

## Open Meeting

<b>To</b>	Policy & Regulatory Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	10 November 2017
<b>Prepared by</b>	Luke McCarthy Road Asset Engineer
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	P&R2017
<b>Report Title</b>	Vehicle Dimension and Mass (VDAM) Rule Implementation and Annual Bridge Posting

## I. EXECUTIVE SUMMARY

The purpose of this report is to gain Council's approval to implement the new Vehicle Dimension and Mass (VDAM) Rule which took effect on 1 February 2017. As a result of the new rule, staff were required to facilitate two key actions.

Action 1 was to provide authorisation to NZ Transport Agency (NZTA) to allow the use of Council's local 50MAX network by 45/46 tonne vehicles.

Action 2 requires Council, by 1<sup>st</sup> December, 2017 to assess all of its bridges and structures for the increased gross mass limits. Any bridge or structure not capable of carrying 45/46 tonne vehicles will be posted at 44 tonnes or upgraded to accommodate the new loads. Those bridges to be posted at 44 tonnes will require annual gazetting and physical posting of signage.

As a result of the staff investigations, Council has 13 bridges to post at 44 tonnes that require Council approval. The four existing posted bridges will be approved under delegated authority by the General Manager Service Delivery (refer P&R1602/07/12).

## 2. RECOMMENDATION

**THAT** the report from the General Manager Service Delivery be received;

**AND THAT** the Policy & Regulatory Committee recommends Council approve the posting of the following 13 bridges to a maximum gross weight limit of 44 tonnes:

**Buckland Road 6201 Bridge, Coalfields Road 5643 Bridge, Glen Murray Road 133 Bridge, Highway 22 20276 Bridge, Horotiu Bridge Road 724 Bridge, Maxwell Road 2067 Bridge, Mercer Ferry Road 11 Bridge, Pioneer Road 313 Bridge, Proctor Road 4773 Bridge, River Road (Onewhero) 2924**

**Bridge, Riverview Road 00 Bridge, Wainui Road 957 Bridge, Waiterimu Road 126 Bridge.**

### **3. BACKGROUND**

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Over the past two years Government has consulted with the public to review and create a new Vehicle Dimensions and Mass (VDAM) Rule. The intent of the review was to set a reasonable balance between the risks that heavy vehicles present to public safety and the efficient operation of the heavy vehicle fleet, within the constraints imposed by the road network.

The new 2016 VDAM Rule has now been gazetted and took effect on 1 February 2017. Some changes to the rule require action from Road Controlling Authorities (RCAs).

#### **Action 1: Preparing for route defined access at 1 February 2017**

All RCAs were asked to respond by email, indicating whether or not authorisation is given to allow the use of the local 50MAX network to 45/46 tonne vehicles, subject to any road/structure/bridge restrictions notified. The NZTA will host a 45/46 tonne map showing approved routes. Staff have actioned Stage 1.

#### **Action 2: Preparing for general access at 1 December 2017**

By 1 December 2017, all bridges and structures must be assessed for the increased gross mass limits. The posting regulations (heavy Vehicle Regulations 1974) require annual gazetting and physical posting of signage at the bridge or structure. Any not capable of carrying 45/46 tonne loads will be posted at 44 tonnes or alternatively, must be upgraded to accommodate the new loads.

To support the requirement, NZTA will provide **100%** funding for:

- The bridge screening process.
- Selective investigations of individual bridges where this is seen to be a critical restriction.
- Physical posting of restrictive bridges (note NZTA will be funding the cost of the signs not the installation).

This funding did not cover any upgrade work required to bridges or structures. Additional funding for such work will need to be considered separately and is not subject of this report.

It may be possible to remove some weight restrictions through more detailed engineering assessments of individual bridges. This will be considered for funding by NZTA if it is considered good value for money.

### **4. DISCUSSION**

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With regard to Action 1 above, staff have responded to NZTA to authorise the use of the local 50MAX network to 45/46 tonne vehicles. Council's bridge consultants have advised that the provision of this authorisation is appropriate for routes and structures that we know are 50MAX capable based on the work previously carried out. This has included a full district review of routes and knowledge of the restrictions currently published on NZTA's website. Staff are receiving support as required from our bridge consultant through the process.

With regard to Action 2 above, Council has undertaken a screening programme which has identified the 13 bridges that are required to be posted at the 44 tonne restriction.

Staff are in ongoing discussions with NZTA around funding for further assessments which include the two items below:

1. Carry out material testing of the Tahuna Road 409 Bridge in an attempt to improve results and allow HPMV if possible. The investigation costs on this structure are approximately \$22,000.
2. Carry out an assessment of two bridges to permit HPMV loads (Hopuhopu and Waikato River Bridge) which were SH1 (ex NZTA structures), Waikato District Council have recently opened up adjacent to Waingararo Road to provide better access to quarries for the Waikato Expressway, so clearing this route would be of assistance. Approximate costs are \$23,000.

By 1 December 2017, based on the above, Council will be required to post any bridge that is not capable of carrying 45/46 tonne vehicles in accordance with the Heavy Motor Vehicle Regulations 1974. The list of bridges to be posted at 44 Tonnes from the screening exercise is as follows:

- Buckland Road 6201 Bridge
- Coalfields Road 5643 Bridge
- Glen Murray Road 133 Bridge
- Highway 22 20276 Bridge
- Horotiu Bridge Road 724 Bridge
- Maxwell Road 2067 Bridge
- Mercer Ferry Road 11 Bridge
- Pioneer Road 313 Bridge
- Proctor Road 4773 Bridge
- River Road (Onewhero) 2924 Bridge
- Riverview Road 00 Bridge
- Wainui Road 957 Bridge
- Waiterimu Road 126 Bridge

It is important to note that Council currently has four weight restricted bridges (Blackett Road 168 Bridge, Kerr Road 5 Bridge, Te Putu Street 242 Bridge and Waipuna Road 7470 Bridge). The restrictions to these bridges remain unchanged as recommended by Council's bridge consultant. In accordance with previous Council resolution P&R1602/07/12, the General Manager Service Delivery has delegated authority to approve these existing restrictions be extended for a further 12 months.

## **5. CONSIDERATION**

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### **5.1 FINANCIAL**

NZTA funded 100% for the bridge screening exercise and also for the new signs required as a result of the investigations.

Council will need to cover the costs of the installation, which will be in the order of \$7,500 for the 13 bridges. The works will be carried out by the Alliance and is subsidised utilising the Traffic Services Renewals budget.

## 5.2 LEGAL

The recommended actions are required to meet Council's obligations under the Local Government Act to provide good quality infrastructure, and are in accord with the Heavy Motor Vehicle Regulations 1974.

## 5.3 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

The Significance & Engagement Policy provides at Schedule 1, a list of Waikato District Council's strategic assets, which identifies the roading network as a whole is considered to be a strategic asset. Council is required to publically notify weight restrictions annually as required by the Heavy Motor Vehicle Regulations 1974.

## 6. CONSULTATION

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The following stakeholders have been consulted:

Planned	In Progress	Complete	
	✓		Internal – Roading
	✓		NZTA

## 7. CONCLUSION

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With regard to Stage 1 above, Council has responded to NZTA to authorise the use of the local 50MAX network to 45/46 tonne vehicles. There was little to no risk in Council providing this authorisation for structures that we know are 50MAX capable.

With regards to Stage 2, Council has, through the funding provided by NZTA, determined that 13 bridges will be required to be posted at 44 Tonnes in accordance with the VDAM Rule. These new postings are required to be implemented by 1 December 2017.

In addition, the current four restricted bridges will be approved for posting under delegated authority by the General Manager Service Delivery as required by the Heavy Motor Vehicle Regulations 1974 through the usual published media and website.

## 8. ATTACHMENTS

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Nil

### **Open Meeting**

<b>To</b>	Policy & Regulatory Committee
<b>From</b>	Tim Harty General Manager Service Delivery
<b>Date</b>	10 November 2017
<b>Prepared by</b>	Samantha Frederick Project Coordinator
<b>Chief Executive Approved</b>	Y
<b>Reference #</b>	P&R2017
<b>Report Title</b>	District Wide Minor Improvement Programme Policy

## **I. EXECUTIVE SUMMARY**

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In August 2017 a Council workshop on the District Wide Minor Improvement Programme Policy was held. The workshop also presented to Council the schedule of works for the 2016/17 year, the budget available and the proposed steps going forward.

One of the required steps was to discuss and support, or otherwise, amendments to the District Wide Minor Improvement Programme Policy to ensure it is fit for purpose and up to date. This report presents an updated policy for approval.

A separate report will be taken to Infrastructure Committee to cover off the programme itself, once the scoping has been completed.

## **2. RECOMMENDATION**

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**THAT the report from the General Manager Service Delivery be received;**

**AND THAT the amended District Wide Minor Improvements Policy, as attached to this report, is approved.**

## **3. BACKGROUND**

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The District Wide Minor Improvement Programme (DWMIP) was developed as part of the 2012-22 Long Term Plan process. A works programme for 2016/17 was approved at the July 2016 Infrastructure Committee. This works programme was based on the then current District Wide Minor Improvements Policy, which supports the process for project selection and prioritisation.

The LTP 2015-25 provided an annual budget of \$100,000 per year for the DWMIP. In addition to this there are carry forwards of \$19,473 from the 2016/17 year, giving a total 2017/18 budget of \$119,473.00.

At a Council workshop in August 2017, next steps were put forward that included ‘taking a break for 2018/19’, that is to say, rather than adding a new raft of projects to the programme, Council would focus on completing the outstanding items that had been carrying over from previous years. This is yet to be debated and agreed by Council.

At the workshop it was agreed to update the District Wide Minor Improvements Policy and seek approval through this Committee of the updated policy.

## **4. DISCUSSION AND ANALYSIS OF OPTIONS**

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### **4.1 DISCUSSION**

The policy has been updated to align with current Council practices and structure. The objective of the policy remains the same – to administer the fund and how the programme and projects are prioritised.

A clean and tracked changes version of the policy is attached.

### **4.2 OPTIONS**

There are two options:

**Option 1:** Continue operating under the current District Wide Minor Improvements Policy.

This option is not recommended.

**Option 2:** Approve the revised District Wide Minor Improvements Policy.

This option is recommended.

## **5. CONSIDERATION**

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### **5.1 FINANCIAL**

The budget for this programme is included in the Long Term Plan 2015-25.

### **5.2 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT**

The allocation of funds from the DWMIP is at the discretion of the Infrastructure Committee.

The DWMIP assists Council to meet its prescribed People and Economy Community Outcomes and goals by provision of services and connected infrastructure.

### 5.3 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	Funding for the District Wide Minor Improvement Programme has been consulted on through the Long Term Plan process.				

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
			Internal
			Community Boards/Community Committees
			Waikato-Tainui/Local iwi
			Households
			Business
		X	Other Please Specify

Funding for the District Wide Minor Improvement Programme has been consulted on through the Long Term Plan process.

## 6. CONCLUSION

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The District Wide Minor Improvements Policy has been amended to align with Council's current practices and structure. These changes will provide staff with an up to date policy for use in consideration with the District Wide Minor Improvement Programme.

## 7. ATTACHMENTS

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- Attachment 1 – Clean District Wide Minor Improvements Policy
- Attachment 2 – Tracked Changes District Wide Minor Improvements Policy
- Attachment 3 – 2016/17 District Wide Minor Improvement Programme

# District Wide Minor Improvements Policy

Policy Sponsor:	General Manager Service Delivery
Policy Owner:	Infrastructure Committee
Policy Number:	TBC
Approved By:	Policy and Regulatory Committee
Date Approved:	TBC
Next Review Date:	TBC (3 yearly)

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## Objective(s)

The objective of the District Wide Minor Improvements Policy is to administer the District Wide Minor Improvement fund and how the programme and projects are prioritised.

The overall objectives of the programme are:

- To lift the overall standard of our villages over time.
- To improve the look and facilities in our towns.
- To focus on smaller projects.
- To ensure that, with the exception of the main towns, all communities in the District have the opportunity to have projects considered for funding.
- To develop a floating line to assist with prioritisation.
- To establish guidelines to rank projects.
- To bring infrastructure in villages up to the minimum Council standards.

## Application

This Policy applies to all WDC staff involved in the assessment and undertaking of the District Wide Minor Improvement Programme.

## Related Documents

- District Wide Minor Improvement Programme

## Policy Statements

The following conditions must be observed by all staff involved with the District Wide Minor Improvement Programme:

1. The programme is available for operating and capital projects.
2. The maximum cost of any project is \$50,000 from this fund, but may be supplemented by other funding sources.
3. The fund is to be used to undertake work on an annual basis. Funding is not to be accumulated or for borrowing purposes.

4. The Infrastructure Committee will administer the fund. This will include allocation and prioritisation of projects and management of the floating line.
5. The programme will be set for a maximum period of three years and will be subject to a review in November each year.
6. The local community must support the projects. The views of the Community Boards and Community Committees will be sought where applicable.
7. Projects should support one or more community outcomes.
8. Projects may be within the road reserve or on other Council land.
9. The fund is not available for works in the main towns of Tuakau, Ngaruawahia, Huntly and Raglan.
10. Projects will generally relate to public land.

## **Policy Review**

This policy will be reviewed as required, but at no more than 3 yearly intervals.

## DISTRICT WIDE MINOR IMPROVEMENTS PROGRAMME POLICY

~~WDC1103/05/1/2~~

### PurposeObjectives

~~The objective of the District Wide Minor Improvements Policy is to administer the District Wide Minor Improvement fund and how the programme and projects are prioritised.~~

~~To update the policy on how the District Improvement Programme should be allocated and projects prioritised.~~

### Objectives

~~The overall objectives of funds allocated for the District Minor Improvement Programme are the programme are:~~

- To ~~lift~~ the overall standard of our villages over time.
- To improve the look and facilities in our towns.
- To focus on smaller projects.
- To ensure that, with the exception of the main towns, all communities in the District have the opportunity to have projects considered for funding.
- To develop a floating line to assist with prioritisation.
- To establish guidelines to rank projects.
- To bring infrastructure in villages up to the minimum Council standards.

### Application

~~This Policy applies to all WDC staff involved in the assessment and undertaking of the District Wide Minor Improvement Programme.~~

### Related Documents

- ~~District Wide Minor Improvement Programme~~

### ConditionsPolicy Statements

~~The following conditions must be observed by all staff involved with the District Wide Minor Improvement Programme for this policy are:~~

- ~~The District Minor Improvement Programme programme~~ is available for operating and capital projects.
- ~~The~~ maximum cost of any project is \$50,000 from this fund, but may be supplemented by other funding sources.
- ~~The F~~und is to be used to undertake work on an annual basis. Funding is not to be accumulated or for borrowing purposes.
- The ~~Roading & Transport Infrastructure~~ Committee will administer the ~~f~~Fund. This will include allocation and prioritisation of projects and management of the floating line.
- ~~The~~ programme will be set for a maximum period of three years and will be subject to a review in November each year.

## Guidelines

~~Projects will be prioritised based on the following:~~

- ~~\_\_\_~~ The local community must support projects. The views of the Community Boards and Community Committees will be sought where applicable.
- ~~\_\_\_~~ Projects should support one or more community outcomes.
- ~~\_\_\_~~ Projects ~~will normally~~may be within the road reserve or on other Council land.
- ~~\_\_\_~~ The fund is not available for works in the main towns of Tuakau, Ngaruawahia, Huntly and Raglan.
- Projects will generally relate to public land ~~only~~.

## Policy Review

This policy will be reviewed as required, but at no more than 3 yearly intervals.

	Community	Description of Work	Budget \$	Project charge code	Budget Cumulative Cost \$	Actuals	Actual Cumulative Cost \$	Estimate	Project Owner	PROJECT SCOPE	Safety 50%	LTP sub 20%	Size 15%	Benefit # 15%	Working	Rank	Status
<b>2016/17 BUDGET</b>					<b>267,323</b>					Opening Balance							
17	Te Kauwhata	TK Saleyards Road seal	30,000	PR 2MI23144	30,000	0	0	30,000	Roading	Scoping needed - Area adjacent railway and in front of chip stockpile. Create seal area and possible carparking too?	1	4	1	2	2.05	1	To be fully scoped
21	Maramarua/Mangatahi	Mangatangi school – 25km corner; locals constantly requesting footpath, road realignment and speed limitations.	10,000	PR 2MI23148	40,000	0	0	10,000	Roading	Additional to subsidised input ex minor improvement budget to provide road improvements. DWMIP to fund footpath through right corner, probably need to build over piped watertable. This will require a lot more investigation to find appropriate solutions but there are two possible options, slight curve realignment and associated safety improvements circa \$350k or total realignment \$750k-\$1M.	1	4	3	2	2.05	1	To be fully scoped
29	Whatawhata	Remaining 50m of footpath from the school (on School Rd) to SH39	10,000	PR 2MI23157	50,000	0	0	10,000	Roading	Request by Cr Smith on behalf of Whatawhata Residents & Ratepayers Committee (November).	1	4	3	2	2.05	1	To be fully scoped
31	Puketaha	School car park enhancements (Stage 1 of 2 stages)	50,000	PR 2MI23154	100,000	0	0	50,000	Roading	Request from Cr Fulton	1	4	3	2	2.05	1	Complete
32	Te Kowhai	Complete gap in footpath on opposite side of Whatawhata Road from village green. Approx. 50m.	5,000	PR 2MI23155	105,000	0	0	5,000	Roading	Request from Cr Smith	1	4	3	2	2.05	1	Complete
34	Whatawhata	300m footpath on Horotiu Rd (northern side) from SH23 intersection back towards school. Needs to go beyond the road that leads to the new village café. To enable school children to cross Horotiu Road safely before the SH23/SH39 intersection and link to footpath across Waipa River bridge and new subdivisions off Bell Rd.	27,000	PR 2MI23158	132,000	0	0	27,000	Roading	(Cr Smith - From the Whatawhata Residents & Ratepayers Association AGM 9/5/16)	1	4	3	2	2.05	1	To be fully scoped
37	Whatawhata	Traffic calming on School Rd due to it being a wide open road, passing the school and it is regularly used by some as a raceway off SH39 into the village. Suggestions included narrowing, chicanes and speed bumps.	25,000	PR 2MI23157	157,000	0	0	25,000	Roading	Cr Smith - From the Whatawhata Residents & Ratepayers Association AGM 9/5/16)	1	4	3	2	2.05	1	To be fully scoped
38	Taupiri	Footpath created between Taupiri and Hopuhopu	5,000	PR 2MI23159	162,000	0	0	5,000	Roading	Cr Gibb through Taupiri Community Committee	2	4	1	2	2.25	8	To be fully scoped
2	Onewhero	Onewhero Community Urban Upgrade - Hall Road	10,000	2MI23122-C-O-XXXX-0000	172,000	0	0	10,000	Roading	Part of a larger Hall Rd parking and drainage development project to improve community hall parking	2	4	3	1	2.40	9	Planning
33	Gordonton	10-15m of footpath to connect existing to around the corner to the toilets	1,350	PR 2MI23160	173,350	0	0	1,350	Roading	Request Cr Dynes	3	4	2	1	2.75	10	To be fully scoped
28	Pukekawa	Picnic/Viewing Area	2,000	PR 2MI23161	175,350	0	0	2,000	Parks	Investigate the creation of a viewing point/picnic area within road reserve on Highway 22 near Pukekawa. Views to Tuakau Bridge are afforded from this position (address 402 Highway 22).	4	1	3	2	2.95	11	Design
6	Te Kauwhata	Continue the embankment planting along Te Kauwhata Road using an agreed range of plants - ice plants, natives. Enlisting the support of schools, service clubs and sports clubs.	10,000	2MI23136-E-O-XXXX-0000	185,350	0	0	10,000	Parks and Facilities/Roading		4	3	2	1	3.05	12	To be fully scoped

Community	Description of Work	Budget \$	Project charge code	Budget Cumulative Cost \$	Actuals	Actual Cumulative Cost \$	Estimate	Project Owner	PROJECT SCOPE	Safety 50%	LTP sub 20%	Size 15%	Benefit # 15%	Working	Rank	Status
Rangiriri	Rangiriri Urban Upgrade	50,000	2M123138-C-0-XXXX-0000	235,350	14,246	14,246	50,000	Roading	Funds to carry forward until Rangiriri Bypass is completed.	4	3	1	2	3.05	12	To be fully scoped
Tauwhare	Reflect the unique identity of the village by considering some form of icon/sculpture	10,000	PR 2M123145-C-0-0000-0000	245,350	2,000	16,246	10,000	Parks	Community Development Coordinator liaising with the Tauwhare Community Committee to install a sculpture at the Tauwhare Hall grounds.	4	3	2	1	3.05	12	Work underway
Meremere	Reservoir	500	PR 2M123151	245,850	0	16,246	500	Facilities	This budget would complete the graffiti paintout. The Community Committee have talked of having access to the inside of the old reservoir for storage but this would be a major cost. The other option is demolition at \$40,000.	4	3	2	1	3.05	12	Complete
Te Kowhai	Plant a series of (eco-sourced) kowhai through the village, see attachment. This will continue the themed planting of this iconic tree which lends its name to our village and district (locals have planted some 3,000 kowhai in their gardens and along the Te Otamanui Walkway to date). The reason that the community group let this initiative lapse was the planting of these on the road verges was not possible under (the former) Transit NZ's control of Horonui Road. We would plant kowhai along the verges of the village – in set back positions (eg in front of the two churches) where sight lines and parking are not interrupted. The actual sites could be submitted to WDC's Parks & Reserves for approval. The community will plant the trees and erect the protectors (the planting could be another of our 'kowhai kids' event with Te Kowhai School pupils).	2,000	2M123156-E-0-1490-0000	247,850	2,000	18,246	2,000	Parks	20 kowhai trees (\$10 ea) 20 galvanised or powder coated protection frames. 40 posts (\$20) \$100 per unit X 20 units = \$2,000 - Te Kowhai Community Group, Graham McBride – Cr Smith	4	3	1	2	3.05	12	Complete
<b>2017/2018 Programme - suggested works for consideration</b>				Approx. available budget	319,473									0.00	N/A	
Waitemata	Waitemata school car park renewal							Roading		1	4	3	2	2.05	1	
Matangi	Matangi bus bay and shelter							Roading		1	4	3	2	2.05	1	
North East Waikato	Mangatawhiri School parking in road reserve							Roading		1	4	3	2	2.05	1	
Tamahere	Provide safer areas for bus stops & bus shelters – Bruntwood Rd/Tauwhare Rd, Pukekura/Airport Rd, and Southern End Newell Road, Near Punnett							Roading		1	4	3	2	2.05	1	
Rangiriri	Path to Te Whenua Roundabout							Parks		3	4	1	2	2.75	10	
North East Waikato	Mangatawhiri, Mangatawhiri, Maramara Welcome board/signs and information board/signs							Parks		4	3	1	2	3.05	12	