

Waikato District Council

Background Report: Activities in the Road Corridor

Executive summary

The Livestock Movement Bylaw 2022 is due for review by 30 June 2027. The process to review this Bylaw was underway when the opportunity was identified for Council to consider the potential development of a Road Corridor Bylaw to address the broader road corridor-related regulatory gaps identified, including livestock movement.

This approach will allow Council to consider the best way of addressing the perceived problems through potentially developing a cohesive, comprehensive bylaw that better facilitates the management of activities within the road corridor.

The purpose of the below analysis is to support evidence-based, effective conversations to clarify perceived problems and regulatory gaps in relation to activities that occur within the road corridor.

Legislative background

Below are key pieces of legislation that enable and support the creation and ongoing review of bylaws:

- Section 145 of the Local Government Act 2002(LGA 2002) gives general bylaw-making power to territorial authorities.
- Section 155 of the LGA 2002 gives territorial authorities the requirements to make a determination on whether a bylaw made under this Act is appropriate.
 - 1) A local authority must, before commencing the process for making a bylaw, determine whether a bylaw is the most appropriate way of addressing the perceived problem.
 - 2) If a local authority has determined that a bylaw is the most appropriate way of addressing the perceived problem, it must, before making the bylaw, determine whether the proposed bylaw –
 - a) is the most appropriate form of bylaw; and
 - b) gives rise to any implications under the New Zealand Bill of Rights Act 1990.
 - 3) No bylaw may be made which is inconsistent with the New Zealand Bill of Rights Act 1990, notwithstanding s 4 of that Act.
- Section 158 (1) of the LGA 2002 requires a local authority to review a bylaw made under this Act no later than five years after the date on which the bylaw was made.
- Section 159 of the LGA 2002 requires a local authority to review a bylaw made under this Act no later than 10 years after it was last reviewed as required by s 158 or this section.
- Section 160 of the LGA 2002 outlines the procedure for and nature of bylaw reviews for local authorities.

Perceived problems and supporting data

The below data and insights have been developed to provide visibility of the perceived problems that staff are seeking direction around. This information is designed to support robust conversations and evidence-based decision-making around next steps.

All data provided is based on what's available internally for the period 1 July 2020 to 30 June 2025. Please note, more detailed data is provided in Attachment 1 - Road Corridor Supporting Data 28 April 2026.

Movement of livestock

Perceived problems:

- The movement of livestock on Council's roads can be unsafe for road users, those managing the movement of stock and the stock, if effective safety precautions are not taken.
- Effluent left on roads can degrade road surfaces and make them unsafe for road users.

Council's current Livestock Movement Bylaw 2022, and associated policies were developed in response to these issues.

Data

The number of stock crossing and movement permits as at 31 March 2026:

Permit type	No. of current permits
Stock Crossing Permits	132
Stock Movement Permits	212

Between 1 July 2020 and 30 June 2025 Council received 15 stock crossing applications and 16 stock movement applications (see table 1, Attachment 1).

Between 1 July 2023 and 30 June 2025 approximately eight non-compliant permit holders (see table 2, Attachment 1) were identified. Most non-compliant permit holders have been identified through customer contacts. Occasionally non-compliant activity is picked up by inspectors when carrying out other work.

Mud (from animals/farm equipment)/effluent on roads data

Between 1 July 2020 to 30 June 2025 NZ Police did not code any accidents to the contributing factor of mud/effluent on the road. However, previous years (prior to 1 July 2020) include some data for this. Please note that data is low confidence as it is inconsistent and reliant on this code being utilised by NZ Police.

Between 1 July 2020 and 30 June 2025 Council received 23 customer contacts about effluent/mud on roads. This was often cited as a safety hazard with vehicles slipping. Eight (34.7%) complaints were made in the 2024/25 financial year.

Between 1 July 2020 and 30 June 2025 Council received seven customer contacts about livestock movement, including complaints about lack of safety equipment/road user consideration and road damage.

Roadside fencing

Perceived problems:

- Inadequate and inappropriate materials used in roadside stock constraints can compromise road user safety.
- Lack of understanding around remediation, removal and the location of fences (including temporary fences) in relation to property boundaries (encroachment) can create uncertainty around responsibilities and ownership (who pays for what) and can also cause disputes between neighbours.

Council has a current Roadside Fencing Policy 2022 with the objective of ensuring motorists' safety and road maintenance are not compromised by inadequate roadside stock constraints.

Data

Council has received two recent temporary fencing permit applications in January 2023 and September 2025.

The total number of current temporary fencing permits as at 31 March 2026:

Permit type	No. of current permits
Temporary fencing permit	34

Crash-related data

Between 1 July 2020 to 30 June 2025 Council are aware of 59 crashes that have occurred in the Waikato District where an animal was involved. 42 were confirmed related to farm animals. Table 1 below provides more details. Table 2 below shows that most accidents occurred in Huntly (5) and Ngaaruawaahia (5).

Table 1: The number of crashes across the Waikato District that involved farm animals between 1 July 2020 and 30 June 2025.

Financial year	No. of crashes
2020/21	12
2021/22	9
2022/23	7
2023/24	4
2024/25	10
Total	42

Table 2: The number of crashes across the Waikato District, by location between 1 July 2020 and 30 June 2025.

Location	No. of crashes
Huntly	5
Ngaaruawaahia	5
Taupiri	4
Tauwhare	4
Pookeno	3
Gordonton	2
Orini	2
Port Waikato	2

Location	No. of crashes
Waiuku	2
Pukekawa	1
Puketaha	1
Puni	1
Rangiriri	1
Te Hoe	1
Te Kauwhata	1
Waerenga	1
Onewhero	1
Whatawhata	1
Whitikahu	1
Mangatawhiri	1
Matangi	1
Naike	1
Total	42

Please refer to Table 3, Attachment 1 for more detail around crash factors and severity.

Below is data received through customer contacts captured in the Property and Rating system (P&R). Between 1 July 2020 and 30 June 2025 Council received 59 customer contacts about straying stock and/or roadside fencing.

Table 3: The number of customer contacts received about straying stock and/or roadside fencing between 1 July 2020 and 30 June 2025.

Financial year	No. of contacts received
2020/21	27
2021/22	15
2022/23	3
2023/24	10
2024/25	4
Total	59

Table 3 above shows the number of customer contacts Council receives about straying stock and/or roadside fencing has decreased over the last five financial years.

Construction (including utilities)

Perceived problems:

- Challenges associated with third-party works, particularly utility installations and reinstatements.
- If temporary traffic management is delivered poorly this can impact road user safety and cause unnecessary inconvenience or nuisance.
- Operational experience indicates recurring themes that are impacting network performance, cost and service delivery.

- Some works within the road corridor have not followed the full approval process, resulting in additional Council time to assess, rectify, and manage ongoing impacts on the network.
- Variability has been noted in the quality of some reinstatements, which can contribute to increased maintenance requirements and earlier than expected asset deterioration over time.
- Understanding the location of utility assets within the road corridor.

Overview

Before any construction is carried out within the road corridor Council requires everyone to seek approval by completing a Corridor Access Request (CAR). A CAR may include a temporary traffic management plan which considers and mitigates various road user impacts such as (but not limited to) live lane vehicles, pedestrians and/or residential/business access).

Council endeavours to approve 100% of all CARs within 15 days of receipt of the application. Once a CAR is approved, a Works Access Permit (WAP) is issued authorising work to be done within the specified location of the road corridor, within the time frames requested.

If a CAR request is received and more information is required, the request is placed on hold until the required information is provided.

Construction season is typically from October to March each year. This timeframe can fluctuate each year based on weather conditions. Due to the increasing number of storm events being experienced construction works are increasingly being undertaken during the winter months.

Corridor engineers usually come across unauthorised works by opportunity/exception when completing other compliance audits/assurance work. Capacity constraints prevent Roding from proactively patrolling the network for unauthorised work. Data/information around unauthorised work is not collected.

Other councils are either in the same position as Waikato District Council and carry out minimal assurance activities or they have a dedicated assurance team, for example, Hamilton, Auckland Transport and Christchurch.

If unauthorised activity is identified that does not align with their WAP or activity is undertaken without a WAP being issued, a non-conformance letter is issued requiring the cessation of activity until the right accesses are granted.

Roding have an internal KPI around monitoring 10% of all active work sites (for either reinstatement or to ensure their traffic management plan (TMP) is being adhered to) within the road corridor where a CAR request has been approved. Capacity constraints prevent Roding from conducting audits on 10% of active sites. Approximately 1% of site audits are conducted currently, or one site per week.

Corridor engineers carry out post completion site inspections on 100% of all excavation activities conducted within the road corridor. These inspections check the level of re-instatement. All reinstatements have a warranty period of two years by the company that carried out the work.

Corridor engineers carry out a second inspection at the end of the warranty period to ensure there are no faults or defects found. If the reinstatement has failed, Council will follow up with the contractor to fix. In 99% of these situations, the contractor will fix the road corridor to standard.

When is a CAR required?

A CAR is required whenever works or temporary traffic management:

- occurs within the road corridor
- extends into or directly connects with an adjacent road or rail corridor, or
- affects traffic movement, access or safety on another authority's network (sometimes CARs are required because the impact effects more than one network); or
- are located near a district boundary, level crossing or KiwiRail-owned land and influences traffic behaviour, queuing, detours, or vehicle movements beyond the Waikato District corridor.

Data

Non-excavation data

There were a total number of 1,707 (authorised) non-excavation activities undertaken across the Waikato District between 1 July 2020 and 30 June 2025. All these activities required a CAR to be completed.

Table 4: The number of (authorised) non-excavation activities carried out by financial year and time of year between 1 July 2020 and 30 June 2025.

Financial year	Time of year	No. of non-excavations
2020/21	Oct – Mar - 185	350
	Rest of year - 165	
2021/22	Oct – Mar - 147	348
	Rest of year - 201	
2022/23	Oct – Mar - 155	348
	Rest of year - 193	
2023/24	Oct – Mar - 184	432
	Rest of year - 248	
2024/25	Oct – Mar - 104	229
	Rest of year - 125	
Total	Oct – Mar - 775	1,707
	Rest of year - 932	

Table 5: The top five locations where (authorised) non-excavation activities were undertaken, by time of year between 1 July 2020 and 30 June 2025.

Location	Time of year?	No. of non-excavation activities	Percentage of total non-excavation activities
Ngaaruawaahia	Oct – Mar - 103	213	12.5%
	Rest of year - 110		
Huntly	Oct – Mar - 56	117	

Location	Time of year?	No. of non-excavation activities	Percentage of total non-excavation activities
	Rest of year - 61		6.9%
Pookeno	Oct – Mar - 55	112	6.6%
	Rest of year - 57		
Te Kauwhata	Oct – Mar - 30	103	6%
	Rest of year - 73		
Raglan	Oct – Mar - 41	102	5.95%
	Rest of year - 61		
Total		647	37.9%

Table 5 above shows that the top five locations make up 37.9% of all non-excavation locations within the road corridor across the Waikato District.

Please refer to Table 4, Attachment 1 for more information about all the locations of non-excavation activities within the road corridor across the Waikato District between 1 July 2020 and 30 June 2025.

Table 6: The top five non-excavation activities carried out by activity type and time of year between 1 July 2020 and 30 June 2025.

Activity	Time of year?	No. of non-excavation activities	Percentage of total non-excavation activities
Asset inspections/maintenance	Oct – Mar - 276	603	35.3%
	Rest of year - 329		
Other	Oct – Mar - 132	301	17.6%
	Rest of year - 169		
Tree maintenance	Oct – Mar - 80	182	10.7%
	Rest of year - 102		
Vehicle entranceway	Oct – Mar - 76	174	10.2%
	Rest of year - 98		
Power pole/cable maintenance	Oct – Mar - 44	120	7%
	Rest of year - 76		
Total		1,380	80.8%

Table 6 above shows the top five non-excavation activities carried out. These activities make up 80.8% of all non-excavation activities within the road corridor across the Waikato District between 1 July 2020 and 30 June 2025.

Please refer to Table 5, Attachment 1 for more information about all non-excavation activities within the road corridor across the Waikato District between 1 July 2020 and 30 June 2025.

Excavation data

There was a total of 3,181 authorised excavation activities carried out within the road corridor across the Waikato District between 1 July 2020 and 30 June 2025. All these activities required a CAR to be completed.

Utility companies/contractors (including Watercare) carried out approximately 1,925 (60.5%) excavation activities between 1 July 2020 and 30 June 2025 within the road corridor.

Table 7: The number of excavation activities carried out, by financial year and time of year between 1 July 2020 and 30 June 2025.

Financial year	Time of year	No. of excavations
2020/21	Oct – Mar - 342	669
	Rest of year - 327	
2021/22	Oct – Mar - 348	695
	Rest of year - 347	
2022/23	Oct – Mar - 337	692
	Rest of year - 355	
2023/24	Oct – Mar - 285	633
	Rest of year - 348	
2024/25	Oct – Mar - 207	492
	Rest of year - 285	
Total	Oct – Mar – 1,519	3,181
	Rest of year – 1,662	

For the 2023/24 and 2024/25 years, Table 7 illustrates the increase in excavations occurring within the road corridor during the winter months. This has been attributed to the increase in storm events occurring during the winter months.

Table 8: The top five locations where excavation activities were carried out, by time of year.

Location	Time of year?	No. of excavation activities	Percentage of total excavation activities
Ngaaruawaahia	Oct – Mar – 190	393	12.4%
	Rest of year - 203		
Huntly	Oct – Mar – 137	313	9.8%
	Rest of year - 176		
Raglan	Oct – Mar - 146	305	9.6%
	Rest of year - 159		
Tamahere	Oct – Mar - 105	202	6.4%
	Rest of year - 97		
Taupiri	Oct – Mar - 71	144	4.5%
	Rest of year - 73		
Total		1,357	42.7%

Table 8 above shows that the top five locations make up 42.7% of all excavation locations within the road corridor across the Waikato District between 1 July 2020 and 30 June 2025.

Please refer to Table 6, Attachment 1 for more information about all the locations of excavation activities carried out across the Waikato District between 1 July 2020 and 30 June 2025.

Table 9: The top five excavation activities carried out by activity type and time of year.

Activity	Time of year	No. of excavation activities	Percentage of total excavation activities
Pole replacement	Oct – Mar - 238	530	16.6%
	Rest of year - 292		
Horizontal/vertical drilling	Oct – Mar - 236	470	14.8%
	Rest of year - 234		
Minor earthworks/filling	Oct – Mar - 206	373	11.7%
	Rest of year - 167		
Open trenching	Oct – Mar - 131	273	8.6%
	Rest of year - 142		
Other	Oct – Mar - 108	248	7.8%
Total		1,894	59.5%

Table 9 above shows that the top five activities make up 59.5% of all excavation activities within the road corridor across the Waikato District between 1 July 2020 and 30 June 2025.

Please refer to Table 7, Attachment 1 for more information about all excavation activities carried out within the road corridor across the Waikato District between 1 July 2020 and 30 June 2025.

Temporary traffic management

Council received 175 customer contacts about temporary traffic management between 1 July 2020 and 30 June 2025.

Table 14: Customer contacts received about temporary traffic management between 1 July 2020 and 30 June 2025.

Financial year	No. of contacts received
2020/21	36
2021/22	26
2022/23	38
2023/24	36
2024/25	39
Total	175

Table 15: The top five locations where temporary traffic management customer contacts were received from between 1 July 2020 and 30 June 2025.

Location	No. of contacts received
Horotiu	25
Tuakau	25
Huntly	13

Location	No. of contacts received
Ngaaruawaahia	13
Pookeno	12
Total	88 (50% of total)

The top five locations in Table 15 above make up 50% of all customer contacts received about temporary traffic management between 1 July 2020 and 30 June 2025.

Table 10, Attachment 1 shows the full breakdown of all locations for customer contacts received about temporary traffic management.

Damage to Council's road corridor

Perceived problem:

- Intentional, negligent or accidental damage within Council's road corridor can adversely affect road user safety. Ratepayers currently fund the reinstatement of Council assets within the road corridor.

Overview

If a corridor engineer comes across a site where they're unable to identify who carried out the work, Council pays to fix the damage.

Council spends a lot of money each year on damage to guardrails, signs, broken posts, streetlight poles, and road surface damage (to name a few). There is no data available around the cost of reinstatement to ratepayers or the number of occurrences and reinstatement activities undertaken.

Data

Damage to signs

The below data is based on customer contacts captured in the Property and Rating (P&R) system. Between 1 July 2020 and 30 June 2025 Council received 908 customer contacts about damage to signs.

Table 10: The number of customer contacts received about sign damage between 1 July 2020 and 30 June 2025.

Financial year	No. of contacts received
2020/21	168
2021/22	192
2022/23	220
2023/24	185
2024/25	143
Total	908

Table 11: The top five locations where most sign damage customer contacts were received between 1 July 2020 and 30 June 2025.

Location	No. of contacts received
Tuakau	124
Raglan	104
Ngaaruawaahia	73
Huntly	71
Pookeno	60
Total	432 (47.5% of total)

The top five locations in Table 11 above make up 47.5% of all customer contacts received about sign damage within the road corridor.

Table 8, Attachment 1 shows the full breakdown of all locations for customer contacts received about sign damage within the road corridor.

Damage

The below data is based on customer contacts captured in P&R. Between 1 July 2020 and 30 June 2025 Council received 249 customer contacts about damage to assets within the road corridor. Some examples include road surface damage due to burnouts and trucks, damage to road barriers and bridges.

Table 12: The number of customer contacts received about damage between 1 July 2020 and 30 June 2025.

Financial year	No. of contacts received
2020/21	45
2021/22	39
2022/23	65
2023/24	53
2024/25	47
Total	249

Table 13: The top five locations where most damage-related customer contacts were received between 1 July 2020 and 30 June 2025.

Location	No. of contacts received
Tuakau	36
Ngaaruawaahia	31
Raglan	30
Pookeno	25
Huntly	22
Total	144 (57.8% of total)

The top five locations in Table 13 above make up 57.8% of all customer contacts received about damage between 1 July 2020 and 30 June 2025.

Table 9, Attachment 1 shows the full breakdown of all locations for customer contacts received about damage between 1 July 2020 and 30 June 2025.

Encroachment

Perceived problems:

- Encroachment on the road corridor is occurring more frequently as property sizes decrease, for example, fences, shipping containers, decorative rocks, bollards, gardens, and overgrown vegetation are being found within the road corridor.
- Sand, effluent, dirt, mud, dust, and other debris left on roads can make the road surface slippery and dangerous for users and can damage or degrade the road surface and berms.

Data

Road corridor encroachment

Council received 88 customer contacts about road corridor encroachment between 1 July 2020 and 30 June 2025 (data sources from P&R).

Table 16: Customer contacts received by Council about road corridor encroachment between 1 July 2020 and 30 June 2025.

Financial year	No. of contacts received
2020/21	22
2021/22	13
2022/23	23
2023/24	15
2024/25	15
Total	88

Table 17: The top five locations where road corridor encroachment customer contacts were received from between 1 July 2020 and 30 June 2025.

Location	No. of contacts received
Raglan	16
Huntly	10
Tuakau	10
Matangi	8
Ngaaruawaahia	7
Total	51 (58% of total)

The top five locations in Table 17 above make up 58% of all customer contacts received about road encroachment between 1 July 2020 and 30 June 2025.

Table 11, Attachment 1 shows the full breakdown of all locations for customer contacts received about road encroachment between 1 July 2020 and 30 June 2025.

Mud/dirt on roads

Council received 202 customer contacts about mud/dirt on roads between 1 July 2020 and 30 June 2025.

Table 18: Customer contacts received about mud/dirt on roads between 1 July 2020 and 30 June 2025.

Financial year	No. of contacts received
2020/21	40
2021/22	44
2022/23	47
2023/24	38
2024/25	33
Total	202

Table 19: The top five locations where mud/dirt on roads customer contacts were received from between 1 July 2020 and 30 June 2025.

Location	No. of contacts received
Tuakau	32
Pookeno	20
Ngaaruawaahia	19
Huntly	14
Waerenga	9
Total	94 (46.5% of total)

The top five locations in Table 19 above make up 46.5% of all customer contacts received about mud/dirt on roads between 1 July 2020 and 30 June 2025.

Table 12, Attachment 1 shows the full breakdown of all locations for customer contacts received about mud/dirt on roads between 1 July 2020 and 30 June 2025.

Vehicle entranceways

Perceived problem:

- Unauthorised vehicle entranceways can result in them not always being built to required standards. This can cause:
 - Line of sight issues which can impair visibility and impact road user safety.
 - Flooding, poor water management or damage to the road corridor if the correct culverts are not in place.
 - Multiple vehicle entranceways to a property which increases conflict points for pedestrians and other road users.

Overview

A vehicle entranceway is the area of land used for access from the road to the property boundary. It includes any portion within the road reserve which comprises the accessway between the property boundary and the formed, Council maintained road, including culverts, laybacks and driveway aprons.

Requests for vehicle entranceways come into Council through the completion of a Vehicle Entranceway Application. In some cases where a Land Use Consent (LUC) or Subdivision Consent has been granted, construction of an entranceway is included as a condition of the consent.

If they are part of a LUC then Roding do not get involved if everything is constructed to standard, the Monitoring team check this. There is no data readily available to show numbers for this as each individual consent would need to be reviewed to see if a vehicle entranceway was part of the consent.

If a vehicle entranceway doesn't comply with the District Plan the Consents team will engage with Roding. Usually this is about separation or sight distance for safety, not necessarily build standard. In this instance Roding will confirm that the vehicle entranceway is built as per the Regional Infrastructure Technical Standards (RITS)/required standards. If it does not comply with the separation and sight distance from the District Plan it goes through the Vehicle Entranceway LUC process managed within the Subdivision team.

Any vehicle entranceways built under a Subdivision Consent are required to be built prior to titles being given as the location of some vehicle entranceways need to be built in a specific location to address safety issues, such as suitable sight and separation distances. There is no data for this as vehicle entranceways are considered part of a Subdivision Consent and are not treated as a separate process.

Vehicle entranceway requests that come into Council whether via a Vehicle Entranceway Application, LUC or Subdivision Consent require an approved CAR prior to construction. It is estimated that approximately 80% to 90% of vehicle entranceways are constructed without an approved CAR.

Vehicle entranceway bridge structures.

There are currently 50 vehicle entranceways across the Waikato District that are bridge structures over culverts.

Every two years land development engineers assess the stability and structural integrity of these structures to ensure safety for road users.

Until 2024 Council has been paying the inspection fees. On 15 April 2024 Roding held a Workshop with elected members to seek direction on the management of these structures going forward. It was agreed that these structures are the responsibility of the property owner and Council has since stopped paying the two-yearly inspection fees.

Roding are currently working through contacting respective property owners to update them on ownership responsibilities around these structures.

Data

Council received 27 customer contacts about vehicle entranceways between 1 July 2020 and 30 June 2025. Data sourced from P&R.

Between 1 July 2020 and 30 June 2025 Council received 1,417 vehicle entranceway applications.

Table 20: The number of vehicle entranceway applications and enquiries received by financial year between 1 July 2020 and 30 June 2025.

Financial year	Applications				Enquiries received
	Approved	Declined	Withdrawn	Total applications	
2020/21	427	6	34	467	13
2021/22	290	1	10	301	23
2022/23	259	-	19	278	12
2023/24	194	1	19	214	9
2024/25	146	-	11	157	8
Total	1,316	8	93	1,417	58

Table 21 below shows the locations of vehicle entranceway applications that were approved between 1 July 2020 and 30 June 2025. Most applications were received for vehicle entranceways in Pookeno and Te Kauwhata over the last five financial years.

Table 21: The location of approved vehicle entranceway applications between 1 July 2020 and 30 June 2025.

Location	No. of vehicle entranceway applications received
Pookeno	413
Te Kauwhata	283
Raglan	137
Ngaaruawaahia	120
Tuakau	116

Table 13, Attachment 1 shows all locations for approved vehicle entranceway applications received between 1 July 2020 and 30 June 2025.

Community and commercial activities

Perceived problem:

- Unauthorised events and improperly managed temporary traffic management can impact the safety of road users and pedestrians.

Overview

For any events where parking, the flow of traffic could be interrupted, slowed, detoured etc a CAR is required to be completed which includes a temporary traffic management plan.

Please note:

- Motorsport events require a longer application timeframe of 90 days with additional documentation and community notification required as part of the processing.
- If an event takes place on a Council reserve and impacts the road it is managed through the Events team. If a private event occurs and has an impact on the road corridor, including traffic, then it should be managed by the Roding team.

Data

Between 1 July 2020 and 30 June 2025 252 event CAR requests were received by Council. Table 22 below shows an upward trend in the number of event CARs being received each financial year.

Table 22: The number of event CAR requests received between 1 July 2020 and 30 June 2025.

Financial year	No. of event CARs received
2020/21	44
2021/22	39
2022/23	50
2023/24	57
2024/25	62
Total	252

Table 23 below shows that most event CAR requests were received for cycling and parade events, with sporting events third.

Table 23: The number of event CAR requests received between July 2020 and June 2025, by event type.

Activity	No. of event CARs received
Cycling	69
Parade	41
Sport event	30
Other	28
Motorsport event	25
Filming	23
Festival	19
Market	7
Exhibition	6
Concert	4
Total	252

Table 14, Attachment 1 shows all the types of events that have taken place between 1 July 2020 and 30 June 2025, by financial year.

Table 24: Top five locations where events were held across the Waikato District between 1 July 2020 and 30 June 2025.

Location	No. of event CARs received
Raglan	29
Ngaaruawaahia	23
Tuakau	22
Huntly	19
Aka aka	17

Table 15, Attachment 1 shows the location for all events across the Waikato District between 1 July 2020 and 30 June 2025.

Stock underpasses

Perceived problems:

- Insufficient guidance or clearly available information on the installation of stock underpasses causes confusion.
- Ownership requirements and expectations around ongoing maintenance and cost sharing arrangements or subsidies (that are at Council's discretion) are unclear.

Overview

Under the Stock Underpass Policy 2006, Council encouraged the installation of stock underpasses to help address road safety and environmental issues. The Policy also provided for a Council subsidy to help meet installation costs. This Policy continued to be used until recently, when staff realised that this Policy had previously been revoked at a Council meeting on 30 June 2022.

Stock underpasses sit within the road corridor and need to be inspected two-yearly in line with Council's other bridge assets. They need to be regularly maintained, otherwise a Council asset could potentially be impacted. The owner of each stock underpass is required to pay for the inspection and to carry out any maintenance work required. Road surfacing, pavement renewal (maintenance work above the stock underpass) is Council's responsibility.

Please note that subsidies are considered on a case-by-case basis because, as per NZTA Stock Crossing Policy, where actual and proposed stock movements on an existing road significantly affect road traffic, a proportion of the construction costs of a stock access structure (including fees) will be accepted as a roading cost. This roading cost will be eligible for funding assistance under work category 341(low-cost, low-risk improvements).

Between 1 July 2020 and 31 March 2026 Council has received three stock underpass installation applications. Without clear guidance staff are spending more time managing these than necessary.

For the most recent stock underpasses constructed, Council has paid a total of \$33,209 (\$7,500 and \$25,709) in subsidies for two stock underpasses that has not been funded by NZTA. The cost to build each individual stock underpass can fluctuate depending on many factors meaning that subsidy costs can also fluctuate. The third stock underpass is expected to have a subsidy payout of approximately \$10,000, however, Council is waiting for confirmation of design standard before paying out the subsidy.

Through the 2025/34 LTP process Council applied for \$75,000 in funding assistance from NZTA to help subsidise the cost of stock underpasses. Council did not receive this funding as NZTA deemed it was not prioritised funding. Any subsidy mentioned above has been ratepayer funded.

Encumbrance

40 stock underpasses have an encumbrance on the title of that property setting out responsibilities and obligations of owners. Roading are in the process of confirming this for all stock underpasses across the Waikato District.

Data

As at 31st March 2026, there are a total of 132 private stock underpasses across the Waikato District.

Table 16, Attachment 1 shows the location and number of stock underpasses across the Waikato District.

Table 25 below shows the age of stock underpasses and the maintenance work priority as at their last inspection. 43 stock underpasses are considered high priority and require work to be undertaken prior to the next inspection.

Table 25: The age and condition of current stock underpasses across the Waikato District as at 31 March 2026.

Age of underpass	No. of underpasses	No. with maintenance reqd.	No. with surfacing reqd.	No. that are high priority	Old Franklin District?
0-4	2	-	-	-	-
5-9 years	1	-	-	-	-
10-14 years	21	19	8	4	4
15-19 years	36	35	9	14	2
20-24 years	33	28	8	11	2
25-29 years	17	16	7	6	2
30-34 years	19	18	6	6	1
35-39 years	3	3	1	2	2
Total	132	119	39	43	13

The definition of high priority is, based on an inspector's last inspection, any structure categorised as high priority requires maintenance work to be carried out on the structure prior to the next two-yearly inspection.

If an inspector deems a stock underpass to be in very poor condition, then Roding will monitor and work with the owner.

Table 16, Attachment 1 provides details on the locations of all stock underpasses across the Waikato District.

Unformed (paper) roads

Perceived problem:

- Access, disputes over construction, repair of damage and maintenance result in misunderstandings of ownership and accessibility of unformed roads.

Overview

Currently there are approximately 2,000 hectares of unformed roads across the Waikato District. They are identified as parcels on a plan, rather than actual roads, so an indicative area can be provided, rather than the number of individual unformed roads.

Responding to complaints received from the community about unformed roads can be quite time intensive. There is an opportunity to provide a regulatory standard and promote a consistent understanding around ownership and responsibilities/requirements around unformed roads across the Waikato District. It is expected that this would help reduce the impact on staff capacity when responding to these issues.

Customer contacts are responded to on a case-by-case basis. Roding doesn't have the funding or capacity to monitor and manage overgrown vegetation on paper roads.

Current challenges in this space include land parcels that were historically subdivided with access via unformed roads. Those roads have not been formed and there are no services available in these areas. This includes Dromgools Rd and McGuire Road in Tuakau, which is ripe for development.

There has been an increase in unauthorised works taking place as demand for residential homes increases, in Pookeno and Tuakau in particular. Table 28 below shows that most customer contacts received between 1 July 2020 and 30 June 2025 were about unformed roads in Tuakau.

Data

Between 1 July 2020 to 30 June 2025 Council has received 274 contacts from the community via service request about unformed roads. Any contacts received through other channels are not included in this data.

Table 26: The number of contacts received by financial year in relation to unformed roads between 1 July 2020 and 30 June 2025.

Financial year	No. of contacts received
2020/21	80
2021/22	65
2022/23	65
2023/24	34
2024/25	30
Total	274

The table above shows a downward trend in the number of contacts that Council is receiving each financial year in relation to unformed roads. Neighbour disputes over the use of unformed roads have become more complex and litigious in recent years.

Table 27: The number of unformed road related contacts received, by theme between 1 July 2020 and 30 June 2025.

Theme	No. of contacts received	% of contacts received, by theme
Education	82	30%
Access to unformed road	54	20%
Purchase/lease of unformed road	37	14%
Neighbour dispute	35	13%
Maintenance	34	12%
Future plans for development of unformed road	20	7%
Unauthorised use of unformed road	12	4%
Total	274	100%

Table 28: The top five locations of unformed roads from customer contacts received between 1 July 2020 and 30 June 2025.

Location	No. of contacts received
Tuakau	58
Ngaaruawaahia	31
Pookeno	30
Raglan	17
Whatawhata	12

Refer Table 17, Attachment 1 for a full list of all locations of unformed roads where customer contacts were received between 1 July 2020 and 30 June 2025.

Staff feedback

- After reviewing the current Livestock Movement Bylaw and policies staff would like to propose some changes to the structure of these to assist with clarity and make it easier for the community to engage with them and get it right.
- The Transport team propose that Council consider the development of a broader bylaw that includes many topics related to activities that occur within the road corridor. Workshop 1 is a first step in a bylaw process, to clarify the perceived problems, before considering next steps and potential solutions.
- By having in place clear guidance around activities in the road corridor, the community will be more aware of when they need to engage with Council and about what as well as better understand exactly what they can or can't do.
- The Transport team does not currently have capacity to more thoroughly monitor activities occurring in the road corridor.
- There is currently a high impact on ratepayer funding to pay for damage to the road corridor due to intentional, negligent and accidental damage.

Conclusion

A regulatory gap has been identified in Council's ability to maintain effective oversight of and insights around what is happening within the road corridor. With the introduction of New Zealand Guide to Temporary Traffic Management (NZGTTM), a risk-based approach is replacing the previous, more prescriptive approach. Through this change workloads are likely to increase as reviewing applications under NZGTTM are expected to take more time than under Code of Practice for Temporary Traffic Management. This change has provided an opportunity to review more holistically how the road corridor is managed by Council and understand the gaps.

The data and insights provided give an idea of the scale of the perceived problems that are occurring within the road corridor. Based on the data available, there are a significant number of different activities that take place on Council's road corridor that we are aware of. This corresponds to a significant number of customer contacts with Council.

It is important to be cognisant of the fact that the Waikato District's population is growing. This will increase the number of road users as well as the amount of activity occurring within Council's road corridor. As the Road Controlling Authority, being clear around roles and responsibilities with our community will be a starting point towards ensuring efficient and effective engagement with the community as well as minimising costs for rate payers with an overall focus around safety for those working on and those utilising Council's road corridor.