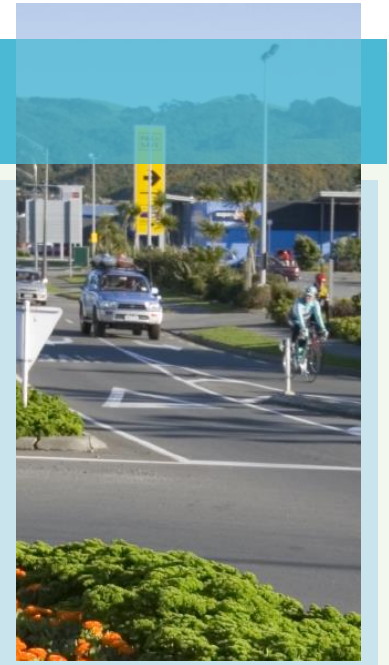


# Activity Summary: ROADING



## Activity Description

**What we do**

Our local roading network includes all of our city's public roads (excluding state highways 1 and 58), walkways and non-recreational cycle ways. We also look after our road drain maintenance and cleaning, traffic and street lighting. Another big part of roading is maintaining our transport facilities such as city car parks, footpaths, footbridges and underpasses. To make sure our community is safe on our roads, we run community road safety education activities.

**Why we do it**

One of our priorities is to support Porirua as a growing, prospering and regionally connected city. Our roading network plays a big part in this as it helps us connect. We want to ensure that our pedestrians, cyclists and public transport users can travel safely and conveniently between villages and that we have enough parking across the city for those that do choose to drive. We clear our road network channels and sumps on a regular basis.

**Supported Strategic Priority**

**A growing, prosperous and regionally connected city.**

Our transport network is critical for:

- Providing safe, convenient and accessible transport between the villages and throughout the city
- Enabling Porirua to be well connected regionally
- Letting people and goods to move throughout the city safely and efficiently
- Providing safe and easy access to great places and activities for recreation and sport, business and employment.

## Levels of Service

**Desired Levels of service**

- Our roads and footpaths are in a good condition
- Local roads and footpaths are appropriate (fit for purpose)
- Requests are responded to in a timely way
- Our roads are safe
- The road network provides a quality ride

**Performance measures**

- % of sealed local road network that is resurfaced and % of footpaths that are in average or better condition
- Resident satisfaction with the condition of local roads and local footpaths
- Percentage of customer service requests relating to roads and footpaths responded to within the agreed timeframes
- Number of fatalities and serious injury crashes on the local road network
- The average quality of ride on sealed local roads

## Demand

**Demand Changes**

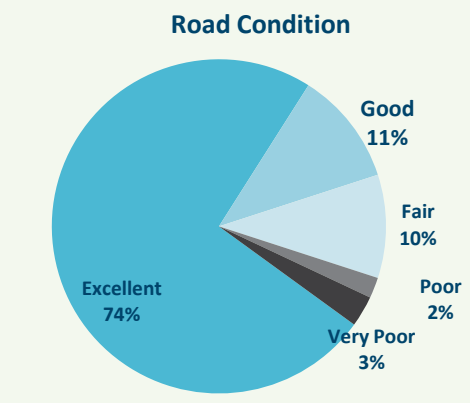
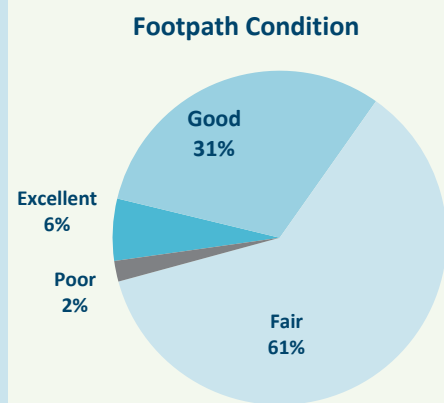
- The population of the city is expected to grow
- Future developments will impact on traffic volumes and patterns through the city
- Transmission Gully will impact by increasing traffic entering the city from the east and possibly increasing total volumes overall as an indirect effect
- We expect more people wanting to cycle around the city for both recreation and commuter travel

**Demand issues**

- We expect traffic volumes to grow as a result of more people living in the city
- Subdivisions in Aotea, The Banks, Resolution Drive and Flightys Road, Fernhill will all contribute to the total road network.
- We also expect greatly increased traffic associated with the Kenepuru Landing development and Porirua Adventure Park
- Transmission Gully will impact by increasing traffic entering the city from the east and possibly increasing total volumes overall as an indirect effect

## Asset Information

<b>Asset description</b>	<b>Asset Value</b>	<b>Asset Condition and Performance</b>
There is 253 km of local (council-owned) roading throughout the city. 210 km is urban and 43 km is rural. There are 339 km of footpaths. Most of the network was originally built from the 1950's to the 1970's.	Replacement Cost \$306.2 million. Depreciated Replacement Cost \$201.1 million.	In our previous LTP we committed to greater funding to catch-up on road maintenance, and in the last few years we've made improvements in the condition of our roads. There are however 11.8 km of road in poor to very poor condition. A lot of the ongoing capital expenditure is related to renewing surfaces, footpaths and other assets, but the major one-off capital projects are about increasing our capacity and connectivity to Transmission Gully.



# Activity Summary: ROADING

	<i>What are the risks</i>	<i>What are we doing about them</i>
<b>Risk</b>	Asset failure leading to fatality or serious injury accident	Inspect and maintain assets in a serviceable condition
	Service installations and associated road damage	Closely monitor utility operators service installations through the corridor access request process
	Change in NZTA funding/LOS	Stay abreast of NZTA funding procedures. Ensure compliance to the ONRC (One Network Roding Classification) Business case approach and levels of service (LOS) for funding
	Delay on the SH1 and SH58 revocation decision	Ongoing disucssion with NZTA to make sure the revocation discussion and negotiations are progressing
	Condition deteriorates faster than funding is available	We are 3 years into a 6 year catch up as we move from a high risk to medium risk scenario

<b>Lifecycle Management Plan</b>	<i>Operating and Maintenance highlights</i>	<b>New initiatives or aspirational change</b>					
			<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>&gt; Year 3</b>	
<b>Significant capital projects</b>		LED light installation savings to PCC.	Maintenance Saving	\$180,000	\$180,000	\$180,000	\$180,000 per yr for at least 10 yrs
			Energy saving	\$80,000	\$80,000	\$80,000	\$80,000 per yr for at least 10 yrs
		<b>Issue</b>	<b>Response and Project</b>			<b>Cost (\$millions) and timing</b>	
		Network growth	Intersection Upgrades including: <ul style="list-style-type: none"> <li>Whitford Brown / Okowai intersection</li> <li>Whitford Brown / Papakowhai intersection</li> </ul>			\$9.1 per 10yr interval	
	Transmission Gully	Link Roads			\$8.3 2018-20		
	Demand for more walkways and cycleways	Wineera to Onepoto Walkway & Cycleway Titahi Bay shared pathway			\$3 2022/23 \$3 2018-2020		

These tables and graphs summarise the total operating and capital expenditure. They are for each year of the LTP (years 1 – 20) and then as 5 yearly averages for year 21-30 of the Infrastructure Strategy. Forecasts are in \$000's, and the base costs are uninflated.

<b>Forecast Expenditure Summary</b>	Years	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29
		\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
	<b>Operating</b>	8,792	9,155	10,452	11,186	11,436	11,613	11,905	12,072	12,321	12,532	12,821
	<b>Growth</b>	14,364	8,679	1,580	1,386	330	1,000	2,000	0	80	800	80
	<b>Levels of service</b>	343	3,069	374	531	482	347	279	279	280	280	280
	<b>Renewals</b>	4,210	3,687	4,004	3,428	3,710	3,312	3,924	3,342	3,004	3,037	3,571
	Years	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38-42	43-48
		\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
	<b>Operating</b>	13,107	13,415	13,686	14,010	14,251	14,474	14,749	15,115	15,400	15,400	15,400
	<b>Growth</b>	800	80	800	80	800	160	1,600	160	1,600	0	0
	<b>Levels of service</b>	281	281	281	282	282	282	283	283	283	283	283
	<b>Renewals</b>	3,394	2,906	3,610	2,935	5,459	2,984	3,060	3,335	3,261	3,261	3,261

Roading Capital Expenditure Forecast by type

