

# *land transport road assets*

## *Western Bay of Plenty District Bay of Plenty Region*

Information as at June 2007



## Purpose of this publication

Land Transport New Zealand annually publishes comparative information on the maintenance of local authority roads. The information in this publication is based on financial assistance claimed from Land Transport NZ in 2006/07 and on the annual achievement returns from each territorial authority RAMM database.

This enables a comparison to be made between local authorities and their peers. It is also useful as a benchmark for auditing, and for reviewing of maintenance funding allocations.

This publication is also available on our website under *Performance of Land Transport* (<http://www.landtransport.govt.nz/performance/index.html>)

## Enquiries

For further information please contact Sharon Inch at Land Transport NZ's National office in Wellington, ph 04 916 4283 or email [sharon.inch@landtransport.govt.nz](mailto:sharon.inch@landtransport.govt.nz)

## Feedback

We are keen to receive your feedback so that improvements can continue to be made. Please contact the manager of performance information at your local Land Transport NZ office.

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## Definition of terms

### Approved Organisation (AO)

Transit New Zealand, the Auckland Regional Transport Authority (ARTA), a regional council, a territorial authority, or any other approved public organisation.

### Condition Index (CI)

Condition Index is a combined index, a 'weighted sum', of the surface faults in sealed road surfaces. CI combines alligator cracking, scabbing, potholes, pothole patches and flushing.

100 - CI ensures that the higher the number, the better the condition.

CI and the routine for calculating it using the RAMM software, were introduced in the 2002/03 year.

### Pavement Integrity Index (PII)

Pavement Integrity Index is a combined index of the pavement faults in sealed road surfaces. It is a 'weighted sum' of the pavement defects divided by total lane length. PII combines surface faults (CI) with rutting and shoving.

100 - PII ensures that the higher the number the greater the pavement integrity.

Pavement integrity index (PII) and the routine for calculating it using the RAMM software, was introduced in the 2003/04 year.

### Road Roughness : >150 NAASRA counts

Road roughness is measured by a system developed by the former National Association of Australian State Roading Authorities (NAASRA). Values are obtained by a special-purpose vehicle travelling down both the outside lanes of length of road. The rougher the road, the higher the NAASRA counts per lane kilometre.

Approved organisations define acceptable levels of service for roughness on their networks. The graph provided in this document has used a threshold of 150 NAASRA. A NAASRA count of greater than 150 typically indicates a road which is becoming a concern in terms of its roughness and the number of complaints likely to be generated.

### Smooth Travel Exposure (STE)

Smooth Travel Exposure measures the proportion (%) of vehicle kilometres travelled in a year (VKT) that occurs on 'smooth' sealed roads and indicates the ride quality experienced by motorists.

A 'smooth' road is one smoother than a predetermined NAASRA roughness threshold. The thresholds used vary with traffic density and road location. Heavily trafficked roads have a lower (smoother) threshold. High volume urban roads have lower roughness thresholds than low volume rural roads.

### Structural Maintenance

Structural maintenance activity deals with the repair of the road (pavement and surface) and includes the following work categories: pavement maintenance; area-wide pavement treatment; major drainage control; maintenance chip seals; thin asphaltic surfacing; and seal widening.

### Vehicle Kilometres Travelled (VKT)

VKT is the total annual vehicle kilometres travelled in an area. This is calculated from the number of vehicles crossing a point in both directions in a 24 hour period, times the length of the road being travelled. Individual road VKT is added to give a value for the whole road network in that area.

### Work Category

Claims for funding from Land Transport New Zealand are made within work categories. Some work categories are explained on page four. For further explanation of individual work categories please refer to the Land Transport New Zealand 'Programme and Funding Manual' version 2.1 on our website

<http://www.landtransport.govt.nz/funding/programme-and-funding-manual/>

## Definition of terms (contd)

### Area-wide Pavement Treatment (work category 2)

Area Wide Pavement Treatments are structural pavement treatments applied to substantial lengths of roads, including large areas requiring digout and replace, or recycling.

### Pavement Smoothing (work category 40)

This work category covers the smoothing of pavements for the benefit of road users. Examples include: thin asphaltic overlays or grader-laid asphaltic material; unbound granular overlays; treatments involving ripping and/or reshaping, including stabilisation of the existing pavement material; certain urban treatments, where this is the most cost-effective option for pavement smoothing, including replacement of the kerb, removal and replacement of the existing pavement material.

### Road Reconstruction (work category 39)

This involves the reconstruction of existing pavements within the existing or widened road reserve or deviations onto a new road reserve where the original road is closed. Examples include: realignment, re-grading, widening, intersection improvements.

### New Roads and Bridges (work category 38)

This covers the construction of a new road which is additional to the existing roading system and may include new bridges.

### Bridge Renewals (work category 35)

Work category 35 covers the following work: replacement of a structurally inadequate bridge; replacing a bridge for non-structural reasons, such as inadequate width or waterway; structurally modifying an existing bridge to increase its structural capacity to a level higher than originally provided; widening an existing bridge.

### Seal Extensions (work category 42)

Seal extensions involve sealing existing unsealed roads, including any reconstruction.

### Construction projects

Construction projects cover the following work categories: traffic management; crash reduction studies; bridge renewals; new roads and bridges; road reconstruction; pavement smoothing; seal extension; transportations studies; strategy studies.

## Physical road statistics for 2007

### Western Bay of Plenty District Bay of Plenty Region

		Territorial authority (TA)	Region	Nation
Total road network (km)	State Highway	-	747	12,183
	Local	1,029	3,816	82,683
Sealed road network (km)	State Highway	-	747	12,127
	Local	753	2,940	50,308
Motorways (km)	State Highway	-	-	172
	Local	-	-	-
Cycleways (km)	State Highway	-	-	-
	Local	-	13	428
Total bridges (#)	State Highway	-	229	4,546
	Local	-	312	13,685
Total bridges (length m)	State Highway	-	7,747	161,579
	Local	-	6,104	234,459
Single lane bridges (#)	State Highway	-	6	230
	Local	3	179	7,239
Single lane bridges (length m)	State Highway	-	768	14,571
	Local	84	3,375	141,603
Speed restricted bridges (#)	State Highway	-	2	14
	Local	-	1	148
Speed restricted bridges (length m)	State Highway	-	222	1,480
	Local	-	56	4,605
Weight restricted bridges (#)	State Highway	-	-	3
	Local	-	7	484
Weight restricted bridges (length m)	State Highway	-	-	324
	Local	-	153	12,390
Timber bridges (#)	State Highway	-	3	15
	Local	-	19	929
Timber bridges (length m)	State Highway	-	408	843
	Local	-	279	12,056

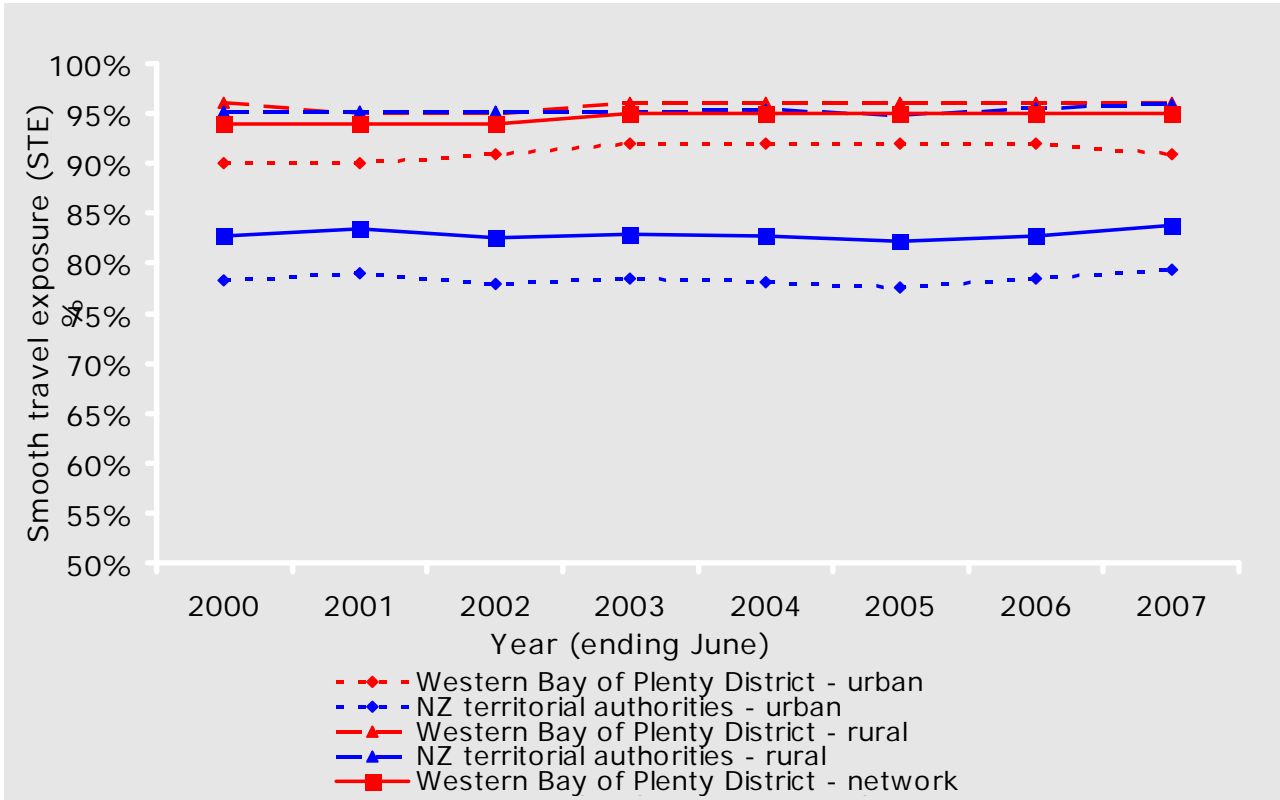
Source: Territorial authorities and Transit NZ.

Note 1: All lengths rounded to whole metres.

Note 2: Regional and national figures include Department of Conservation and Waitangi Trust roads.

## Road condition

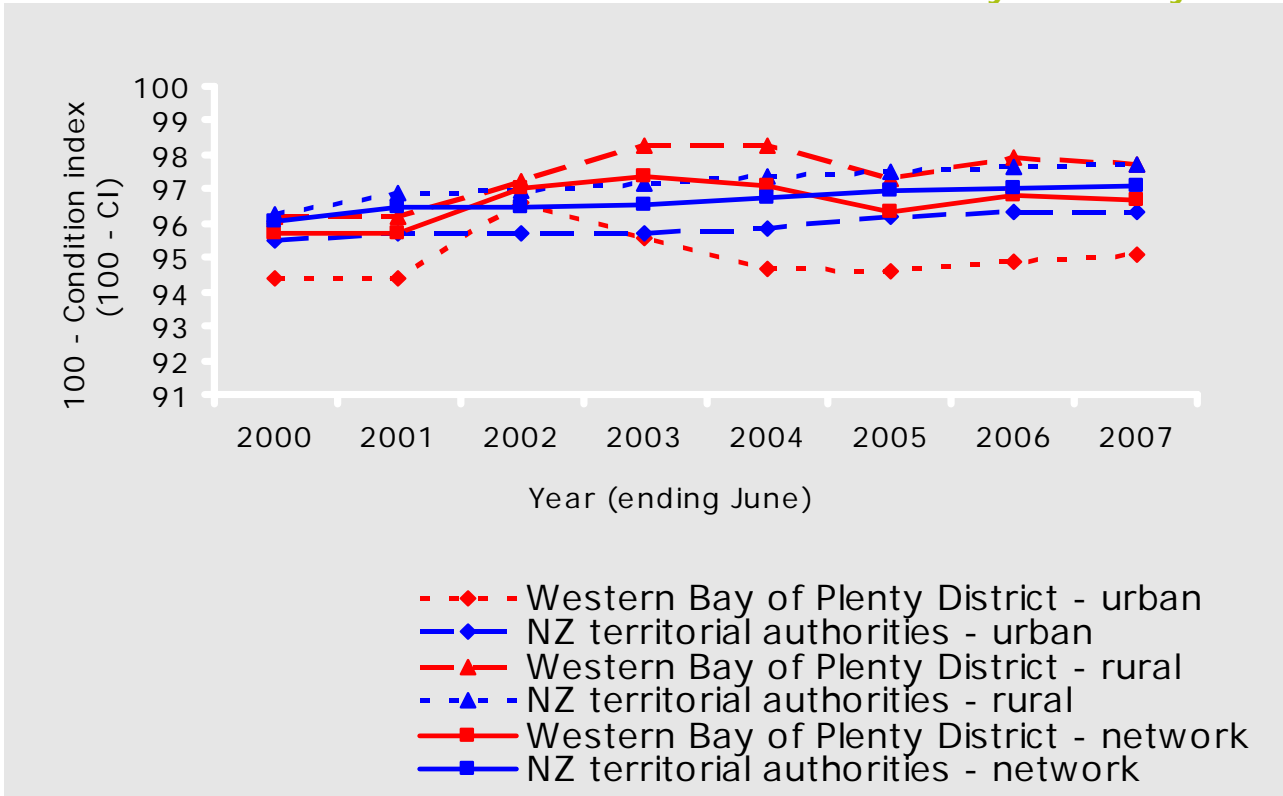
### Smooth travel exposure for all sealed roads in Western Bay of Plenty District



Note: the higher the smooth travel exposure (STE) % the smoother the network.

Source: RAMM information from Territorial authorities (does not include Transit NZ data).

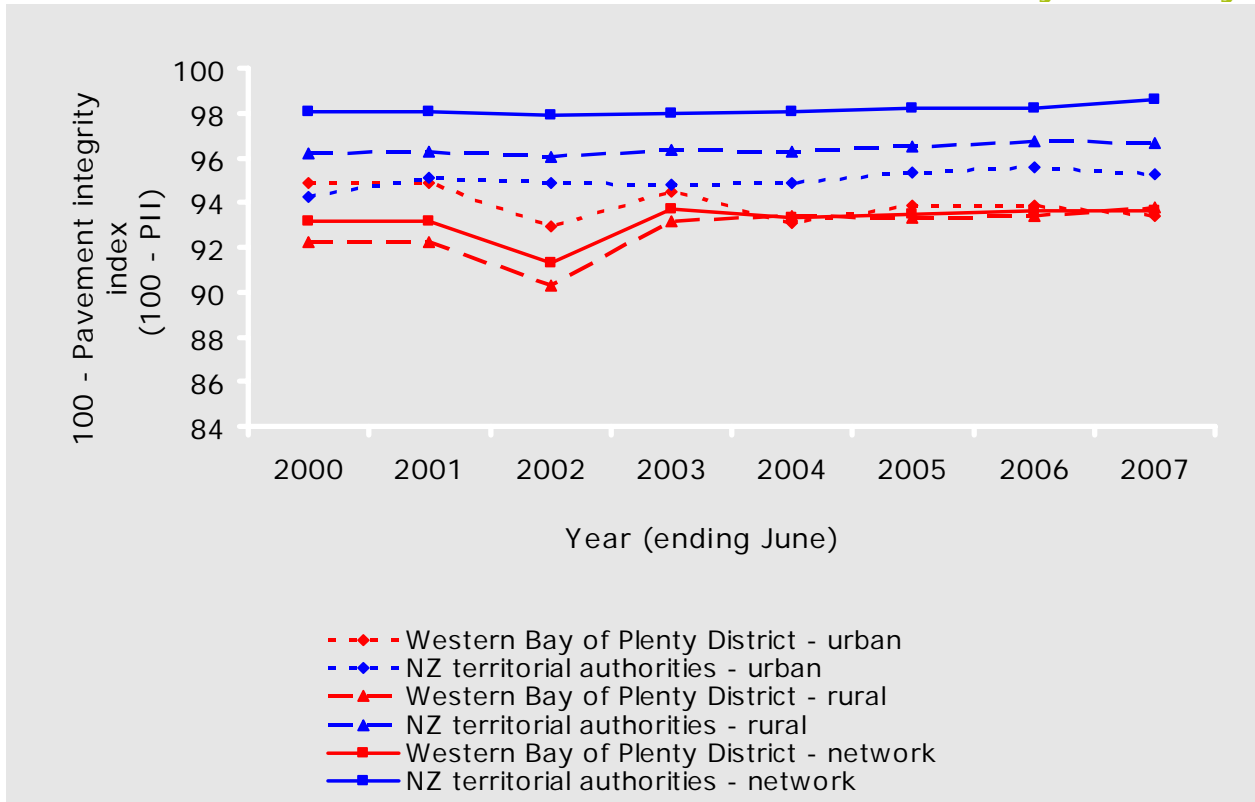
### Surface condition for all sealed roads in Western Bay of Plenty District



Notes: the higher the value of 100 - condition index (CI), the fewer the defects in the sealed road surface. CI and the routine for calculating it using the RAMM software, were introduced in the 2002/03 year.

Source: RAMM information from Territorial authorities (does not include Transit NZ data).

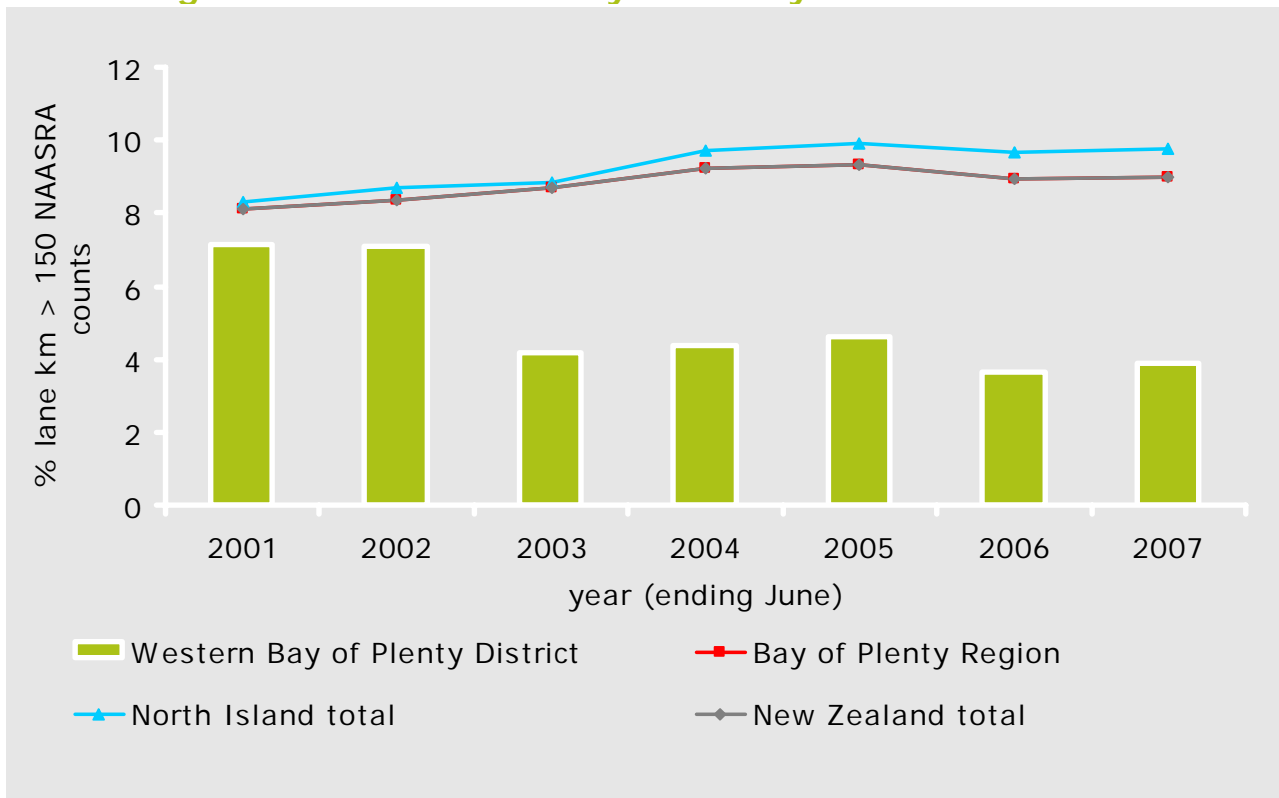
### Pavement condition for all sealed roads in Western Bay of Plenty District



Notes: the higher the 100 - pavement integrity index (PII) value the better the pavement structural condition. Pavement integrity index (PII) and the routine for calculating it using the RAMM software, was introduced in the 2003/04 year.

Source: RAMM information from Territorial authorities (does not include Transit NZ data).

### Road roughness for Western Bay of Plenty District

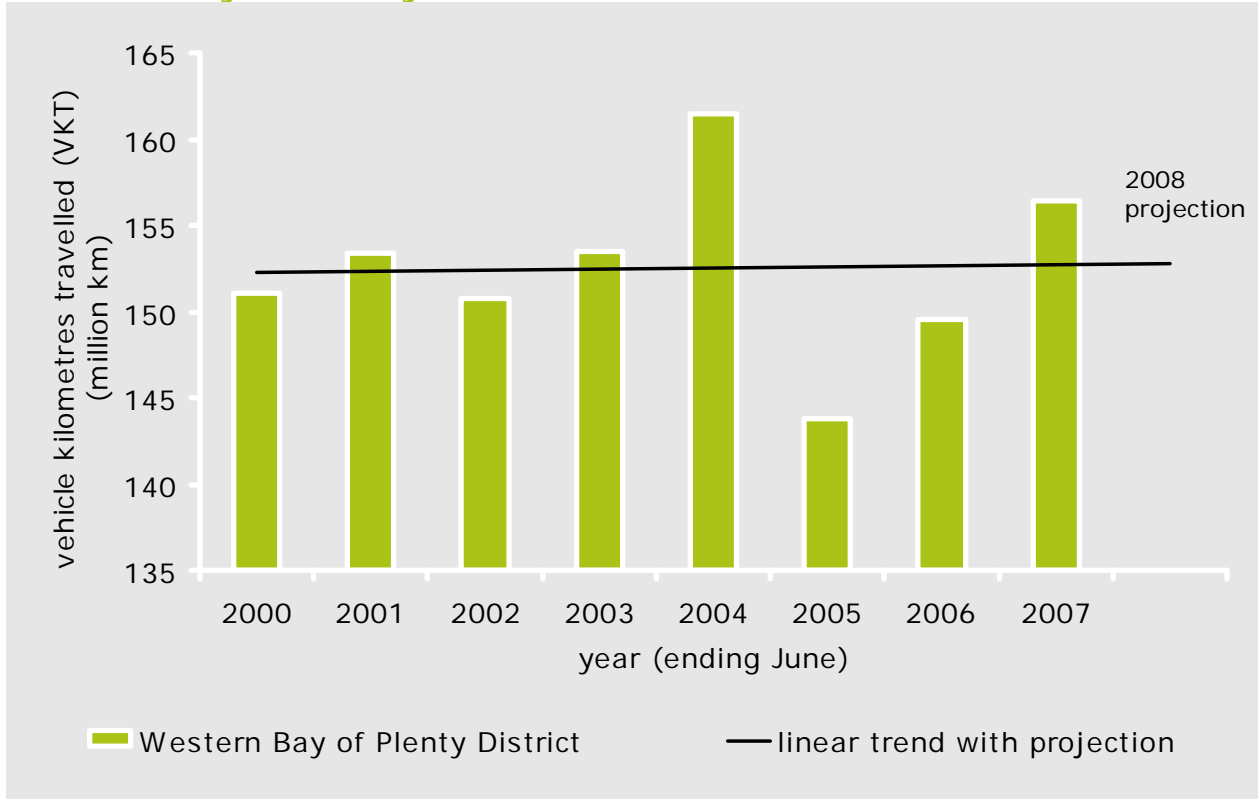


Note: the higher the percentage the rougher the network

Source: RAMM information from Territorial authorities (does not include Transit NZ data).

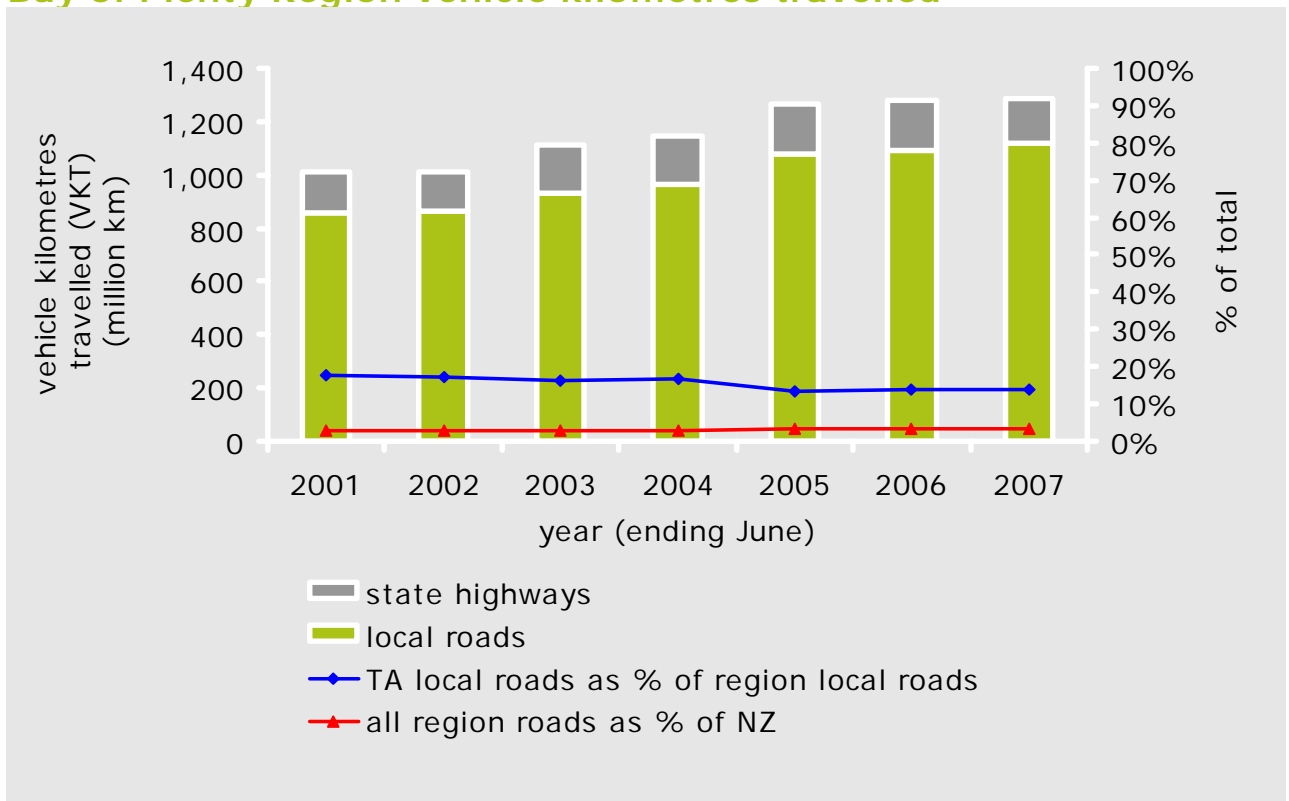
## Asset use

### Western Bay of Plenty District vehicle kilometres travelled on local roads



Source: Territorial authorities (does not include Transit NZ data).

### Bay of Plenty Region vehicle kilometres travelled

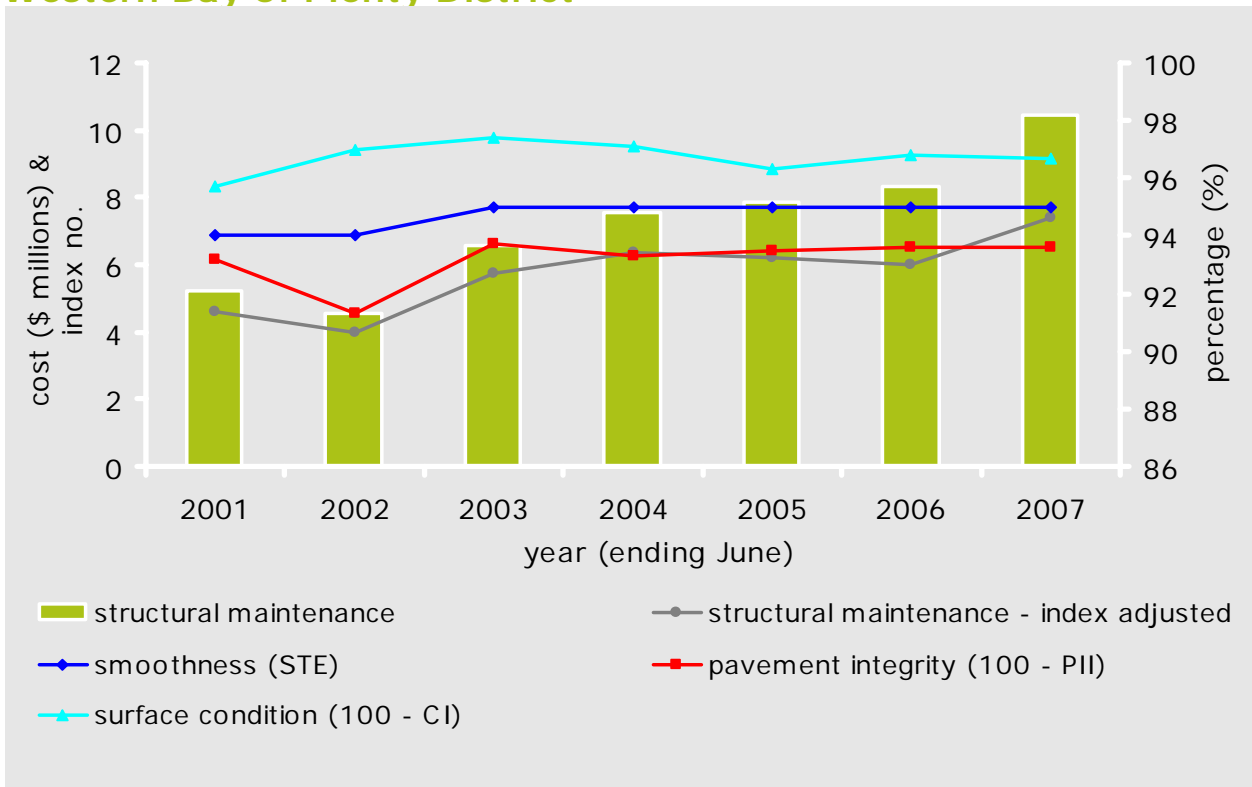


Source: Territorial authorities (TAs) and Transit NZ



## Maintenance costs

### Sealed network condition vs indexed network structural maintenance for Western Bay of Plenty District

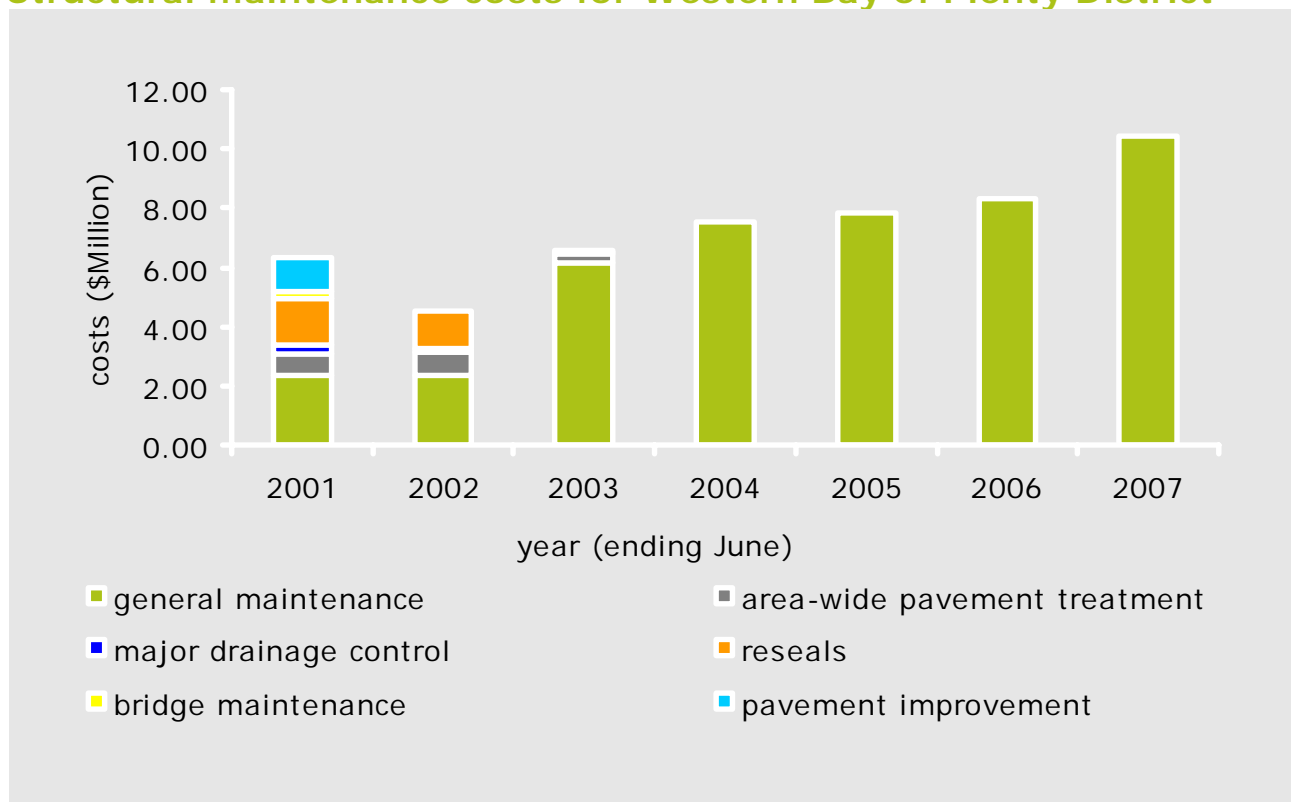


Notes: the higher the percentage (%) the better the network condition.

\* for maintenance funded through Land Transport NZ only. Land Transport NZ and Approved Organisation share.

Source: Land Transport New Zealand

### Structural maintenance costs for Western Bay of Plenty District\*



Note: Regional Council and Transit NZ costs are excluded.

\* for maintenance funded through Land Transport NZ only. Land Transport NZ and Approved Organisation share.

Source: Land Transport New Zealand

## Work completed in 2006/07 (June year)

### Western Bay of Plenty District Bay of Plenty Region

					Territorial authority (TA)	Region	Nation
Reseals	State Highway	lane kms	-	105.4	1,852.0		
	Local	lane kms	23.8	290.7	6,242.0		
Pavement smoothing	State Highway	lane kms	-	3.2	10.2		
	Local	lane kms	1.6	2.9	174.5		
Road reconstruction	State Highway	lane kms	-	3.5	94.4		
	Local	lane kms	-	0.1	151.5		
Area wide pavement treatment	State Highway	lane kms	-	14.2	183.7		
	Local	lane kms	3.6	16.3	794.2		
New roads & bridges	State Highway	lane kms	-	3.6	28.1		
	Local	lane kms	-	1.6	55.5		
Bridge renewals	State Highway	No.	-	-	13		
	Local	No.	-	1	31		
Seal extension	State Highway	lane metr	-	27.0	496.6		
	Local	lane metr	-	-	-		
Construction projects completed	State Highway	lane kms	-	-	-		
	Local	lane kms	6	9	122		
Construction projects completed	State Highway	No.	-	-	73		
	Local	No.	13	17	154		

Source: Territorial authorities and Transit NZ.

