

Waitaki District Council Roading Policy

Extent of Network Policy

1. This Policy replaces the previous version adopted on 23 September 2008 (*WDC 08/337*)

This Policy differs in content from the draft policy document released for public consultation as part of the recent LTP submissions in that it contains as an **Addendum** the management of no-exit or “driveway” roads outside the normal maintenance criteria at Council’s discretion; plus the establishment of an annual budget for selected works again at Council’s discretion.

2. The **objectives** of the Policy are to:

- Define the most appropriate maintained Land Transport network for the community and ratepayers of the Waitaki District for the present day.
- Enable transparent decision making for future inclusions or exclusions of transportation assets to and from Council’s maintained roading network.

3. The **goals** of the Policy are:

- To provide a Land Transport network that is accessible for all people within the region. (*WDC Land Transport Strategy 2007*)
- To maintain and enhance levels of service that reflects the needs of economic growth and diversity of road users. (*WDC Land Transport Strategy 2007*)
- To ensure that the levels of service are delivered reliably, efficiently and economically. (*WDC Land Transport Strategy 2007*)
- Maintaining a financial sustainable and efficient Land Transport network.
- Supporting Economic Growth

4. The Policy has four Parts:

Part A: Review of Existing Maintained Network (Refer Figure 1)

Part B: Requests for Maintenance (Refer Figure 2)

Part C: Other Requests

Part D: Addendum

Part A: Existing Network Review

5. Part A is to ensure a consistent approach is applied for determining the most appropriate maintained Land Transport network. The maintained Land Transport network is that as defined in WDC's Road Assessment and Maintenance Management (RAMM) database.
6. The key principle for defining the most appropriate maintained Land Transport network is that WDC will maintain up to the last contiguous rating boundary.
7. A rolling review of the maintained Land Transport network will be undertaken using Part A before the 2015/25 Waitaki Community Plan is adopted.
8. Council officers will consider all relevant sections of carriageway and bring forward recommendations to Council, or a delegation of Councillors, for decision making purposes.
9. Affected parties will be appropriately consulted.
10. S344 LGA 1974 Gates and Cattle Stops Across Roads and WDC's Policy RA4 Gates Across Legal Roads are attached in Appendix A.

Part B: Requests for Maintenance

11. Requests for extending the maintained Land Transport network will be initially considered by Roading Manager. If the Policy provides a clear decision making direction, the Roading Manager has the authority to make the decision and inform the person making the request.
12. The first question to ask is would the request receive maintenance under Part A. If the answer is no then the request is to be declined.
13. The roads must be within a WDC legal road reserve.
14. Maintenance will commence once the carriageway is recorded in RAMM.
15. Figure 2 references Council Standards. These are those contained in the WDC District Plan, including those in Section 14.4.2.
16. If the Policy does not provide clear decision making direction the Roading Manager will report to the Council, or a delegation of Councillors, for their decision.

17. Appendix B includes details for assessing annual maintenance, depreciation expense and the rating charges by land value. The analysis is used to assess if goals d) and e) are being met. If WDC is not receiving relatively more roading rates from a property as a consequence of development, additional maintenance cost will be absorbed by all ratepayers. The network becomes less financially sustainable and efficient. Additional funding is being used without additional economic growth.

Part C: Other Requests

18. Request to Remove Carriageway from Council Maintained Land Transport Network:

Upon request, decisions to remove a carriageway from Council's maintained Land Transport network can be made by the Roading Manager. The Roading Manager is required to consider any strategic value in continued maintenance, third parties that could be access disadvantaged and other access requirements (emergency services). Limited access needs to be considered.

19. Request to Have Legal Road Status Removed:

Refer Council Road Stopping procedures.

20. Formation of Unformed Roads

Formation unformed roads: Refer WDC Roading Policy RC1 – Formation of Unformed Roads. See **Appendix C**.

21. **Disputes** in relation to decisions of the Roading Manager will be referred to the WDC CEO. The CEO may uphold or reject the Roading Managers decision. The CEO may refer the decision to the Council, or a delegation of Councillors.

22. The Policy will be **reviewed**, if required, no later than the adoption of the 2018/28 Waitaki Community Plan.

23. As a consequence of implementing this Policy, WDC will complete a road rating review to ensure they are fair and reasonable.

24. A review of how WDC maintained carriageways are used for Forestry purposes will be undertaken.

Part D: Addendum

25. Council resolved to establish a sum of \$20,000 to be set aside annually for grants towards maintenance of roads beyond Councils maintained network.

“That Council resolves to allocate \$20,000 from the roading rate collected to assist landowners wishing to provide a road beyond the maintained network from 2012/13 as part of the 2012-22 long term plan and that the allocation of this fund be resolved annually by Council.”

26. That the Community Board or Councillor endorses a submission by an applicant for:

- Maintenance works outside Councils roading network that meet Part A of this policy.
- This may include structures, metalling and drainage activities

27. Submissions for grants will be reviewed and presented to Council annually.

Figure 1: Part A: Review of the Existing Maintained Network

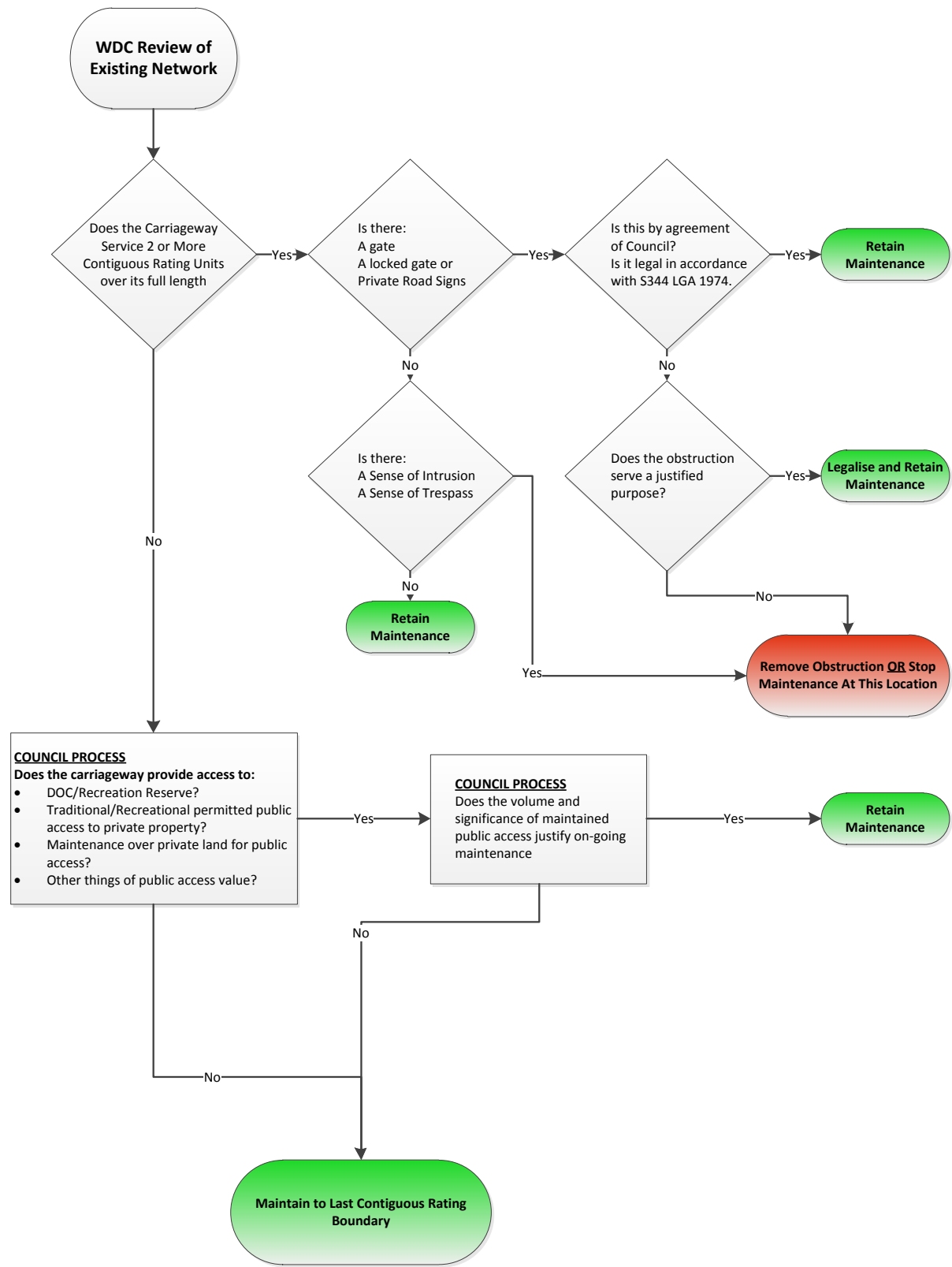
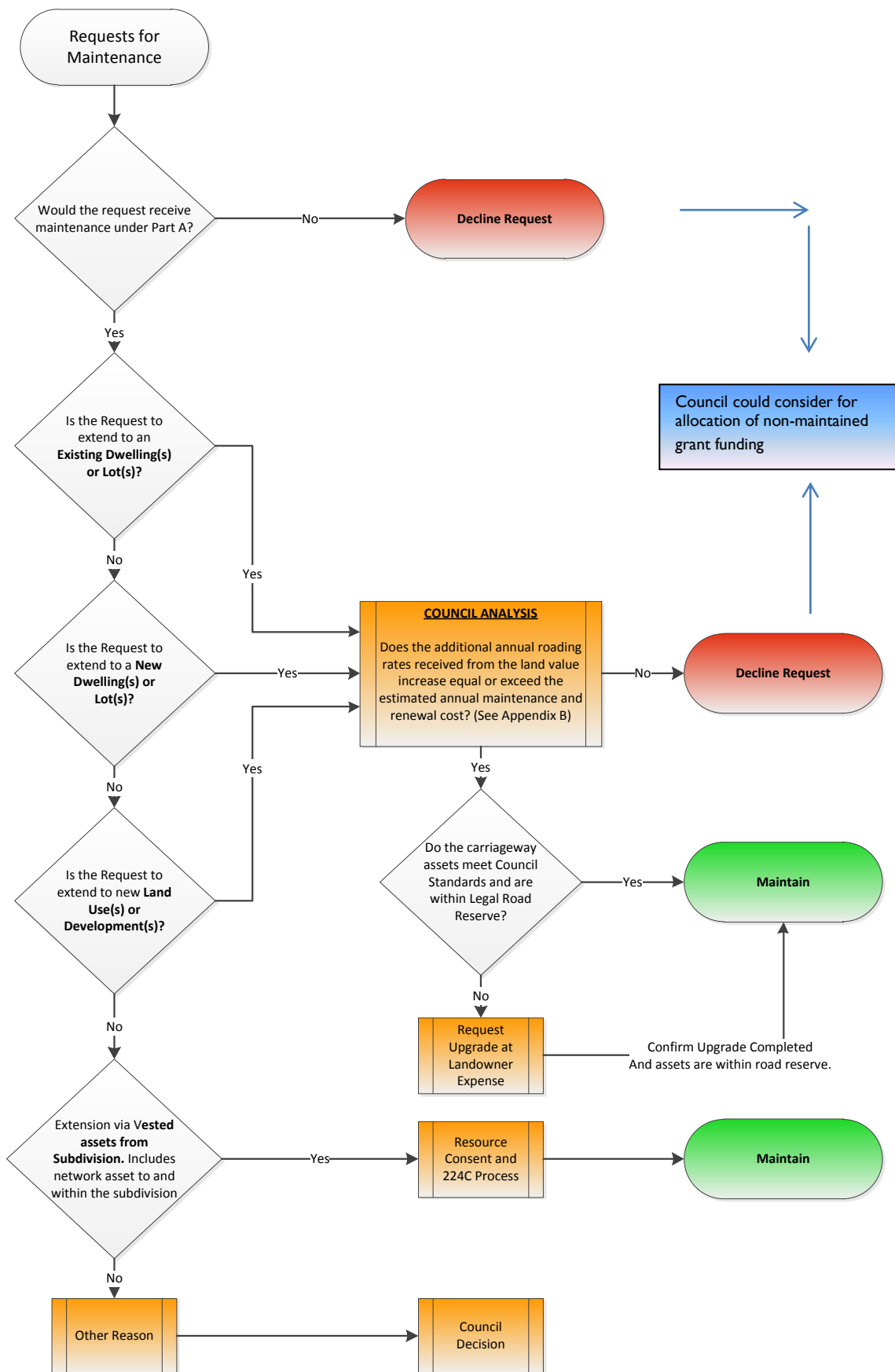


Figure 2: Part B: Requests for Maintenance



Appendix: A

Local Government Act 1974 No 66 (as at 20 June 2011), Public Act

344 Gates and cattle stops across roads

(1) The council may, in writing, permit the erection of a swing gate or a cattle stop or both across any road, where—

- (a) in the council's opinion it is not practicable or reasonable to fence the road; or
- (b) by agreement the road has been taken or may be constructed through private lands and the owner or occupier requests that a gate or a cattle stop or both be erected on the outer boundary at the cost (including maintenance) of one or both parties as may be agreed.

(2) Where a gate is erected across a road under subsection (1), a board with the words “Public Road” legibly painted thereon in letters of not less than 75 millimetres in height shall be fixed upon each side of the gate and at all times maintained thereon by the person authorised to erect the gate, or at whose cost it has been agreed that the gate shall be erected and maintained.

(3) Where a gate or cattle stop across any road is considered redundant or an inconvenience, either by the council or by a petition supported by 20 or more residents of the district, the council may serve notice upon the person authorised to erect the gate or cattle stop of the council's intention to remove it.

(4) Within 14 days after the service on any person of a notice pursuant to subsection (3), he may object, in writing to the council, against its intention to remove the gate or cattle stop.

(5) Not later than 14 days after receiving any such objection, the council shall consider it, and, after hearing any submissions made by the objector or on his behalf, the council may dismiss the objection or decide not to proceed to remove the gate or cattle stop or make such modifications to its proposal as it thinks fit.

(6) The erection across any road of any gate or cattle stop shall not be commenced unless and until plans of the gate or cattle stop have been submitted to and approved by the council. The council may make such alterations in or additions to any plans submitted to it as it thinks fit, and may require the erection of such protective or warning devices as it considers necessary; and the gate or cattle stop shall be erected in accordance with the plans and requirements and in such position as the council directs.

(7) The Minister of Transport may from time to time, by notice in the *Gazette*, prescribe specifications for gates and cattle stops.

(8) The person by whom any swing gate or cattle stop has been erected pursuant to a permit granted under this section, and his successors in title, shall maintain the swing gate or cattle stop to the satisfaction of the council.

(9) Without limiting the power to make bylaws conferred on the council by [section 684](#), the council may from time to time make bylaws regulating the use of swing gates and cattle stops erected pursuant to this section, prohibiting the causing of damage to such swing gates and cattle stops, and prohibiting the leaving open of such swing gates.

(10) Neither the Crown nor the Minister of Transport nor the council shall be liable for damages in respect of any accident arising out of the existence of a gate or cattle stop across any road erected under a permit granted pursuant to this section.

(11) The power conferred by this section to erect and maintain any swing gate or cattle stop on any road shall be deemed to include power to fence the road up to that gate or cattle stop and to maintain that fence, and every reference in this section to a swing gate or cattle stop shall be deemed to include a reference to such a fence.

(12) This section shall apply with respect to every gate or cattle stop and fence lawfully erected across any road at the commencement of this Part pursuant to a permit granted under section 141 or section 142 or section 144 of the Public Works Act 1928 or section 11 of the Public Works Amendment Act 1935, as if it had been erected pursuant to a permit granted under this section.

(13) The [Gates and Cattle Stops Order 1955](#) (SR 1955/67) shall continue in force and have effect after the commencement of this Part of this Act as if it were a notice issued under subsection (7).

RA4 – Gates Across Legal Roads

RA4 Gates Across Legal Roads

1. That all applications to Council for the erection of a swing gate across any legal road within the district be referred to Council for consideration.
2. That each application be fully reported and duly considered with respect to the legal requirements as laid down by the Local Government Act 1974 Section 344 and any subsequent amendments.
3. That all approved gate installations be required to erect advance warning signs of the presence of gates when such approval is given.

13 December 1996:

Res:96/335

Appendix: B

Annual Expenditure Estimate

Maintenance = \$1,200/km:

Reflects direct variable costs.

Sum of Expenditure (2011 \$)			Expenditure Date						
Sub / Non-Sub	Work Programme	Project Type	2012	Included (Y/N)	Allocation Method	Annual Cost	Split	Annual Cost	\$/km
Subsidised	Demand management & community programmes	Community Outcomes	46,785	N					
	Demand management & community programmes Total		15,000						
	Maintenance and operation of local roads - Local Roads	Administration	182,554	Y	Length	182,554	58%	105,083	100.44
		Network and asset management	520,498	N					
		Cycle path maintenance	4,830	N					
		Environmental maintenance	190,181	Y	Length	190,181	58%	109,473	104.64
		Level crossing warning devices	40,000	N					
		Routine drainage maintenance	400,000	Y	Length	400,000	58%	230,250	220.08
		Sealed pavement maintenance	802,370	N					
		Unsealed pavement maintenance	338,870	Y	Length	338,870	58%	195,062	186.45
		Structures maintenance	229,984	N					
		Traffic services maintenance	494,000	Y	Length	494,000	58%	284,359	271.80
	Maintenance and operation of local roads - Local Roads Total		3,203,288						
	New & improved infrastructure for local roads	Minor improvements	222,126	Y	Length	222,126	58%	127,861	122.21
	New & improved infrastructure for local roads Total		222,126						
	State Highway Lighting	State Highway Lighting	69,000	N					
	State Highway Lighting Total		69,000						
	Transport Planning	Activity Management Plans	53,582	Y	Length	53,582	58%	30,843	29.48
	Transport Planning Total		53,582						
Subsidised Total			3,562,995						
Non-Subsidised	Amenity Works	Proj - Oamaru Amenity Loan	18,299	N					
		Proj - Otematata Amenity Loan	5,579	N					
	Amenity Works Total		23,878						
	Carparking	Carpark Maintenance	72,801	N					
	Carparking Total		72,801						
	Footpaths	Footpaths - District Wide	520,536	N					
	Footpaths Total		520,536						
	Legalisation	Road Legalisation - Non Subsidised	42,519	N					
	Legalisation Total		42,519						
	Overheads	Overheads	20,735	N					
	Overheads Total		20,735						
	Private Works	Private Works	6,028	Y	Length	6,028	58%	3,470	3.32
	Private Works Total		6,028						
	Projects	Project - B Gray Stock Underpass	1,207	N					
		Project- Wilding Pines Ohau	15,000	N					
	Projects Total		16,207						
	Retaining Structures	Retaining Structures	32,253	Y	Length	32,253	58%	18,566	17.75
	Retaining Structures Total		32,253						
	Roadside Weeds	Roadside Weeds	212,864	Y	Rural	212,864	77%	163,544	156.32
	Roadside Weeds Total		212,864						
	Rural	Rural Non-Subsidised	20,675	Y	Rural	20,675	77%	15,885	15.18
	Rural Total		20,675						
	Township Works	Ahuriri Ward Townships	88,473	N					
		Corriedale Ward Townships	58,063	N					
		Oamaru Ward Townships	265,268	N					
		Town Centre Works-Kurow	4,987	N					
		Town Centre Works-Oamaru	11,492	N					
		Town Centre Works-Omarama	4,052	N					
		Town Centre Works-Palmerston	12,668	N					
		Waihemo Ward Townships	95,551	N					
	Township Works Total		540,554						
	Bridge Depreciation - Depreciation		530,430	N					
	Bridge Depreciation - Depreciation Total		530,430						
	Overheads - Depreciation	(blank)	4,199,770	N					
	Overheads - Depreciation Total		4,199,770						
	Overheads - GIS Charges	(blank)	66,099	N					
	Overheads - GIS Charges Total		66,099						
Non-Subsidised Total			6,305,349					1,284,397	1,228
Grand Total			9,868,344						

Pavement Use	Sealed		Unsealed		Grand Total	Split	
	Rural	Urban	Rural	Urban		Length	Rural
ADT < 100	315.5	44.3	1,046.20	17.4	1,423.40	58%	77%
ADT 100-500	249.7	60	11.5	0.5	321.7		
ADT 500-2000	28.2	33	0	0	61.2		
ADT 2000-4000	0	9.6	0	0	9.6		
ADT 4000-10000	0	1.6	0	0	1.6		
Grand Total	593.4	148.6	1,057.70	18	1,817.50		

Depreciation

Pavement = \$0.10/m²/year

Depreciation: WDC 1 July 2010 Valuation			
Pavement			
25mm running course			
Lifecycle (yrs)			4
Base Course Rate (m ³)			\$15.75
Rate (\$/yr/m ²)			\$0.10

Rates Analysis

Additional Rates = Increased Total Land Value x 0.000738

(Source: 2010/11 Annual Plan – Rates Fees and Charges)

Appendix: C

Formation of Unformed Roads

RC1 Formation of Unformed Roads

1. That, if any unformed road requires upgrading in the interests of development and better production, the Council will provide the running course, and
2. That the Council accepts the road as a dedicated road.
3. That the maximum input in the budget for any one year for road development shall not exceed \$10,000 or two kilometres.

14 September 1992: W92/106