

## 8.6. Letter to Canterbury Regional Transport Committee re: Maintenance of Local Roads

### Canterbury Regional Transport Committee report

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<b>Date of meeting</b>	Thursday, 26 May 2022
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<b>Responsible Director</b>	Katherine Trought, Director Strategy and Planning

#### Purpose

1. To receive the letter from Mayor Neil Brown, Ashburton District to the Canterbury Regional Transport Committee (RTC) regarding maintenance of local roads.

#### Recommendations

**That the Canterbury Regional Transport Committee:**

- 1. Requests advice from Transport Officers Group (TOG) to their next meeting on whether current funding mechanisms across Canterbury for road maintenance, operations and renewals are sufficient to maintain appropriate levels of service, and if not, consider new approaches.**

#### Background

2. On 24 May 2022, Councillor Peter Scott received as Chair of the Canterbury Regional Transport Committee the attached letter from Mayor Neil Brown regarding local road maintenance funding.
3. The letter was forwarded on to staff for inclusion in the next RTC agenda and for advice. Due to the timeframes concerned, staff have not yet engaged with or sought input from transport officers on the issues outlined in the letter.
4. Staff do not support the recommendation put forward in the letter in its current form, and instead recommend that RTC seek the advice of Canterbury Transport Officers Group (TOG) at their next meeting on the issue, as per the recommendation above.
5. Transport officers could then bring a regional perspective and consider how any work undertaken could inform 2024-28 programme bids and Regional Land Transport Plan (RLTP) development.
6. Staff are not opposed to considering commissioning further work in this area if required but would need to consult with TOG before advising RTC on the matter.

## **Next steps**

7. With direction from RTC, staff will engage with TOG and bring some advice on the issues raised by the letter to the 25 August 2022 meeting of RTC.

## **Attachments**

1. 220524 Road Transport Committee [8.6.1 - 1 page]



24 May 2022

Chair Peter Scott  
Road Transport Committee

Dear Peter

### **Maintenance of Local Roads Going Forward**

In Ashburton we have approximately 2,600km of roading network with approximately 1,400km of this network sealed and the remainder unsealed.

Our maintenance, operations and renewals spend on roads per year is approximately \$13 million. A subsidy of 51% (approximately \$6.5 million) is received from Waka Kotahi.

These funds cover repairs to the sealed network, graveling and grading of the unsealed network, kerb and channel, street lighting and rehabilitation of the sealed and unsealed roads.

A sealed road has a design 'life' of 25 years. The majority of our sealed rural roads were sealed in the 1950's and 1960's and were largely an upgrade of the existing unsealed pavement by placing additional base course on top. These have served us very well and up until the last 10 to 15 years have caused few issues. The roads with the heavier traffic volumes and heavy vehicles are certainly now at the end of their life and have progressively required more heavy duty maintenance prior to reseal and rehabilitation by constructing a granular overlay on the sections where the condition requires more than repairs and a reseal.

To rehabilitate a sealed road costs approximately \$200,000/km and we are currently completing 8 km of rehabilitation each year.

Last year after the flooding experienced in Ashburton, the roads that weren't severely damaged by flood waters were impacted by the wet winter with subsequent potholes resulting in dig out and stabilised repairs needing to be undertaken to hold the roads until a full repair or rehabilitation can be carried out.

Our local roads are getting more heavy vehicles on them carting produce from farm to market or factory, now carry up to 60 tonnes although on truck and trailer units with additional axles.

In Ashburton's example of a sealed network of 1,400 km if the life of a pavement was 50 years we should be rehabilitating 28 km each year at a cost of \$5.6 million. Clearly some pavements have and will last past 50 years but even if there was a 75 to 100 year life we will need to rehabilitate 14 to 18 km each year. With the current spend on rehabilitation per year being \$2 million and completing 8 kms, it is easy to see that we are under investing in the sealed roading network.

Sometime in the future we are going to hit a brick wall if we carry on at this rate. We need to plan now for the future of our roading network.

#### **Recommendation:**

That the Road Transport Committee undertake a study to verify if the funding of the roads in the Canterbury district is fit for purpose and if not propose a plan that is fit for purpose.

Yours sincerely

Neil Brown  
**Mayor**