

# DRAFT

## What you can and can't do on

# ROAD RESERVES

## Vegetation Control

**Grass Mowing:** In townships grass verges are required by law to be mowed by the adjoining property owner. Besides being unsightly, long grass poses a serious fire risk during summer and if property owners do not mow these Council will arrange for it to be done and will charge the property owner accordingly.

In rural areas Council mow a strip on the verge edge of the road.

## Overhanging Vegetation:

To ensure traffic visibility and ensure pedestrians are not obstructed, you are required to keep hedges, trees & shrubbery trimmed to your boundary so that none overhangs the footpath or berm (grassed area) up to a height of 2.5 metres.

## Noxious Weed Spraying:

Council has a policy of spraying all road reserves (within reason) excluding State Highways, for noxious weeds.

Any landowners that wish to be excluded will need to fill out the appropriate form (obtainable from our website and offices)

## Balage

Balage is not to be stored on the road reserve except where a permit has been obtained from the Council.

## Trees

Shelter belts are not permitted on the road reserve, but a licence may be obtained for aesthetic amenity plantings of native shrubs or trees under certain conditions. These plantings must not interfere with underground or overhead services, site visibility or the maintenance of the road reserve. The minimum space between the road and any tree will be three metres.

## Dust on Roads

Dust suppressants such as oil are not acceptable to the Council unless they comply with Environment Canterbury guidelines.

Council will consider a limited number of applications each year for subsidised seal extensions to permanently stop dust. The minimum length approved will generally be 200 metres. The land owner's contribution is generally 50% of the cost. This contribution is a one-off capital cost as on-going maintenance is funded from the roading programme budget.

## Accessways

Entrances from the road edge to the property boundary are the responsibility of the property owner. These accesses are to be constructed in accordance with the District Plan (Section A.5) standards.

Accesses are to be sealed where they adjoin a sealed road and metalled where they adjoin a metal road.

Sealed accessways will be resealed at the time the road is resealed - at Council's expense.

## Road Signs

Road signs fall into several sub-categories that include:

**Regulatory Signs** to advise drivers of restrictions such as speed limit signs, stop signs, and parking restriction signs

**Permanent Warning Signs** (yellow) to indicate the presence of road hazards such as curve warning signs, speed hump signs, and "slippery when wet" signs

**Temporary Warning Signs** (orange) to indicate hazards of a temporary nature such as road works signs, loose metal signs, and lane closure signs

**Street name signs** (blue) are provided to indicate the names of streets. Their best use is in providing assistance to road users who are unfamiliar with the area and are trying to confirm road names when following a map or route instructions. The numbers on the signs are RAPID numbers to indicate the addresses of private properties.

**Guide Signs** (green) provide directional information as well as information such as distance.

**Amenity signs** (Tourist brown; motorist services blue) supplement street name signs to assist in locating a particular facility. The use of amenity signs is carefully managed to provide additional assistance to road users where warranted, while avoiding the proliferation of large numbers of signs.

For further information contact :

## Roading Department

Hurunui District Council Offices

03 314-8816

Or visit our website:

[www.hurunui.govt.nz](http://www.hurunui.govt.nz)



## What is the Road Reserve?

The road reserve consists of the area of land between the property boundaries (fences) on either side. This includes the road, footpaths, gutters, berms/verges etc. The main purpose of the road reserve is for public travel.

The Hurunui District Council is the Road Controlling Authority, or owner, of local roads and paper roads. The Road Controlling Authority of State Highways is Transit New Zealand (currently managed by OPUS)

## Traffic Management Plans, Road Opening Permits & Licences to Occupy

People or organizations wishing to carry out any activities or construction in the road reserve will require an approved Traffic Management Plan and the necessary permits or licences before work or the event starts. Activities can range from short road closures for such things as parades and filming, to major excavations within the road for the purpose of installing or maintaining underground pipes and cables

The Council's Roding Department can advise you on the authorisation requirements for your project.

## Structures On Road Reserve

A licence must be sought where a person wishes to erect a structure (bus shelter etc) or develop a parking area on road reserve fronting the owner's property.

Applicants must demonstrate that these structures or areas cannot be better provided either in part or totally within the bounds of their property.

Council policy is that it will not authorise erection of a structure across the frontage of another owner's property without the signed consent of that owner.

## Road Opening Notices

A Road Opening Notice is a permit from Council to carry out works within the public road. Road Opening Notices are required for all excavations within the road reserve (including berm areas) or any work on or over the road that disrupts the normal flow of traffic.

Before carrying out any excavation in the road reserve it is also necessary to identify the location of underground services.

## Road Closures

Road closures for purposes such as construction work, parades, or other street events, require the approval of Council. Requests for road closures need to be received at least 45 days in advance of the proposed event, to allow time for processing and advertising to take place.

Where the organiser is not familiar with the processes involved, it is recommended to allow more time for planning of traffic management and liaising with the New Zealand Police regarding any traffic management or crowd control requirements associated with the event.

## Cattlestops

The Council may permit (in writing) the erection of a swing gate or a cattle stop or both across a road, where, in the Council's opinion it is not practicable or reasonable to fence the road. There are a number of conditions specified in the Local Government Act 2002 which the applicant will have to meet. The applicant is responsible for maintaining the gate or cattlestop in a safe condition.

Council has a policy of removing cattlestops at no charge where they are no longer needed.

## Fencing

**Permanent Fences:** A licence is required to erect a fence on the road reserve and to occupy that area of land.

**Temporary Fences:** Stock may be grazed on a rural road reserve adjoining land owned/occupied by the stock owner at their own risk.

No temporary fence shall be erected within 1 metre of the road, and may only be created on one side of the road at any one time. Clearly visible reflectors must be fitted as well as appropriate "live wire" warnings signs if the temporary fence is electrified.

During the hours of darkness grazing is not permitted on the road reserve and electrified fences must be disconnected from their power supply.

The Council is not financially responsible for any fencing on road reserve boundaries.

## Traffic Counts

The Council's Roding Department uses traffic count data collected each year to plan for future projects. The traffic data typically collected includes traffic volumes divided into hourly intervals, vehicle speed data and vehicle classification data. Counts are normally carried out over a two week period.

## Stock Droving

Please refer to the Stock Droving Bylaw 1993 (available on our website).

## Stock Underpasses

Land Transport NZ recognizes that there are benefits to road users from the provision of underpasses. Land Transport NZ will accept a proportion of the construction costs dependent on the traffic volumes of each crossing point.

The maximum subsidy available is 25% of the total cost, on roads with traffic volumes in excess of 500 per day. Traffic volumes of 50 per day would attract a subsidy of 2.5%.

Council encourages dairy farmers to construct underpasses where large herds cross sealed roads.

## Kerb and Channel

Kerbs and channels are provided in most townships of the district as part of storm water control and to protect the edge of the roadway from erosion. The Road Assets Department manages the replacement of damaged kerb and channel and the programmed construction of new kerb and channel based on priorities set by Ward Committees and recorded in Ward Strategic Plans.

## Footpaths

Footpaths are provided in most townships and some rural areas. The Road Assets section is responsible for maintenance of existing footpaths and construction of new footpaths.

Footpath maintenance is carried out in response to problems reported by footpath users. Where a footpath is hazardous to users (slipping or tripping hazards) emergency repairs with coldmix are carried out to provide a safer surface. Temporary cold mix repairs and damaged sections of footpath that are not considered hazardous, are replaced with new asphalt when the routine maintenance cycle reaches that area .

New footpaths are built with funding from the local amenities rate during the summer construction season.

## Street Lighting

Street lighting is provided on major roads within the built-up areas of the district. A lesser standard of street lighting is provided on minor township roads and in rural areas, lighting is used selectively where it can be justified to address road safety issues.

The Roding Department organises programmed upgrading and maintenance of street lighting.

Contact Mainpower Contracting to report faults with street lighting.