

Policy for Allocation of Community Rooding Funding

1. Relevant Legislation

- Local Government Act 2002
- Local Government Act 1974
- Land Transport Act 1998

2. Definitions

Rural Urban Community Rooding Areas

Means rural residential communities which have speed limits of 70km/hr or less and fall outside the Urban Community Rooding Area boundaries. Examples include Tanners Point, Ongare Point, Kauri Point, Te Puna West, Paengaroa, Pukehina Beach and Minden.

Urban Community Rooding Areas

Means urban communities which have speed limits of 70km/hr or less, are served by a Community Board and have a community development rooding plan. Examples include Maketu, Te Puke, Omokoroa, Katikati and Waihi Beach.

Works to be funded

Typically means but are not limited to drainage improvements, new kerb and channel, new footpaths, cycleways, new traffic and pedestrian improvements, street lighting improvements, road signage, intersection improvements, traffic calming thresholds and street tree planting.

3. Policy Objective

- 3.1 To provide a clear framework for allocating Council's discretionary rooding funding between District improvements, rural community, rural urban community and urban community improvements. (see Attachment A of this policy).

4. General Approach

- 4.1. Council will estimate the overall rooding income funding for any specific financial year. (Including rooding rates, an estimate of financial contributions and available NZTA subsidy).
 - 4.1.1. Council will then subtract from the income figure (4.1) all expenditure associated with the funding of the committed rooding Maintenance, Operations and Renewals levels of service for the financial year in question to leave a discretionary balance figure.
 - 4.1.2. Council will through the Annual Plan or Long Term Plan process then carry out an assessment and prioritisation of the funding required to progress strategic rooding projects.

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- 4.1.3. Council will then subtract the expenditure figure created in 4.1.2 from the balance figure of 4.1.1 to leave the total figure available for Discretionary Community Roothing Works.
- 4.1.4. Council will through the Annual Plan or Long Term Plan process decide on the allocation of the Discretionary Community Roothing Works between specific District Wide Projects and Community Roothing Projects.
- 4.2 The funding for Community Roothing Projects will be then allocated between the rural community (including rural urban community areas) and the urban community roading areas on a 60:40 basis (based on the roading rates revenue generated by this allocation)
- 4.2.1 The 40% of the funding available to urban community roading areas from the Community Roothing Projects budget will then be allocated to the urban areas of Waihi Beach, Katikati, Omokoroa, Te Puke and Maketu based on their relative weightings to each other in terms of an average percentage assessment of the combined vehicle kilometres travelled, population and property numbers.
- 4.2.2 As the overall funding available for urban community roading areas changes (due to under spending / over spending for other projects) so the quantum of funding available to each individual urban community will change proportionally based on the weighting apportioned using 4.2.1.
- 4.2.3 The weighting in 4.2.1 will be assessed after the latest census data becomes available.
- 4.2.4 The projects to be undertaken in each community roading area will be prioritised by the relevant Community Board.

5. Associated Council Policies and Procedures

- Western Bay of Plenty District Council's Long Term Plan;
- Western Bay of Plenty District Council's Annual Plan;
- The submissions process for the draft long term plan and draft annual plan and adoption of these final plans.

Group	Corporate and Planning Services	Contact (3rd Tier Manager)	Policy, Planning and Community Manager
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