



Land Transport Activity Planning

Timaru District Council Long Term Plan
2027-37

Workshop for Elected Members 15 September '26

What this workshop is about

- Getting to know roading assets and activities
- How we prioritise works / develop programmes
- Current levels of service
- How we are performing
- Investment priority areas

What we'll cover next time

- Land Transport funding
- Proposed levels of service/ work programmes for Long Term Plan 2027-37
- Alternative options

Setting the scene - Our transport network at a glance



EXTENSIVE NETWORK AND ASSETS

Road network length over

1700km

plus drainage, bridges & structures, active transport, traffic and street lights, vegetation and street furniture assets



TOTAL ASSET REPLACEMENT VALUE

\$1.16
BILLION



ANNUAL EXPENDITURE

~\$35
MILLION

Including funding depreciation, interest and overhead allocation



SERVING OUR PEOPLE AND ECONOMY

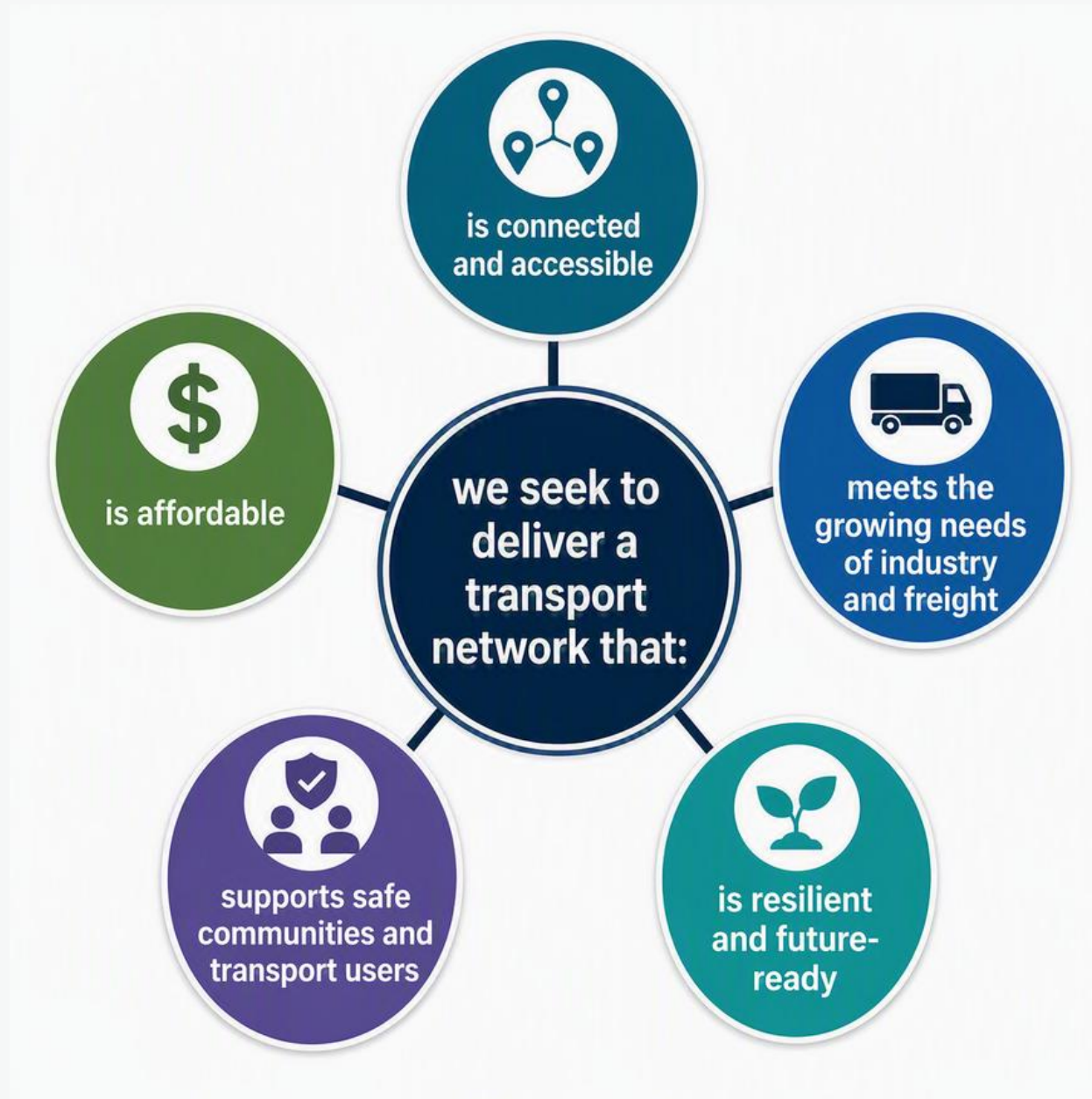
Transport serves

49,500
RESIDENTS

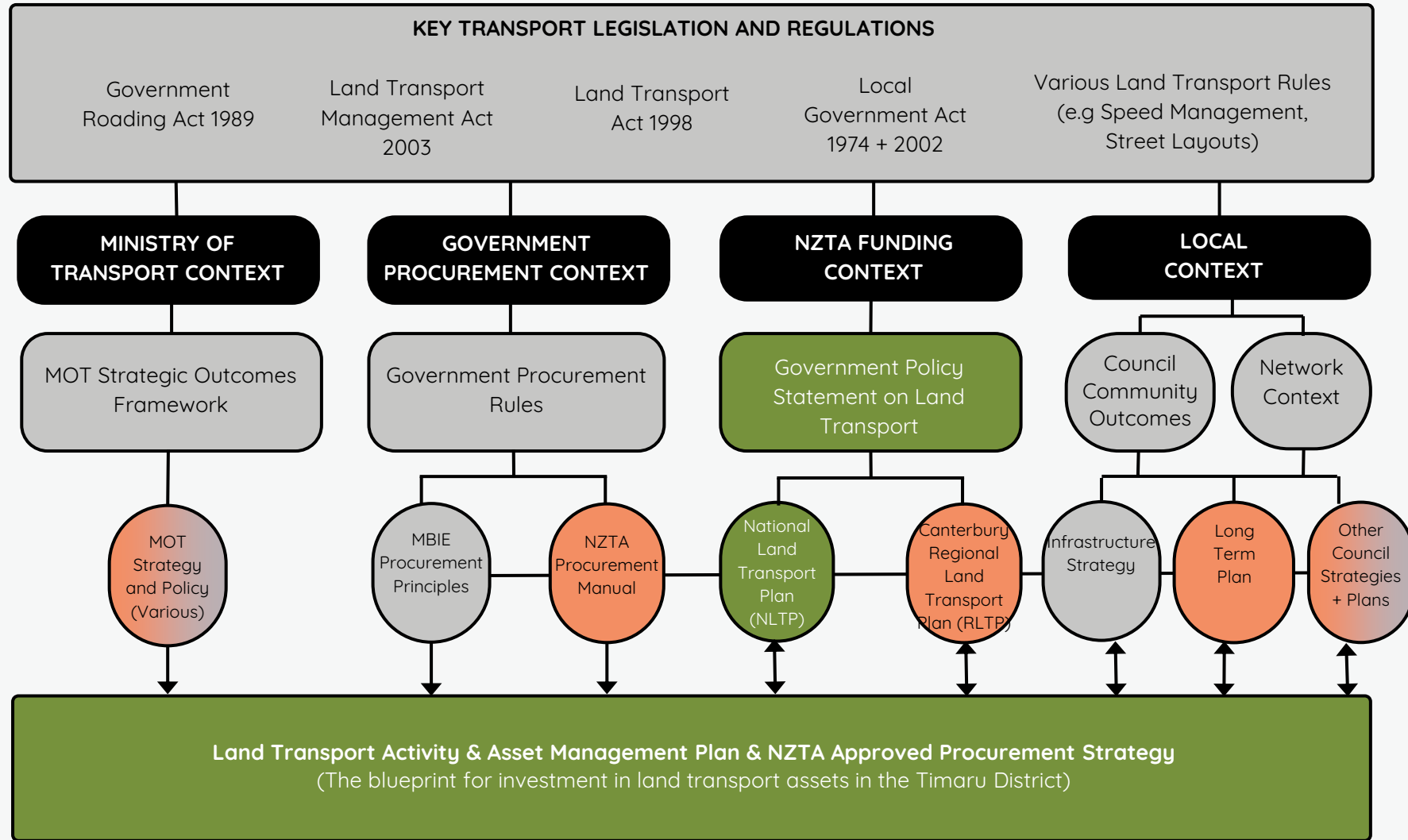
in the Timaru District, local and regional economies including nationally significant supply chains



Setting the scene - the big picture



Setting the scene - planning constraints



Other influences on Land Transport activity

- Changes in demand & growth
- Sudden/significant policy changes or industry disruptors
- Customer feedback/requests
- NZ Govt. elections
- Local Govt. elections
- Emergency events & funding



Reforms are on the way...

LONG
TERM

MEDIUM
TERM

SHORT
TERM

Setting the scene - funding constraints

Local funding

- From rates
- Determined through LTP process
- Fully funds some activities, partially funds others in conjunction with NZTA subsidies

Funding split last LTP

Local funding = NZTA funding

Sealed roads, unsealed roads, drainage

Local funding > NZTA funding

Traffic lights, street lights, network and asset management, bridge and vegetation maintenance, footpaths, cycle paths, bridge renewals, new/upgraded infrastructure, road safety promotion

Fully rates funded

Some upgrades/ new infrastructure, CBD maintenance, Christmas decorations, street tree maintenance, traffic management for community events, CBD litter bin clearance, community walking and biking project funding

NZTA Funding

- From National Land Transport Fund
- Determined through Government/NZTA priority setting
- Subsidises priority activities

Government priorities as at Sept 2026

Pothole prevention

Sealed roads, unsealed roads, drainage

High Govt Priority

Operations

Traffic lights, street lights, network and asset management, bridge & vegetation maintenance

Medium Govt Priority

Walking, cycling, road safety

Footpaths, cycle paths, road safety promotion

Low Govt Priority

Upgrades

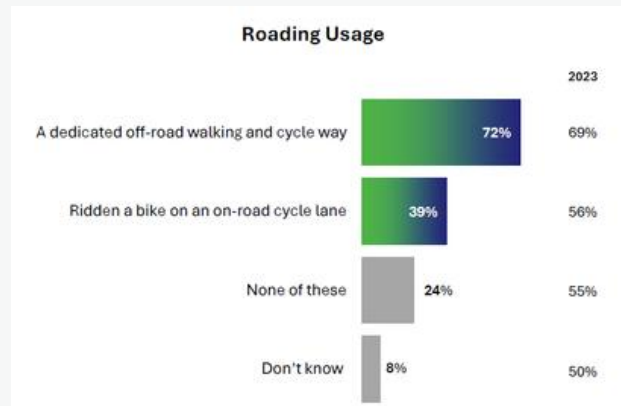
Bridge renewals, any other new or upgraded infrastructure

Low Govt Priority

Setting the scene - customer satisfaction

TDC Community Survey Results

62% residents satisfied with roading infrastructure



The provision of dedicated walkways and other cycle ways around the district	69% ▲
Suitability of cycle lanes on our roads	56% ▲
The condition of the footpaths	55%
The condition of roads in urban areas	50%
The condition of rural roads	44% ▲

Road User Survey

56% residents feel the transport network meets their needs

61% - residents feel we provide a safe and efficient network

28% residents regularly ride a bicycle

Overall satisfaction with cycle lanes 70%

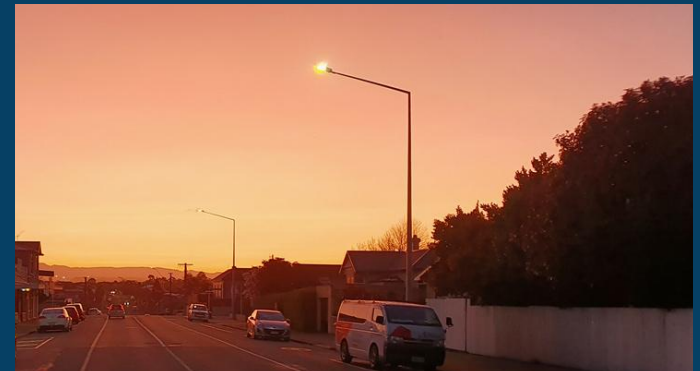
Overall satisfaction with footpaths 60%

Quality of roads/streets in cities/townships

Quality of rural roads 43%
51%

Opportunity: reviewing how we measure performance

Getting to know our assets



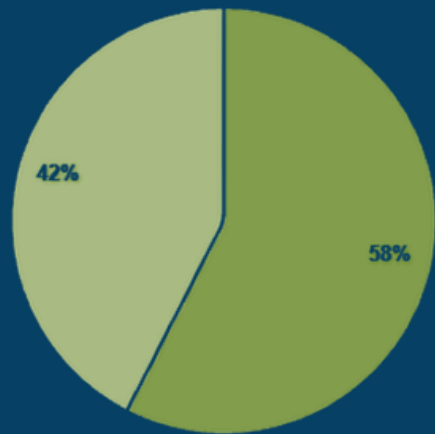


Sealed roads

What we manage

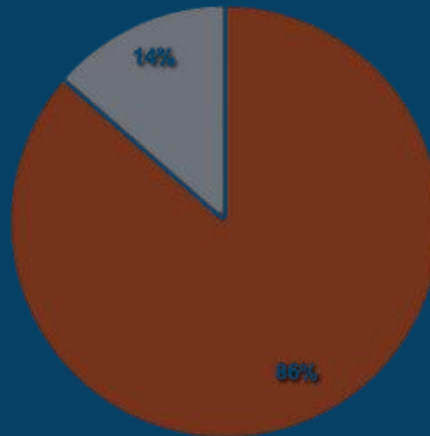
- 1000km of sealed roads
- 95% chipseal, 5% asphalt
- 86% rural, 14% urban

Sealed vs Unsealed



● Sealed (1001.5 km) ● Unsealed (739.3 km)

Rural vs Urban



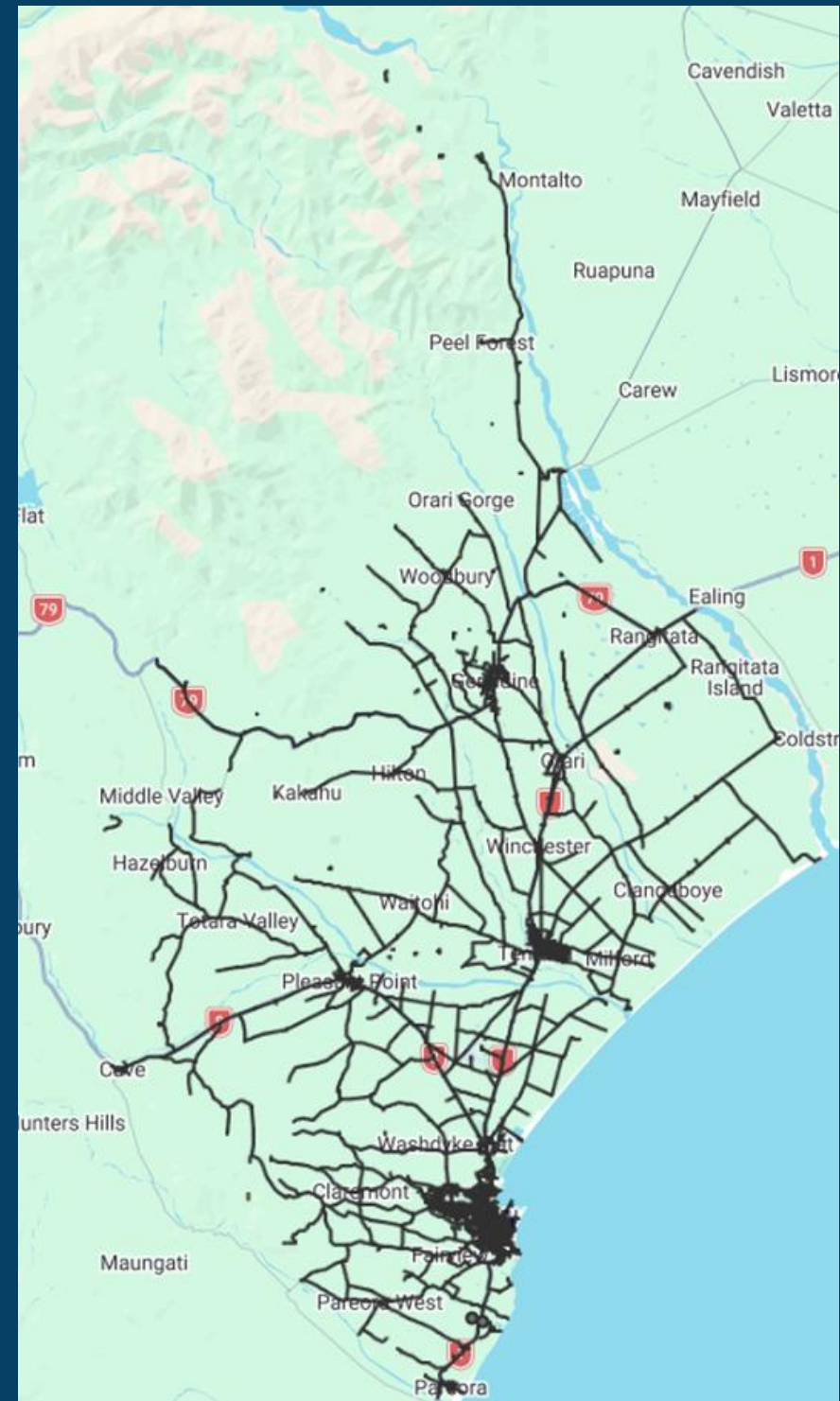
● Rural (1494.6 km) ● Urban (234.7 km)



Chipseal



Asphalt



Ways we maintain sealed roads - funded activities

MAINTENANCE (POTHOLES)

- This is where we complete temporary pothole repairs to fix minor road faults



Maintenance works could be compared to filling in holes or repairing cracks on a weatherboard house....

MAINTENANCE (PATCHES)

- Both reactive and programmed repairs to fix road faults, strengthening the underlying road material to help ensure greater durability and longevity



...and patching is a bit like replacing multiple weatherboards...

RESEALS

- Adding a new surface to roads – this could be chip seal (most common) or asphalt (mostly used in industrial and CBD areas)



...whereas resealing is a bit like applying a new coat of paint to protect the weatherboard underneath....

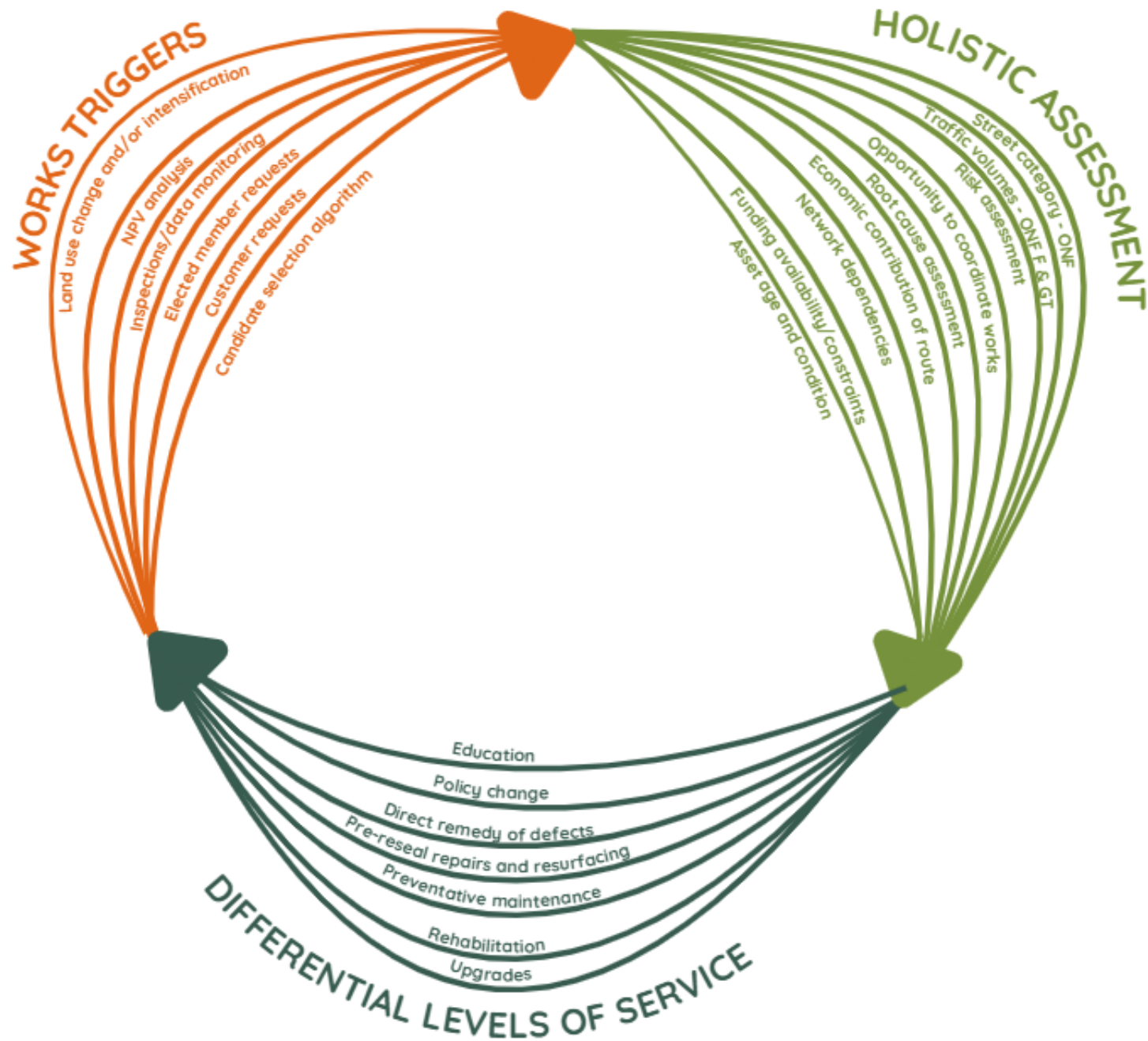
ROAD REBUILDING

- Digging out the road in its entirety (surface and base layers) and rebuilding from the ground up. In rural environments sometimes this is ripping up the top surface and adding a new pavement layer on top.

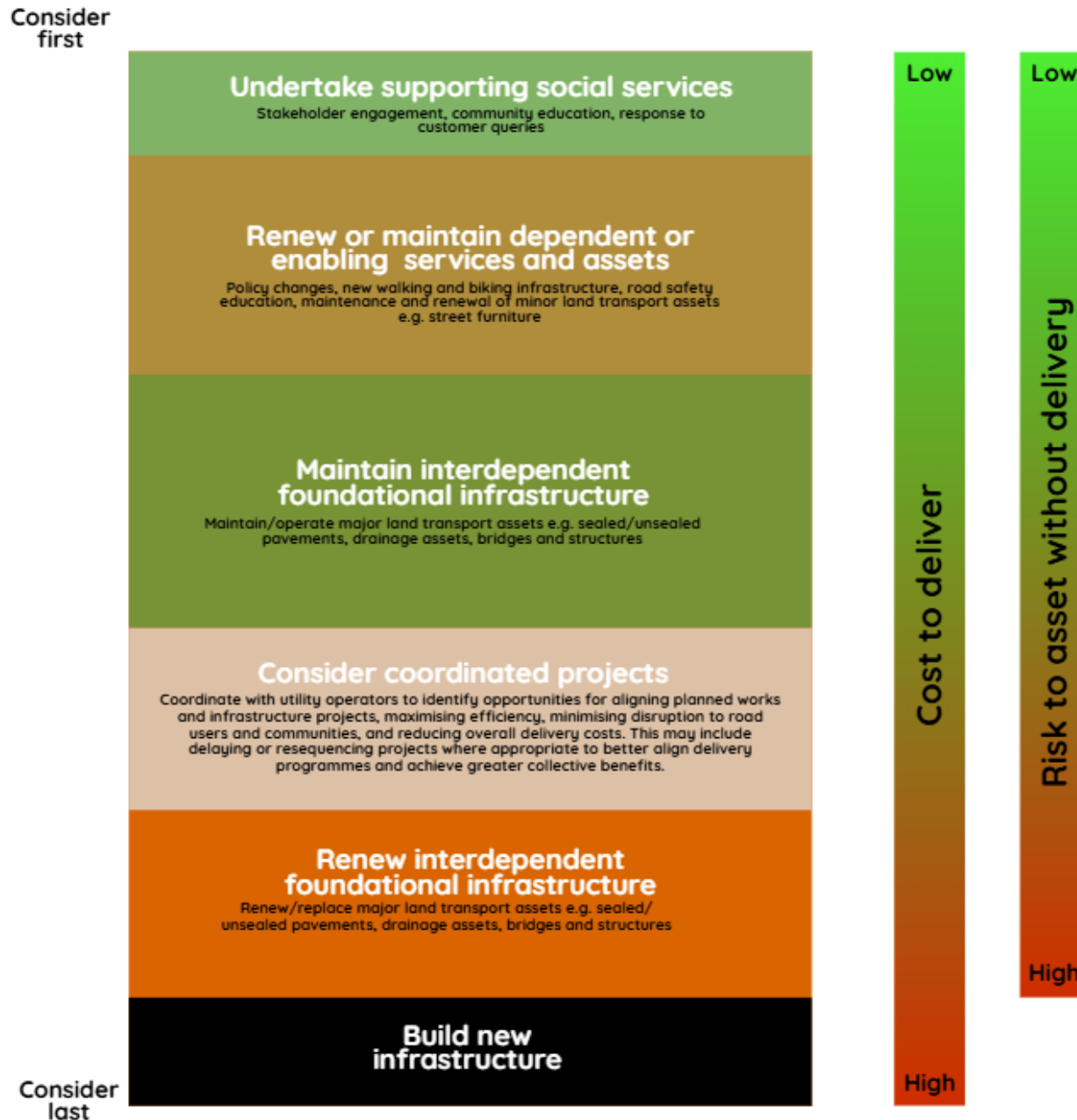


...and road rebuilding is a bit like building a new wall.

How do we decide what to do?



How do we decide what to do?



Example - Selwyn Street, Timaru

Problem: Road deteriorating, lots of cracks and emerging potholes, awaiting utilities renewals for 8 years

Considerations:

- Traffic and freight demand
- Strategic role of the road in the network for utilities operators
- Customer experience and level of service expectations
- Planned utility works and external dependencies
- Remaining effectiveness of maintenance treatments
- Ongoing works on State Highway 1

Interventions:

- Increased reactive maintenance e.g. pothole repair for extended period until works can be coordinated with utilities operators (reducing disruption)
- Asphalt pavement renewal scheduled in 2026-27 pending utilities works which will rebuild the road for the long term.



Current levels of service

LTP statements & measures

Rural and urban transport networks are designed to road user needs and maintained to nationally acceptable standards

Measures: Technical (condition, asset degradation and age profiles), customer satisfaction

Road safety initiatives (engineering and education) build community awareness of road safety and assist in the reduction of harm on our roads

Measures: Technical (condition, quantum of safety deficits), customer satisfaction

What customers can expect

Work output

- ~5000 potholes per year based on customer requests and asset data/inspections
- ~26,300 sqm planned repairs per year
- 6% of network is resurfaced annually (~60km)
- 1% of network is rebuilt annually (~10km)

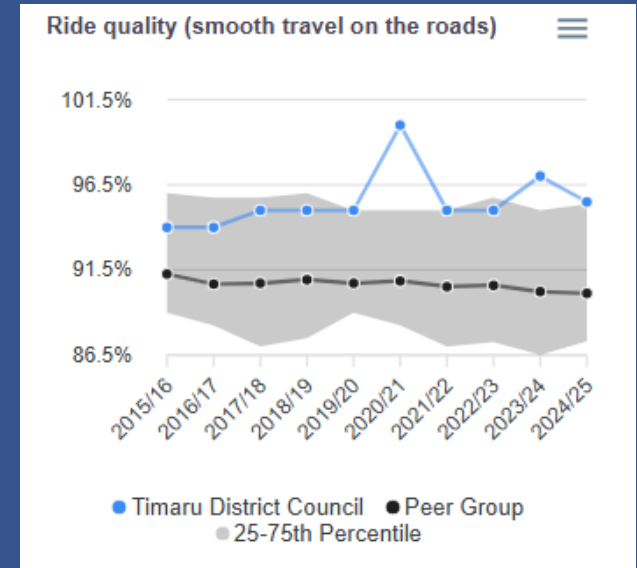
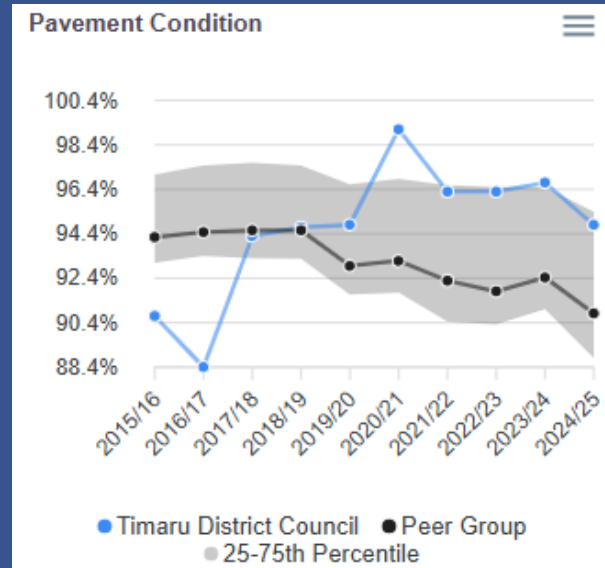
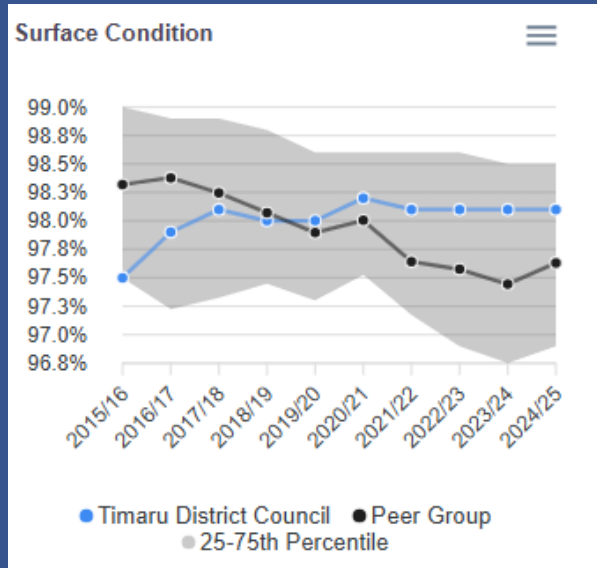
Expected technical/customer satisfaction results

- average STE index on all sealed district roads is 92% (92% of the network is characterised as 'smooth')
- 95% of the rural sealed network is in an 'acceptable' condition or higher
- no more than 5% of the network is predicted for failure within 5 years
- 5-10% network in very poor/poor condition
- 60% residents believe the transport network meets their needs
- 60% residents believe the maintenance of sealed roads is about right or too high 70% customer service requests are responded to within 15 working days
- number of fatalities and SI crashes is less than previous FY on annual basis
- Funding/resourcing capacity exists to continuously improve service over time

How are we performing?

Asset condition

Pavement and surface condition, and ride quality

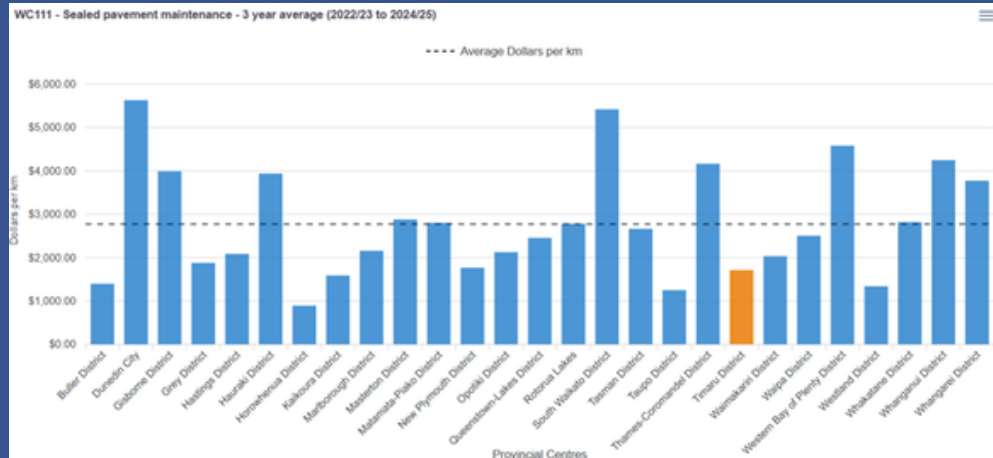


Performance against NZTA (national) roughness standards

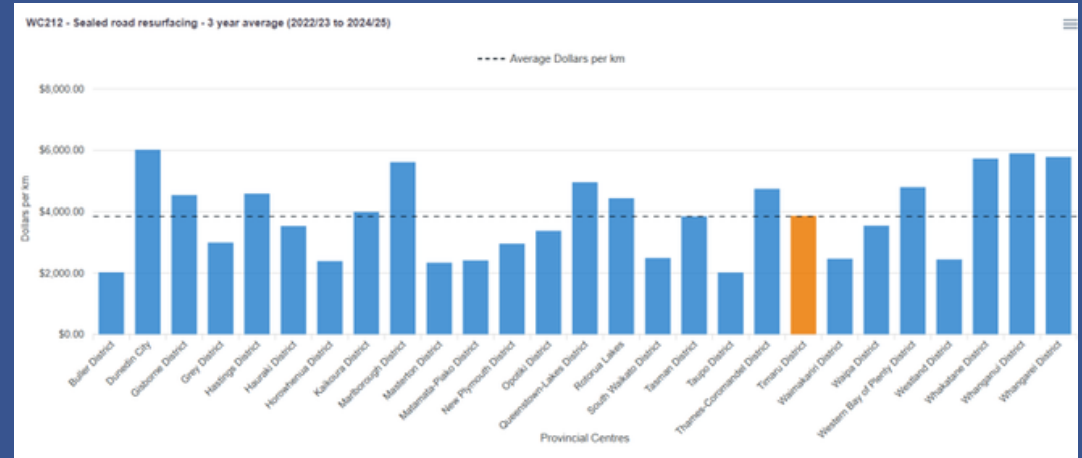


How are we performing?

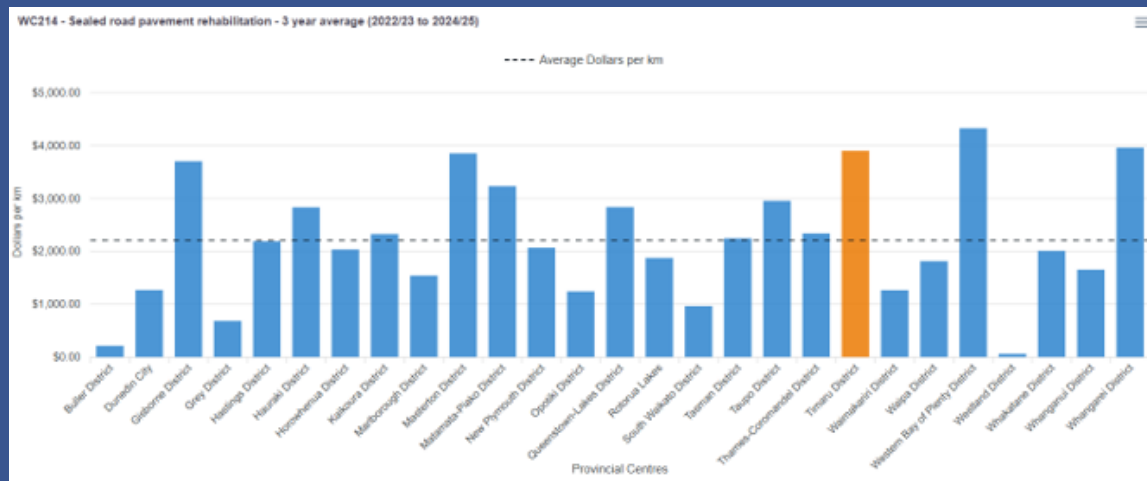
Cost efficiency



Maintenance



Resurfacing - we have done more asphalt than usual in recent years driving higher costs than usual



Road rebuilding - higher cost per km, because we are prioritising long-term results and heavy vehicle routes, so rebuilding to meet demand and growth e.g. Port Roads, Earl Road

How are we performing?

Customer satisfaction

Results are a mismatch to technical performance

Officers believe the condition of State Highways continues to influence results

Customer satisfaction measure	Target	2023/24 score	2024/25 score	2025/26
Roads meet users' needs	60%	69%	57%	59%
Safety of roads	85%	81%	59%	61%
Quality of major roads	N/A	73%	62%	59%
Quality of urban roads	N/A	66%	51%	51%
Maintenance of sealed roads	60%	48%	43%	41%
Maintenance of State Highways in the District	N/A	48%	27%	22%

Challenges and managing demand



Economic Growth + Freight Growth



Land use change / Intensification



Regulatory + Funding Influences



Customer Expectations + Levels of Service



Climate Change + Environmental Factors

Investment focus areas for 2027-30

IMPROVE TRANSPORT NETWORK RESILIENCE AND CLIMATE ADAPTATION

- Targeted renewals spend on high/critical risk routes (as per Lifelines Assessment and HPMV Routes)
- Ongoing delivery of maintenance and renewals programme to maintain current levels of service

OPTIMISE ASSET MANAGEMENT AND MAINTENANCE INVESTMENT

- Maintain holistic approach to maintenance and renewals prioritisation
- Delivery of maintenance at current levels of service
- Explore opportunities to innovate for greater efficiency (via procurement)
- Maintain regional collaboration

ALIGN TRANSPORT INFRASTRUCTURE PLANNING WITH GROWTH, LAND USE AND ECONOMIC DEVELOPMENT

- Targeted renewals and maintenance spend on high demand corridors/HPMV routes
- Input into spatial plan development and integration of spatial plan into transport planning framework (growth, land use change/expansion, urban intensification)

ENHANCE NETWORK CONNECTIVITY, ACCESSIBILITY AND TRAVEL CHOICE

- Assess risk of network gaps caused by vulnerable infrastructure
- Targeted investment in renewals to build asset capacity

ENHANCE NETWORK CONNECTIVITY, ACCESSIBILITY AND TRAVEL CHOICE

- Delivery of maintenance at current levels of service
- Targeted investment at high risk locations/corridors

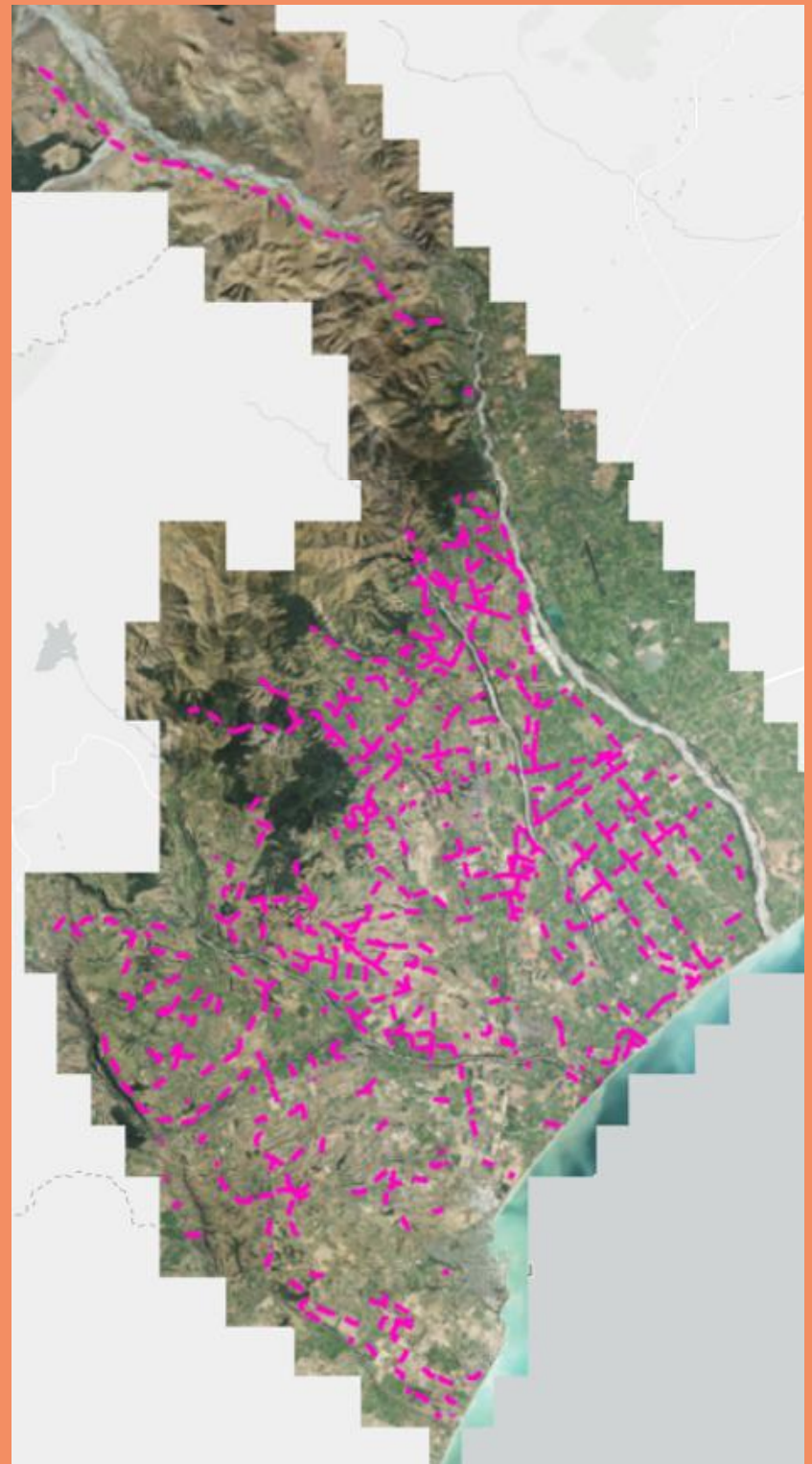
Largely BAU...



Unsealed roads

What we manage

- 741km of unsealed roads
- much of the unsealed network services low volumes of traffic...
- ... but much of the network also services heavy vehicle traffic and is critical for freight collection and the delivery of agricultural, horticultural, forested and quarried materials to the wider market



Ways we maintain unsealed roads - funded activities



Standard wearing courses are the most common type of metalling undertaken and are suitable for most areas



Lime wearing courses allow for a hard crust to form, adding strength and reducing dust nuisance (good for dry areas but avoided in wet/shady areas as the lime will not settle with moisture)



Maintenance (Grading & Metalling)

- This is where we smooth out (and lightly replenish) the existing metal surface, removing corrugations

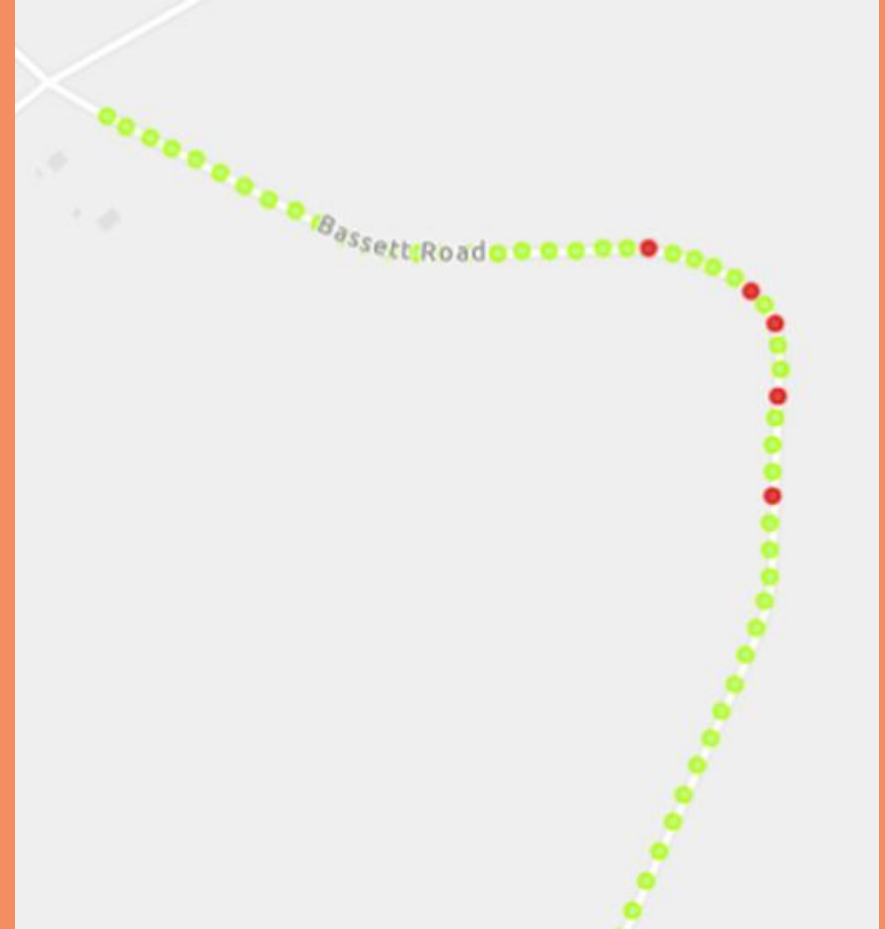
Rebuilding (Metalling)

- This is where we add new aggregate (metal) to the road, where it has been lost/worn away over time
- 3 types of materials can be used depending on the needs of the road: standard wearing course, lime wearing course, basalt wearing course

How do we decide what to do?

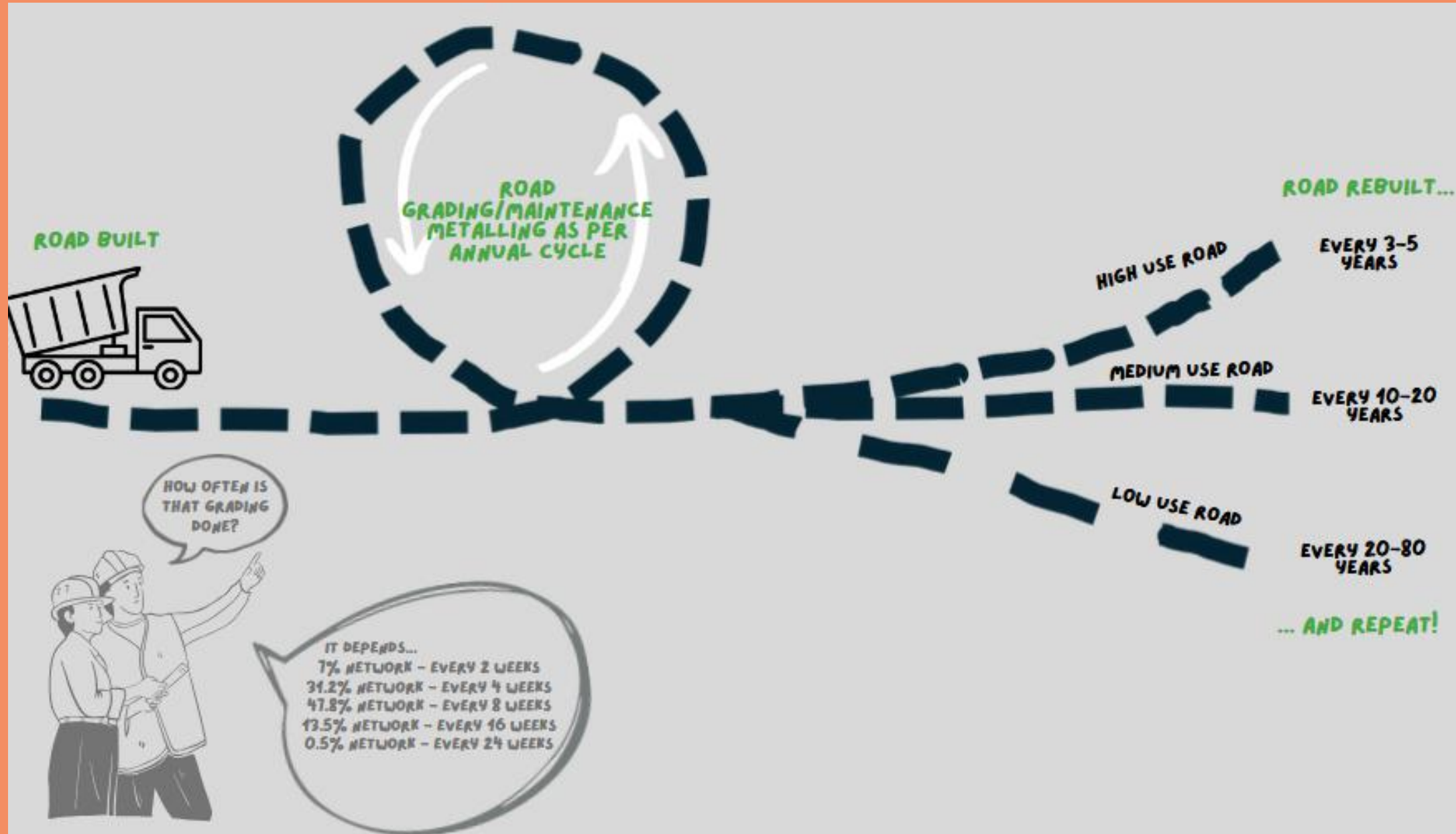
Grading and metalling programmes are developed based on:

- Network condition - targeting the right treatment at the right time.
- Safety and risk - focusing on locations with the greatest safety need.
- Traffic demand - including traffic volumes, freight movements, and heavy vehicles.
- Season and weather - adjusting maintenance approaches for dry summer and wet winter conditions.
- Access and land use needs - supporting residents, businesses, farming, and industry.
- Customer feedback - responding to concerns and local knowledge.



We've developed tools to assist with prioritisation and help us understand trends on the network

The life of our unsealed roads based on current budgets



Current levels of service

LTP statements & measures

Rural and urban transport networks are designed to road user needs and maintained to nationally acceptable standards

Measures: Technical (condition, asset degradation and age profiles), customer satisfaction

What customers can expect

Work output

- ~4500km of grading per annum, which is an average of 6 grades for each km of the network.
- ~16,600 m³ of metalling per year.
- Rebuild 3% of the network every year (roughly 22km).

Expected technical/customer satisfaction results

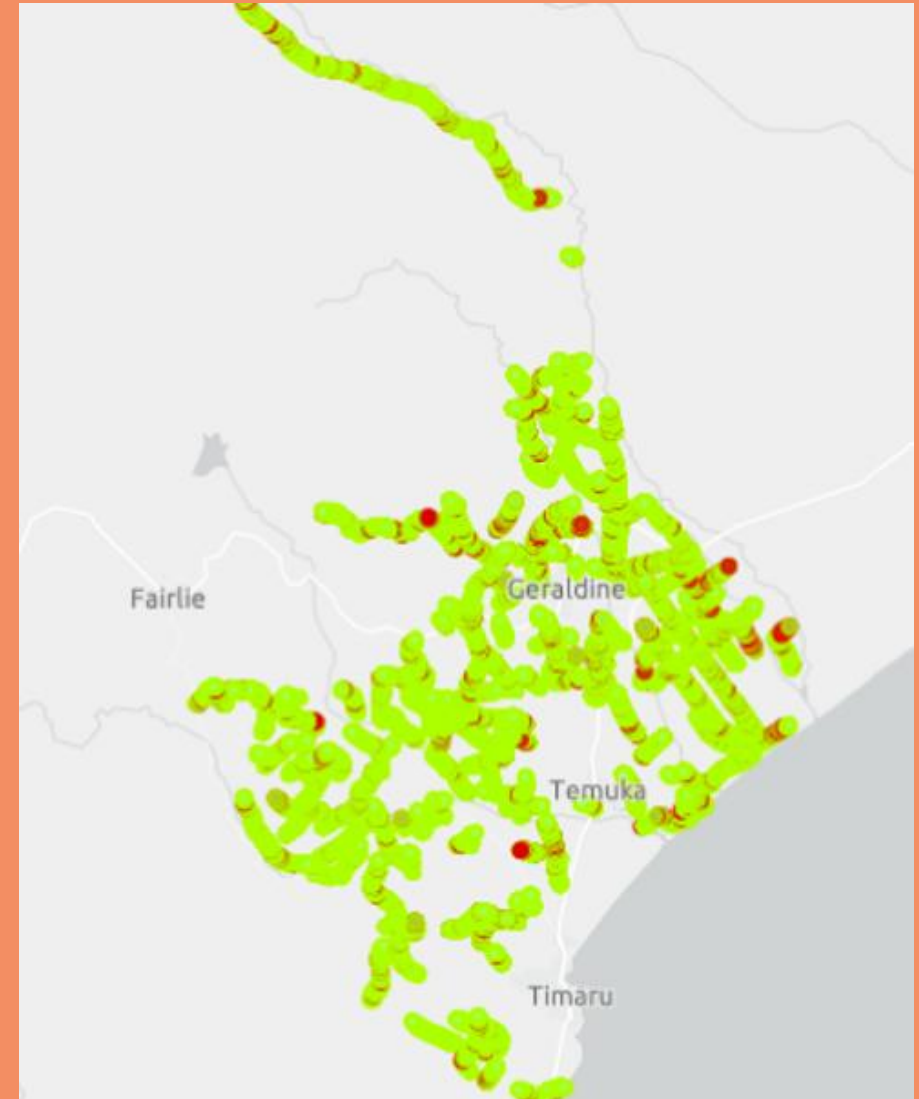
- Unsealed network supports traffic operating speed of 60-80kph
- average eIRI is 5 post-grading (meaning post-grading condition of the road is average, good or excellent)
- 60% of residents believe the transport network meets their needs
- 50% of residents believe the level of maintenance on the unsealed network is about right or too high
- 70% of CRMs are responded to within 10 working days
- Funding/resourcing capacity exists to continuously improve service over time

How are we performing?

Asset condition

The condition of our unsealed road network has remained stable over the last decade with NZTA Technical audits showing the network is in good condition and Council audits showing we are meeting the customer level of service provided for both maintenance intervention and post grading performance criteria.

Unsealed Pavements Level of Service	Operating Speed	Target IRI
Level of Service Condition Band	60-80kph	0-8
Unsealed Road Condition Level of Intervention	60-80kph	8
Post Grade Maintenance Performance Criteria	60-80kph	5

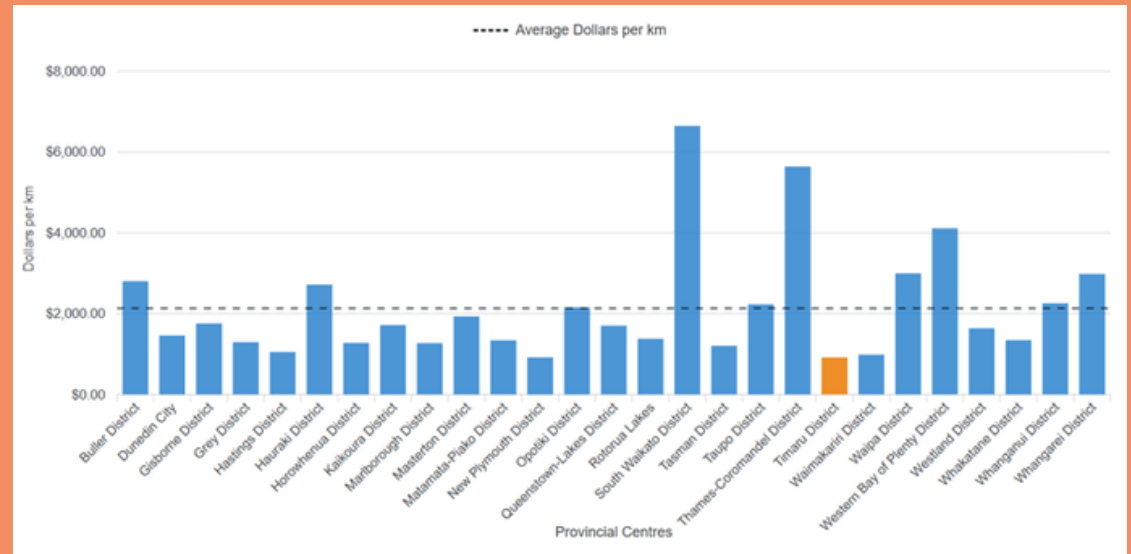


How are we performing?

Cost efficiency

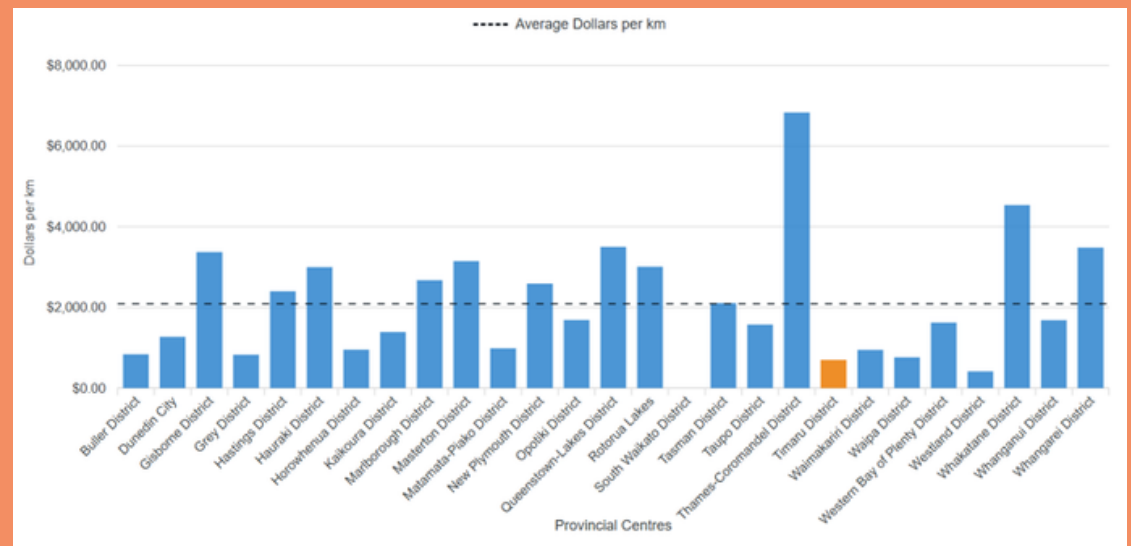
Maintenance

We are achieving the most cost efficient unsealed road maintenance programme in the country, compared to our regional peer group.



Metalling

We also maintain one of the most cost efficient road metalling programmes in the country, compared to our regional peer group.



How are we performing?

Customer satisfaction

Customer satisfaction measure	Target	2023/24 score	2024/25 score	2025/26
Roads meet users' needs	60%	69%	57%	59%
Maintenance of unsealed roads	50%	37%	34%	36%

- Regular users report dust nuisance, corrugations and narrow widths not facilitating great speeds.
- A major challenge is that unsealed roads are dynamic and conditions can change quickly – rain causes increased potholes, and in the summer dust nuisance can be prevalent.
- Our team considers that there are some 100km of the 731km unsealed network that would benefit from a proactive seal extension programme over time and help to address user dissatisfaction.

Challenges and managing demand



**Increase in heavy
vehicle traffic**



**High intensity
rainfall**



Forestry

Investment focus areas for 2027-30

OPTIMISE ASSET MANAGEMENT AND MAINTENANCE INVESTMENT

- Maintain holistic approach to maintenance and renewals prioritisation
- Delivery of maintenance at current levels of service
- Consider small scale (<100m) seal extensions when this is the lowest whole of life cost and supported by NZTA co-funding

Largely BAU...

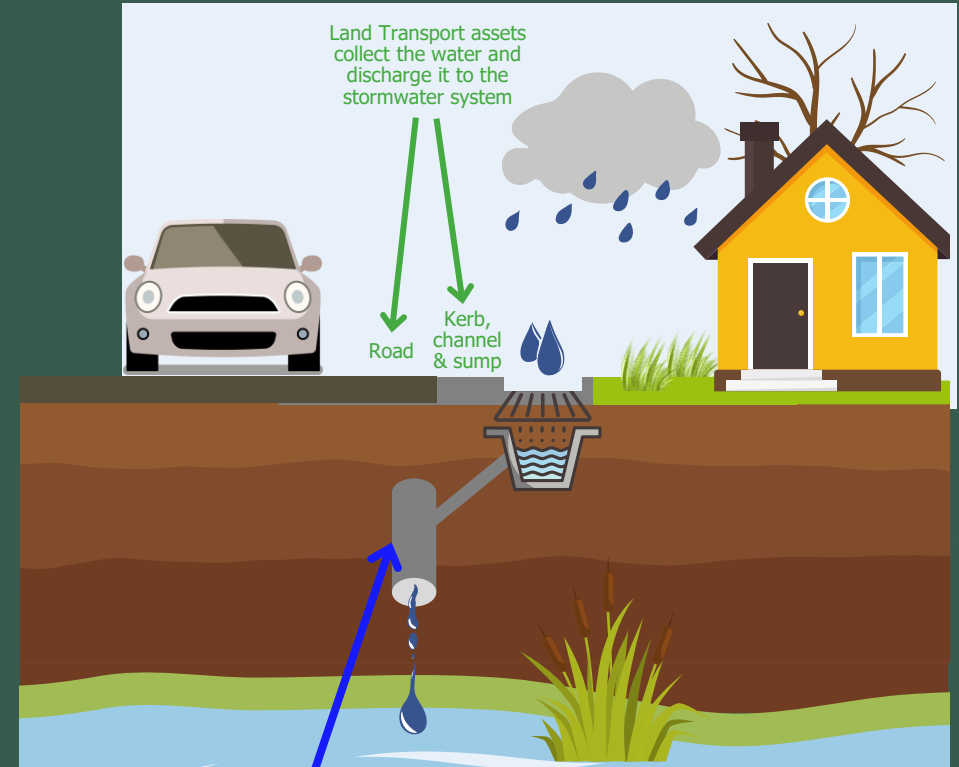


Drainage

What we manage

- Drainage assets help to make sure water doesn't collect on our roads and cause pavement damage/safety concerns.
- In urban areas, drainage assets include kerb and channel (i.e. forming the 'gutters' on a street), sumps and leader pipes.
- In rural areas, drainage assets include surface water channels, soak pits and culverts.
- Scour protection, ford and subsoil drains can also be found on our network, though they are less common.

Drainage Assets	Quantity	Units
Culverts	44,994	m
Sumps	2,681	ea
Surface Water Channels (SWC)	1,452,031	m
Kerb and channel	373,154	m



Ways we maintain drainage assets - funded activities



Routine drainage maintenance

Cleaning culverts and inspecting/fixing faults, digging rural road edges to improve drainage, street sweeping, managing leaf fall, cleaning sumps



Drainage renewals

Rebuilds and replacements of drainage assets e.g. sumps, culverts and kerb and channel

How do we decide what to do?

Maintenance

- Risk-based intervention - maintenance schedules developed based on:
 - Road hierarchy + traffic volumes
 - Flood risk and historical performance
 - Vulnerability to blockage or failure
 - Consequences of service disruption
- Critical assets (those located on higher hierarchy roads, sole access routes and flood prone locations) are maintained more frequently

Renewals

- Limited renewal of culverts and kerb and channel - priority based on asset age and condition
- Kerb and channel works aligned with footpath works where needed
- Some works reactive to align with other improvement works or site specific issues
- We consider the need for capacity increases / upgrades when renewing to ensure new assets are future-proofed



Current levels of service

LTP statements & measures

Rural and urban transport networks are designed to road user needs and maintained to nationally acceptable standards

Measures: Technical (condition, asset degradation and age profiles), customer satisfaction

What customers can expect

Work output

- Clean ~2800 sumps per year (with critical sumps receiving an extra cleaning each year)
- Clean 120m of culverts per year
- Complete ~2300 culvert inspections per year
- ~400km of street sweeping on the network per year
- Manage leaf fall on 20km of the network
- Replace ~170m culverts
- Replace 300m of kerb and channel per year
- Replace ~500m swale drains per year
- Rural drainage swales maintained
- Resilience upgrades completed on end of life rural culverts

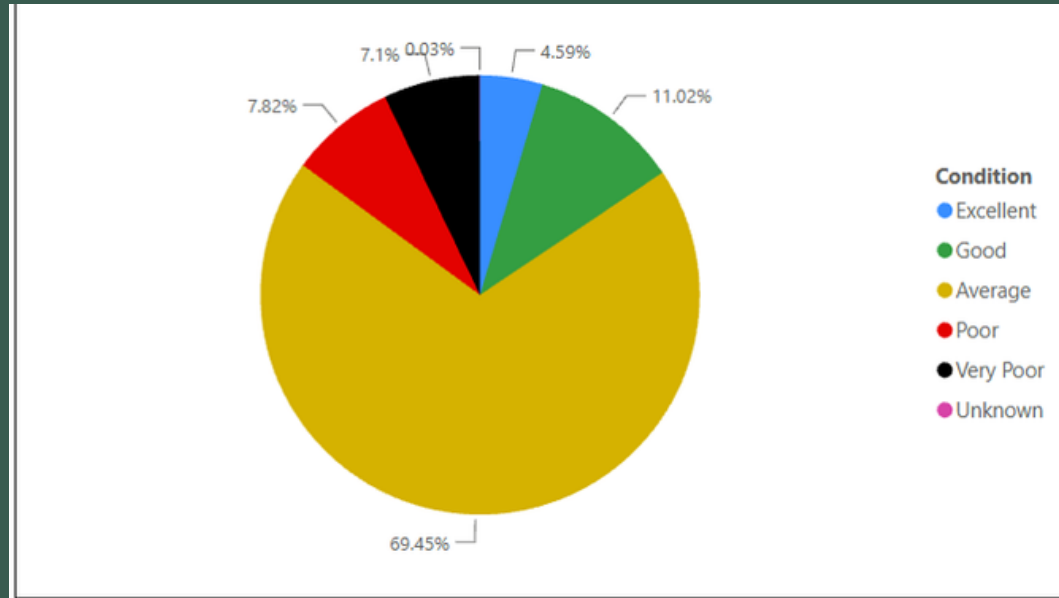
Expected technical/customer satisfaction results

- 60% of residents feel the transport network meets their needs
- 70% customer service requests are responded to within 15 working days
- Funding/resourcing capacity exists to continuously improve service over time

How are we performing?

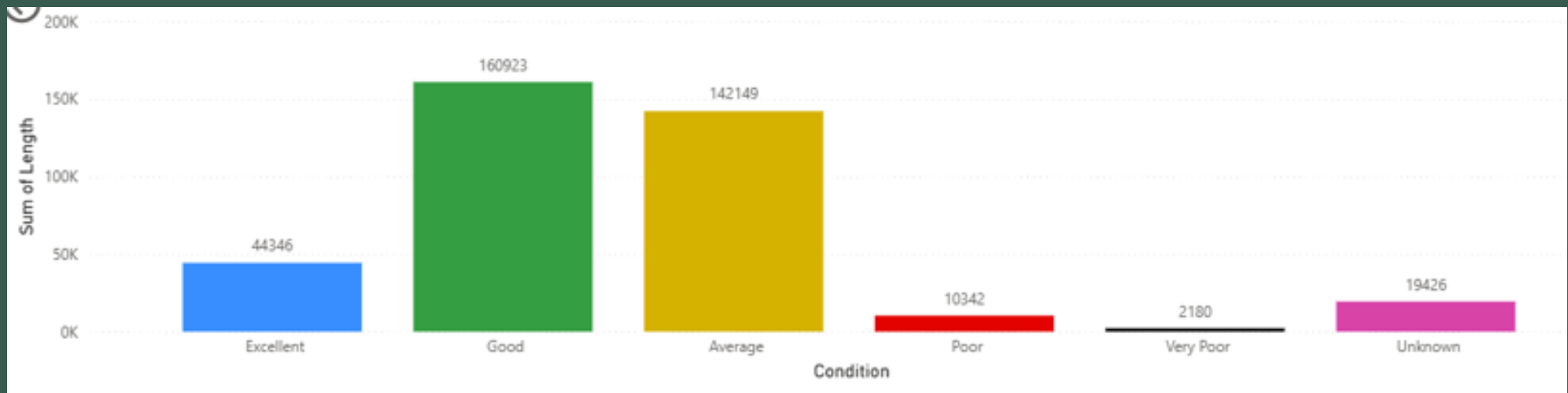
Asset condition

Culverts



- Sumps and catchpits - 49% built between 1948 and 1997 - dependency on capacity of stormwater network is increasingly an issue

Kerb and channel

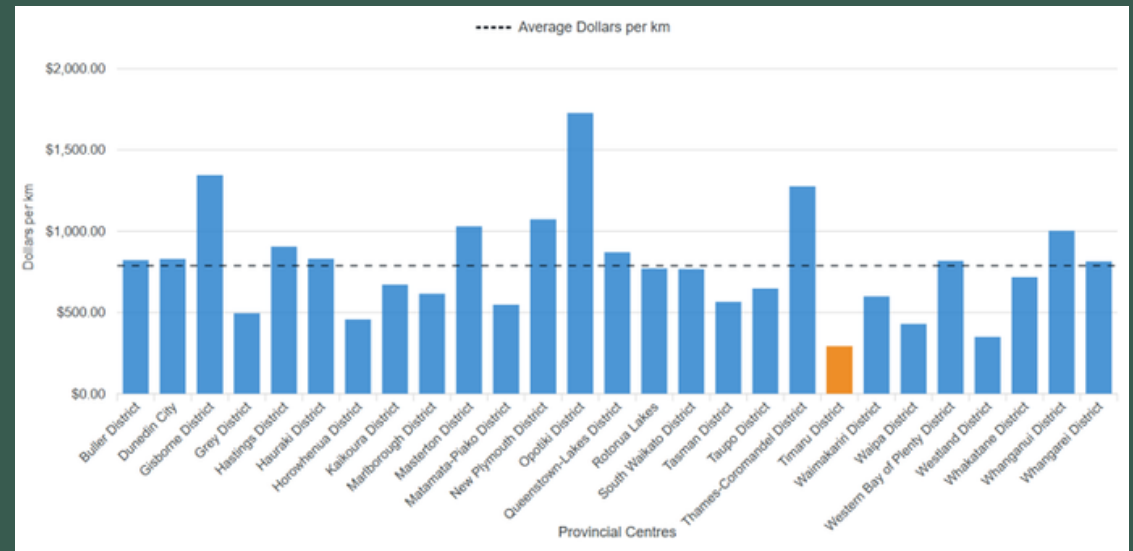


How are we performing?

Cost efficiency

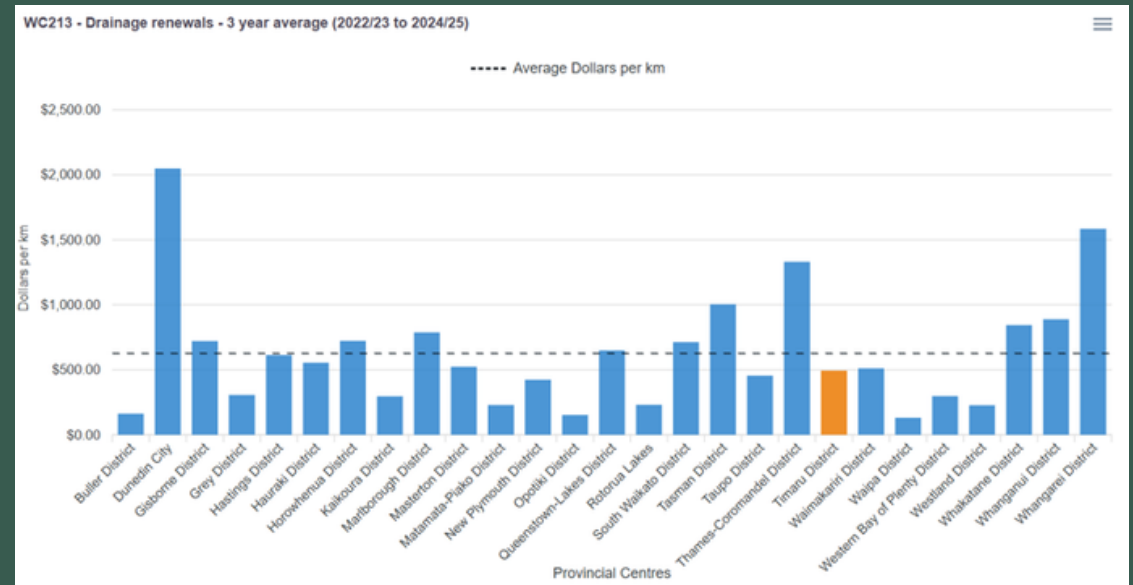
Maintenance

We are achieving the most cost efficient drainage maintenance programme in the country, compared to our regional peer group.



Renewals

Cost per km for drainage renewals work is below average compared to our peer group, indicating we are delivering with efficiency



How are we performing?

Customer satisfaction

- Customer complaints are logged in our CRM system and dispatched to the maintenance contractor for action.
- If an immediate fix cannot be made, Council officers will investigate further.
- Common areas of concern include:
 - Urban stormwater issues during heavy rainfall events
 - Surface flooding
 - Leaf fall issues
 - Rural drainage (digging up the grass berm to get water away from the road - we are not funded to a level where we can provide pristine reinstatement)

Challenges and managing demand

Swales vs land drains & who looks after them



High intensity rainfall



Capacity of stormwater network



Investment focus areas for 2027-30

IMPROVE TRANSPORT NETWORK RESILIENCE AND CLIMATE ADAPTATION

- Targeted, risk-based prioritisation of maintenance spending on flood-prone areas and critical access routes
- Targeted maintenance spending on sump cleaning, targeted culvert maintenance, and street sweeping
- Community education on private landowner responsibilities vs Council responsibilities/LOS
- Delivery of renewals programme including capacity improvements as network/funding limitations allow, generally aligned to resurfacing programme, or at-risk pavements to extend life before rehabilitation is required.

ALIGN TRANSPORT INFRASTRUCTURE PLANNING WITH GROWTH, LAND USE AND ECONOMIC DEVELOPMENT

- Targeted renewals and maintenance spend on high demand corridors/HPMV routes
- Input into spatial plan development and integration of spatial plan into transport planning framework (growth, land use change/expansion, urban intensification)

ENHANCE NETWORK CONNECTIVITY, ACCESSIBILITY AND TRAVEL CHOICE

- Ensure renewed assets meet modern safety standards

OPTIMISE ASSET MANAGEMENT AND MAINTENANCE INVESTMENT

- Maintain holistic approach to maintenance and renewals prioritisation
- Delivery of maintenance at a higher volume to enable targeted maintenance in rural areas for medium term asset protection, supporting sustainable levels of renewals investment in the future

Largely BAU...



Bridges and structures

What we manage

The Timaru District road network includes 9414 structures:

Assets	Quantity	Units
Bridges	176	ea
Large Culverts	147	ea
Retaining Walls	25	ea
Concrete Fords	57	ea
Railings	12,700	m

BRIDGES



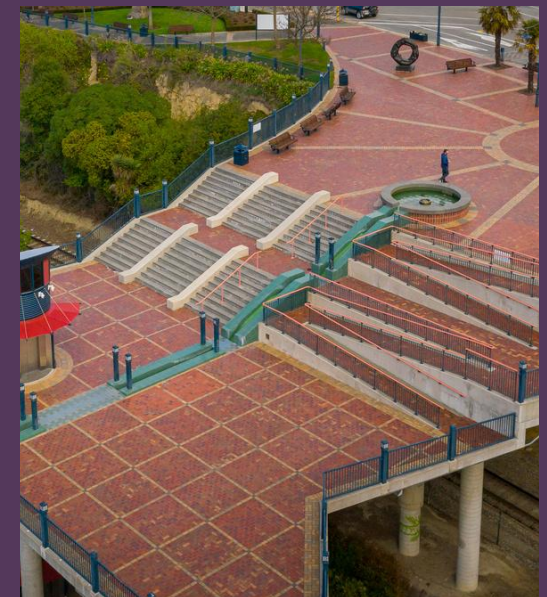
FORDS



RETAINING WALLS



RAILINGS



CULVERTS



Ways we maintain bridges and structures - funded activities



Hanging Rock Bridge



Hanging Rock Bridge - pier



South Street Bridge - before replacement

MAINTENANCE

Completion of minor repairs to bridges and structures

COMPONENT REPLACEMENT

Replacement of a significant component of a bridge or structure to extend its life e.g. a bridge pier

RENEWALS/FULL REPLACEMENT

Full replacement of bridges or structures, usually when they're at the end of their useful life

How do we decide what to do?

MAINTENANCE

- Bridge inspections undertaken annually, with detailed inspections every 3 years
- Asset data updated based on condition assessments and work programmes finalised based on priority (asset condition and associated risk) and available budgets.



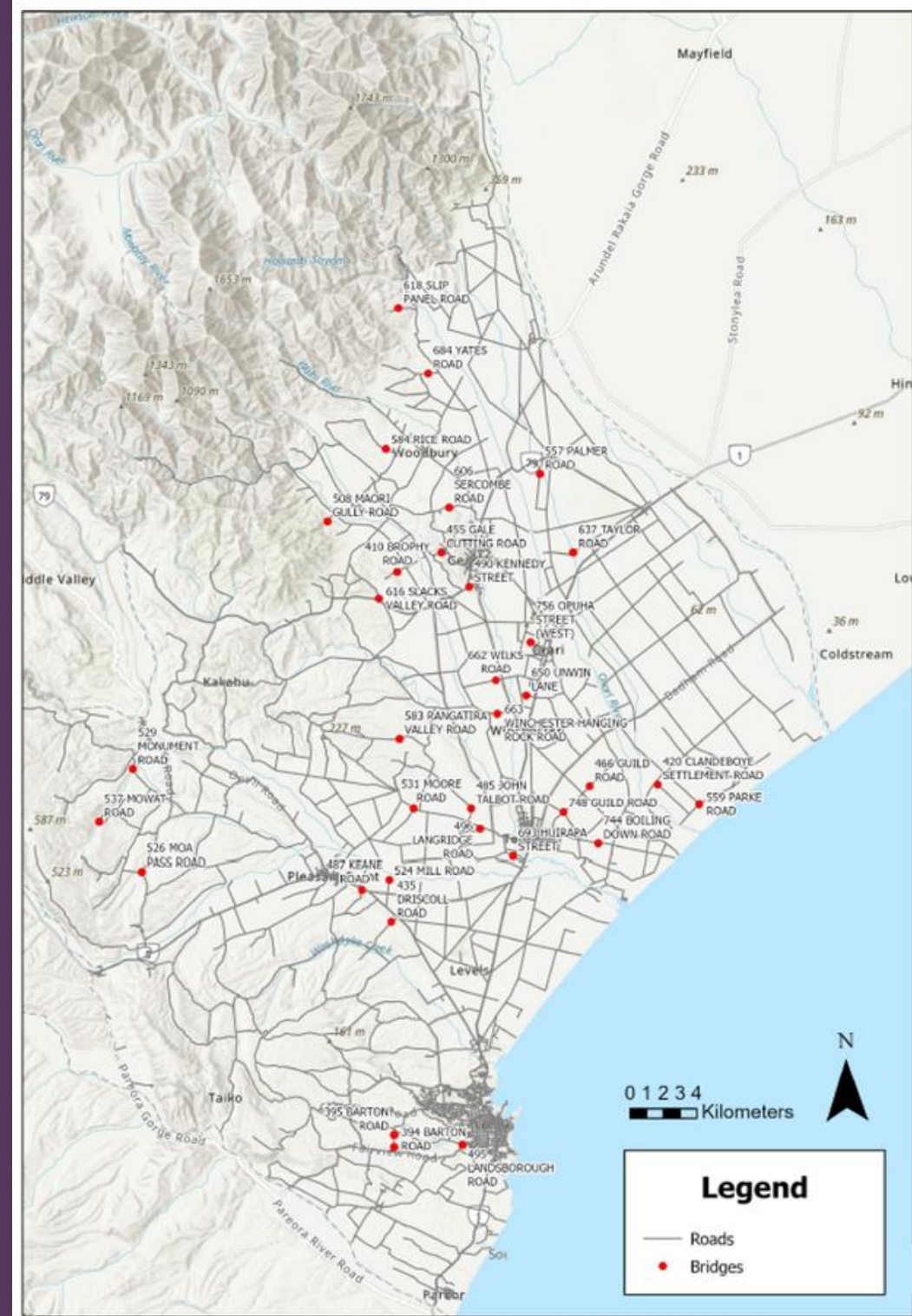
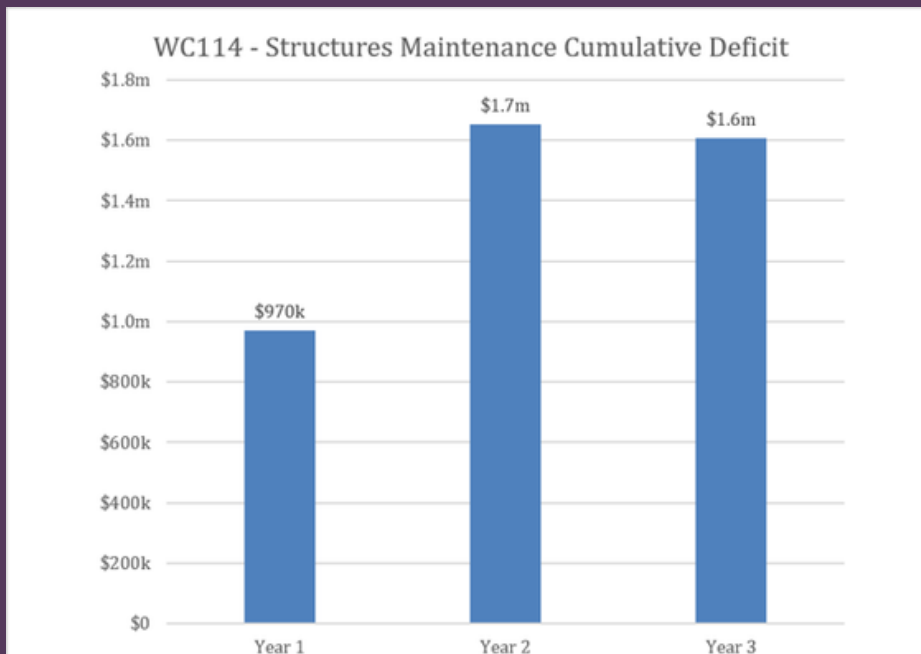
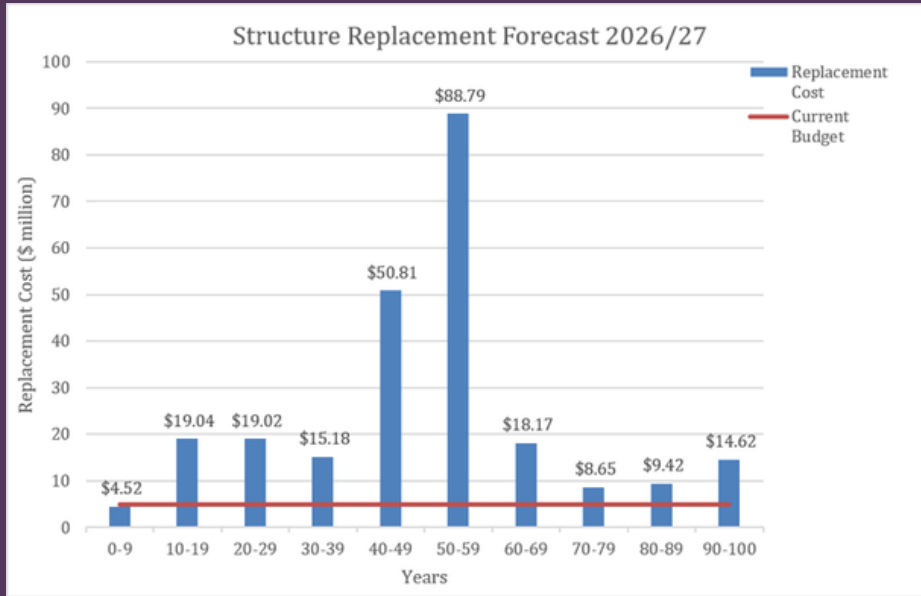
RENEWALS

- The bridge renewal programme is prioritised based on asset age and condition, directing investment into areas of highest asset risk.

Officers have been developing an updated prioritisation framework with the intent that Council consider and adopt this in future years. The updated framework takes into account a broader range of factors to prioritise bridges, such as demand/utilisation factors, criticality/network significance and a broader range of risk factors.

We have also requested through the Canterbury Technical Officers Group that this be a Canterbury Wide Work Programme

Maintenance and replacement forecasts



Current levels of service

LTP statements & measures

Rural and urban transport networks are designed to road user needs and maintained to nationally acceptable standards

Measures: Technical (condition, asset degradation and age profiles), customer satisfaction

What customers can expect

Work output

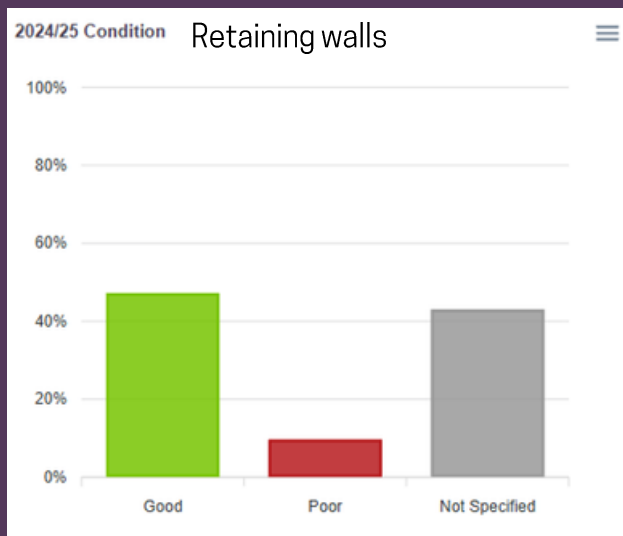
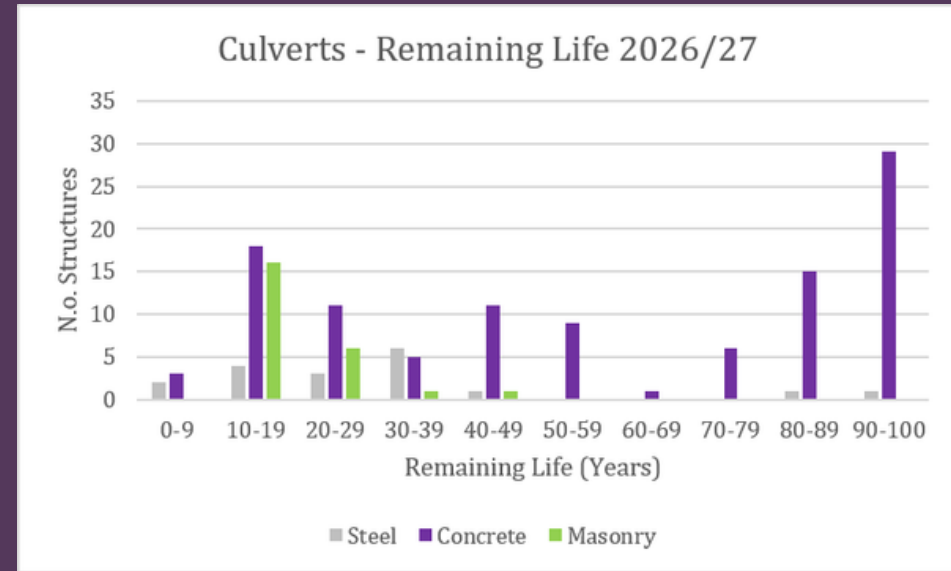
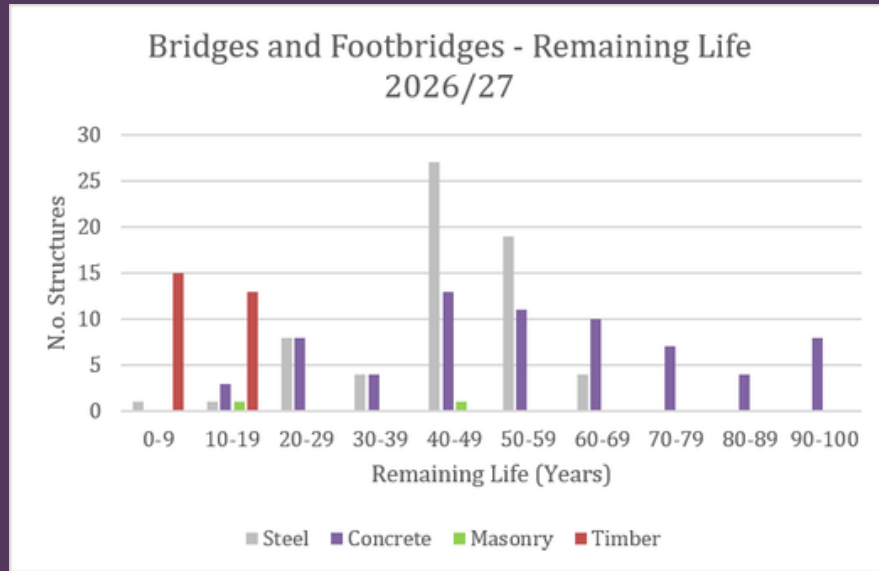
- Minor repairs completed on ~140 bridges/structures per year
- Significant components replaced on ~16 bridges/structures per year
- 2-3 bridges/structures fully replaced per year

Expected technical/customer satisfaction results

- 60% of residents feel the transport network meets their needs
- 70% customer service requests are responded to within 15 working days
- the current number of bridges that can carry Class 1 traffic loadings is maintained,
- the current number of bridges capable of HPMV loading is maintained
- Funding/resourcing capacity exists to continuously improve service over time

How are we performing?

Asset condition



Majority of bridge stock in good condition - remaining useful life is an indicator of future condition trends

How are we performing?

Customer satisfaction

- Most customer dissatisfaction with bridges and structures is level of service driven. We commonly receive requests for upgrades of assets which we are not funded to provide



Challenges and managing demand



Economic Growth + Freight Growth



Land use change / Intensification



Funding constraints



**Regulatory Influences e.g.
VDAM Rule Changes**



**Customer Expectations + Levels of
Service**



**Climate Change + Environmental
Factors**

Investment focus areas for 2027-30

IMPROVE TRANSPORT NETWORK RESILIENCE AND CLIMATE ADAPTATION

- Short term increased investment in renewals to address wave of end-of-life bridges
- Targeted spend on high/critical risk routes (as per Lifelines Assessment and HPMV Routes)
- Assessment of affordability of bridges and structures network and development of medium-long term investment programme with consideration of differential levels of service

SUPPORT A SAFE TRANSPORT SYSTEM FOR ALL USERS

- Ensure renewed assets meet modern safety standards

ENHANCE NETWORK CONNECTIVITY, ACCESSIBILITY AND TRAVEL CHOICE

- Assess risk of network gaps caused by vulnerable infrastructure
- Targeted investment in renewals to ensure ongoing asset capacity

OPTIMISE ASSET MANAGEMENT AND MAINTENANCE INVESTMENT

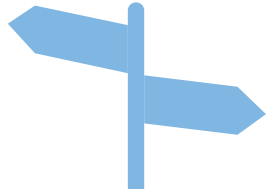
- Maintain holistic approach to maintenance and renewals prioritisation
- Delivery of maintenance at current levels of service

Short term this is a 'do more' programme



Network and traffic services

What we manage



7,807
Road Signs



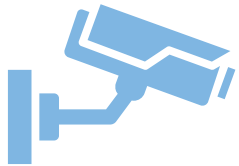
16
Traffic Counters



9,327
Road Markings



6 Sets of
Traffic Signals



32 Surveillance
Cameras



1.33km of
Sight Rails



4,567 Streetlights & 3,036 Streetlight Poles

Ways we maintain network and traffic services assets - funded activities

NETWORK SERVICES MAINTENANCE

- This includes maintaining signs, road markings and street lights, and paying electricity bills.



NETWORK OPERATIONS

- This covers the maintenance and general running costs of traffic signals (traffic lights) in Timaru

TRAFFIC SERVICES RENEWALS

- This is replacing/upgrading traffic signals (traffic lights and signs)



RAIL LEVEL CROSSING WARNING DEVICES MAINTENANCE

- This includes maintaining warning devices at intersections with railways
- This budget is managed by KiwiRail, but administered by us



How do we decide what to do?

MAINTENANCE

- A lot of maintenance work is reactive (find and fix) in nature except for line-marking which is cyclic. This work is typically identified through inspections, audits and customer complaints.
- Highest priority: faults posing immediate safety risk (e.g. failed signals, critical signage missing, lighting outages in high-risk areas)
- Medium priority: deterioration impacting service levels (faded markings, declining lighting performance)
- Lower priority: cosmetic or minor defects



RENEWALS

With very limited budgets the majority of network and traffic services renewals occur on a reactive basis, with the exception of traffic signals and streetlights which have been renewed progressively over the past decade to help smooth costs and support transition to modern, fit for purpose infrastructure. We base renewals on asset condition, current performance and the following general lifecycle expectations:

- Signs: ~10–15 years (earlier if reflectivity drops below standard)
- Line marking: 1–5 years depending on material and traffic volumes
- Streetlighting: 15–25 years (LED upgrades extending life)
- Traffic signal equipment: 15–20 years (controllers, poles, lanterns)
- CCTV systems: 5–10 years (technology obsolescence driven)
- Sight rails/barriers: 20–30 years, depending on environment and damage rates

Current levels of service

LTP statements & measures

Rural and urban transport networks are designed to road user needs and maintained to nationally acceptable standards

Measures: Technical (condition, asset degradation and age profiles), customer satisfaction

What customers can expect

Work output

- Repair or replace ~2900 signs annually
- Complete ~500km road marking annually
- Repair or replace ~10 street lights per year on average
- Complete general repairs as required on traffic signals in the district
- Replace/upgrade 1 set of traffic signals every year (renewal of traffic signals at Selwyn/Wai-iti Road intersection)
- Administer funding on behalf of KiwiRail to complete general repairs and maintenance on rail level crossing warning devices.

Expected technical/customer satisfaction results

- 60% residents feel that the transport network meets their needs
- 70% of customer service requests are responded to within 15 working days,
- Number of fatalities and serious injury crashes on the local road network is less than the previous financial year on an annual basis,

How are we performing?

Asset condition

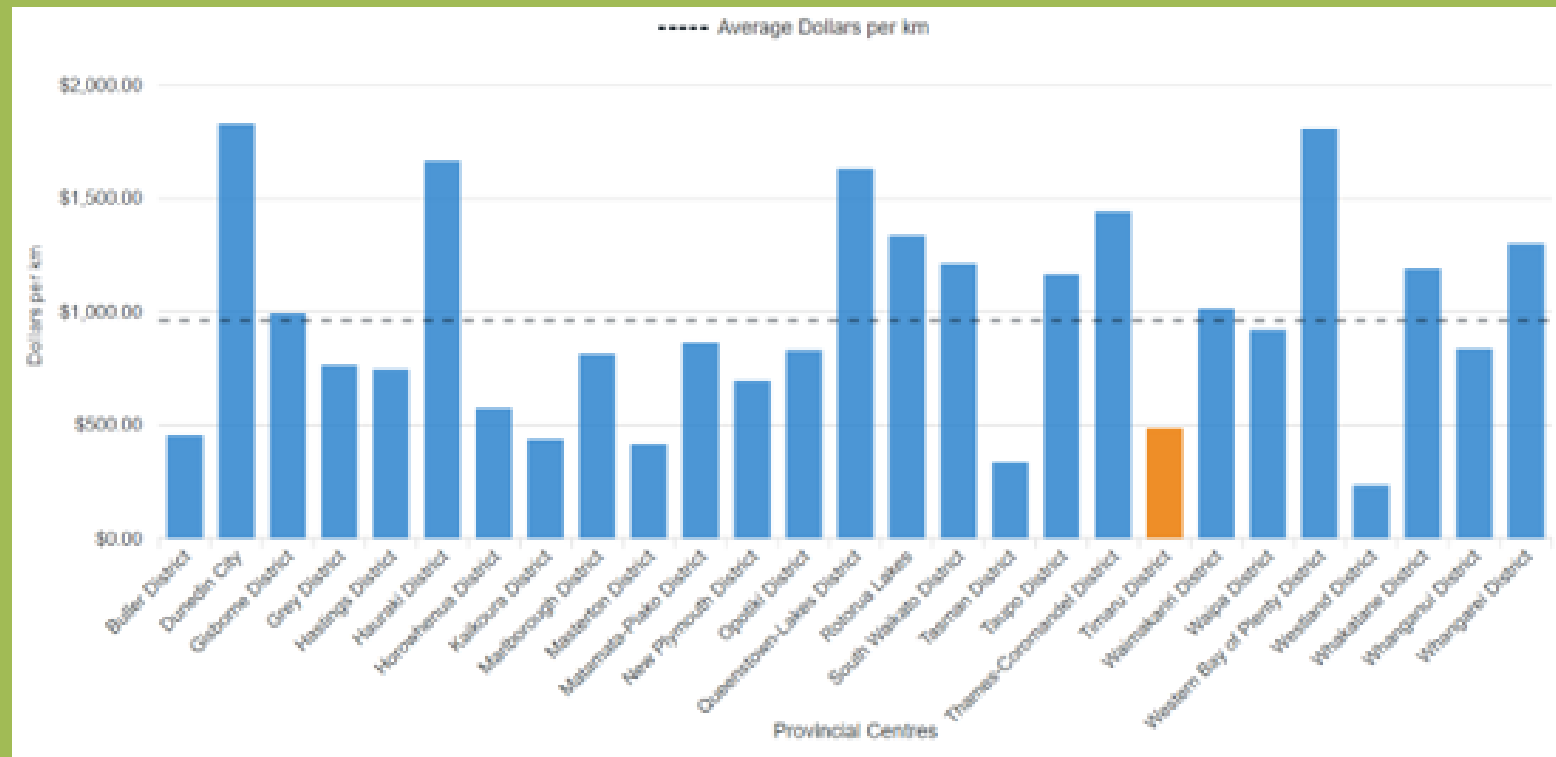
- Traffic Signals: Condition is improving following recent renewals, though some assets remain below current standards.
- Surveillance Cameras: Asset condition appears serviceable but is not yet well quantified.
- Line Marking: Condition is maintained at acceptable levels through regular renewal cycles.
- Sight Rails: Assets are generally serviceable, with limited condition information available.
- Streetlights: Most assets are in good condition following LED upgrades, but underground cable condition remains uncertain.
- Signs: Asset condition data is in development.



How are we performing?

Cost efficiency

Data produced by the Transport Insights tool demonstrates that we are delivering network and traffic maintenance services activities at better than average cost efficiency, compared to our peer group:



How are we performing?

Customer satisfaction

While customer satisfaction measures are generally targeted at larger asset groups, network and traffic services assets contribute to the safety of roads, therefore customer perception of safety is considered when testing performance of this asset group. Council's road user survey also includes a specific question related to the provision of street lighting – while there is no specific target for this measure, results generally indicate a good level of performance.

Customer satisfaction measure	Target	2023/24 score	2024/25 score	2025/26
Safety of roads	85%	81%	59%	61%
Provision of street lighting	N/A	90%	78%	77%

Investment focus areas for 2027-30

SUPPORT A SAFE TRANSPORT SYSTEM FOR ALL USERS

- Delivery of maintenance at current levels of service
- Improvements to maintenance strategy for signage stock and consistency of bend treatments at rural intersections.
- Replacement of aged traffic signals at Wai-iti/Selwyn Roads intersection.

OPTIMISE ASSET MANAGEMENT AND MAINTENANCE INVESTMENT

- Maintain holistic approach to maintenance and renewals prioritisation.
- Improvements to maintenance strategy for line-marking (aligned to Delineation Strategy) to optimise maintenance spend and improve safety outcomes.

Largely BAU...



Environment and minor events

Funded activities



ENVIRONMENTAL MAINTENANCE

- This includes programmed and reactive maintenance of environmental issues/hazards (spraying, vegetation removal, street tree pruning, some mowing) on the road network
- It also includes educating landowners on their responsibilities to maintain trees and other vegetation on private property through Council's bylaws function.



MINOR EVENT RESPONSE

- This includes clean up and repairs following weather or emergency events - e.g. flooding
- We do not currently have a budget for this activity. In previous years we have set aside around \$300,000 per year to ensure budget was available when we needed it, however funding has been deprioritised by Government in the National Land Transport Programme and by Council in the current Long Term Plan.



ENVIRONMENTAL RENEWALS

- This includes new vegetation planting and installation of stormwater treatment devices (this is a condition of consent to discharge from roads to the stormwater network).

How do we decide what to do?

MAINTENANCE

- Both programmed and reactive responses
- Programmed responses (vegetation removal, spraying, minimal mowing e.g. site lines for safety) are tailored to priority areas of the network using ONRC/ONF classifications, safety assessments and road use data.
- Reactive works are triggered by monitoring activity and customer requests.



RENEWALS

Generally vegetation renewal or replacement is required when:

- Trees/shrubs/plantings are dead, diseased, or structurally unsafe
- Plantings obstruct visibility, signage, or lighting
- Roots are causing infrastructure damage
- Species are unsuitable (e.g., invasive, high water demand)
- Plantings have reached end of life expectancy
- Road upgrades require removal

The majority of environmental renewals spend in the near future is focused on implementing stormwater quality treatment devices on kerb and channel renewal areas to meet consenting/legislative requirements.

Current levels of service

LTP statements & measures

Rural and urban transport networks are designed to road user needs and maintained to nationally acceptable standards

Measures: Technical (condition, asset degradation and age profiles), customer satisfaction

What customers can expect

Work output

- Spray ~20% of the road network for weeds each year
- Complete pruning/removal of ~20 street trees on the network each year
- Mow ~70 hectares of the roadside each year and we remove some vegetation as required e.g. if tree is too large or old to make pruning cost effective
- ~740km ice gritting per year, budgets allow for snow clearance for 2 snow events per year
- Maintain overhanging vegetation in rural corridors

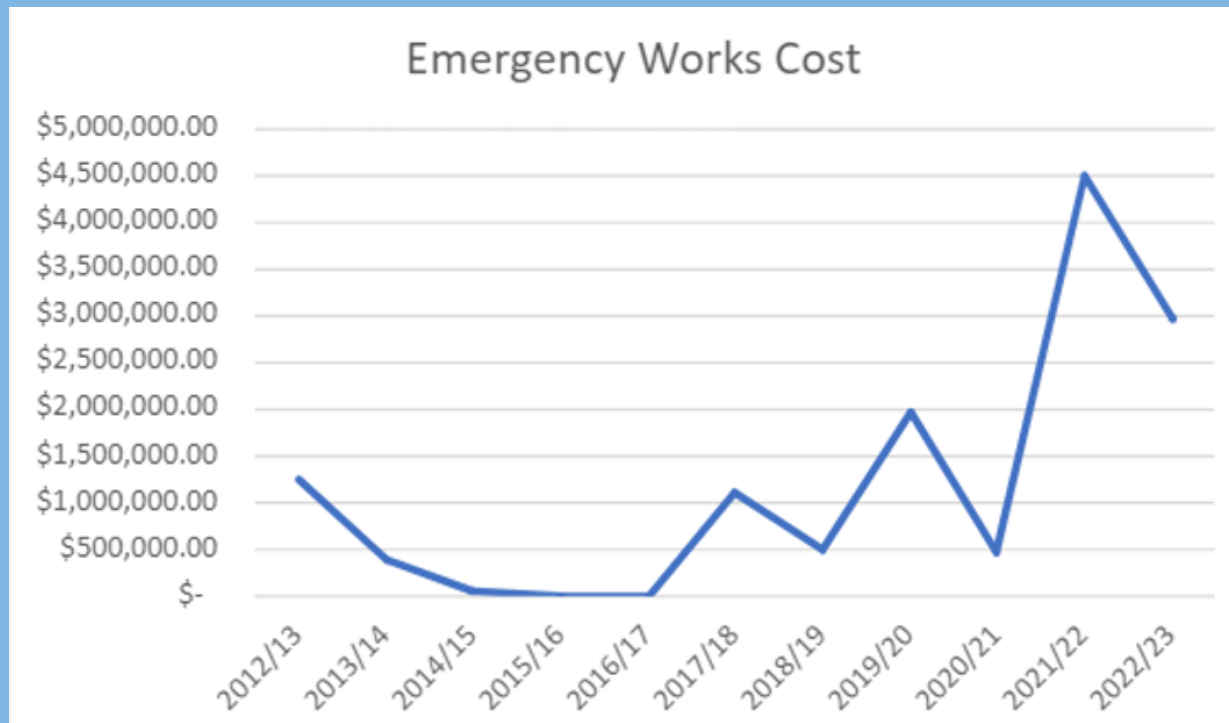
Expected technical/customer satisfaction results

- 60% residents feel that the transport network meets their needs
- 70% of customer service requests are responded to within 15 working days

How are we performing?

Asset condition

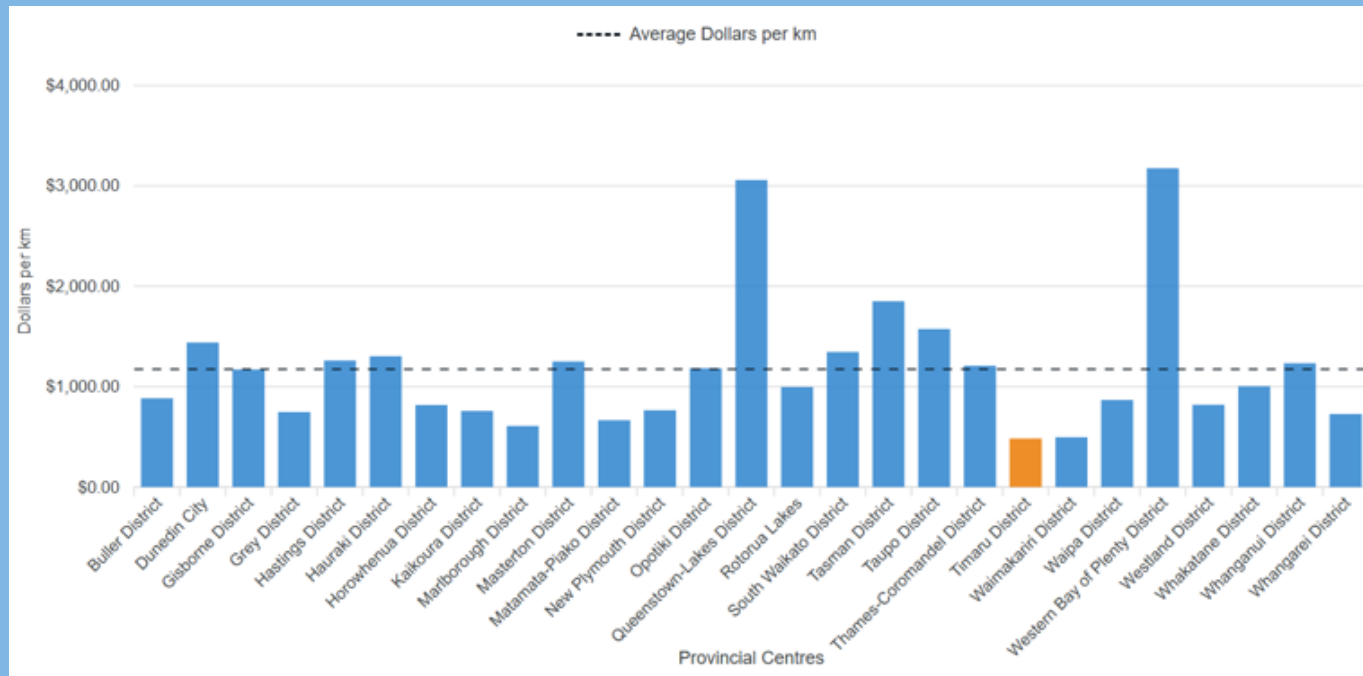
- Environmental maintenance programmes are currently achieving a good balance between network requirements, actual delivery and customer satisfaction.
- Increasing costs of emergency response and limited dedicated funding are a concern
- Recent example - non-funded event leading to slip on Rocky Hundreds, Winchester Hanging Rock, Te Moana and Wigley Roads - funding was diverted from constrained programme to resolve



How are we performing?

Cost efficiency

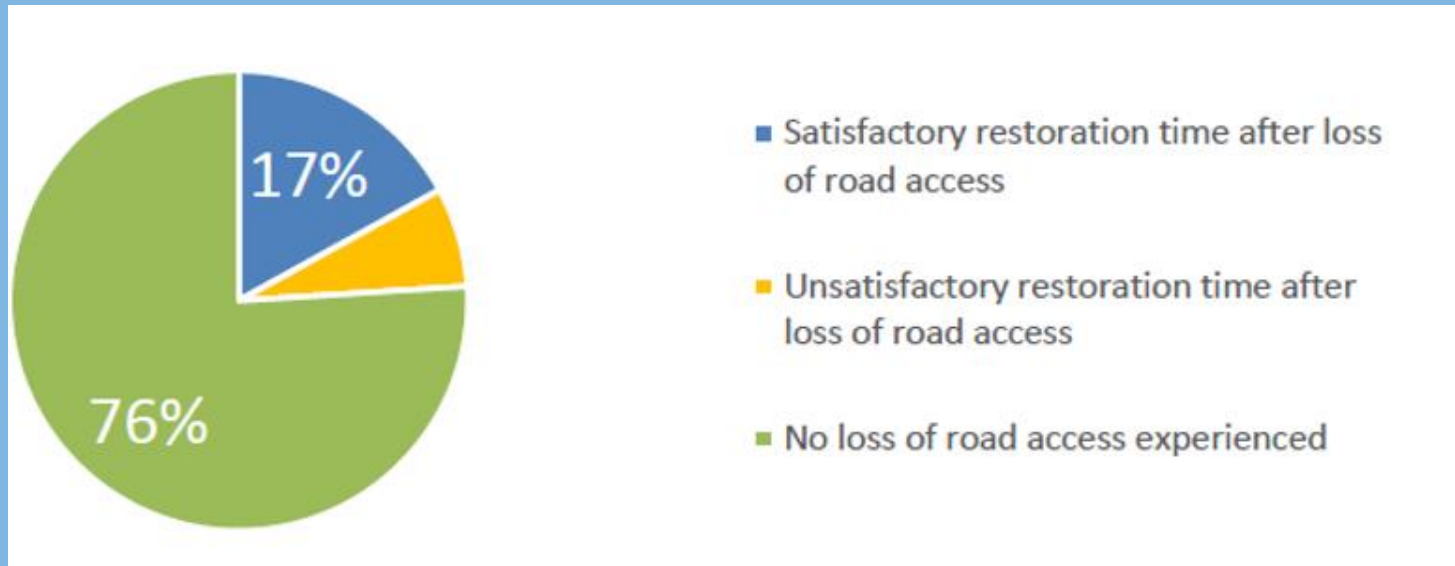
Data produced by the Transport Insights tool demonstrates that we are currently achieving the most cost-efficient environmental maintenance programme in our peer group:



How are we performing?

Customer satisfaction

The customer satisfaction survey indicates that emergency response activities for restoring road access following emergencies or natural disasters are generally meeting community expectations.



Investment focus areas for 2027-30

IMPROVE TRANSPORT NETWORK RESILIENCE AND CLIMATE ADAPTATION

- Staged prioritised investment in stormwater treatment devices
- Ongoing delivery of maintenance programme to maintain current levels of service
- Ensure debt cap availability to fund emergency response

OPTIMISE ASSET MANAGEMENT AND MAINTENANCE INVESTMENT

- Maintain holistic approach to maintenance and renewals prioritisation
- Delivery of maintenance at current (minimal) levels of service for affordability

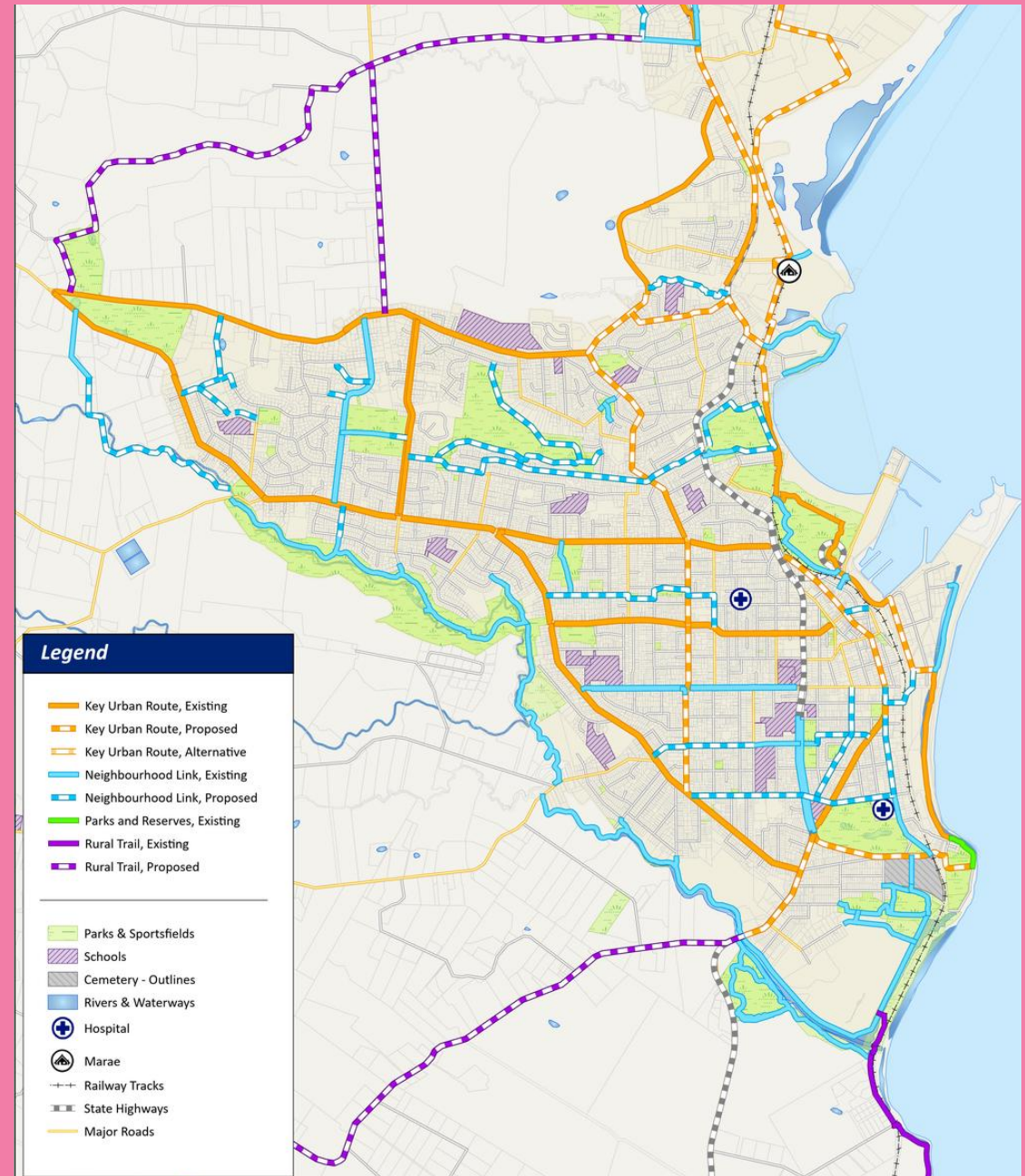
Largely BAU...



Active Transport

What we manage

The Land Transport Unit maintains 350 kilometres of footpaths, 45km cycle lanes/trails and a growing number of shared pathways in the Timaru District.



Ways we maintain active transport assets - funded activities

PARTIALLY SUBSIDISED BY NZTA

NOT SUBSIDISED

FOOTPATH MAINTENANCE

- This is where we complete minor repairs - fixing potholes, cracking etc

CYCLE PATH MAINTENANCE

- This is where we complete repairs/general maintenance

ACTIVE TRANSPORT STRATEGY IMPLEMENTATION

- This is dedicated ratepayer funding to enable building of new walking and biking infrastructure as per the Active Transport Strategy

FOOTPATH RENEWAL

- This is where we build new footpaths or replace old ones

CYCLE PATH RENEWAL

- This is where we replace old cycle paths

How do we decide what to do?

Footpaths

- Maintenance is generally undertaken for localised defects under approximately 10m², focusing on repairs such as patching, grinding, or panel replacement to address trip hazards and surface deterioration.
- Larger areas (typically over 10m²) are treated as renewals and are prioritised based on available budget, condition, and wider programme efficiencies, with works often integrated into broader upgrade projects.
- Maintenance works are generally triggered by inspections or public complaints, ensuring hazards are addressed promptly to maintain safe and accessible pedestrian routes.
- New footpaths are constructed as funding allows, usually tied to land use change or subdivision development.

Off-street cycle paths and shared paths

- Unsealed cycle paths/shared paths are being incorporated into maintenance regimes as they are constructed. Maintenance needs and current condition information is determined based on inspections, maintenance (contractor) observations, and customer feedback. Vegetation spraying is included in routine maintenance. Maintenance activities focus mainly on addressing minor defects.

On street cycle paths

- On street cycle paths are maintained as part of general road maintenance activities.

Active Transport Strategy projects

- We have a prioritisation framework that helps to select priority ATS projects for delivery. These are usually confirmed by Elected Members or relevant community boards before available funding is assigned.

Current levels of service

LTP statements & measures

Rural and urban transport networks are designed to road user needs and maintained to nationally acceptable standards

Measures: Technical (condition, asset degradation and age profiles), customer satisfaction

Infrastructure to support active and public transport is provided and maintained to nationally acceptable standards

Measures: Technical (condition, asset degradation and age profiles), customer satisfaction

What customers can expect

Work output

- Complete potholes or patches on ~2900m² footpaths per year
- Build a very limited amount of new cycle paths per year as per Active Transport Strategy
- Build ~20,000m² of new footpaths per year (this is usually for new subdivisions or in places where there has been changes to land use - warranting a footpath where there wasn't one before)
- Limited maintenance as required on cycle paths

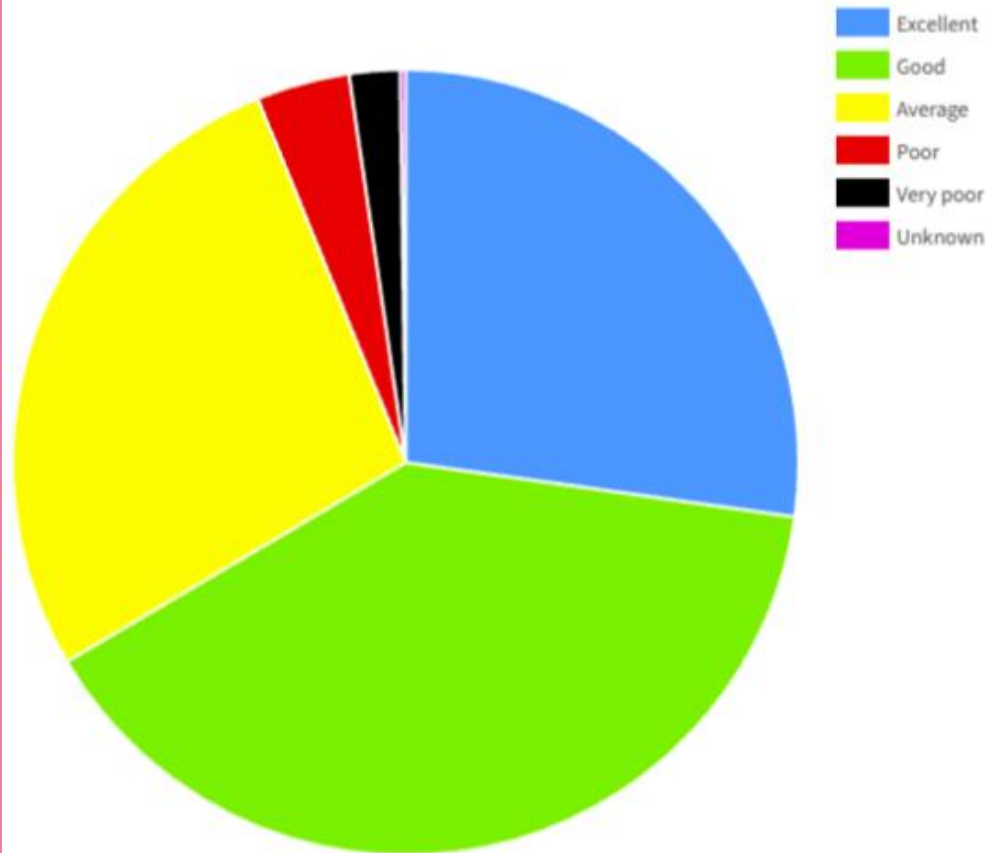
Expected technical/customer satisfaction results

- 60% of residents feel the active transport network meets their needs
- 70% customer service requests are responded to within 15 working days
- Footpaths – 60% residents satisfied that maintenance is about right or too high,
- 75% of footpaths to be average or better condition
- 4% of the footpath network is resurfaced annually
- 50% of residents regularly walk, 30% of residents regularly cycle and 5% of residents use public transport
- Footpath replacement age of 25 years regardless of condition.

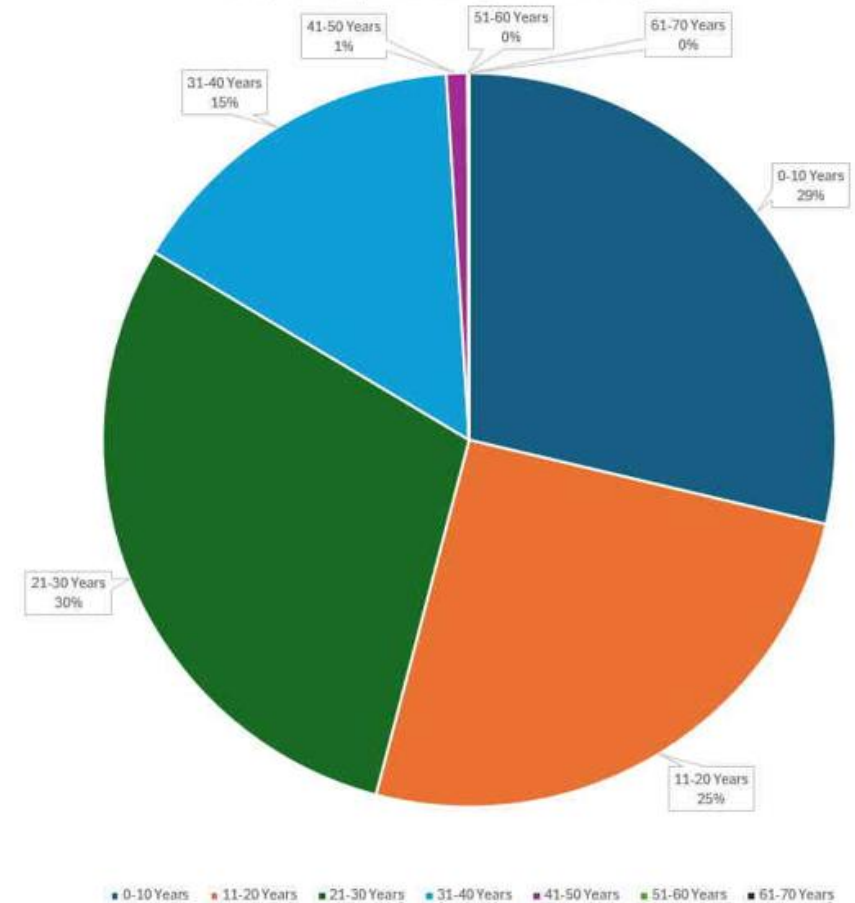
How are we performing?

Asset condition

Footpath Condition Summary

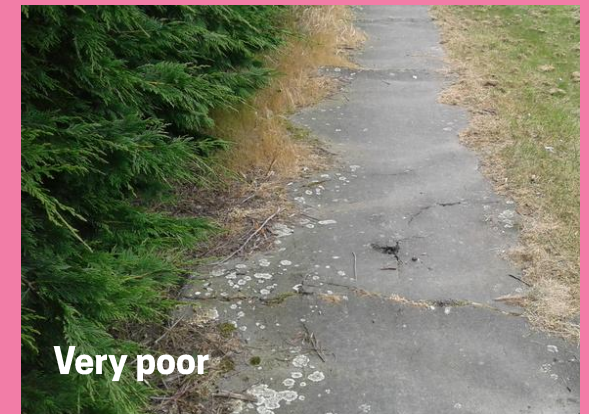
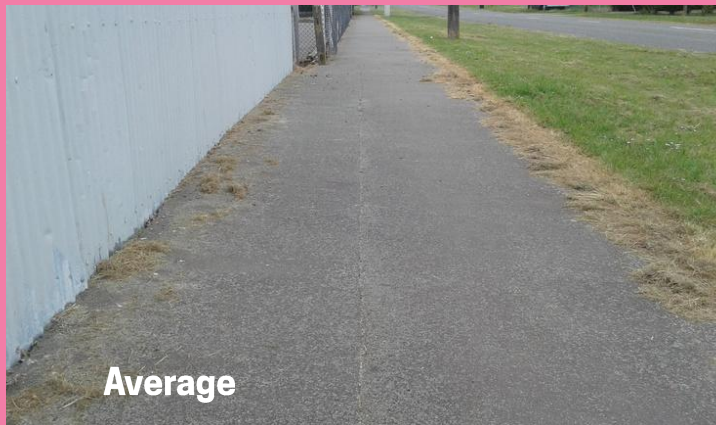


Asphalt Footpath Asset Age - 30 Year Design Life



How are we performing?

Condition examples



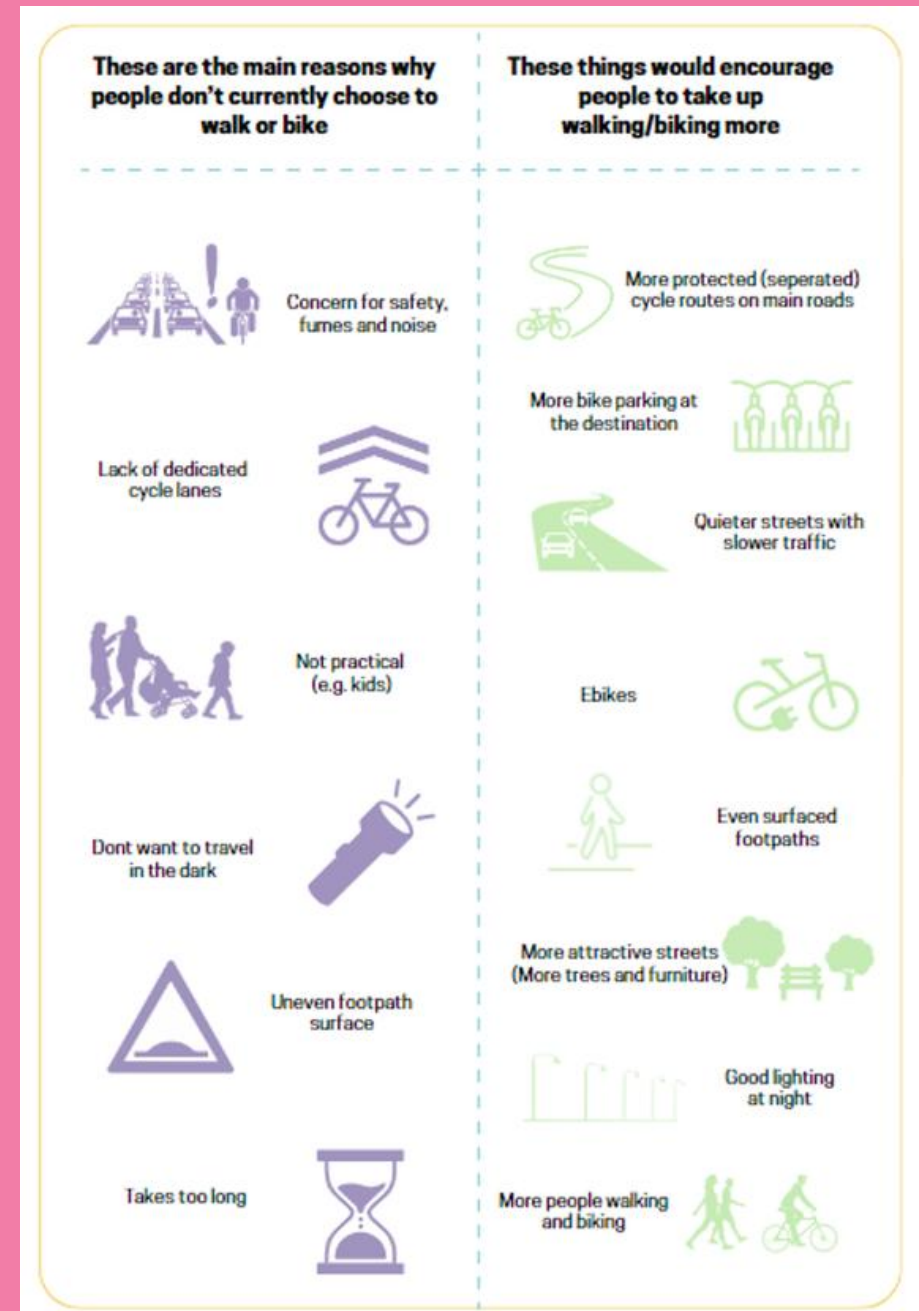
How are we performing?

Customer satisfaction

Customer satisfaction measure	Target	2023/24 score	2024/25 score	2025/26
Active transport network meets residents' needs	60%	N/A	64%	67%
Overall satisfaction with cycle lanes/ways	N/A	77%	69%	70%
Overall satisfaction with footpaths	N/A	72%	57%	60%
Maintenance of footpaths	60%	73%	57%	61%
Maintenance of cycle lanes/ways	60%	N/A	70%	71%
% residents who regularly walk	50%	75%	47%	50%
% residents who regularly cycle	30%	38%	16%	18%

Challenges and managing demand

- Demand is modest but **growing**
- Changing demographics in the District present both challenges and opportunities for active transport development
- Requests for connecting footpaths but no budget to build new e.g. John Street Temuka following development in surrounding areas



Investment focus areas for 2027-30

OPTIMISE ASSET MANAGEMENT AND MAINTENANCE INVESTMENT

- Maintain holistic approach to maintenance and renewals prioritisation
- Delivery of maintenance at current levels
- Retain annual budget to deliver projects in Active Transport Strategy

ENHANCE NETWORK CONNECTIVITY, ACCESSIBILITY AND TRAVEL CHOICE

- Deliver projects in active transport strategy to close active transport network gaps
- Complete footpath maintenance and renewals programmes

Largely BAU...



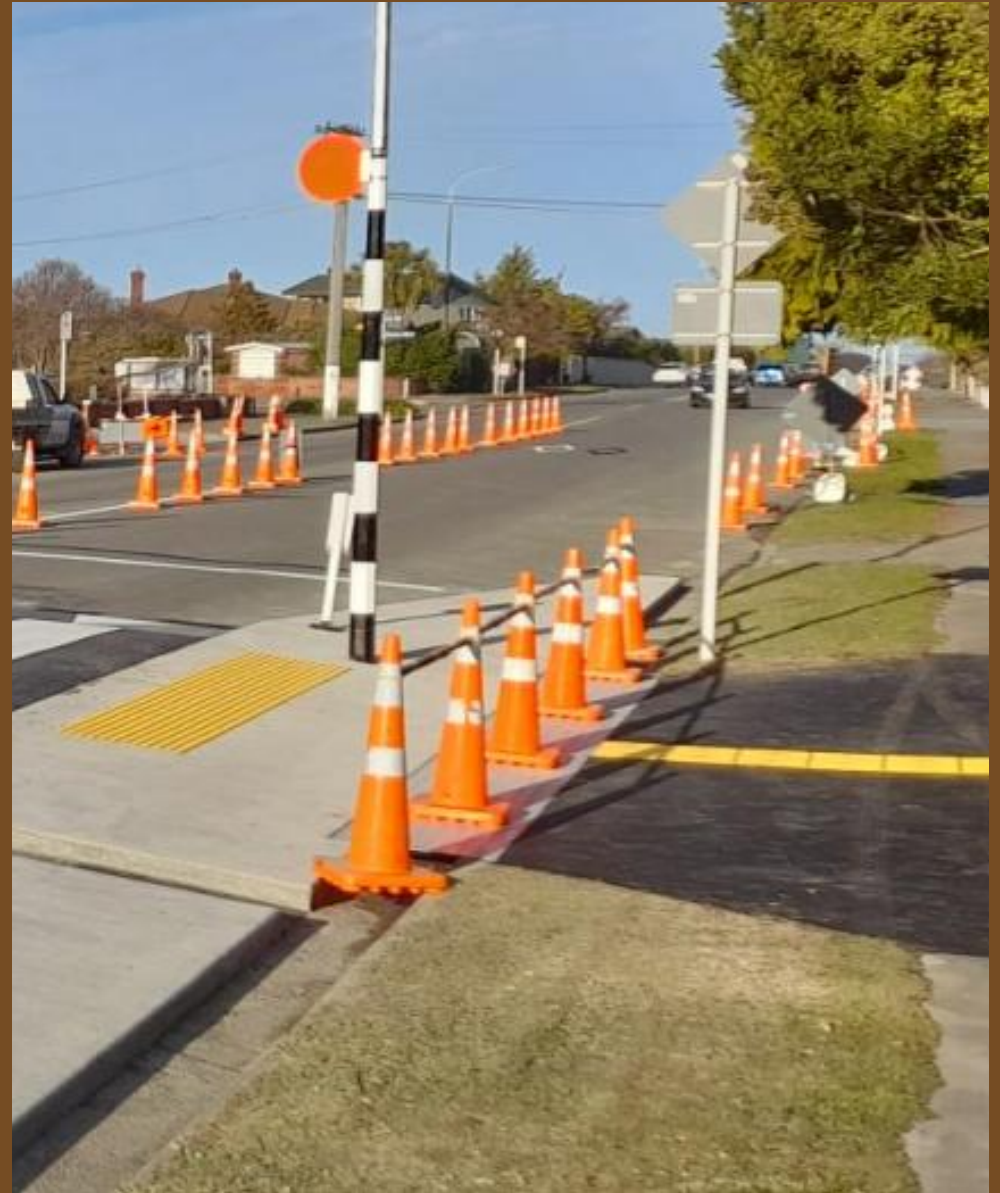
Network and asset management

In a nutshell:

- Corridor management (our regulatory function)
- Collection and management of asset/network data
- Inspections and professional services

Corridor Management

- Management of access to the road corridor
- Quality control and asset protection
- Coordination / strategic planning
- Monitoring



Collection and management of asset data

- Good data underpins responsible investment
- Our highly skilled internal team maintains roading and footpaths data and we have invested in data collection over the past decade to position us well to understand the network - this has been evidenced through NZTA technical audits of the network
- Independent audit of our data puts the majority into these two categories:

Confidence Grade	Description
A – Highly reliable	Data based on sound records, procedure, investigations and analysis which is documented properly and recognised as the best method of assessment. Data set is complete. (Accuracy +/-5%)
B -Reliable	Data based on sound records, procedures, investigations and analysis which is documented properly but has minor shortcomings; for example, data is old, some documentation is missing and reliance is placed on unconfirmed reports or some extrapolation. (Accuracy +/-10%)

Inspections and professional services

- In some areas where speciality expertise is required professional services are engaged by TDC to collect data and inform programming e.g. bridges



Investment focus areas for 2027-30

IMPROVE TRANSPORT NETWORK RESILIENCE AND CLIMATE ADAPTATION

- Continued application and updating of lifelines framework supporting improved data to inform future investment
- Review of existing and new requested HPMV routes for suitability and ensure the level of access provided is commensurate with freight demand. Input into spatial plan development and integration of spatial plan into transport planning framework (climate focused impacts e.g. coastal inundation zones, connection with stormwater management plan areas, link in with regional Council flood monitoring,)

SUPPORT A SAFE TRANSPORT SYSTEM FOR ALL USERS

- Deliver effective corridor management including utilities coordination, compliance monitoring, transition to NZGTTM, emergency response readiness

Facilitating continuous improvement!

ALIGN TRANSPORT INFRASTRUCTURE PLANNING WITH GROWTH, LAND USE AND ECONOMIC DEVELOPMENT

- Quantification of network impacts as a consequence of growth/demand changes anticipated in Spatial Plan and development of aligned improvements plan

OPTIMISE ASSET MANAGEMENT AND MAINTENANCE INVESTMENT

- Maintain sophisticated understanding of asset condition and performance and address data gaps – data collection at current levels
- Further develop education tools to improve customer understanding of levels of service and funding constraints

ENHANCE NETWORK CONNECTIVITY, ACCESSIBILITY AND TRAVEL CHOICE

- Maintain network mapping following completion of projects to support programming and planning
- Enhance coordination function of Corridor Management team to support alignment of works programmes across utilities to optimise corridor access



Road safety promotion

Background

- The South Canterbury Road Safety Team leads road safety promotion across the Timaru, Mackenzie, and Waimate Districts. The team consists of two full-time Road Safety Coordinators, employed by Timaru District Council, and works in collaboration with all three councils.
- Our mission is to promote the safe, efficient, and effective use of the land transport system by encouraging positive road-user behaviours.
- Community involvement is essential to achieving our road safety targets. We work closely with partners such as Police, Fire and Emergency New Zealand, Hato Hone St John, Kaitiaki o Ara – Students Against Dangerous Driving, South Canterbury Neighbourhood Support, NZTA, ACC, the Automobile Association, and others to reach this goal. We also collaborate with colleagues at Waitaki Road Safety and Ashburton District Council to share resources and ideas, working together to transform community culture and improve safety outcomes through road safety promotion.



Funded activities

EDUCATION AND ENGAGEMENT

Develop and deliver education and engagement activities through events, workshops, social media and public talks.



Michelle and Lucy at the Positive Aging Expo

DESIGN INPUTS

Address community safety improvement requests and collaborate with the transportation team to develop effective solutions



Milford Clandeboye Road Intersection Improvement Project
Note - delivery of improvements is not funded by road safety

SUPPORT FOR MONITORING & ENFORCEMENT

Align strategically with national road safety initiatives & actively monitor and report on road safety trends



AMI Driver Reviver Education and enforcement event

How we are performing

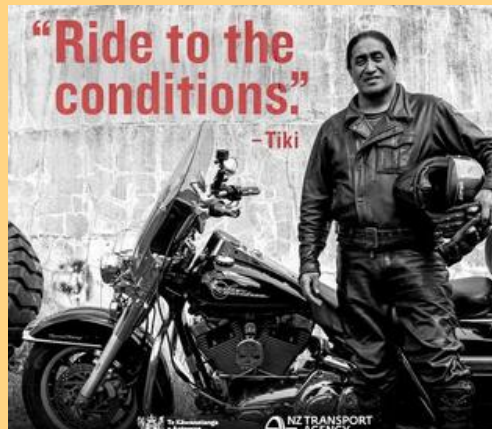
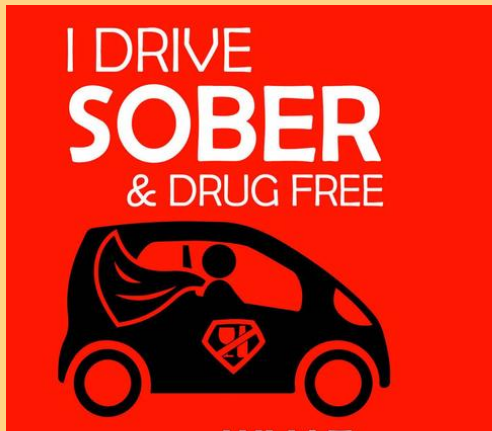
- **LTP Level of service statement:** road safety initiatives (engineering and education) build community awareness of road safety and assist in the reduction of harm on our roads
- Nationally recognised and award winning road safety education programme - elements used as best practice case studies by NZTA



	2024		2025		2026	Performance vs. Target (percentage point difference)
	Jun	Dec	Jun	Dec	Jun	
85% of residents believe the network is safe.	81%	58%	59%	61%	61%	-
60% of residents are aware of road safety programmes or advertisements.	76%	72%	80%	73%	80%	+20

Investment focus areas for 2027-30

- Youth & senior drivers
- International drivers
- Motorcycle safety
- School travel programmes
- Agricultural vehicle safety
- Driver licensing/training
- Driving to the conditions
- Fatigue
- Active transport safety
- Rail safety
- Impairments: Alcohol & drugs
- Child restraints/seatbelts
- Distraction
- Safe vehicles
- Intersection safety





**Local road
improvements**

What are local road improvements?

Improving the network, not just maintaining it

- Improve network performance
- Address safety, growth and resilience issues
- Respond to changing community needs
- Adapt infrastructure as development occurs

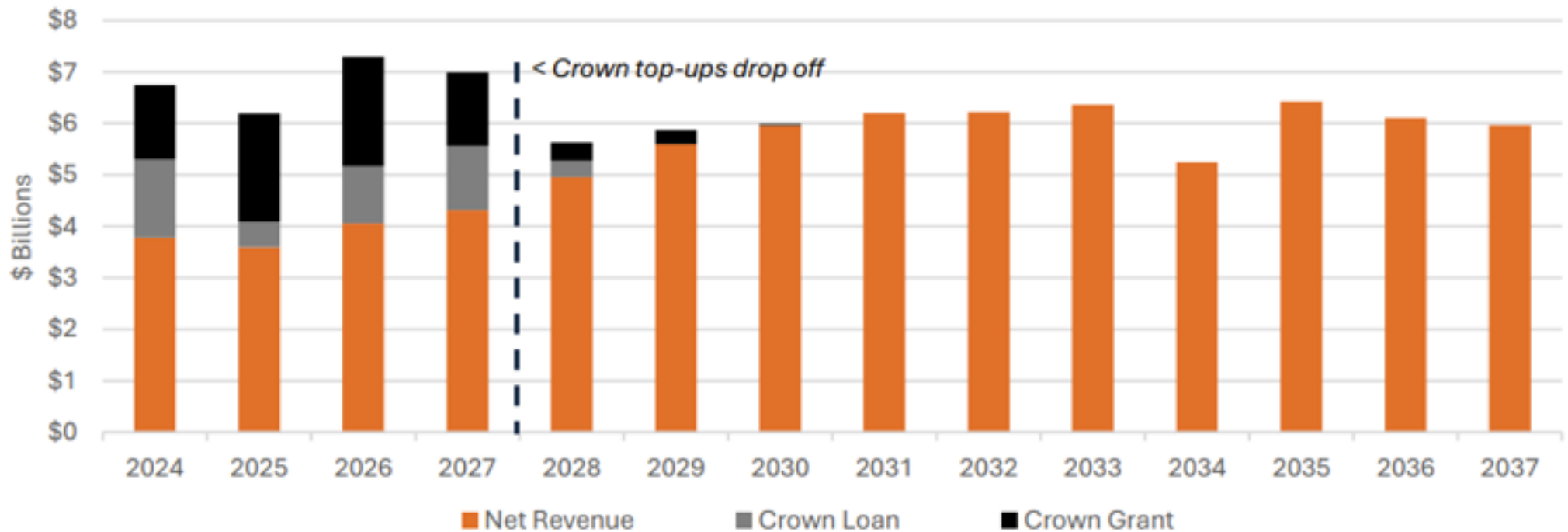
Typical improvement activities

- Intersection upgrades
- Pedestrian crossings
- Walking and cycling facilities
- Footpaths and kerb & channel
- Drainage improvements
- Street lighting
- Seal widening and extensions
- Roadside safety treatments
- Network resilience projects

Local road improvements help the transport network evolve as our district grows and changes.

The challenges we're facing

Figure 1: Land Transport Revenue Actuals & Forecast¹



How do we decide what to do?

Projects are identified and assessed using a consistent framework considering:

- Safety - crash history, road safety audits, safe system assessments, community safety concerns
- Growth - supports residential and industrial development, responds to changing travel demand
- Network Function - traffic volumes, ONF classification, freight and strategic routes
- Resilience - weather vulnerability, emergency access, freight reliability
- Strategic Alignment - Council priorities, Government Policy Statement priorities
- Community outcomes
- Practical delivery factors
- Funding availability
- Project readiness
- Coordination with renewals and utilities
- Development timing

The programme is reviewed and reprioritised annually.

2027-30 Draft Programme

Name of Improvement	Start Year	End Year	Local Share	NLTF	Crown	Other e.g. MBIE	Total Cost
Washdyke New Link Road	2029	2030	\$1,225,000.00	\$1,275,000.00			\$2,500,000.00
Meadows Road Industrial Upgrade	2027	2028	\$1,225,000.00	\$1,275,000.00			\$2,500,000.00
Aorangi Road Industrial Upgrade	2028	2029	\$1,225,000.00	\$1,275,000.00			\$2,500,000.00
Pages Road Residential Upgrade - Support housing growth area on previous Peri-urban connector Road	2028	2030	\$735,000.00	\$765,000.00			\$1,500,000.00
General Network Improvements responding to growth - i.e small scale roundabouts at urban intersections, small scale pedestrian improvements at key intersection crossing points, kerb and channel and path installation	2027	2030	\$500,000	\$500,000			\$1,000,000
Access to Arowhenua Marae - emergency facility Temuka	2028	2029	\$392,000.00	\$408,000.00			\$800,000.00
Wilmhurst Road, Temuka Industrial Upgrades	TBC	TBC	TBC	TBC			TBC
Peel Forest seal widening	TBC	TBC	TBC	TBC			TBC
Heaton Hayes Resilience Upgrades	2026	2027	\$3,024,829	\$3,148,291			\$6,173,120
Timaru CBD Upgrades Phase 1	2027	2028	\$4,800,000				\$4,800,000
Timaru CBD Upgrades Phase 2	2028	2029	\$3,000,000				\$3,000,000
Morgans Road Stadium Access Upgrades	TBC	TBC	TBC	TBC			TBC