

Roading Policy 2010

Road Administration and Controls

R0001 Network Hierarchy Policy 2008

Strategic

A route which if blocked would disrupt the ability of movement of national or inter-regional traffic. The State Highway system fulfils this function for the District.

Arterial

A route of preference for long distance regional or district traffic. It may have inter-district or inter-regional importance

- | | |
|---------|---|
| Major | Arterial route carrying more than 1000vpd and/or 15% heavy traffic. |
| Minor | Arterial route carrying less than 1000vpd and/or 15% heavy traffic. |
| Special | Arterial route where special circumstances exist. |

Collector

A route designed to attract and concentrate local traffic

- | | |
|---------|--|
| Major | Arterial route carrying more than 400vpd and/or 15% heavy traffic. |
| Minor | Arterial route carrying less than 400vpd and/or 15% heavy traffic. |
| Special | Collector route where special circumstances exist. |

Local Road

This is a road which is designed to service the access needs of the residents or business which front it. All roads not otherwise named would fall within this category.

May 2008: **08/593**

R0002 Hierarchy Changes

Negotiation with neighbouring Local Authorities to ensure compatibility with hierarchy.

11 July 1994: **WS94/56**

R0003 Roading Standards

Strategic Routes

State Highway standards as promulgated from time to time.

Arterial Routes

Pavement design life 25 years, seal width 7.0m, minimum design speed 70 km/hr structures to HN-HO and two lane pavement marking to Transit delineation peg each 200m with at least 3 pegs visible on all curves, side drains to at least 150mm below active payment.

Collector Routes

Pavement design life 25 years, seal width 6.5m, minimum design speed 60 km/hr. Structure to HN-HO, pavement marking, delineation pegs every 200mm with at least 3 pegs visible on all curves, sides drains to at least 150mm below active pavement.

Local Roads

Seal Width (where sealed) 5.5m on straights, 6.5 length with poor visibility, low traffic rural standard for structures, pavement marking only where there is poor visibility. Three delineation pegs visible at all times.

Note: - Where route is through an urban street, urban standard will apply.

12 November 1990: **W90/135**

Funding of roads & bridges to be reviewed 04/05

20-21 May 2003 Res03/59

R0004 Rural Carriageway Width Standards Policy

That target carriageway widths for rural roads remain as per Council's current roading policy RA2 dated 12 November 2010.

Road Width Priority List

Collector Major (Priority Two) - Target Width 6.5m

Arterial Minor (Priority Three) - Target Width 7.0m

Collector Minor (Priority Four)										
Road	Road Name	Hierarchy (Original)	Hierarchy (Proposed)	Start Name	End Name	Pavement Type	Urban/Rural	Length	Width	
2006	ISLAND CLIFF - DUNTROON LOWER	LOCAL	COLLECTOR - Minor	NGAPARA-TOKARAHİ RD	ISLAND CLIFF-DUNTROON RD	Thin Surfaced Flexible	Rural	224	3.7	
406	BUSHY BEACH RD (406)	LOCAL	COLLECTOR - Minor	SELWYN ST	END OF SEAL	Thin Surfaced Flexible	Rural	1,000	4.5	
70	HORSE RANGE RD (70)	COLLECTOR	COLLECTOR - Minor	SEAL JOIN	WIDTH CHANGE AT SEAL JOIN	Thin Surfaced Flexible	Rural	7,208	4.5	
275	RESERVOIR RD (275)	COLLECTOR	COLLECTOR - Minor	REDCastle RD	50/100KPH URBAN/RURAL BDY	Thin Surfaced Flexible	Rural	760	4.7	
334	PAPAKAIO RD (334)	COLLECTOR	COLLECTOR - Minor	CAMERON RD	90 DAGREE BEND	Thin Surfaced Flexible	Rural	206	4.8	
334	PAPAKAIO RD (334)	LOCAL	COLLECTOR - Minor	90 DAGREE BEND	SEVEN MILE RD	Thin Surfaced Flexible	Rural	2,764	4.8	
70	HORSE RANGE RD (70)	COLLECTOR	COLLECTOR - Minor	SEAL JOIN	SEAL JOIN	Thin Surfaced Flexible	Rural	1,733	5	
403	MAUDES RD (403)	LOCAL	COLLECTOR - Minor	WESTON RD	STATE HIGHWAY 1	Thin Surfaced Flexible	Rural	300	5	
216	TOKARAHİ-DUNTROON RD (216)	ARTERIAL	COLLECTOR - Minor	TOKARAHİ-TAPUI RD	LIVINGSTONE-DUNTROON RD	Thin Surfaced Flexible	Rural	5,380	5	
245	CROWN HILL RD (245)	ARTERIAL	COLLECTOR - Minor	TAPUI/HOMESTEAD RDS	P.O. GULLY/KAKANUI VALLEY	Thin Surfaced Flexible	Rural	3,250	5.2	
257	TOKARAHİ-TAPUI RD (257)	ARTERIAL	COLLECTOR - Minor	TOKARAHİ RD	DAVIDSON RD	Thin Surfaced Flexible	Rural	4,025	5.2	
257	TOKARAHİ-TAPUI RD (257)	ARTERIAL	COLLECTOR - Minor	DAVIDSON RD	CROWN HILL/HOMESTEAD RDS	Thin Surfaced Flexible	Rural	4,618	5.2	
321	CAMERON RD (321)	LOCAL	COLLECTOR - Minor	GRAY RD	SH83	Thin Surfaced Flexible	Rural	1,589	5.3	
148	HAPPY VALLEY ROAD (148)	COLLECTOR	COLLECTOR - Minor	SH1	WAIANAKARUA RD	Thin Surfaced Flexible	Rural	6,171	5.5	
187	KAKANUI VALLEY RD (187)	ARTERIAL	COLLECTOR - Minor	FUSCHIA CK/WHITESTON	CROWN HILL RD	Thin Surfaced Flexible	Rural	4,130	5.5	
275	RESERVOIR RD (275)	COLLECTOR	COLLECTOR - Minor	50/100KPH URBAN/RURA	WIDTH CHANGE	Thin Surfaced Flexible	Rural	929	5.5	
										44,287
70	HORSE RANGE RD (70)	COLLECTOR	COLLECTOR - Minor	SH1(MIDDLE OF C/L MARKING)	FACTORY RD	Thin Surfaced Flexible	Rural	852	5.6	
70	HORSE RANGE RD (70)	COLLECTOR	COLLECTOR - Minor	FACTORY RD	SEAL JOIN	Thin Surfaced Flexible	Rural	5,362	5.6	
406	BUSHY BEACH RD (406)	LOCAL	COLLECTOR - Minor	END OF SEAL	NO EXIT	Thin Surfaced Flexible	Rural	465	5.8	
126	BREAKNECK RD (126)	LOCAL	COLLECTOR - Minor	SH1	SEAL ENDS	Thin Surfaced Flexible	Rural	2,136	6	
50	GOODWOOD RD (50)	COLLECTOR	COLLECTOR - Minor	SH1	SUTHERLAND RD	Thin Surfaced Flexible	Rural	4,185	6	
50	GOODWOOD RD (50)	COLLECTOR	COLLECTOR - Minor	SUTHERLAND RD	BUSHY HILL RD	Thin Surfaced Flexible	Rural	3,101	6	
260	TOKARAHİ-NGAPARA RD (260)	COLLECTOR	COLLECTOR - Minor	CLIFF ISLAND DUNTROON LO	TOKARAHİ-TAPUI/TOKARAHİ	Thin Surfaced Flexible	Rural	4,214	6.2	
153	MAHENo-KAKANUi RD (153)	LOCAL	COLLECTOR - Minor	WAIANAKARUA RD	SH1	Thin Surfaced Flexible	Rural	4,500	6.5	
										24,815

Bold indicates where widths one metre or more below target width

That Council continues to utilise standards within NZS 4404:2004 for urban subdivision and development amended as appropriate on a case by case basis.

Any funding for seal widening in the 2009/19 Waitaki Community plan be allocated for carriageway widening on Arterial and Collector routes with a width deficiency greater than 0.6m only, on a priority basis in this order

Arterial major

Collectors major

Arterials Minor

Collectors Minor

R0005 Condition of Closure

That the following condition applies to all future applications for temporary road closures:

That prior to approval of any temporary road closure, the event organiser provide Council with an acknowledgement from affected land owners that they have been notified of the proposal.

24 August 1992:

Res:92/245

R0006 Extent of Network Policy 2008

That the Waitaki District Council endeavours to maintain rural roading to the appropriate local road standards as defined by Council's roading Network Hierarchy

That Council maintain rural formed "No Exit" local roads that are currently maintained

That Council consider any changes in the extent of network maintained on a case by case basis.

That requests for changes in the network currently maintained be put to the Asset Committee for consideration

That decisions are based on access to, residences, recreation facilities, public property, commercial buildings/operations (e.g. airstrips, bare land blocks, forestry blocks).

That Council allocates a maximum of \$10,000 per annum for the inclusion of currently maintained roads into the maintained roading network.

That Council review the policy to include robust criteria that can be applied across the District when resources allow and no later than the 2012/22 Community Plan.

23 September 2008:

08/337

R0007 Seal Extension 2008 Policy

The following criteria be used to establish priorities for first coat sealing of metal roads

- a) First priority to unsealed roads that receive subsidy from the NZ Transport Agency.
- b) Second priority to unsealed roads where the equivalent contribution to the subsidy is provided by other parties.
- c) Third priority to rural roads as assessed by a priority matrix based ion 40% weighting on the average daily vehicle count, 40% weighting on the percentages of heavies, 20% weighting on the number of reported crashes.
- d) Fourth priority to those unsealed roads that are within urban areas controlled by 50 or 70 kilometres speed restriction. This would in turn be dependant on housing density and road gradient.
- e) That the priority list be approved by the committee annually.

23 September 2008:

08/338

R0008 Otago Regional Land Transport

That Council elect to join the Otago Regional Land Transport Committee as required by Section 105 of the Land.

That Council appoints Councillor Hopkins as representative on the Otago Regional Land Transport Committee

I November 2010

10/3/15

R0009 Resurfacing Footpaths

The following criteria be used to establish priorities for the resurfacing of footpaths

- 0.2 metres to boundary – include in resurfacing
- 0.2 – 0.4 metres – by negotiation with property owners for part cost (base preparation)
- 0.4 metres – property owners cost
- Driveways if sealed to the boundary

R0010 Resurfacing Roads

- Accessways if sealed
- See District plan rules

District plan

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6 TRANSPORT

6.1 RESOURCES, ACTIVITIES AND VALUES

The transport systems of the Waitaki District provide for the movement of people and goods throughout the District. These systems - road, rail and, to a limited extent, air - contribute to the social and economic functioning of the District by providing a means of access between home, work, educational, recreational, cultural and business activities, as well as routes for visitors to or through the District. Since the establishment of the majority of these transportation facilities and services, a greater awareness has developed of their global, regional and local impacts.

The principal transportation system available in the District is the roading system provided by the Council and Transit New Zealand, in the case of the State Highways. The District is traversed by a complex system of primarily sealed roads and highways and access into the high country via State Highway 83. State Highway 1 is the District's major arterial road which follows the coast.

The Main South Railway is the only remaining railway line in the District, running parallel to State Highway 1. The District also has two public airfields - Oamaru Airport and Omarama Airfield.

6.2 ISSUE 1 - Transport Efficiency

An essential role of the roads is to provide a safe road transport system to the people of the district and to support their activities as efficiently as possible, while recognising the ability of the community to pay for the required works and systems.

The roads are an essential community resource. It is therefore important that activities are supported by a safe and efficient transport system, and that this system is not prejudiced by the inappropriate location, nature or design of individual's land use activities, and the traffic associated with their access, parking and servicing activities.

6.2.1 Explanation

The present road system does not transparently impose the full true costs on road users. Accordingly, the decisions made by individuals do not include many of the actual cost implications of their intentions to locate activities, and to design or operate the vehicle accesses to these activities.

These costs include the value of the time of travel, vehicle operating costs and the cost of traffic crashes. Other costs include the cost of road improvements to provide additional traffic handling capacity, safety works and the protection of areas from the effects of excessive traffic.

There are a number of tools available within the context of the district plan which can assist with the maintenance or enhancement of a safe and efficient road system, and hence the provision of good transport facilities to the community. These include:

- Developing road, parking and access standards that promote a safe and efficient transportation network for all modes of transport.

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- Promoting a concentrated pattern of urban development rather than a dispersed one. This helps reduce vehicle kilometres travelled, reduces the mean speed of vehicles and crash severity, and encourages the use of modes other than motor vehicles all of which can contribute to reduced road vehicle use.

The concentration of urban development sought in the Plan would tend to occur naturally if the true cost of the use of the road system to the community was readily apparent to the users of the road. However at this stage road users do not have access to many of the pricing signals which would lead them intuitively to this solution. The absence of useful information about these costs does not make the costs go away however. For this reason the policies and rules in the Plan encourage a pattern of urban development which will go some way towards minimising the travel costs associated with new developments, and the impact of these new developments on existing activities.

Due to the potential conflicts between motor vehicles and between vehicles and pedestrians and the effect this can have on adjacent activities, it is particularly important to design and locate roads in a way which encourages safe and predictable vehicle movement. In addition, activities located alongside roads should be controlled to ensure the effects of these uses, such as the generation of vehicles, do not cause significant conflict with through traffic. This can be achieved in part by requiring off-street parking. Access points need to be limited, and access controlled, particularly in areas of higher speed restrictions such as rural areas or in areas where through traffic has priority.

Visual distractions or impediments to vehicle drivers, particularly in areas of higher speeds or

vehicle numbers, can reduce the safety of vehicles, cyclists and pedestrians with consequential effects on activities and on the health and wellbeing of the people of the district. These conflicts can be avoided or mitigated by the control of activities alongside roads, such as advertising signs, aerial activities, glare and light overspill on to roads. Trees inappropriately located close to roads can shade road surfaces from sun in winter and prevent ice from melting and causing dangerous driving conditions.

As discussed in Section 5 ENERGY, globally there is a concern over the increasing use of non-renewable fossil fuels by all forms of transportation and the contribution of fossil fuel use to the emission of greenhouse gases, in particular carbon dioxide. Options available to lower fossil fuel usage include increased use of public transport, such as rail for freight haulage, and rail and bus transport for passengers. While the Council can be supportive of moves towards development of more effective public transport, they are not in a position to take a lead on this matter.

Efficient use of the road resource and energy resources can also be maintained by retaining the standard of roads. Part of maintaining the standard of arterial routes, involves limiting access onto these roads to enable through traffic to travel relatively unimpeded and safely. The extent to which access is permitted onto Arterial roads is the responsibility of both Transit New Zealand and the District Council, and generally varies between rural and urban areas.

Parts of the State Highways within the District are declared Limited Access Roads onto which access can only be gained by existing authorised crossing points or by specific approval from Transit New Zealand.

Works can be carried out on local streets which inhibit through traffic and so reduce the possibility traffic accidents especially those involving vehicles and pedestrians. The study of the Oamaru Town Centre intends to develop a works programme to improve the efficiency of the town centre for vehicle and pedestrian movement. This Study has as one of its aims to increase both accessibility and safety in the town centre by developing an effective route for through traffic in conjunction with providing access to the Town Centre, car parking areas on the periphery and an efficient route to the heritage area and the penguin colony.

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Air transport is also recognised as an alternative to land transport, particularly for persons or goods which need to arrive or leave the District in quick time. It is crucial to protect the operation of any public airport or airfield from outside uses to allow them to function effectively and safely and hence provide the support expected for the land use activities of the district.

6.2.2 Objective I

To promote the efficient use of the District's existing and future transportation resource and of fossil fuel usage associated with transportation, and the maintenance and improvement of access, ease and safety of all vehicular, cycle and pedestrian movements.

6.2.3 Policies

- 1 To protect the safety and efficiency of traffic on arterial roads, particularly State Highways 1, 8, 82, 83 and 85, by restricting opportunities for additional access points off these roads and by ensuring that access to high traffic generating activities is adequately designed and located.*
- 2 To promote the efficient use of fuel for transport purposes, by providing for a District-wide policy of consolidated urban areas.*
- 3 To provide for home occupations within residential areas to reduce travel time and costs between home and work.*
- 4 To require off-road parking and loading for most activities in order to limit congestion and loss of safety and efficiency of adjacent roads and to promote the maintenance of the amenity of those roads.*
- 5 To maintain and improve safety and accessibility within the District by adopting design, parking and access standards appropriate to a particular zone.*
- 6 To safeguard the operation of Oamaru Airport and Omarama Airfield and to minimise the impacts of surrounding land uses on the operation of the airport.*
- 7 To encourage development of pedestrian areas and walkways and cycleways within the main townships and on the approaches to all schools when the opportunity arises.*

6.2.4 Implementation Methods

To achieve policies 1 - 7 through:

- 1 defining arterial and nonarterial roads with associated design and access standards;*
- 2 controlling the nature, scale, design and location of activities and associated access onto arterial roads;*
- 3 consolidating existing and new urban developments through the clear definition of the extent of the existing towns and strong policy direction on the form and location of new urban areas;*
- 4 including rules specifying performance standards for road construction based on a particular zone, and standards for safe and efficient access, for parking and loading and visibility;*

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5 investigating the need for and, where appropriate, developing additional pedestrian areas, walkways and cycleways within the District's main towns and on the approaches to all schools.

6 the provision of Oamaru Airport and Omarama Airfield and related activities by way of designation and zoning in the District Plan;

6.2.5 Explanation and Reasons

It is necessary to provide where possible, minimum time of travel between work and home to assist in reducing reliance on fossil fuel transport. This can be achieved in part by permitting working at home and by directing new residential use into areas close to the business centre of Oamaru and in the townships. This can also be achieved by ensuring that activities residing by transportation networks do not unnecessarily impede the efficiency and safety of the networks.

It is essential for the continued development of industry, commerce and tourism in the District that an air transport access is maintained. It is also necessary to protect the operation of the

Oamaru Airport and Omarama Airfield from outside uses to allow them to function effectively and safely.

6.3 ISSUE 2 - Environmental Effects of Transport

Motorised transport can adversely affect the amenities of areas of the District, for example, loss of visual amenity, privacy, and impact from noise and exhaust noise and emissions.

6.3.1 Explanation

Motorised transport has obvious advantages to the community in terms of convenience and mobility. However, there are environmental effects of the operation of transportation systems throughout the District. Some of these impacts are of global significance, such as the emission of greenhouse gases associated with vehicle emissions. Other impacts are of more local significance such as the noise and fumes associated with traffic visiting or passing through an area.

With regard to noise and fume emissions, the initiative to require or encourage more fuel efficient and quieter vehicles probably most effectively lies with government or regional councils, for example, by the introduction of mandatory vehicle emission performance testing as part of warrant of fitness tests.

The demand for parking is an effect generated by most activities which, in certain circumstances, has the potential to adversely impact on the environment of an area. These adverse impacts are likely to occur when the demand for parking for an activity exceeds that provided on-site and there is an overspill of parking onto the adjacent roadside. The efficient use and capacity of a road can be reduced by parked or manoeuvring cars particularly on the main roads where there is a predominance of through traffic. The amenity of an area can also be compromised by on street parking resulting in a loss of privacy and visual appearance.

On the other hand, the provision of off-street parking in the central commercial and heritage areas of Oamaru may have the potential in some circumstances to adversely effect the coherence, convenience, compactness and visual appearance of this business centre.

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6.3.2 Objective 2

Avoid or mitigate adverse effects on the surrounding environment as a result of transport.

6.3.3 Policies

1 To protect the amenities of specified areas, particularly residential and pedestrian orientated town centres from the adverse effects of transportation activities.

2 To discourage traffic in areas where it would have significant adverse environmental effects.

3 To support the development of pedestrian links within settlements, in order to improve the amenity of the settlements.

4 To ensure new roads, railways, vehicle accessways and off-street parking are designed to visually complement the surrounding area and to avoid, remedy or mitigate adverse effects on the landscape, the coastal environment, waterways or areas which have

significant conservation value.

5 To implement appropriate procedures, in conjunction with the takata whenua and Historic Places Trust, should any waahi tapu or waahi taonga be unearthed during roading construction.

6 To ensure adequate parking (including cycle parking) and loading provision which is sufficient to cater for anticipated demand and avoids the adverse effects of on-street parking and loading and the need to reverse onto arterial routes, is made in association with all activities.

7 To ensure sufficient accessible parking and loading facilities to cater for the anticipated demands of activities in close proximity to the central commercial area of Oamaru town while avoiding or mitigating disruption to commercial frontages and the need to reverse onto arterial routes.

8 To ensure trees are appropriately located to avoid or mitigate icing of road surfaces; obstruction of sight lines at intersections; or hazards from overhanging branches.

6.3.4 Implementation Methods

To achieve policies 1 - 8 through:

1 implementation methods described under Issue 1;

2 the use of zoning provisions to define appropriate areas for different types of activities, in relation to their proximity to major through routes;

3 the appropriate use of standards for roadside or car park landscaping and/or vegetation planting;

4 avoiding disruption to the frontages in close proximity to the central commercial area of Oamaru town by:

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a) the provision of attractive and convenient public car-parking,

b) recognition of activities using road-side parking,

c) the introduction of a special parking rate set by the Council for the central commercial areas of Oamaru town, where appropriate.

6.3.5 Explanation and Reasons

Impacts of traffic passing through or visiting an area can, to a certain extent, be controlled by developing and encouraging the use of a road hierarchy that directs the majority of such traffic on to pre-determined routes, away from the majority of residential areas. The hierarchy can be reinforced by traffic management measures that discourage the use of residential streets, other than by those vehicles that have no alternative. The development of safe, pleasant and convenient pedestrian links can assist in reducing vehicle usage and improve the amenity of access around a settlement.

The road environment is an important, highly visible and extensive area of public open space within the District. The way that the roads and their immediate surrounds are developed - their alignment, layout and associated plantings - are significant in maintaining and improving the amenity of both residential and business areas.

There are many ways to reduce the local impact of transport and traffic, including reducing the amount of traffic on roads, improving pedestrian access, improving the amount of convenient off-street parking available (both public and private), and encouraging development forms which make other forms of transport more attractive. The adoption of policies directed at the above outcomes should help conserve energy and provide for a more sustainable transport environment.

It is considered that parking provision is primarily the responsibility of the property owner or occupier. The Plan requires that all new development, redevelopment, or changes of activity within an existing building, provide parking and loading facilities in accordance with defined standards. The parking standards are set at a level that is intended to cater for all but the heaviest parking demands of the year. There may be particular developments where there is significantly lower demand for off-street parking than is required by the Plan. In these cases an application for resource consent can be made to determine whether a lower parking provision is acceptable.

However, within the Business I and H zones of Oamaru town many sites are small and can not supply on-site parking. In addition, pedestrian access, convenience and other amenity values may be adversely affected by on-site parking. The council is not going to require onsite parking, but will provide public car parks where appropriate. The Council may consider other mechanisms for funding the provision of these car parks such as special rates.

6.4 ENVIRONMENTAL RESULTS ANTICIPATED

- Safe, efficient and accessible transport systems.
- Construction of any new roads, accessways and parking areas to appropriate use and safety standards.
- Improvement to pedestrian safety and access throughout Oamaru town.
- Maintenance of aviation facilities that allow access to and from the District by way of air.

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- Maintenance of an airport environment that is pleasant and airport activities are managed in such a way as to avoid excessive noise, glare, odour, visual distraction, or aviation hazards.

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R0011 Locked gates on unmaintained roads

Officers will not actively monitor whether there are locked gates on unmaintained roads. If any issues are raised, officers will determine the decision based on reasonable practicable accessibility. Officers will take into account safety, vandalism and the law when making decisions.

R0012 Oiling of Roads

Officers will not actively monitor oiling of road sections. However, Council will investigate if complaints are received. Any oiling must comply with Regional Council rules.

R0013 Trenching

That Council resolve to adopt a Standard Trenching Specification to ensure all work undertaken on Council owned or administered land is undertaken to a consistent and acceptable standard, such standard to be effective as at 1 August 1990; and

that in connection with the above Council adopts a Street Opening permit to enable Council to be kept informed of all activities on Council owned or administered land with a fee payable of \$10 to accompany each permit application lodged; and

that the fee payable not be applicable to both Waitaki Power Ltd and Otago Electric Power while they are community owned utilities.

9 July 1990:

W90/75

A new standard specification was adopted in 1996

Otago Power ceased being a community owned utility in 2002.

R0014 Rural Access and Bridge Renewal

1. That the Council adopt the following policy for rural access and bridge renewal:-
 - (a) That the Waitaki District Council endeavours to maintain back block roading to the same standards as that carried out by the previous local authorities involved.
 - (b) That Class I access, not necessarily all weather, be maintained to all residences as at 1 April 1991.
2. That the Council recognises its responsibility concerning back roading beyond the last residence, with maintenance and improvement, subsidised or otherwise, being carried by the Council, taking into account the varying circumstances in each case. Consideration on merit to be by Ward members involved and the appropriate Council Committee.
3. That Council recognises that to maintain a Class I network all timber bridges within the District will need to be either replaced or have major renovations within the next 25 years.

29 April 1991:

Res:91/81

R0015 Private Access Roads not to be Maintained by Council

That Council discontinue the maintenance of all private access roads and rights of way from the Road Maintenance budget from the time they are brought to Council's attention."

23 April 2002

PC02/27

Road Reserves

R0016 Noxious Plant Spraying

That Council reaffirm its policy that noxious weeds on all formed roads within the district be sprayed not less than every two years for control of noxious plants on roadsides.

22 August 1994 : **Res:94/239**
27 August 2002 : **PC02/50**

Footpaths and Kerb and Channel

R0017 Policy - Grass Verges

That the previous policy of the Oamaru Borough Council concerning the sealing of grass verges be reaffirmed.

9 December 1991: **WS91/130**

R0018 Slope Stabilisation on Road Reserve

1. That Council investigate all specific sites and cases where issues of natural right of support are raised by landowners adjoining Council's legal road reserves.
2. Case investigations will, in the first instance, involve an assessment of the legal liability of all the landowners involved in terms of the basic principles of natural rights of support, and any Acts or Regulations which may affect Council's special situation as a Local Authority.
3. Investigations will also assess each case as to whether Council has any liability in terms of negligence in the circumstances.
4. Where the investigation shows there is no legal liability on Council then Council will not fund work for private benefit of the adjoining landowner.
5. Where the investigation shows there is clear legal liability on Council then there be a further assessment of risk, and that funding of appropriate remedial works be reviewed against the issues of risk and priority with other projects before any commitment is made to proceed with the project.
6. Where the investigation shows there may be a shared or joint liability between Council and other landowner(s), then there is a further assessment of the extent of liability on each party and the risks involved.
7. Council will carry out negotiations with any landowners with which it has shared or joint liability in an attempt to reach agreement on a cost sharing arrangement for funding appropriate remedial works.

8. Council's share of the funding be reviewed against the issues of risk and priority with other projects before any commitment is made to the affected landowner to proceed with the project.
9. When the Council or Council officer becomes aware that there is a liability on the part of the Council, the matter shall immediately be reported to the Council's insurers. Thereafter all investigations and decisions shall be made in conjunction with the Council's insurers so as to ensure that no potential claim is jeopardised.
10. No Council staff or representatives shall make any statements admitting any liability of Council until all investigations are complete and the authority of the Council's insurance company is obtained.
11. That this policy will be reviewed as and when required.

11 November 1996: **WS96/129**

R0019 Gates Across Legal Roads

1. That all applications to Council for the erection of a swing gate across any legal road within the district be referred to Council for consideration.
2. That each application be fully reported and duly considered with respect to the legal requirements as laid down by the Local Government Act 1974 Section 344 and any subsequent amendments.
3. That all approved gate installations be required to erect advance warning signs of the presence of gates when such approval is given.

13 December 1996: Res:96/335

R0020 Private Work

Any private works grading shall be at the expense of the owner / occupier.

11 March 1991: ResW90/16

R0021 Formation of Unformed Roads

1. That, if any unformed road requires upgrading in the interests of development and better production, the Council will provide the running course, and
2. That the Council accepts the road as a dedicated road.
3. That the maximum input in the budget for any one year for road development shall not exceed \$10,000 or two kilometres.

14 September 1992: W92/106

R0022 First Coat Seals

That the following criteria be used to establish priorities for first coat sealing of metal roads:

1. First priority to those that would attract a subsidy from Transit.
2. Second priority to those that are within urban areas controlled by 50 or 70 kilometres speed restriction. This would in turn be dependent on housing density and road gradient.
3. Third priority be given to unsealed rural roads with the highest traffic volumes;
4. That a programme of works be presented to the Committee annually for the setting of priorities.

9 March 1992: W92/21

R0023 Seal Extension - Resident Contributions

That, as a matter of policy, Council allows first coat sealing to property frontages where requested, provided that:-

1. Resident's contribution must meet the cost of preparation for seal bitumen and chip, and any other costs in addition to normal maintenance.
2. The minimum length of seal is 150 metres, and
3. There are sufficient funds available at the time in Council's non-subsidised and general maintenance accounts.

8 February 1993: **WS93/8**

R0024 Town Centre Development Plans

That Council adopt as its role in the town centre development plans:

1. Co-ordinating and funding the planning process.
2. Including relevant elements of completed plans in the district plan to allow controlled development of town centres.
3. Seeking funding for any project directly benefiting adjacent businesses.
4. Seeking community input in the upgrading projects through both direct funding and in kind contributions.
5. Concentrating (but not limiting) Council's contribution to amenities related to the core facilities of Council.

8 June 1995: **Res:95/148**