry production, storm damage and constraints on contracts. Many roading assets are approaching the later years of their life and those in very poor condition pose high safety risks.

If we keep the roading budget at the same level it is now, the levels of service to our roads will deteriorate. The same amount of funding would allow only about 52% of the maintenance (fixing defects such as potholes, bumps, cracks) and renewals (upgrades, new seals, resurfacing or replacement), to be completed in the first three years.

We need to adjust our approach to managing our roading network and provide an appropriate level of investment for maintenance and renewals, to provide the right level of service at a cost the community can afford.

Affordable renewals focus

Our preferred option

We propose to increase the investment in renewals and capital upgrades in the first year and maintain a similar level of maintenance costs in the short term, increasing after 2023, to keep rates affordable.

We would undertake a 50/50 mix of proactive and reactive maintenance. We'll focus first on those roads that need renewals, roads prone to closures, and high volume roads needed for the safe travel of people and freight. This will provide a better level of service than we have now.

The budget increase is manageable enough over the life of the plan to minimise the impact on rates. There'll be no impact on debt levels, as the work is fully funded by reserves and rates.

Rates increase

▲ **2.8%** from 2018

Maintenance budget increased by $4m

Renewals budget increased to $11.8m

Funded by rates and reserves

High investment in the short term

Another option

This option would see a higher investment in maintenance in the first six years of the plan. This would address the maintenance backlog and provide for a mix of 40% reactive and 60% proactive maintenance.

Those road assets that are in the very high safety risk category would be attended to in the first year of the programme, reaching a higher level of service than our preferred option.

This option means a higher investment in the short term but a lower risk of roads failing, meaning that the investment needed in 2026–2028 will reduce. There'll be no impact on debt levels, but we'll spend $8.7m less in reserves than our preferred option for renewals.

Rates increase

▲ **5.4%** from 2018

Maintenance budget increased by $8.3m

Renewals budget maintained at $10m

Funded by rates and reserves

For more information see our draft Regional Land Transport Plan which is open for consultation.
» **www.gdc.govt.nz**