

**MEETING:** INFRASTRUCTURE COMMITTEE - 12 JUNE 2014  
**Name of item:** TE RAUPO ROAD  
**Author:** Ross Green – Acting General Manager - Infrastructure and Asset Management  
**Date of report:** 30 May 2014  
**Document number:** A1460417

**Executive Summary**

The purpose of the report is to outline a situation that has developed with the maintenance of Te Raupo Road and its effects on the Cycle Trail.

**Recommendation**

***THAT the Infrastructure Committee recommends to Council:***

***THAT locked gates preventing access across the rail corridor (cycle trail) be reinstated with one property owner being given a key for emergency access if required;***

***OR***

***THAT 2 km of Te Raupo Road be upgraded to a standard suitable to be maintained at an estimated cost of \$94,000 and that Council resolves to take over maintenance of Te Raupo Road.***

**1) Background**

Te Raupo Road is off State Highway 11 between Kawakawa and Opuā, near the intersection with Rigden Road. Attached is a plan (Attachment 1) showing the location of the road.

The road is the legal access to three properties. However, it is more convenient for the property owners to cross the rail corridor to access their residences. The use of this access across the corridor is also made because the Council does not maintain Te Raupo Road which has fallen into disrepair.

The use of the rail corridor as access has already resulted in 2 “near miss” incidents for riders on the cycle trail.

Locked gates have been constructed to prevent vehicles crossing, but these have been removed and thrown away resulting in Council asking the Police to intervene.

Rocks were installed to prevent vehicle access once the gates were removed but these were rolled clear.

A letter has been received from one of the property owners with frontage to Te Raupo Rd, saying that he is looking after a sick grandchild and needs vehicle access across the cycle way, primarily in case of a medical emergency (Attachment 2).

To access the properties via crossing the rail corridor the residents just need to come from the State Highway 11, as shown on Attachment 1.

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## **2) Discussion and options**

The options that appear open to Council to prevent any future car versus cyclist incident include:-

1. Reinstate the gates and have Police monitor the situation and be called in should the gates be removed again. The person who has the sick grandchild would be given a security key that would not be able to be copied. The cost of this option will be relatively low but there would be no guarantee that the gates would remain undamaged.
2. Put some other form of barrier to vehicles that cannot be removed without the use of mechanical means. This may be in the form of steel bollards well fixed into the ground.

This would prevent the person with the sick grandchild being able to use the access in an emergency, except perhaps for pedestrian access to an ambulance waiting at the highway. This option would restrict emergency access should cycle trail users require it. This option has been discounted.

3. The third option would be for Council to upgrade Te Raupo Road to a standard suitable to be maintained and take over maintenance of it.

The length of Te Raupo Road is 2km and an estimate has been obtained for an upgrade of \$94,000. There would then be an ongoing maintenance cost as for other metal roads. If Council does take over a road for maintenance, the requirement is that the residents bring it up to standard, but given the financial circumstances of the residents in this case this is unlikely to happen. Some of the residents insist that Council should be maintaining the road, however the required resolution to maintain it has never been passed and the RAMM data records the road as "private".

The road is likely to meet all the criteria under Policy 4112 for Council to maintain it, except for the requirement that it be handed over to a standard acceptable for maintenance.

A formed and maintained Te Raupo Road would allow the grandfather with the sick child and the other residents to access their properties without crossing the cycle trail.

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### **3) Financial implications and budgetary provision**

The costs of the options could be funded as follows:

Option 1 - This could be funded from the maintenance provision for the Cycle Trail in the 2014/15 Annual Plan.

Option 2 – This could be treated as capital expenditure as it would be a new gate. This would have to be factored into the funding budgets for the cycle trail.

Option 3 - The cost of upgrading Te Raupo Road would need to be met from unsubsidised roading budgets and ongoing maintenance from the subsidised maintenance budget.

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### **4) Reason for the Recommendation**

Three options have been presented for consideration by the Committee.

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Manager: Ross Green – Acting General Manager - Infrastructure and Asset Management

Attachment 1: Plan showing Te Raupo Rd & access across the rail corridor - Document number A1463875

Attachment 2: Letter regarding access - Document number A1463876

Compliance schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

The decision-making process has sought to —

- identify all reasonably practicable options for the achievement of the objective of a decision; and
- assessed those options by considering—
  - the benefits and costs of each option in terms of the present and future interests of the district or region; and
  - the extent to which community outcomes would be promoted or achieved in an integrated and efficient manner by each option; and
  - the impact of each option on the local authority's capacity to meet present and future needs in relation to any statutory responsibility of the local authority; and
  - any other matters that, in the opinion of the local authority, are relevant; and
- if any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water, sites, waahi tapu, valued flora and fauna, and other taonga.

Relationship with existing policies and Community outcomes	Relationship with Policy 4112 – The Formation and Maintenance of Roads
Possible implications for the relationship of Maori and their culture and traditions with their ancestral land, water, site, waahi tapu, valued flora and fauna, and other taonga	None known.
Views or preferences of persons likely to be affected by, or to have an interest in the matter, including persons with disabilities.	None know.
Does the issue, proposal, decision or other matter have a high degree of significance as determined under the Council's policy 2116?	Low
If the matter has a Community rather than a District wide relevance has the Community Board's views been sought?	No, District wide relevance.
Financial Implications and Budgetary Provision. Financial Controller review	The Financial Controller has reviewed this report

## **5.6. Waste Management and Minimisation**

Item 3.5 of the agenda, document number A1442116, pages 45-67 refers.

Reason for the resolution

To provide time to evaluate Council's strategy and bylaws around waste management and minimisation and to integrate community views.

Resolved

Vujcich/Collard

**THAT the Infrastructure Committee makes the following recommendation to Council:**

**THAT the current Contracts 7/09/600 – Northern and Southern (for the Provision of Waste Management and Minimisation Services), be extended by 12 months;**

**AND THAT a new 'Solid Waste Bylaw' is drafted to replace the current Collection and Transportation of Waste and Diverted Material Bylaw and Disposal of Solid Waste Bylaw;**

**AND THAT further strategies be developed and recommended by the Infrastructure Committee for the next Long Term Plan.**

Carried

## **5.7. Te Raupo Road - off State Highway 11**

Item 3.6 of the agenda, document number A1460417, pages 69-74 refers.

Reason for the resolution

To find resolution to an issue of property access that has arisen as a result of the development of the Twin Coast Cycle Trail – Pou Herenga Tai.

Resolved

Vujcich/Radich

**THAT the Infrastructure Committee makes the following recommendation to Council:**

**THAT 2 km of Te Raupo Road, off State Highway 11 be upgraded, at an estimated cost of \$94,000, to a standard suitable to be maintained;**

**AND THAT locked gates preventing access across the rail corridor (cycle trail) be reinstated;**

**AND THAT Council then hand the maintenance of the road to the adjoining landowners to be maintained in accordance with Policy 4103.**

Carried

## **5.8. Cycle Trail Update and Financing Issues**

Item 3.7 of the agenda, document number A1460418, pages 75-79 refers.

Reason for resolution

Further funding is required to complete the cycle trail and one possible source is the Government.