Ashburton District Council ONRC Summary Report 2018

The One Network Road Classification (ONRC) is a new system for measuring and classifying the condition on New Zealand's roads.

The ONRC has been jointly developed by the New Zealand Transport Agency (NZTA) and Local Government New Zealand (LGNZ) as a tool for moving to a consistent Level of Service experience by customers as they travel throughout the country.

The One Network Road classification (ONRC) divides New Zealand's roads into categories:
- National – link major population centres and transport hubs
- Regional – major connectors between and within regions, often public transport routes
- Arterial – link regionally significant places and industries
- Primary Collector - link significant local populations and industries
- Secondary Collector – provide secondary routes, can be the only route to some places
- Access – small roads facilitating daily activities
- Access (Low Volume)

Please note: categories are not shown if there are no road sections in that category on the network.

For the following measures, comparisons have been made within peer groups. Ashburton District Council is compared with councils from the Rural Districts peer group. This peer group contained: Carterton District Council, Central Hawke's Bay District Council, Central Otago District Council, Chatham Islands Council, Clutha District Council, DOC Roads, Far North District Council, Gore District Council, Hurunui District Council, Kaipara District Council, MacKenzie District Council, Manawatu District Council, Otorohanga District Council, Rangitikei District Council, Ruapehu District Council, Selwyn District Council, South Taranaki District Council, South Wairarapa District Council, Southland District Council, Stratford District Council, Tararua District Council, Waikato District Council, Waimate District Council, Wairoa District Council, Waitaki District Council, Waitomo District Council.

The data used in this report was sourced from the ONRC Performance Measure Reporting Tool on 19 March 2018.

Disclaimer: This report is produced from individual Road Control Authorities owned data. Sourced from their RAMM databases, and New Zealand Transport Agency Transport Investment Online work category funding reports. As such any errors in this data will be reflected in this report.

Network Characteristics

ONRC Category	Urban (Km)	Rural (Km)	TOTAL LENGTH (Km)	Urban Journeys	Rural Journeys	ANNUAL TOTAL JOURNEYS TRAVELLED (M Veh Km)
Arterial	4		4	9		9
Primary Collector	19	120	139	18	45	63
Secondary Collector	51	461	511	21	66	88
Access	71	810	881	10	36	46
Low Volume	57	1,034	1,090	2	12	14
TOTAL NETWORK	**201**	**2,424**	**2,625**	**61**	**160**	**220**

Table 1: Network Statistics for network length (km) and journeys travelled (Million vehicle km) by ONRC Class - Sourced from ONRC performance measures reporting tool
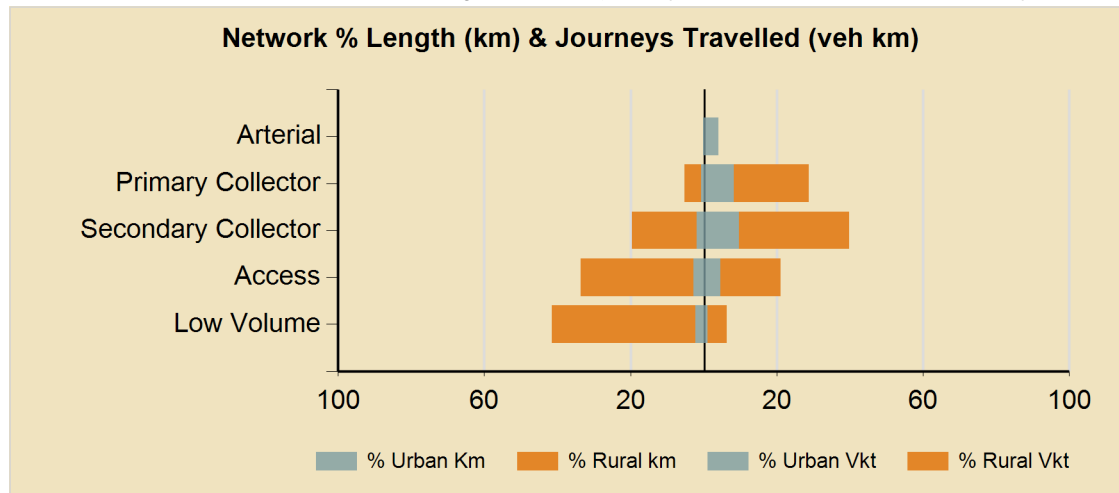

Figure 1: Network Percentage Length and Journeys Travelled - Sourced from ONRC performance measures reporting tool
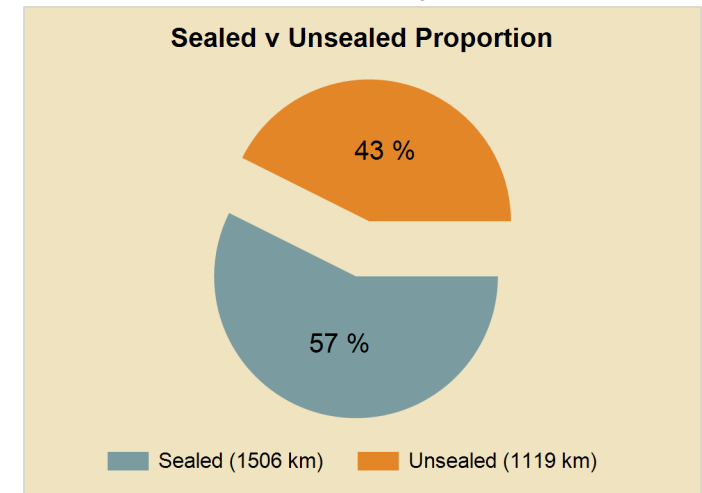

Figure 2: Sealed v Unsealed - Sourced from ONRC performance measures reporting tool

What am I looking for? The data details the road network length and number of journeys by ONRC category. Journeys travelled are measured by multiplying the volume of traffic on a road by its length. This shows where most customer journeys are made. Primary collector routes make up only 5% of the network by length but carry 29% of the amount of travel undertaken in the district due to the higher traffic volumes.

Safety

Customer Outcome 1: Number of serious injuries and fatalities (DSI)

Key Questions: Are my injury numbers trending up or down or trending differently within any classification?
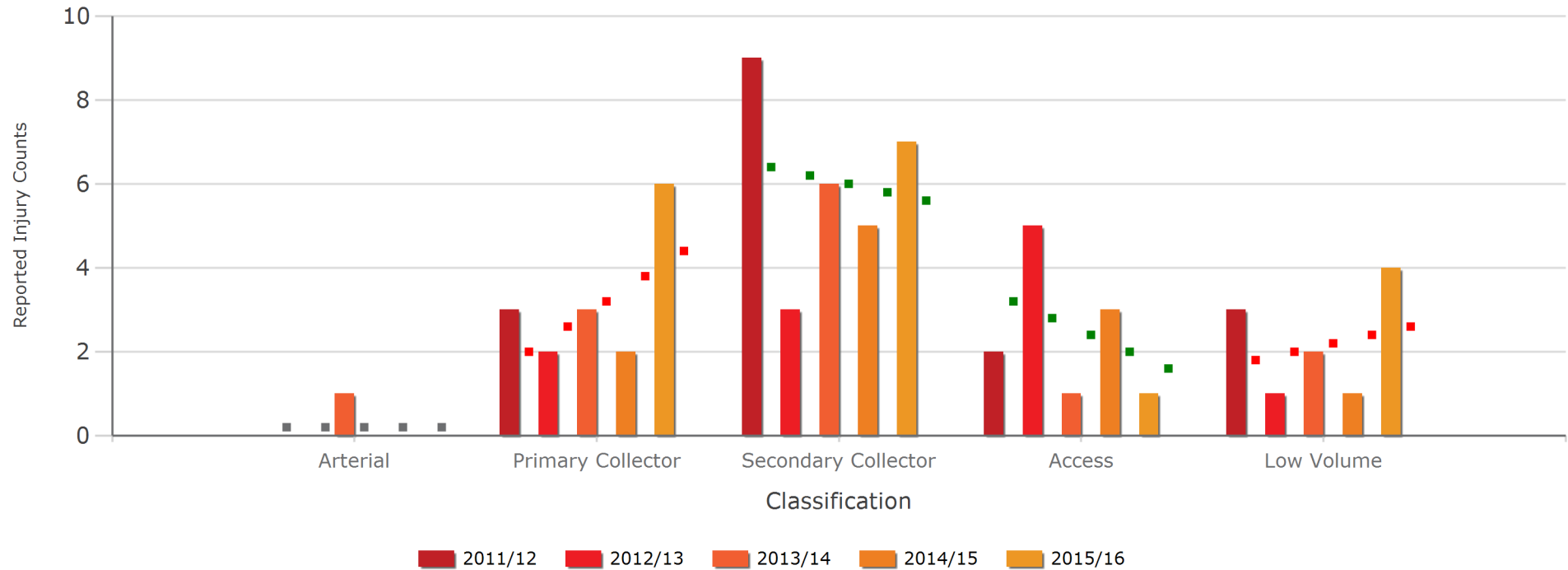

Figure 3: Serious injuries and fatalities (DSI) by ONRC category - Sourced from ONRC performance measures reporting tool

Customer Outcome 2: Collective Risk (serious injuries and fatalities (DSI) per km of road)

Collective Risk is a measure of the total number of Serious injuries and fatalities (DSI) per km over a section of road.

Key Question: Are my collective risk ratings at the low end or high end? How does my network compare with my peers, my region and nationally?
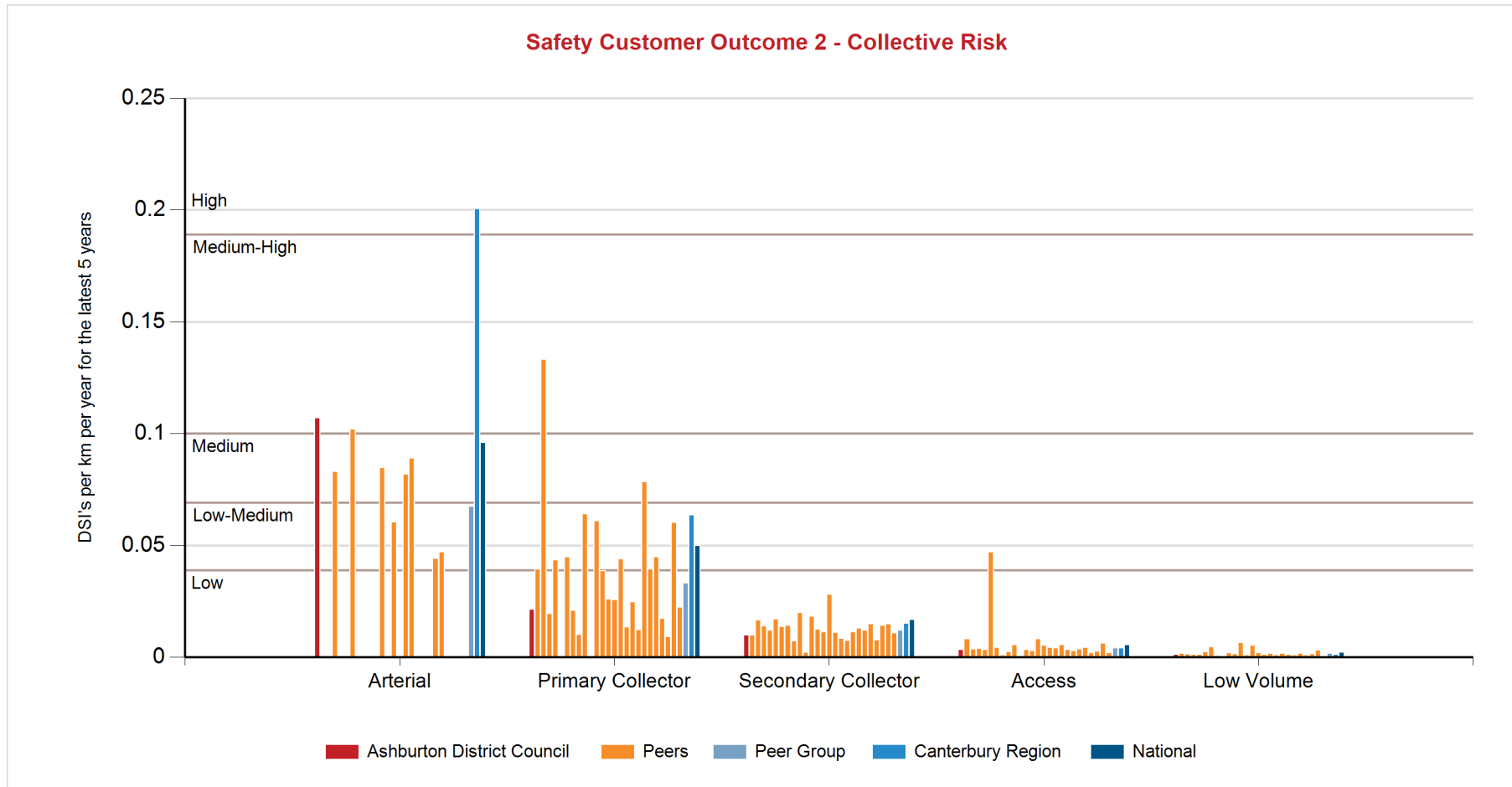

Figure 4: Serious injuries and fatalities (DSI) per km of road by ONRC category (low/medium ratings per KiwiRAP) - Sourced from ONRC performance measures reporting tool

Safety Customer Outcome 3 - Personal Risk

Personal Risk is a measure of the danger to each individual using the road being assessed. These risk ratings were devised by the New Zealand Road Assessment Programme (KiwiRAP – a partnership between the Automobile Association, NZ Transport Agency, Ministry of Transport, ACC and NZ Police.)

Key Question: Are my personal risk ratings at the low end or high end? How does my network compare with my peers, my region and nationally?
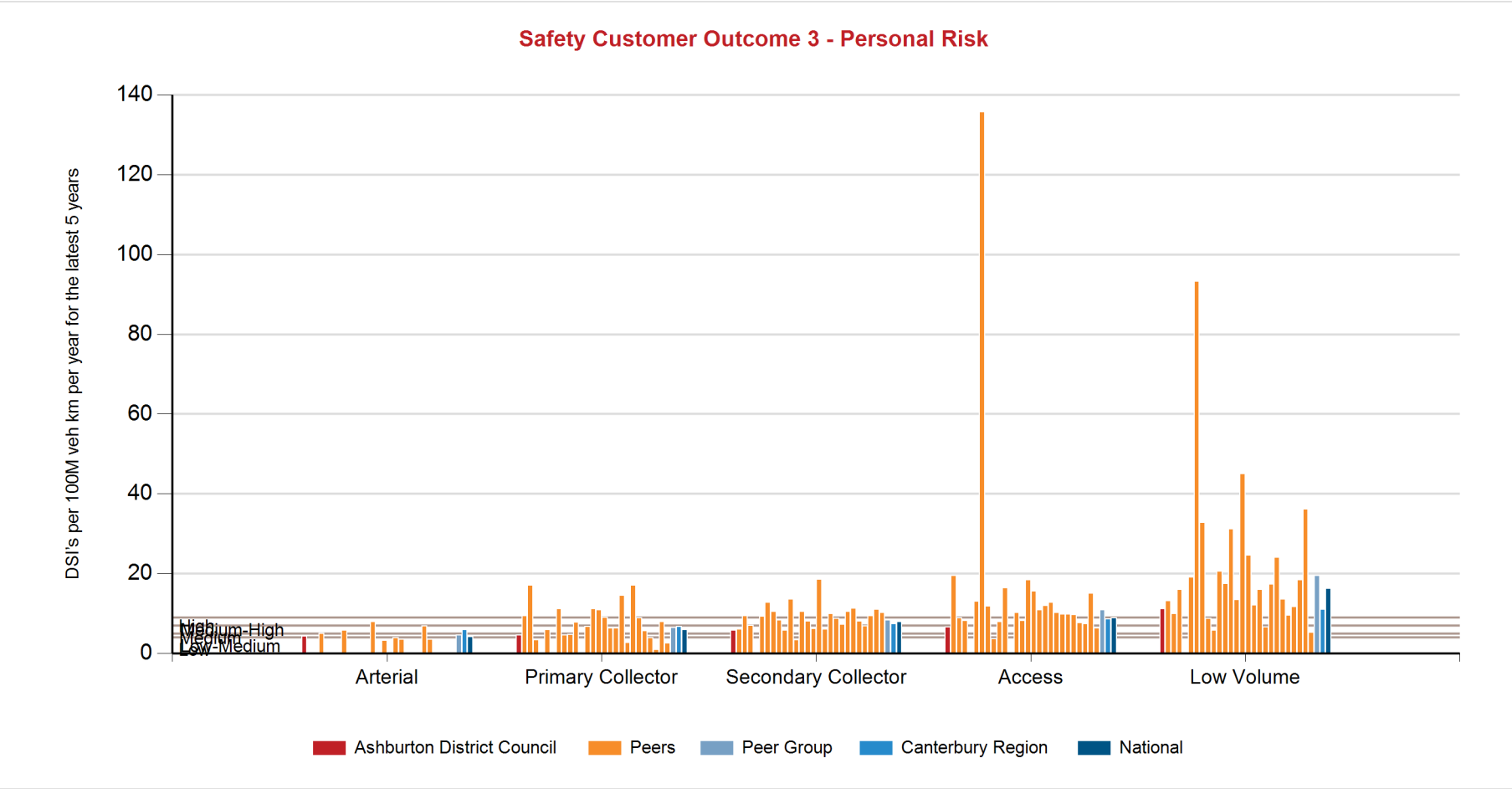

Figure 5: Serious injuries and fatalities (DSI) per 100 Million vehicle km by ONRC category (Low/medium/high ratings per KiwiRAP) - Sourced from ONRC performance measures reporting tool

Amenity

Amenity Customer Outcome 1 - Smooth Travel Exposure (STE)

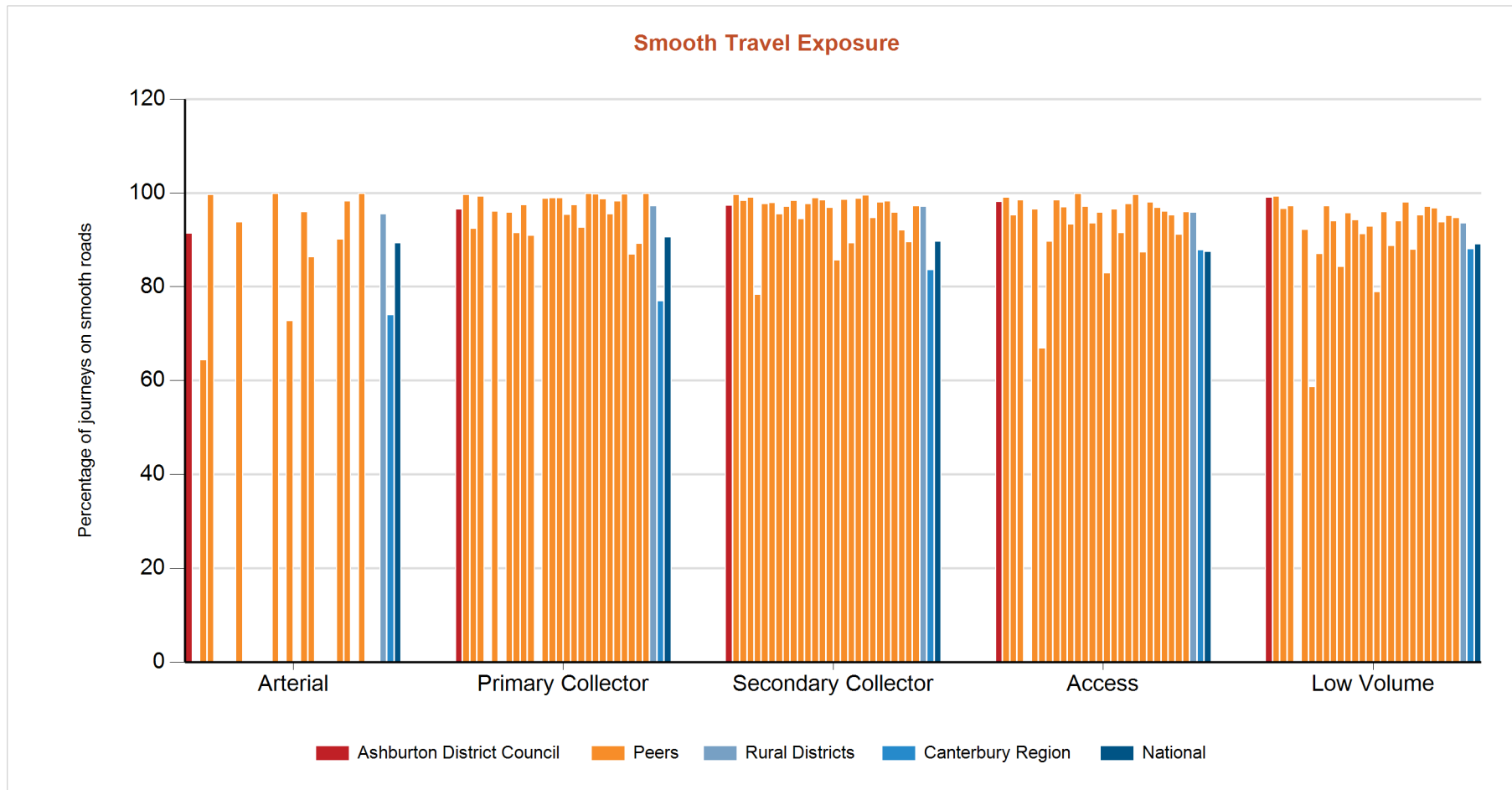Key Question: How does my network compare nationally and against my peer group?

Figure 6: Smooth Travel Exposure by ONRC category (Higher percentage indicates smoother roads) - Sourced from ONRC performance measures reporting tool

Amenity Customer Outcome 2 and Technical Output 1 - Peak and Average Roughness

The roughness value below which sits 85% of the sealed road network by length for each road classification.

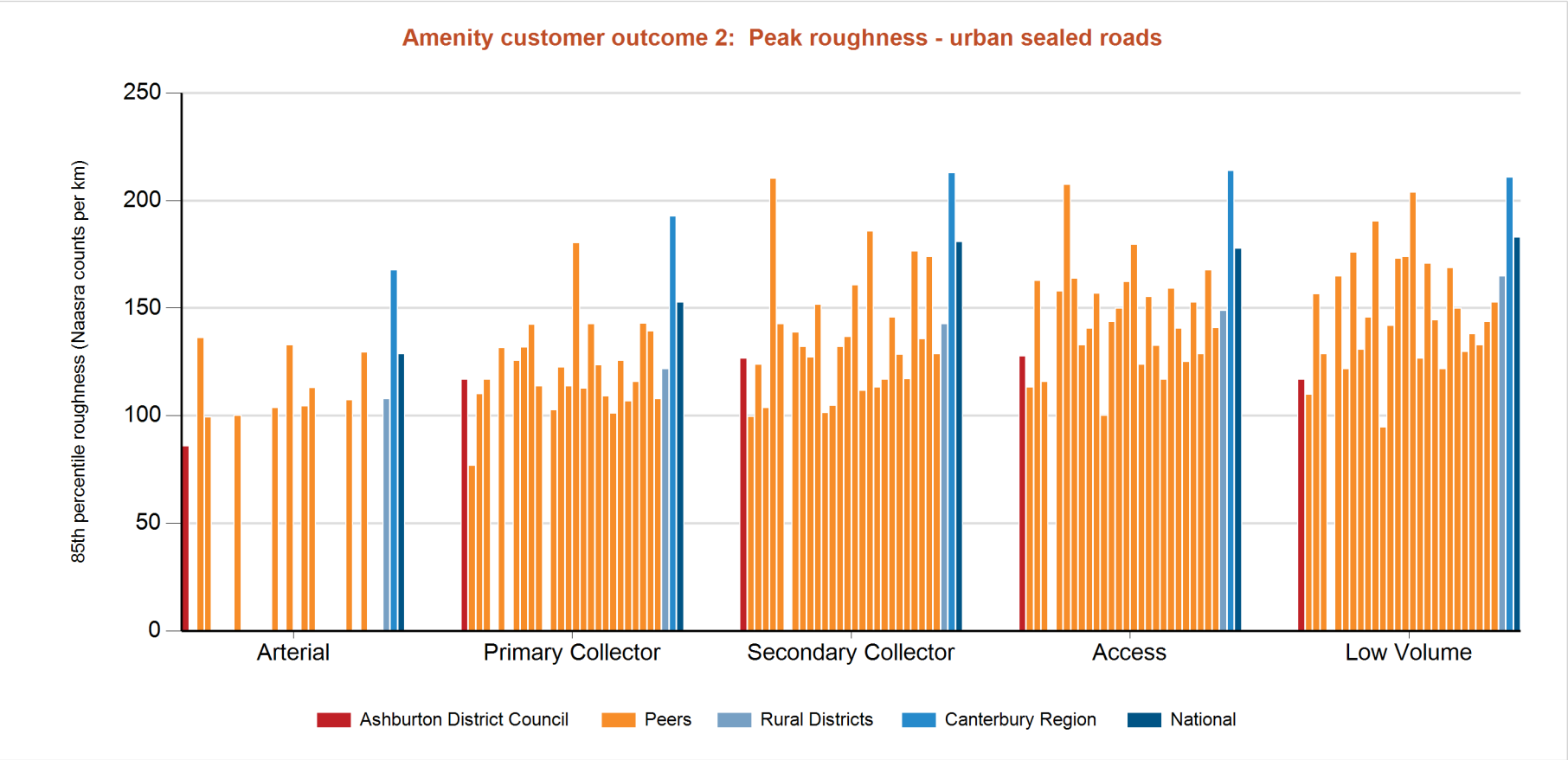Key Question: How does my network compare nationally and against my peer group?

Figure 7:Peak Roughness- Urban - Sourced from ONRC performance measures reporting tool

Figure 8:Peak Roughness - Rural - Sourced from ONRC performance measures reporting tool

Cost Efficiency

Percentage of network surfacing renewed annually

Key Question: How much of my sealed network am I renewing each year in comparison with others?

Figure 9: *Annual surfacing renewal & pavement renewal percentage - Sourced from NZ Transport Agency TIO annual achievement figures*

Cost Efficiency 2 & 3 - Sealed Road Maintenance

Key Question: How does the cost of maintaining my sealed road network compare to others?
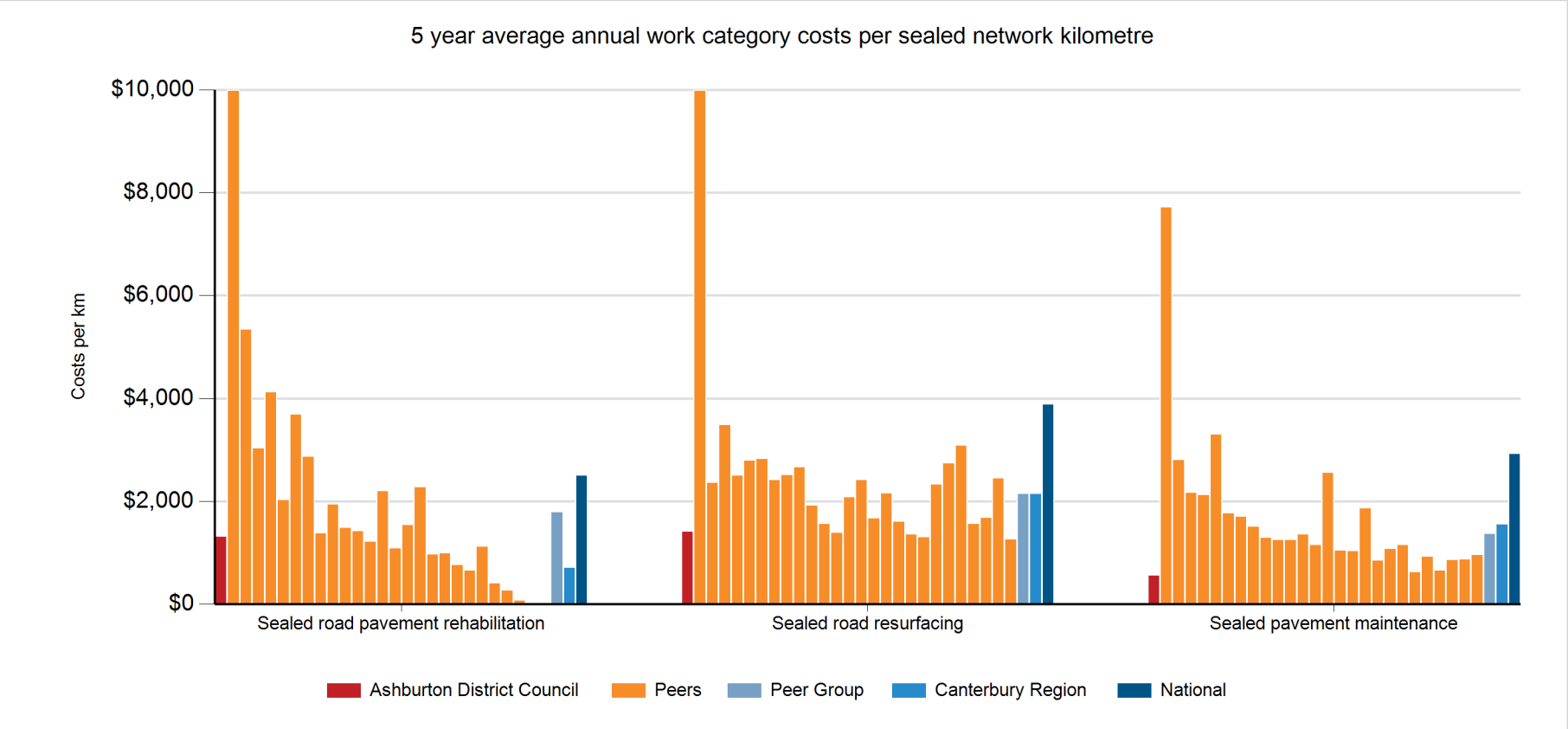

Figure 10: Sealed road maintenance costs per kilometre - Sourced from NZ Transport Agency TIO Work Category funding reports

Cost Efficiency 4 - Unsealed Road Maintenance

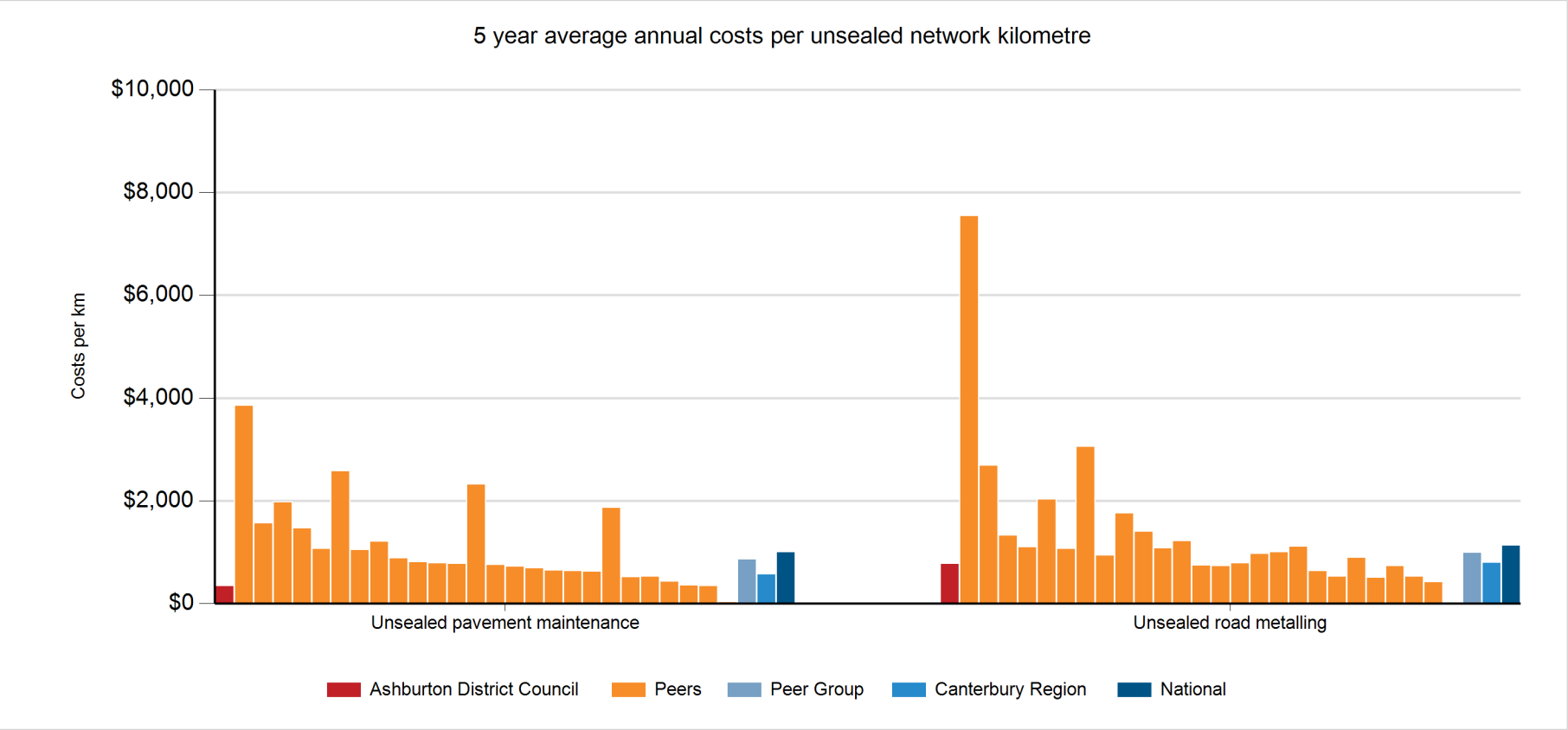Key Question: How does the cost of maintaining my unsealed road network compare to others?

Figure 11: Unsealed road maintenance costs per kilometre - Sourced from NZ Transport Agency TIO Work Category funding reports

Cost Efficiency 5 - Overall Network Cost (Excluding Emergency Works)

Key Question: How does the Overall network cost compare to others?
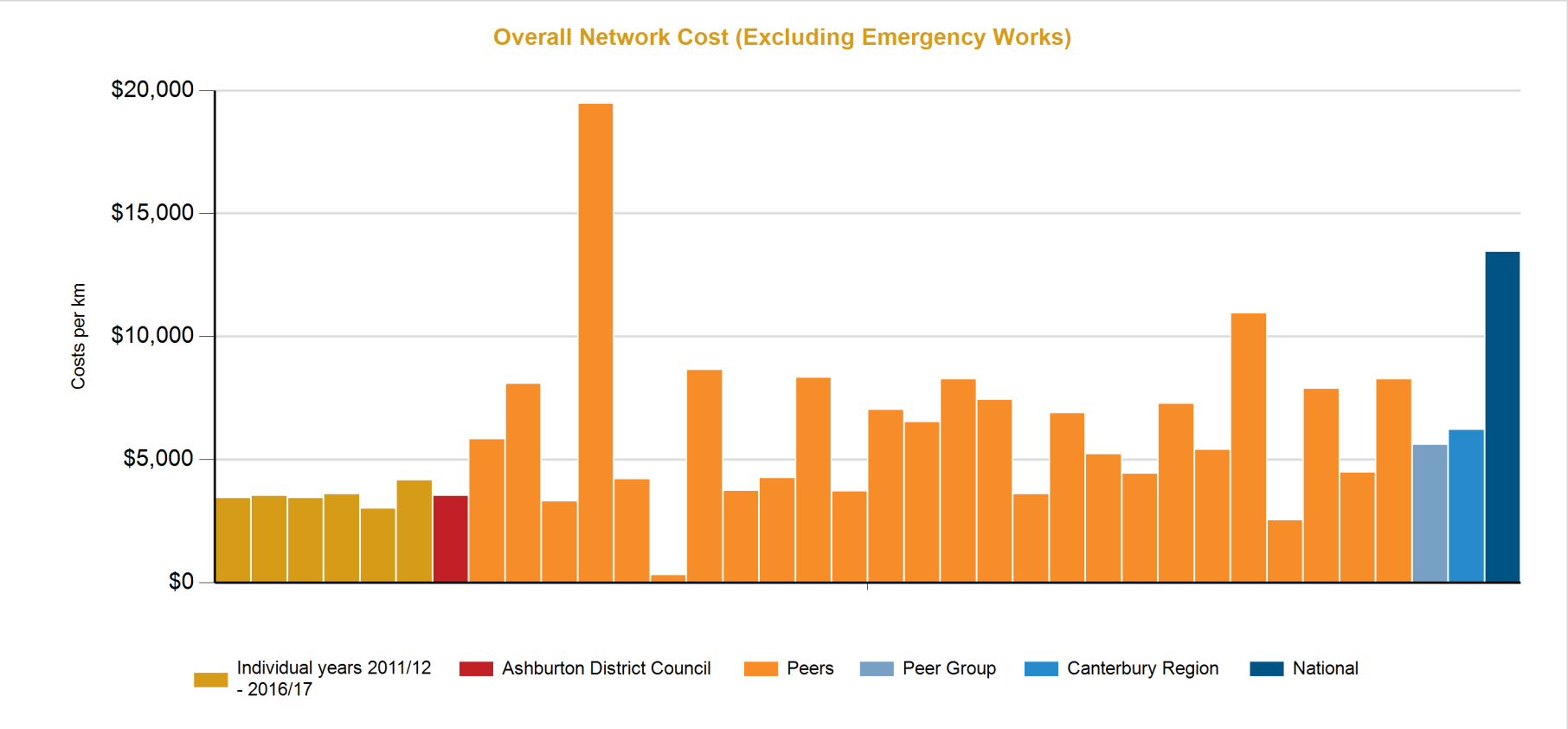

Figure 12: Overall network cost (excluding emergency works) per kilometre - Sourced from NZ Transport Agency TIO Work Category funding reports