

MAINTENANCE OF LOW USE UNSEALED AND / OR UNFORMED ROADS

Introduction

The district's roading network contains a number of low use unsealed and/or unformed "link" or "dead end" roads. These roads equate to approximately 1.5% (34 km) of the total roading network.

Typically these roads

- carry very low traffic volumes and are essentially not used or are redundant as public roads
- generally provide access to only one dwelling or property
- may have fences and unlocked gates across the road reserve to facilitate stock management by the adjacent land owner
- are generally unformed and are essentially farm access tracks.

Policy Statements

- 1 A low use, low maintenance road is a road or section of road indicated in Schedule A of this policy document.
- 2 A low use, low maintenance status unsealed and/or unformed road is defined as a road, access track or section of road -
 - that meets either individually or in combination any of the following criteria
 - that carries a traffic volume of 0 to a maximum of 20 vehicles per day
 - that services no more than 1 residential property
 - that is a "cul-de-sac" or "dead end" section of road and does not link two or more public roads but services up to 3 residential properties
 - that is unformed with no defined road formation
 - is essentially a farm access track
 - which has been used by the adjacent land owner for a purpose other than the primary purpose of public access
- 3 A road that is essentially used for access to a single dwelling, the level of surface maintenance up to the entrance of the dwelling shall be restricted to mechanical grading twice per year once prior to winter and once prior to summer.
- 4 Where a low access road services more than one dwelling, maintenance shall be restricted to mechanical grading up to the entrance to the last dwelling and shall be restricted to mechanical grading twice per year once prior to winter and once prior to summer.
- 5 Where the road is an unformed grassed surface used primarily for farm access there will be no specific cyclic maintenance applied. Maintenance responsibility for accessways of this type rest with the adjacent landowner/owners.
- 6 When the road is fenced or there are gates across the road reserve there will be cyclic maintenance as indicated in item 3 above up to the location of the first gate.

- 7 When an adjacent landowner is using the road reserve for purposes other than for public access the requirements to be met by the landowner are as follows:
 - reasonable public access to the road reserve is not to be refused
 - all gates are to be left unlocked
 - no permanent structure is to be constructed within the road reserve
 - the road reserve is to be made available to Council immediately upon request for the purposes of constructing a road and providing public access

- 8 When there have been changes to land use impacting on the road use the adjacent landowners can apply for a re-classification of the road. The adjacent landowner / owners will be required to provide the following information:
 - the nature of the land use change
 - the extent of land affected
 - any change in the number of dwellings adjacent to the road / accessway / road reserve
 - the number of vehicles using the road and the impact on the road
 - the length of road affected.

- 9 Prior to changing the level of maintenance on identified low use roads, consultation will be carried out with adjacent landowners.

- 10 The schedule of low use, low maintenance roads will be reviewed annually and will consider applications / submissions from adjacent landowners, development along the road and changing land use. The revised schedule of roads will be submitted to Council through the Services and Operations Committee for approval in June of every year.

- 11 The district's roading hierarchy will be updated annually to reflect changes made to Schedule A of this policy document.

30 October 2001