

POLICY

Roads and Streets

STOCK UNDERPASSES

1 Introduction

The roads of our District are one of the Council's biggest assets, worth over \$700 million and Council aims to ensure they are safe and well maintained. One way to keep them safe and well maintained, and to reduce issues between traffic and stock, is to encourage the installation of stock underpasses. Stock underpasses benefit road users as well as the farming operation.

2 Policy Context

To allow road users, as well as stock and farmers to travel from one side of the road to the other, unhindered. The key issue is safety and the Council is committed to ensuring the road is a safe environment for all users.

3 Policy Objective

This policy is in place to set out the standards for the implementation and construction of stock underpasses.

4 Policy Statement

- 4.1** Permission to construct a stock underpass will normally be granted by the Manager, Utilities and Roading, who is hereby delegated that authority.
- 4.2** Where the Manager, Utilities and Roading considers that the request should not be approved, and the matter cannot be resolved through negotiation with the applicant, only the Utilities and Roading Committee may refuse such permission.
- 4.3** In granting permission for construction of an underpass the Manager, Utilities and Roading shall ensure that the following conditions are imposed:
- (a) The applicant completes a Stock Underpass Construction Agreement.
 - (b) The applicant completes a Stock Underpass Use Agreement and Subsoil Lease Agreement.
 - (c) The Council will financially support the construction of each stock underpass only to the extent that the work meets the New Zealand Transport Agency (NZTA) formula for financial support detailed in the NZTA Planning and Investment Knowledge Base, as it may be amended from time to time.
 - The maximum contribution available is 25% of the total cost of the work. The actual contribution depends on the volume of traffic on the road.
 - The NZTA policy requires that the funding be from the Minor Safety Improvements Programme. In the event that such funding is not available in the current financial year the Council will make provision for that expenditure in the next financial year. In this event, should the applicant wish to proceed with the construction earlier than the Council can provide the financial assistance, the applicant shall carry the full cost and invoice the Council for its share after the commencement of the year in which programme provision is made. Deferral of the Council's contribution shall not alter

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the requirement for the grantee to comply with the Competitive Pricing Procedures requirements of the Construction Agreement.

- (d) The Manager, Utilities and Roothing shall report to the Utilities and Roothing Committee each grant of a Stock Underpass Construction Agreement that attracts Council financial support.
- (e) Removal of a stock underpass, in accordance with the conditions contained in the Stock Underpass Use Agreement, may be authorised by the Manager, Utilities and Roothing when requested to do so by the grantee. Alternatively, should the Manager, Utilities and Roothing recommend the closure of an underpass against the wishes of the grantee, such approval is reserved to the Utilities and Roothing Committee.

5 Links to legislation, other policies and community outcomes

Building Act 2004 and Building Regulations

Land Transport NZ Planning and Investment Knowledge Base

NZTA Bridge Manual

NZTA Code of Practice for Temporary Traffic Management

Waimakariri District Council QS-K401: Information regarding installation of stock underpasses.

6 Adopted by and date

Approved by Utilities and Roothing Committee and adopted by Council on 12 November 2013

7 Review

Review every six years or sooner on request.