

Chapter 4 Specific determinations

4.1 Overview

Introduction This chapter deals with specific policy determinations made by Land Transport NZ relating to work that qualifies for financial assistance.

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4.2 Area-wide traffic control systems

Introduction

Land Transport NZ promotes and supports the installation and use of area-wide traffic control systems. Most systems include both state highway and local road traffic signal installation.

Note: SCATS has been the only system supported to date, however, this policy does not prohibit the use of other area-wide traffic signal control schemes.

New systems

Before a new system is considered for installation, the territorial authority must submit a traffic management plan to Land Transport NZ for approval.

Traffic management plan requirements

This plan must show:

- the scope of the traffic management scheme being implemented under SCATS, including staging
- the existing traffic volumes in the system
- full geometric details of existing roadway and intersection layouts and any proposed changes
- an indication of expected benefits, and
- that suitable operation and maintenance arrangements have been established and agreed by any other participating parties.

State highway traffic signals

Transit New Zealand's regional state highway manager must give prior approval to connect traffic signals on state highways to the area-wide traffic control system.

4.3 Betterment

Introduction

Section 326 of the *Local Government Act 1974* requires territorial authorities, under certain circumstances, to collect betterment from landowners receiving value from improvement works.

Situations arising

Betterment arises in the following situations:

Where:	Then:
<p>all of the following elements are present together:</p> <ul style="list-style-type: none"> the council has either formed a new road or widened an existing road (or part of an existing road) for this purpose, the council has taken, purchased, or otherwise acquired a parcel of land from the landowner, and the remaining part of the land will have access or frontage to that road by reason of the road work, the value of the remaining part of the land retained by the landowner is increased by an amount that exceeds the amount of compensation paid for the land taken by the council (this is the value of the betterment) 	<p>the owner of the land shall pay the betterment to the council</p>
<ul style="list-style-type: none"> an existing road is widened for this purpose, the council has taken, purchased, or otherwise acquired land from only one side of the road 	<p>if required by the council, every landowner having land with a frontage to the other side of the road shall pay to the council the increased value given (or likely to be given) to the land (this is the value of the betterment)</p>
<ul style="list-style-type: none"> only part of an existing road is widened. 	<p>only landowners having land with a frontage directly opposite the widening work may be required by council to pay betterment.</p>

4.3 Betterment, continued

Proceeds from betterment

When a territorial authority recovers betterment for a financially assisted roading work, the proceeds shall be apportioned between Land Transport NZ and that authority at the rate of financial assistance applying to the work in question.

The proceeds will be applied as a credit against the cost of the road improvement work.

Legal and valuation costs

Legal and valuation costs incurred in establishing the financial value of betterment are not eligible for financial assistance.

Note: Betterment would not apply in a situation where, as a consequence of land being taken/purchased for road formation or widening, the value of any remnant of land retained by a landowner was either reduced or did not increase on account of the road work by an amount exceeding the compensation paid to that person for the land taken.

4.4 Boundary roads and bridges

Introduction

When programming work on territorial authority boundaries for which the costs are to be shared between two or more territorial authorities, each contributing body is to programme the full amount of their share of the total cost of the project in their respective programme.

4.5 Bridges and other structures

Introduction

The construction and renewal of:

- bridges
- culverts
- tunnels
- vehicular ferries
- fords
- other structures

forming or intended to form part of a road, are eligible for financial assistance provided the criteria below are met.

Bridge standards

New or replacement bridges involving Land Transport NZ funding are to conform to the design and loading requirements of Transit NZ's *Bridge manual* and must be designed and supervised by a chartered professional engineer. Land Transport NZ may approve a specific departure from these design standards in terms of its policy on uneconomic roading facilities – refer to section 4.30.

At a road controlling authority's discretion, single-lane bridges on low traffic volume roads in remote areas may be designed for a live load equivalent to class I without overload provision.

Retaining structures

The cost of maintaining existing retaining structures as is necessary for the operation, protection, or support of a road is to be programmed under the work category 114: *Structures maintenance*.

The cost of constructing such structures is eligible for financial assistance provided the work is economically justified in terms of Land Transport NZ's *Economic evaluation manual, volume 1*.

4.6 Carriageways

Carriageway standards

Geometry and pavements shall be constructed in accordance with Land Transport NZ's *Standards and guidelines manual*.

Rule: Any requests for departure from this policy shall be directed in writing to Land Transport NZ. It is Land Transport NZ's policy that financial assistance will be provided only to that portion of the carriageway that complies with the geometric standards.

Overwidth carriageways

Maintenance and renewal of existing overwidth carriageways will be eligible for financial assistance where this has been demonstrated to be the most cost-effective option.

4.7 Cattle stops

New cattle stops The initial cost of constructing a cattle stop where none previously existed is not eligible for financial assistance. New cattle stops are to conform to the same design requirements for traffic loads as rural bridges.

Maintenance and renewal The cost of maintaining and renewing a cattle stop across a road is eligible for financial assistance under work category 114: *Structures maintenance* and work category 215: *Structures component replacements*, respectively.

4.8 Closed-circuit television

Introduction

Land Transport NZ supports the supply and installation of closed-circuit television (CCTV) where a rapid response to incidents by dispatching emergency vehicles or by adjusting settings of the traffic control system can minimise the impact of incidents.

Eligibility

For the supply, installation, and maintenance of CCTV equipment to be eligible for financial assistance, the following requirements must be met:

- there must be 25 or more traffic signal installations under SCATS control in a CBD network. Linear arterial systems with intersections spaced at more than 500 metres are not eligible
- there must be intersections on coordinated routes where the critical approaches have saturation factors which regularly exceed 0.8 for at least one hour of a peak period, per week day, where:

$$\text{saturation factor} = \frac{\sum \text{actual lane flows on the approach}}{\sum \text{saturation lane flows} \times \text{phase split}}$$

Programming: Supply and installation of cameras, control room monitor(s) and the communication system is programmed under work category 321: *Traffic management*.

Maintenance of CCTV equipment is programmed under work category 123: *Operational traffic management*.

Renewal of CCTV equipment is programmed under work category 222: *Traffic services renewals*.

Staff time for the operation of the surveillance system is not eligible for financial assistance.

4.8 Closed-circuit television, continued

Conditions of approval for new installations

Approval for new installations is subject to the following conditions:

- the cameras shall be installed so they provide surveillance of the controlling intersections
- a competent operator shall be in attendance during all periods of peak traffic flow (such as commuter peaks) and at other times when traffic flows may be a problem (eg, sporting events, concerts, parades and weekend shopping)
- close liaison shall be maintained with enforcement agencies, emergency services and media so that effective responses to problems can be initiated. These responses may include, for example, removing vehicles from clearways or publicising messages relating to road closures or detours.

Application details

Applications for financial assistance shall include:

- a description of the SCATS system and traffic management strategy, especially in terms of the coordinated routes
 - a description of the proposed surveillance system, including a street map showing the SCATS controlled intersections and CCTV camera sites and coverage
 - justification for proposed cameras at intersections on coordinated routes where the critical approaches have saturation factors. This justification shall include a tabulation of the critical intersections and their approaches, giving the saturation factors
 - details of operating procedures for the surveillance system, setting out how the peak traffic flows are monitored and how liaison is maintained. The details submitted shall include:
 - documentation on the hours the control room is to be manned, by whom, and their SCATS experience level, and
 - documentation of agreements with the external agencies detailing how the communications are to occur, by whom, and what sort of responses may be appropriate.
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4.9 Cycling facilities

Introduction

The construction, maintenance and renewal of cycle facilities for transportation purposes qualify for financial assistance within the relevant road controlling authority's programme.

Note: Where a road has inadequate width for the safe passage of cyclists then the construction, maintenance and renewal of either a wider carriageway or separate cycleway, as appropriate, is eligible for financial assistance within the relevant road controlling authority's programme.

Rule: The construction, maintenance and renewal of cycling facilities used for purely recreational purposes are not eligible for financial assistance.

Cycle facilities

The construction, maintenance and renewal of cycle facilities is eligible for financial assistance within the relevant road controlling authority's programme provided the facilities are consistent with the relevant local authority's strategic plan.

Programming

Construction of cycle facilities is programmed under work category 452: *Cycle facilities*.

Maintenance of the pavement and facilities associated with cycle paths, including the operation of cycle path lighting, is provided for under work category 124: *Cycle path maintenance*.

Promotional activities for new cycle facilities are funded from work category 432: *Community programmes*.

Cycle facilities that form an integral part of a new improvement project are funded under the work category for that project.

4.10 Off-street parking areas

Introduction

Construction, maintenance or renewal of off-street parking areas is not eligible for Land Transport NZ funding.

4.11 Passenger transport data collection and verification

Introduction

In order for Land Transport NZ to collect consistent information on patronage boardings and patronage kilometres across different periods and different regions, each regional authority (ie, ARTA, regional council, unitary authority or territorial authority with delegated passenger transport responsibility seeking funding from Land Transport NZ), must follow the following data collection and verification process (DCVP) methodology and have information that supports this methodology upon request.

Step 1: services that operated in the region

Services to be included:

- all contracted/funded services, and associated patronage
- commercial services available to the public and recorded in the regions passenger transport register or regional passenger transport plan unless:
 - they are not considered to be material or relevant (based on the impact on the transport network), or
 - there are likely to be ongoing difficulties concerning the availability and/or accuracy of patronage data.

Services not to be included:

- commercial services not on the passenger transport register or in the regional passenger transport plan, including fare paying school services
- Ministry of Education funded services.

As a general guide, it is more important that urban services be included rather than rural services.

4.11 Passenger transport data collection and verification, continued

Step 1: services that operated in the region continued

In addition:

- if a regional authority has decided that the patronage information from a particular service will not be included in the list of services, the service itself should still be shown
- if the commercial service is one that may become a contracted service at a later date, it is important that the regional authority try to obtain patronage data for this service otherwise there may be difficulties at a later stage should the service become contracted
- in the situation where there is no data for previous years, patronage will have to be estimated until sufficient information is available
- patronage may be shown for each service, or may be shown only as an overall total. If an overall total is shown, regional authorities must be able to show to Land Transport NZ how the total was made up. It must also be clear on the list as to the services for which patronage data is available, and those services for which it is not.

Step 2: services for which patronage information is not available

Highlight those services for which patronage information is not available, and explain why. Reasons for not including information are set out in step 1 above.

Step 3: peak hours

The differentiation of peak versus off-peak for Auckland, Wellington and Canterbury should remain consistent with what was agreed to in the patronage funding scheme. Any revision to this should be discussed with Land Transport NZ.

For other regional authorities, recording all passenger boardings or passenger kilometres as off-peak will suffice. Should other regional councils wish to calculate patronage according to a peak/off-peak hour breakdown, then they will have to prove the existence of traffic congestion to Land Transport NZ, and agree the peak period relevant to the congested conditions.

4.11 Passenger transport data collection and verification, continued

Step 4: method of calculating passenger kilometres

There are three possible methods that can be used to calculate passenger kilometres:

- regional authorities must use one of these methods unless Land Transport NZ approval has been gained for an alternative method
- different operators may be allowed to use differing methods but regional authorities should look to move to a uniform method (to avoid consistency issues in the event of a contract changing operators, and for comparative purposes).

Step 5: collection of patronage data

Regional authorities must establish with each operator how that operator is to collect patronage information for each service. This will include format, how long the information should be retained, and how to calculate patronage from the use of multi-trip tickets.

- Whatever method is chosen must be recorded and then used consistently. If the chosen method differs from that used in the past, patronage information from the previous years will have to be reviewed to ensure consistency.
- All regional authorities are encouraged to require the use of electronic ticketing machines (ETMs) or equivalent to record patronage information. Those regional authorities not requiring ETMs should move towards this system, and at least require the use of ETMs when the services are next tendered. However, the use of ETMs will not be required where patronage is insufficient to justify using ETMs.

Step 6: collection of data for commercial services

Regional authorities should agree with operators the process for the collection of commercial service data.

Regional authorities should make every endeavour to obtain patronage information from commercial services. If information is not made available to the regional authority, or is not used by the regional authority for any reason (such as unreliability), the regional authority should record the reason for this.

Step 7: future service changes

Regional authorities should arrange for patronage impacts from future service changes to be identified separately. Only the impacts of major service changes, such as the introduction of a new route, late night or weekend services, need be identified.

4.11 Passenger transport data collection and verification, continued

Step 8: collection of information

Patronage information should be collected and be available on request on at least a quarterly basis for validation of patronage payment claims and for patronage monitoring purposes. However, if information (such as that from commercial services, or small services) is not available quarterly, then six-monthly will suffice.

Step 9: monitoring system

A monitoring system should be developed to ensure that the data collection process is being followed, and that data generated is accurate. Regional authorities should build on the operators' own monitoring systems to ensure all revenue is collected and accounted for. The monitoring system used by the regional authority should ensure that:

- the agreed data collection system is being used to collect patronage information
 - if the operator is supplying passenger kilometres information, this is accurate
 - the information supplied to regional authority is as collected by the operator.
-

Step 10: regular comparisons

The regional authority should undertake regular comparisons of numbers to see if changes have occurred, and seek and record reasons (if any) for the changes.

Regular reviews of the patronage data should be undertaken in order to identify any changes that are occurring.

Step 11: regular checks of base information

The regional authority should undertake regular checks of the base information recorded by operators to ensure processes are being followed, and information is accurately recorded.

This will involve checking the data held by the operator (or the operators' systems). For example, a check should be made of the raw data to ensure that any summary reports prepared by the operators for the regional authority are accurate.

This will mean that operators must retain raw data for such a check to be undertaken. The data should be kept for as long as possible to not only enable annual checks to be made, but to enable any re-calculations to occur (such as in the event of a change in peak hours, or a change in the method of calculating passenger kilometres).

4.11 Passenger transport data collection and verification, continued

Step 12: independent audit

An independent auditor should be used to check the data collection and verification process is being followed and the data generated is accurate.

The audits are to be initiated by the regional authority and are to be separate to the audits undertaken by Land Transport NZ.

The audit should address issues including:

- the appropriateness of the DCVP
- whether the operators and AOs are complying with the DCVP
- the validity of the patronage boardings and kilometre data.

A copy of the audit report should be sent to the Land Transport NZ.

4.12 Passenger transport models

Passenger transport models

For a passenger transport modelling project to receive financial assistance, these procedures must be followed:

- the work must be confined to the preparation of a strategic (network) model
- the work must be carried out under the oversight of a technical committee with representatives from the affected approved organisations. This committee will specify the work, manage the budget and ensure the work is carried out
- a nominee from Land Transport NZ must be on the technical committee to ensure that Land Transport NZ's requirements are being met
- regional authorities must undertake to keep the models up to date (where a number of potential projects with network-wide effects have been identified) for the regular review of strategic passenger transport plans and the development and analysis of operational plans
- completion of models on schedule is a condition of funding and unless delays are justified, expenditure beyond the agreed completion date will not be eligible for financial assistance
- the methodology and assumptions used in developing the model are documented and kept up to date
- Land Transport NZ reserves the right to obtain copies of up-to-date models at any time.

Application of procurement procedure for passenger transport models

All passenger transport modelling projects that receive financial assistance are normally subject to Land Transport NZ's procurement procedures for professional services.

If a regional authority wishes to undertake a modelling project in-house, then:

- specific Land Transport NZ approval, based on the merits of each case, is required, and
- a cap on funding will apply.

4.13 Pedestrian facilities

Introduction	<p>The construction and renewal of pedestrian facilities are only eligible for financial assistance in limited circumstances. They are:</p> <ul style="list-style-type: none"> • specific work described in work category 451: <i>Pedestrian facilities</i>, and • those other cases described in this section. <p>Rule: The construction and renewal of pedestrian facilities for purely recreational purposes are not eligible for financial assistance.</p> <p>Rule: Maintenance of footpaths is not eligible for financial assistance, except where provided below.</p>
Footpath on structures	<p>The construction, maintenance and renewal of new or additional footpaths on an existing public road structure are eligible for financial assistance within the relevant road controlling authority's programme.</p>
Reinstatement of footpath and vehicular crossings	<p>Reinstatement of footpaths and vehicular crossings is eligible for financial assistance when they are required because of a financially assisted street widening or reconstruction project. Reinstatement is to be to the original standards only. No additional improvements are eligible.</p>
Pedestrian overbridges/underpasses	<p>New pedestrian overbridges/underpasses over/under existing roads are eligible for financial assistance within the relevant road controlling authority's programme.</p>
Pedestrian bridges	<p>The maintenance of pedestrian bridges affording access to roads, streets, or highways is not eligible for financial assistance.</p>
Other pedestrian facilities	<p>Maintenance or renewal of other pedestrian facilities, other than those on structures as provided above, is not eligible for financial assistance.</p>
Programming	<p>Pedestrian facilities that form an integral part of a new improvement project are funded under the work category for that project.</p> <p>Promotional activities for new pedestrian facilities are provided for under work category 432: <i>Community programmes</i>.</p>

4.14 Protection planting

Introduction

Protection planting designed to arrest the slumping or displacement of road platforms is eligible for financial assistance as a separately identified project in work category 241: *Preventive maintenance*.

Examples

The following are examples of protection planting:

- the initial costs of planting, including any fencing or other protective measures to prevent damage by stock
 - the purchase of any land required outside the road reserve for planting and/or retirement
 - compensation payable to a landowner for a covenant to retire land and/or plant trees for road protection where purchase is impracticable or undesirable.
-

Conditions of approval

Approval of financial assistance for protection planting is conditional on the following:

- the design and supervision of the planting are to be carried out by, or under the direction of, a qualified soil conservator
 - legally enforceable agreements are to be implemented that define the responsibilities for management of retired areas outside the road reserve
 - no duplication of financial assistance from Land Transport NZ and other sources.
-

4.15 Quality assurance requirements

Introduction

Approved organisations shall implement and maintain a quality assurance programme for all activities that receive financial assistance from Land Transport NZ, to ensure that all materials and construction/implementation techniques are in accordance with those specified.

Contractor's quality assurance

Land Transport NZ requires tendering authorities when undertaking activities that qualify for financial assistance, to engage contractors who comply with Land Transport NZ's quality assurance requirements.

Rule: Land Transport NZ will only provide financial assistance where contractors undertaking physical works are quality assured suppliers for all contracts let after 1 July 2000.

Quality assurance requirements

Land Transport NZ's quality assurance requirements provide for different levels of quality assurance, depending on the complexity of the works. The different levels are:

- ISO 9000 for complicated tasks
 - Transit Quality Standard 1 (TQS1) for reasonably complicated tasks
 - Transit Quality Standard 2 (TQS2) for straightforward tasks.
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4.16 Rail crossings

Introduction

The *Railways Act 2005* has the purpose of promoting the safety of rail operations. Part 3 of the Act sets out the law relating to management of the rail corridor. In several places it also clarifies the responsibilities of road controlling authorities and rail access providers.

The Act is designed to identify clearly who is responsible for the different aspects of infrastructure maintenance; in particular where roads and rail facilities meet. However, in certain places it allows for agreements between road controlling authorities and rail access providers, which may take a different approach than that laid out in the Act.

The sections of the Act that especially affect road controlling authorities are noted below.

Railway drains [Railways Act s74]

Section 74 of the Act specifies that road controlling authorities or local authorities are responsible for the maintenance of any drain on railway land that carries stormwater or sewage. However, the road controlling authority or local authority must obtain the prior consent of the rail access provider or railway premises owner before entering any railway infrastructure or premises.

No right to easement over railway land [Railways Act s75]

Section 75 of the Act states that any easements over railway land can only be granted by the rail access provider or railway premises owner concerned.

Lights and signs near a railway [Railways Act s76]

Section 76 of the Act gives power to the rail access provider to require removal of non-railway lights and signs where they may cause confusion to rail operators.

Power to prevent damage to railway [Railways Act s77]

Section 77 of the Act gives power to the rail access provider or railway premises owner to require landowners or occupiers to remove, lower or trim any tree, hedge fence or wall to prevent damage to rail infrastructure or railway premises or if there is a danger to rail traffic.

4.16 Rail crossings, continued

Warning devices at level crossings [Railways Act s81]

Section 81 of the Act allows the rail access provider to erect notices and warning devices at level crossings. The rail access provider must consult with the road controlling authority concerned with the objective of agreeing on the notices and warning devices. Any agreement reached must be recorded in writing.

Gates and cattle stops [Railways Act s82]

Section 82 of the Act specifies conditions for gates and cattle stops at railway level crossings.

Maintenance of railway crossings [Railways Act s83]

Section 83 of the Act sets out the responsibility for maintenance of parts of the road/rail infrastructure, in terms of what part of a railway crossing is maintained by the rail access provider and what part is maintained by the road controlling authority.

Note: The road controlling authority and rail access provider can make an agreement with respect to the maintenance responsibilities that can override the provisions of this section.

Management of railway along or across a road [Railways Act s84]

Section 84 of the Act covers management of a railway where it crosses or runs along a road.

Note: This section does not apply to any light rail transit facility.

4.16 Rail crossings, continued

Rights of entry in respect of existing works [Railways Act s86]

Section 86 of the Act states that rail access providers may enter land or premises to get access to the railway, for the purposes of inspecting, maintaining or operating an existing railway, or completing one under construction as at 1 April 1993.

Construction or repairing lines and equipment on roads [Railways Act s87]

Section 87 of the Act sets out the conditions under which a rail access provider can maintain rail infrastructure on a road.

Notice to be given before alteration of lines or works on road [Railways Act s88]

Section 88 of the Act sets out the conditions for giving notice to the relevant road controlling authority before commencing work.

Charging for access to road reserve [Railways Act s91]

Section 91 of the Act states that local authorities cannot charge any sort of rent for any rail infrastructure or railway premises on a road.

4.17 Revoked or declared state highways

Introduction

As a result of changes to the state highway network, some roads may be redesignated as either state highways or local roads.

Standards

Any road handed over to another road controlling authority shall be in a reasonable state of repair as at the gazetted date. However, the putting right of any deficiencies, prior to handover, is limited to road maintenance.

Financial assistance

Transitional financial assistance will be provided for territorial authorities such that the financial effect of revoking state highways in their area will not increase their programme share (exclusive of improvement projects) by more than three percent over the previous year.

If any decrease to a territorial authority's financial assistance rate is warranted due to the declaration of a state highway, the adjustment will be made in accordance with section 3.3.

4.18 Road assessment and maintenance management systems

Introduction

Land Transport NZ requires the use of an approved road assessment and maintenance management system for treatment selection, as a condition of receiving financial assistance for maintenance and renewal of roads.

Inventory data

The road assessment and maintenance management system must include an inventory of the road assets. The inventory data covers the following:

- carriageway
- traffic volumes
- surfacing
- condition rating
- roughness
- shoulders
- surface water channels
- pavement layers
- rehabilitation
- drainage
- traffic facilities
- minor structures
- bridges
- street lights
- features.

Roughness and rating surveys

Roughness and condition rating surveys of all sealed roads are to be undertaken at least every second year. Condition rating surveys of all sealed roads carrying more than 500 vehicles per day are to be undertaken annually.

New projects

The inventory database shall be updated as soon as practicable after any project that affects the network is completed.

Training certificate required

In order for rating work to be eligible for financial assistance, the road condition raters acting on behalf of the road controlling authority are required to hold a current certificate issued by the New Zealand Institute of Highway Technology (NZIHT) following satisfactory performance at a rating training workshop.

4.19 Road network transportation studies

Introduction

Land Transport NZ will provide financial assistance for approved transportation studies to build models of land transport systems and to prepare strategic plans.

Procedures to follow

For a transportation study to receive financial assistance, these procedures must be followed:

- the work must be confined to the preparation of strategic plans
 - the terms of reference must be approved by Land Transport NZ. The terms of reference must include:
 - a purpose statement
 - the scope
 - the methodology to be used
 - the timeframe
 - the deliverables/outputs
 - the cost estimate
 - the terms of reference must demonstrate compliance with Land Transport NZ's *Economic evaluation manual, volume 2*
 - the work must be carried out under the oversight of a technical committee with representatives from the affected controlling authorities. This committee will specify the work, manage the budget, and ensure the work is carried out
 - where there is significant model building involved, a nominee from Land Transport NZ must be on the technical committee to ensure that the appropriate standards are being met
 - road controlling authorities must undertake to keep the models up to date (where a number of potential projects with network-wide effects have been identified) for the regular review of strategic roading plans and the development and analysis of operational plans
 - completion of studies on schedule is a condition of funding and unless delays are justified, expenditure beyond the agreed completion date will not be eligible for financial assistance
 - Land Transport NZ reserves the right to obtain copies of up-to-date models at any time.
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4.19 Road network transportation studies, continued

Application of procurement procedures for transportation studies

All road network transportation studies that receive financial assistance are normally subject to Land Transport NZ's procurement procedures.

If a territorial authority wishes to undertake a transportation study in-house, then:

- specific Land Transport NZ approval, based on the merits of each case, is required, and
 - a cap on funding will apply.
-

4.20 Road safety audits

Introduction

Road safety audit (RSA) is a procedure for auditing the safety of projects through their development process. It can be applied to roading, walking or cycling projects but does not apply to auditing of the existing network or specialist applications, such as traffic control at roadwork sites.

An RSA is typically undertaken at the following key stages of a project's development:

- feasibility/concept
- preliminary design/scheme assessment
- detailed design
- pre-opening/post construction/implementation.

However, these stages are not rigid. There will be occasions where the project manager will consider the need to conduct *additional* RSAs for critical milestones, temporary traffic management during site investigations, construction/implementation and design, and build projects where there may be a need to conduct them progressively throughout the design process.

In addition, it is recognised that smaller projects may not go through all these stages. In this case the audit regime needs to match the project's actual development.

4.20 Road safety audits, continued

Policy

The Land Transport NZ policy is as follows:

- RSAs shall be conducted, at the four key stages listed above (feasibility, preliminary design, detailed design and pre-opening) for all new projects on state highways and local roads unless the project manager considers there is reason not to do so. The project manager must give full consideration to the assessment criteria outlined below.
- The project manager may choose to do more safety audits than is prescribed in the four stages.
- Smaller projects will not always follow all the development stages envisaged in the four stages of audit. In these circumstances the stages of audit shall match the project's actual development stages.
- If the project manager considers there is justification for not conducting an RSA then he/she must complete an 'exception declaration' and keep it on file for audit purposes.
- Safety auditors must be totally independent of the project team and must be appointed separately from the professional services contract for the project development.
- The policy covers all new projects started after 1 July 2004. Projects already started are not covered, though RSA is strongly recommended for all projects. In this context 'started' means 'started the planning process' not 'started construction/implementation'.

Assessment criteria

The purpose of any assessment criteria is to ensure that the RSA is applied to the projects that have the potential to create road safety problems.

The "*Road safety audit procedures for projects*" (TFM-9 November 2004) provides guidance in relation to road safety audits. Appendix 1 of this guidance includes the assessment criteria, a road safety audit exception declaration form, and provides road safety audit checklists.

This guidance and forms can be downloaded from the Land Transport NZ website: www.landtransport.govt.nz.

4.21 Service lanes

Introduction

The cost of construction and ongoing maintenance and renewal of service lanes is eligible for financial assistance, but any amount received by way of betterment shall be deducted from the sum on which financial assistance is claimed – see section 4.3.

Valuation

The valuation of betterment should not be determined until the service lane has actually been formed, sealed, and declared.

4.22 Services

Introduction

The road controlling authority's share of the cost involved in the relocation of services is eligible for financial assistance. The service authority's share of the costs is to be excluded from the cost of the work.

Pipes

Where existing pipes are replaced with new pipes, only the cost of laying them is eligible for financial assistance.

Policy for services on bridges

Where a service authority requires services to be carried on a structure, or where an existing service is transferred due to replacement of an existing structure, the following policy applies.

New structures: no restriction to access

Where a service is to be carried on a new road bridge or another form of structure (eg, a tunnel) where no restriction is to be placed on access for any road user and where no ancillary service existed previously, a cost recovery charge is to be made to the service authority.

New structures: access restricted

Where a service is to be carried on a new motorway or other road structure where restrictions are placed on classes of users (eg, a toll facility), methods of use, or freedom of access, the attachment of services will be subject to prior consent of the road controlling authority. A cost recovery charge will apply.

New structures: bridge to maintain existing access

Where a new structure is provided to maintain access for an existing road or street over a new motorway or major roadway, the full costs of maintaining existing services, including supply and installation of replacement pipes and cables, is to be a roading charge.

Note: Where *additional* services are required, the provision of materials is to be a service authority charge, with the cost recovery charge applied to reflect the weight of the additional services required.

4.22 Services, continued

Replacement of an existing structure

Where an existing structure is to be replaced, the transfer of existing services onto the new structure is not eligible for financial assistance.

Note: Where *additional* services are required, the provision of materials is to be a service authority charge, with the cost recovery charge applied to reflect the weight of the additional services required.

Where cost recovery arrangements have not been made

Where services are to be added to an existing structure, and where prior cost recovery arrangements (in terms of the above cases) have not been applied, the attachment of new services to the structure will be dependent on a structural check to ensure that the services can be accommodated safely.

Note: All costs involved in attaching the services to the structure are to be met by the service authority. The cost recovery charge will be applied with respect to the original cost of constructing the structure.

Cost recovery charge

The following formula for the cost recovery pertains:

Cost recovery charge

$$= \frac{\text{Weight of services with content}}{\text{Overall weight of bridge superstructure}} \times \text{cost of bridge}$$

Note: The service authority is to make the necessary arrangements for supplying its own materials and for installation, either at the time of bridge construction or a later date.

4.23 State highway/local road connections

Introduction

This section sets out cost responsibility for road work that involves both state highways and local roads.

State highway and motorway boundaries should be located in such a manner that boundaries of responsibility are clear and practical for all aspects, including designation, construction, renewal, maintenance and control.

Note: A delegation or agreement is required for any work within the state highway reserve that is to be a local road charge.

Policy principles

Cost responsibilities for roading infrastructure should be based on the following underlying principles:

- be in accordance with the provisions of the LTMA
- reflect the relative benefits to users of the state highway and local road networks
- recognise that the sector initiating the work should have the primary responsibility for the cost
- be compatible with the responsibility for control of the assets involved.

The application of these procedures to specific situations is set out below. Some connections may be complex and cover a number of these specific situations. Cost responsibilities for these situations should be negotiated.

For situations not covered below, cost responsibilities should be negotiated on a case-by-case basis according to the principles and priority order listed above.

Negotiations are to involve Land Transport NZ, Transit NZ and the respective territorial authority.

4.23 State highway/local road connections, *continued*

New state highway project with connections to existing local roads

Where a new state highway project is constructed with connections to existing local roads, all work within the final state highway reserve, including overbridges, underpasses and interchange ramps, are a state highway charge, except for work of a higher standard than (or in addition to) the work required by the state highway.

Land Transport NZ may agree that the cost of new connections to local roads, outside of the state highway reserve, may also be a state highway charge.

All other work is eligible for financial assistance in the local authority programme.

Note: The cost of upgrading local roads as a consequence of the new connections is a local road charge.

New state highway project crossing an existing local road without connections

Where a new state highway project is constructed across an existing local road without connections between the roads, all work, including any work to adjust the local road, is a state highway charge, except for work of a higher standard than (or in addition to) the work required by the state highway.

All other work is eligible for financial assistance in the local authority programme.

4.23 State highway/local road connections, continued

New local road connecting to an existing state highway

Where a new local road, including private developmental roading, is connected to a state highway, construction of the local road including any overpass or underpass is a local road charge.

The cost of any access ramps is a state highway charge, except where the primary purpose of the new connection is to provide access to a private facility, in which case the owner of that facility shall meet the full ramp costs.

Where there is no clear distinction between the ramps and the bridge structures eg, at a directional interchange, the ramp/bridge costs are to be shared according to the proportion of ramp to bridge costs for an equivalent standard interchange with the same number of ramps as the standard interchange.

Any associated state highway upgrading necessitated by the need to cater for local traffic that is effectively crossing the motorway, such as the provision of auxiliary motorway lanes, is to be a local road charge. This is because provision for traffic crossing the state highway is deemed to be a function of the local road network.

Local road crossing an existing state highway without connections

Where a new local road is constructed across a state highway without connections to the state highway, no costs are to be a state highway charge.

The work is eligible for financial assistance in the local authority programme.

Upgrade of an existing state highway/local road intersection

Where an existing intersection between a state highway and a local road is upgraded, reconstructed or relocated, all work within the state highway reserve is a state highway charge.

Any realignment or upgrading of the local road that is necessitated by the project will also be a state highway charge. Land Transport NZ will, however, require a local road contribution for any work that exceeds the minimum level of upgrading necessary to the project.

4.23 State highway/local road connections, *continued*

State highway intersecting with unsealed local road

Where construction work is undertaken on a state highway and an intersection with an unsealed local road is involved, the unsealed side road shall be sealed to a distance of 10 metres from the limit line position. The work is to be a full charge to the state highway project. Future maintenance of this work is a full state highway cost.

Note: The purpose of this policy is to:

- provide traction for approaching traffic
- permit supplementary pavement marking to be provided and maintained where appropriate
- reduce the hazard due to gravel migrating onto the state highway.

Maintenance of local roads intersecting *at grade* with state highways

The maintenance of the carriageway of a local road, intersecting *at grade* with a state highway, for a distance of 10 metres from the limit line position or to the end of seal, whichever is the lesser, shall be a state highway charge. This maintenance includes:

- pavement maintenance
 - maintenance of regulatory signs associated with the intersection
 - maintenance of pavement marking related to traffic control of the intersection where these are appropriate
 - maintenance of raised traffic islands related to the traffic control of the intersection.
-

4.24 Stock crossings

Introduction

The following policy applies where provision of stock crossings across, under or over a road have been requested to connect two parts of a property.

Road protection where stock cross at grade

If the least long-term maintenance cost is to use a protective covering over the road (eg, road/stock mats or a specialised seal coating), then this cost is eligible for financial assistance under work category 111: *Sealed pavement maintenance*.

Traffic control where stock cross at grade

All approved signs and road markings required for a stock crossing are eligible for financial assistance under work category 122: *Traffic services maintenance*.

New road alignment

When a new road deviation severs a rural property, the roading portion of an access structure may be included as part of the total road construction cost.

Cost sharing is to be considered on the following basis:

- Where provision of an access structure can be made at a cost less than that involved in acquiring the severed area of land, the full cost of the access structure will be accepted as a charge to the roading improvement. This includes the value of any improvements.
- Where the cost of providing an access structure exceeds the value of the severed land, no stock access structure shall be provided. This is where the value of improvements is included and the landowner is not prepared to sell the severed land.

Note: Other options to be considered include:

- the resale or exchange of the severed land, or
- purchase and resale of both portions.

Existing road alignment

Where existing and proposed stock movements on an existing road significantly affects road traffic, a **proportion of the cost** of constructing a stock access structure (including fees) will be accepted as a roading cost.

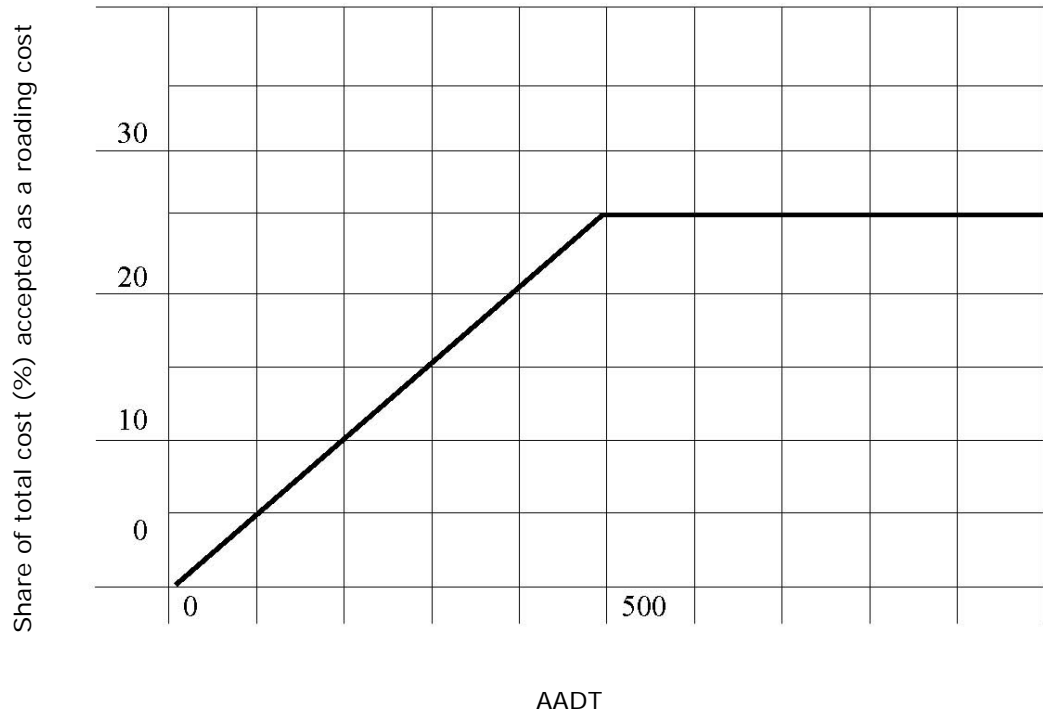
This roading cost may be included in the programme under work category 341: *Minor improvements*.

4.24 Stock crossings, continued

Existing roads: proportion of cost	<p>Figure 4.1 on the next page sets the proportion of an access structure's cost that will be accepted as a roading cost. This is where the structure is to be built on an existing road alignment.</p> <p>Note: Where a vehicle accident record exists, the project should be considered as a road reconstruction project in which case, if the project has an assessment profile better or equal to the prevailing funding threshold profile, the total cost will be accepted as a roading cost.</p>
Form of structure	<p>The form of the structure should be determined by the needs of the farmer subject to approval of the design by the road controlling authority.</p>
Agreement for landowner	<p>Land Transport NZ requires that the road controlling authority obtain a written undertaking from the farmer that the farm layout and farm management will be rearranged to eliminate any <i>at grade</i> stock crossing immediately on completion of the access structure.</p> <p>The road controlling authority should also consider an encumbrance to be registered against the title of the property affected by the under or overpass. For a template of an encumbrance, refer to the Road Controlling Authority Forum's <i>Best practice guidelines for stock crossings</i>.</p>
Approvals	<p>The road controlling authority can approve applications for projects that conform to this policy.</p> <p>Proposals not complying with this policy shall be referred to Land Transport NZ for a decision.</p>
Maintenance	<p>Any structural repairs may be included in work category 114: <i>Structures maintenance</i>. However, at a minimum, the landowner will be responsible for the cost of:</p> <ul style="list-style-type: none"> • maintenance of the track through the structure • associated drainage and fencing • the repair of any damage to the structure caused by the farmer's use or activity.

4.24 Stock crossings, continued

Figure 4.1 Cost sharing for stock underpasses or overpasses



Formulae:

$$\text{CAS} = 0.05t \text{ (on roads having less than 500 AADT)}$$

$$\text{CAS} = 25\% \text{ (on roads having greater than or equal to 500 AADT)}$$

Where:

CAS = road controlling authority's contribution to the total construction cost of an access structure on an existing road (in percent)

t = traffic volume (AADT)

4.25 Stock truck effluent disposal facilities

Introduction

The following policy applies where a road controlling authority has requested financial assistance for the provision of a stock effluent disposal site.

Note: The agreement of the co-funders of the disposal site must be confirmed in writing before an application for funding is made.

Policy principle

Stock effluent disposal sites are funded under the principle of *exacerbator pays*. The national land transport account component is recognition of the willingness to pay by the general motoring public for the prevention of effluent spillage that is seen as a nuisance and a potential hazard. An additional benefit is the safety benefit gained from the construction of the wide sealed area where any vehicle may safely move off the road if they need to.

The ultimate exacerbator is the original owner of the stock who benefits from the sale of that stock for processing. There is no cost effective method of levying this from the stock carried. Therefore, local rates paid to either the relevant territorial authority, or the relevant regional council, or both, is considered a fair method of raising an appropriate proportion of the construction cost.

4.25 Stock truck effluent disposal facilities, continued

Construction and renewal of stock effluent disposal facilities

The cost of construction or renewal of any stock effluent disposal facility may be eligible for inclusion in the road controlling authority programme, subject to:

- the facility being part of an agreed current regional or national strategy
- the relevant territorial authority agreeing to maintain the stock effluent disposal infrastructure including disposal of any stock effluent
- the facility being situated as close as practicable to the road
- a formal lease, or an agreement to occupy, being signed where the stock effluent disposal facility is not part of the road reserve, giving access to the facility as though it were a road.

The financial assistance that will apply to the total project, regardless of the facility being alongside a local road or a state highway, shall be calculated on the following basis:

- 50 percent of the cost of the construction or renewal of the stock effluent disposal facility

plus

- the total cost (100 percent) of any necessary road improvement works to enable vehicles to safely enter and exit the disposal facility.

Note: If the facility is on a local road but is identified within the regional land transport strategy as being a strategic site then it will also be eligible for 100 percent of the roading improvement costs within the land transport programme.

Maintenance of stock effluent disposal facilities

Maintenance of stock effluent disposal facilities and disposal of stock effluent from the facilities is eligible for financial assistance under the relevant district land transport programme under work category 121: *Environmental maintenance*, and is funded at the relevant base rate.

Maintenance of associated roading improvement works is eligible for financial assistance under the relevant district or state highway land transport programme.

4.26 Stopping roads and bridges

Introduction

The cost of planning and legalisation associated with the stopping of roads and bridges is eligible for financial assistance under work category 151: *Network and asset management*.

Private access

Where the purpose of a road or bridge is essentially that of private access and does not meet the criteria as an economic roading facility – refer to section 4.31 – Land Transport NZ supports its transfer to the relevant property owners.

4.27 Stormwater drainage

Surface water channels

The maintenance, reinstatement, and forming of surface water channels are eligible for financial assistance under work category 113: *Routine drainage maintenance*.

Kerbed water channels

The maintenance of kerbed water channels is eligible for financial assistance under work category 113: *Routine drainage maintenance*.

Repair and replacement of kerbed water channels are eligible for financial assistance under work category 213: *Drainage renewals*.

Extensions to drainage systems

The cost of extensions to territorial authority drainage systems is normally not eligible for financial assistance. Land Transport NZ, however, will consider applications for financial assistance on a partial cost of drainage extensions in built-up areas where such improved drainage is necessary for the protection of the road.

In general, costs should be apportioned according to the respective volumes of runoff from contributing areas of roadway and other land.

Discharge of surface water

Where no artificial drainage system exists and street water is discharged from the water channel by means of pipes or open drains into natural watercourses on, adjacent to, or across the road reserve, the costs involved are eligible for financial assistance. Similarly, the costs of discharging street water into artificial drainage systems (sumps, mains, or open drains) on, adjacent to, or across the road are eligible.

Underground connections

The cost of underground connections to territorial authority drainage systems necessary for the disposal of street surface water (eg, sump and connection to the main) is eligible for financial assistance.

Land drains

The maintenance of land drains is normally not eligible for financial assistance.

Note: Even though land drains may be situated in the road reserve, their maintenance is the responsibility of the relevant drainage authority. However, if the drains are also used as road drainage facilities, then financial assistance may be approved by the partnership manager on the basis of the proportion of the catchment areas.

4.28 Subdivisional roads

Construction

The construction of subdivisional roads is not eligible for financial assistance. Construction includes second coat sealing.

Expenditure on formed or unformed dedicated roads giving access to the subdivisional roading is eligible for financial assistance irrespective of whether a subdivider makes a contribution to the cost.

Maintenance and renewal

The maintenance and renewal of subdivisional roads is eligible for financial assistance after their dedication to the territorial authority.

Standards

Geometric and pavement standards shall be in accordance with Land Transport NZ's *Standards and guidelines manual*.

4.29 Traffic signals

Standards

Traffic signal installations must be in accordance with Land Transport NZ's *Standards and guidelines manual*.

Flashing lights for emergency services

Flashing lights at entrances involving emergency services are not eligible for financial assistance.

4.30 Traffic signs and pavement markings

Introduction This section sets out Land Transport NZ's policy with respect to the installation, maintenance and renewal of traffic signs and pavement markings.

Standards Traffic signs and pavement markings must comply with the *Manual of traffic signs and markings* adopted by Land Transport NZ.

Responsibility for supply, erection and maintenance of traffic signs This table describes the responsibility for traffic signs and those that are eligible for financial assistance.

Type of sign	Responsibility
Regulatory signs	The road controlling authority. Note: Regulatory signs on local roads relating to state highway intersections are a full charge to the state highways programme.
Permanent warning signs	The road controlling authority.
Temporary warning signs for planned road works or activities	The agency authorised to carry out the work with costs to be met as part of the work being undertaken. Note: Signposting is subject to the approval of the road controlling authority
Temporary warning signs for emergency conditions	The road maintenance contractor under direction from the road controlling authority with costs of holding stocks to be met as part of maintenance costs for the roads involved.
Guide signs	The road controlling authority for the leg of the intersection on which the sign is erected.
Road and street name signs	The territorial authority controlling the road or street to which the sign refers.
Tourist information signs defining routes of tourist interest (eg, heritage trails)	The local or tourist interests requiring the signs, with locations and format of signs subject to the approval of the road controlling authority. All costs are to be met by the special interest groups.

4.30 Traffic signs and pavement markings, continued

Responsibility for supply, erection and maintenance of traffic signs, continued

This table is continued from the previous page.

Type of sign	Responsibility
Tourist signs advertising the presence of recognised tourist interests	The road controlling authority, with costs of installation and maintenance to be met by the interest groups requesting the signs. Note: The agreement for use of these signs is to be advised to the road controlling authority by the accepted reviewing authority (normally the regional council). The location and format of the signs require the road controlling authority's agreement.
Motorist service signs directing motorists to services for which an international symbolic message has been approved. Includes: fuel, accommodation, eating facilities and rest areas.	The road controlling authority, but only where an established need exists to provide information to the travelling public. Note: For all other cases, costs are to be met by the agency requesting the signs, with approval from the road controlling authority.
General information signs	The road controlling authority.
General advertising signs indicating sales outlets adjacent to the roadway	The interest groups requesting the signs at full cost to the advertised commercial interest. Note: Such signs may be erected only with the permission of the road controlling authority.

Maintenance guidelines

The maintenance of pavement markings, the frequency of replacement and cleaning of signs, and the repainting of support posts are dependent on traffic and environmental conditions within a local area and are therefore not conducive to control by national guidelines. Road controlling authorities should develop guidelines suitable for their local situation.

Note: Maintenance of parking and fire hydrant locator markings on state highways in urban areas is funded within the relevant land transport programme.

4.30 Traffic signs and pavement markings, *continued*

Programming: Installation of new traffic signs in association with a road renewal project and minor improvements in traffic management equipment and facilities, up to a limit of \$10,000, may be programmed in work category 231: *Associated improvements*.

Installation of new traffic signs and pavement markings or upgrading these to the current standard, in excess of the above limit is to be programmed under either work category 341: *Minor improvements* or work category 324: *Road reconstruction*.

The maintenance of traffic signs and pavement markings is eligible for financial assistance under work category 122: *Traffic services maintenance*.

Renewal of traffic signs and pavement markings is eligible for financial assistance under work category 222: *Traffic services renewals*.

4.31 Transport demand management, rail freight and sea freight

Introduction

This section sets out Land Transport NZ's eligibility criteria for transport demand management, rail freight and sea freight activities.

Funding agreements

Before any transport demand management, rail freight and sea freight activity is submitted for financial assistance, there must be an agreement in writing between the parties receiving the benefits that all parties will contribute their proportion of the total cost.

Note: A regional council may choose to fund a territorial authority's share of the total cost.

Apportionment of benefits

Financial assistance for new rail freight and sea freight activities will be based on the proportion of expected benefits identified in the evaluation. These benefits will be allocated to the parties receiving those benefits.

Each party will be expected to contribute towards the total funding of the service in proportion to their share of the total benefits.

For approved activities, Land Transport NZ will pay financial assistance in proportion to the share of the total benefits that arise from the following fundable benefits:

- road cost savings (less lost road user payments)
- road user benefits (reduced congestion and accidents)
- environmental benefits.

That is, Land Transport NZ's financial assistance will be based on the proportion that the fundable benefits above comprise the total benefits.

The financial assistance rate will depend on the road type on which the fundable benefits accrue. The proportion of costs equating to the fundable benefits that accrue:

- on state highways, will be funded at 100 percent
 - on local roads, will be funded at the applicable financial assistance rate (FAR) for the territorial authority.
-

4.31 Transport demand management, rail freight and sea freight, continued

Basis of payment	<p>Payment of financial assistance will be made on the realisation of the identified benefits. This may be indicated by the amount of freight being carried.</p>
	<p>An allowance will be made initially for the usage of the new service. Where a service does not meet the projected freight levels, then the level of financial assistance may be renegotiated.</p>
Transport demand management, rail freight and sea freight proposals with small funding requirements	<p>The cost of a full evaluation in accordance with the evaluation procedures may not be justified for output proposals that require \$5,000 or less per year of financial assistance. Land Transport NZ will consider simplified evaluations in such cases.</p>
Future changes in rail freight and sea freight activities financial assistance policy	<p>Rail freight and sea freight activities are primarily funded on an output basis, which means that other parties must take the risk on capital investment. Transport demand management, rail freight and sea freight financial assistance policy is relatively new, has not been tested on many projects and is likely to be refined as Land Transport NZ gains experience with applying the policy.</p>
	<p>Rules:</p> <ul style="list-style-type: none"> • For transport demand management, rail freight and sea freight capital projects, Land Transport NZ will fix the financial assistance rate when the project is approved, for the duration of the project. • For rail freight and sea freight activities funded as outputs, Land Transport NZ will fix the financial assistance rate for the duration of the contract between the regional council and the operator, <ul style="list-style-type: none"> – except if the FAR policy changes to the regional council's advantage, Land Transport NZ may, at its discretion, offer the increased FAR to the regional council.

4.32 Uneconomic roading facilities

Introduction

Land Transport NZ accepts the concept of continuing weight restrictions on roading facilities where that is shown to be the economic option. Therefore, where the cost of renewal, reinstatement or structural upgrading of any roading facility is classed as *uneconomic*, such works will normally not be eligible for financial assistance. Land Transport NZ will, however, continue to provide financial assistance for the cost-effective maintenance of the facility.

Definition

An *uneconomic* roading facility is defined whereby the ratio of the total cost of the work to be undertaken per AADT is greater than or equal to \$8,000 per vehicle.

Application for financial assistance

On application, Land Transport NZ will consider the eligibility of non-maintenance activities on *uneconomic* roading facilities for financial assistance on a case-by-case basis. In this event, a report to Land Transport NZ is required, providing:

- a map showing the facility and the properties served
- the estimated or measured annual average daily traffic volume using the facility
- the existing capital value of the properties and an estimate of what it would be without the facility (if there are five or less properties served)
- a statement on the economics of providing a facility with a loading capacity of class I compared with a loading capacity of less than class I, either by maintenance or repair of the existing facility, or by construction of a low-cost replacement facility in terms of Land Transport NZ's *Economic evaluation manual, volume 1*.

4.33 Vegetation control

Introduction	Vegetation control of roadside berms, medians and traffic islands is eligible for financial assistance under work category 121: <i>Environmental maintenance</i> , subject to the following conditions.
Urban areas	<p>In urban areas, maintenance of the area between the kerb and the road reserve boundary is not eligible for financial assistance.</p> <p>Grass cutting to lawn standard or maintenance of alternative low-cost ground cover treatments in medians and traffic islands is eligible for financial assistance.</p> <p>Note: Aesthetic treatments (such as flower gardens) on berms, shoulders, medians, and traffic islands are not eligible for financial assistance.</p>
Rural areas	<p>In rural areas, maintenance and grass cutting of roadside berms and unsealed shoulders may only be sufficient to ensure:</p> <ul style="list-style-type: none">• adequate visibility• general safety• drainage• the elimination of a fire hazard or pest refuge.
Periodic maintenance on road reserves	<p>Other types of periodic maintenance to regulate growth on road reserves are eligible for financial assistance.</p> <p>Note: This does not include the control of noxious weeds declared in terms of the <i>Biosecurity Act 1993</i> (or its replacement legislation).</p>

4.34 Walking and cycling strategies

Introduction

Land Transport NZ will provide financial assistance to territorial authorities for the cost of the preparation (including reviews) of approved strategies to promote walking and/or cycling as viable modes of transport.

Procedures to be followed

The work must be confined to the preparation of strategies to establish walking and/or cycling as viable modes of transport in the locations covered.

Walking and/or cycling advocacy groups, Transit NZ and Land Transport NZ must be consulted during the preparation of the strategies.

Strategies must be consistent with the appropriate regional land transport strategy and the national walking and cycling strategy.

Contents of the strategies

Strategies must include:

- a practical walking and/or cycling network including the existing network and the proposed new network
 - network supportive activities for pedestrians and/or cyclists
 - measurable outcomes
 - an approach (broad outline of the methodology to achieve the outcomes)
 - specific parameters to measure success or progress toward outcomes
 - programme measures to overcome the perceived negative aspects of walking and cycling
 - a programme of physical works and estimates of costs
 - an assessment of existing safety problems and planned mitigation strategies
 - enforcement and education issues
 - a broad economic assessment of the proposals
 - provisions for special groups.
-

