

Traffic Signs and Markings

1. All further new and replacement traffic signs and markings shall be manufactured and installed in conformance with the document ***“Policy for the Use, Design Location and Supply of Traffic Signs and Markings”*** adopted by Council in March 1998.
2. Where non-conforming installations are in place these are systematically upgraded as budgets allow to meet the new policy requirements.
3. The purpose of the policy is to set standards for signage and markings within the district to -
 - ensure compliance with appropriate standards and regulations
 - ensure consistent signage throughout the district
 - ensure consistency with national standards
 - streamline the approval process
 - identify the criteria required to qualify for signage
 - identify supply, installation and maintenance obligations

The base/reference document used and incorporated in this policy is the Manual of Traffic Signs and Markings Part I and Part II, prepared by Transit New Zealand.

The requirements for the following signs are covered in the Transit manual -

- Regulatory signs (speed restriction, stop, give way etc)
- Warning signs (stop ahead, tee junction etc)
- Guide signs (intersection, direction, place name etc)
- Motorist service signs (rest areas, public toilets etc)

The following signs are covered in the Transit manual but require Council approval -

- Tourist signs (museums, tourist farms, historical place)
- Information signs (finger boards)

The requirements for the following markings are covered in the Transit New Zealand manual, with minimum standards as per the Policy document -

- Non intersection pavement markings
- Intersection pavement markings
- Miscellaneous pavement markings
- Delineation and hazard markings
- Motorway pavement markings



International Signs

The Council has adopted the International Standards Organisations Pictorial Signs within the District.



White Crosses Erected On Local Roads

Council adopt the current “Guideline for the erection, maintenance and removal of white crosses at fatal accident sites on State Highways” to apply as its policy applying to local roads accordingly. Additional conditions being as follows:

- (a) Requests may only be considered from an immediate family member of the deceased person or persons.
- (b) Council’s only involvement in the erection process shall be in consideration of applicants requests for approval, all other costs and responsibilities lie with the applicant.



Mail Boxes

Rural Mail boxes are to be sited on the outside edge of the road shoulder in such a position as to ensure safety. New or replacement mail boxes so placed shall be mounted on an approved frangible base or post. On busier routes (greater than 200 vehicles per day) mail deliveries should be made to one side of the road at a time.



Conditions For Granting An Organisation The Temporary Sole Use of Part of Council Managed Domain and Reserves

[Note: Ashburton Domain is covered by separate Management Plan]

1. The facilities in the various Council controlled reserves at ratepayers' expense are provided for the general public and sports groups. They are not designed for, nor should they be expected to be, suitable for large gatherings which occur only periodically.
2. No temporary fencing, gates, signs or other works which may damage ground surfaces, are permitted without the prior consent of the Superintendent.
3. The organisation must repair, or pay to have repaired at the option of the Superintendent, any damage caused by the holding of the event in the Reserve.
4. If the event is going to attract large crowds, the organisers should realise that the toilet facilities and litter bins provided in the Reserve will be inadequate. This is particularly so if the Council has agreed to the organisation applying for a special licence. Adequate arrangements, approved by the Superintendent must therefore be made for collection of litter during the event and disposed of afterwards, and for the hire of sufficient temporary toilets.
5. The Council will consider each case on its merits when asked to agree to an application being forwarded to the Licensing Committee for a special licence on a Council reserve. Generally, however, the Council will agree only to special licence applications for the sale of beer in cans.
6. If the organisation wishes to make use of the seating located in the various parts of the reserve at the venue of the event, this will be only by consent of the Superintendent, and is to be shifted and returned by the organisation, or at its expense, by arrangements with the Superintendent.
7. Parking will be restricted to the areas normally available for parking, unless other parking is specifically authorised by the Superintendent, and controlled by the organisation.
8. If permission is granted for the organisation to make a charge for admission to a reserve or part of it, as provided for in the Reserves Act 1977, the cost of the advertisement giving necessary public notice is to be paid by the organisation.
9. Other than usual access to the Domain or Reserve concerned shall be by arrangement with the Superintendent.



Temporary Advertising on Public Reserves Administered by District Council

1. The Parks Manager is authorised to give permission for free-standing signs to be displayed while public grounds are being used for sporting, recreational or cultural functions on Council reserves.
2. The day to day management of such advertising will be the responsibility of the Parks Manager who will operate under the following rules:
 - (i) Approved advertising will only be displayed:
 - (a) in proximity to the arena where the activity is taking place, and
 - (b) for the duration of the activity.
 - (ii) Advertising shall be of a nature that will not cause offence.
 - (iii) Each application will be judged on its merits as regards size.

FENCING AND PLANTING OF TREES ON ROAD RESERVES

1. Each application will be treated on its merits.
2. When considering applications for planting trees on the road reserve the prime issues should be the safety of the road user and any likely damage to the road.
3. The trees should be planted for the purpose of beautification of the roadside and the benefit of the road user rather than for the material benefit of the adjoining land owner.
4. Land owners be required to register ornamental trees on roadsides with the Council.
5. Council will require indemnity insurance where temporary or permanent fences are erected on the road reserve and/or trees are planted on the road reserves under a licensing system.



Water Races On Road Reserves

That water races on road reserves be considered on a case by case basis but generally be permitted on the following conditions:

1. The size, depth and shape does not create a hazard to other road users.
2. The race be placed between the existing fence and any Telecom/power pole line and as far as practical against the boundary line.
3. The applicant shall be responsible for all installation costs and water race rates including cleaning and maintenance.
4. All water race cleanings be removed from the road reserve within one month of cleaning
5. All work shall be done to the satisfaction of the Manager Operations and Services or his nominee.
6. The race remains on the road reserve at the pleasure of the Council.



Grading Off of Race Banks To Water Race Mains

Where requested by the property owner the Council will arrange to have the race cleanings on the edge of a main graded off and levelled out over the adjoining land at no cost to the land owner. This work will be timed to fit in with the land owners farming operations.



Water And Sewerage Connections

In general, but subject to capacity being available or specifically planned, water and sewerage connections to community schemes are allowable. Headworks charges will be payable and, depending on the size or location of the development requesting connection, additional reticulation costs may be required to be met. As at August 2000 no additional capacity is available or planned for the Hinds, Mayfield, Mt Somers and Winchmore High Pressure Water Supplies.

Connections to the Dromore HPWS, and Montalto and Methven Springfield piped stockwater schemes may be allowed on a "restrictor" basis only, 2,000 litres/day per household, subject to assessment of the capacity of the reticulation pipelines and overall pumping capacity.



Water Supply To Multi-Unit Developments

Council adopts the policy of supplying individual housing units in multi-unit developments with individual connections. These connections to be serviced with a pipe of sufficient capacity to comply with the requirements of Council's subdivision standards. The cost of the service line to be covered by a full connection fee, with supplementary connections being costed at "additional connection rate. Any existing connection to be credited as a supplementary connection at the prevailing rate.



Street Lighting

Street light poles shall be placed to achieve uniformity of lighting in accordance with Transfund's Programming and Funding Manual. In the case of residential streets the poles shall be placed, where practical, at property boundaries to reduce the obstruction of adjacent property access.

The poles shall be placed at the back of the footpath, to provide general illumination over the area of road between property lines for safe and comfortable pedestrian movement, crime prevention and identification of premises.

Lanterns shall be of modern design and performance as approved by technical officers of the Ashburton District Council and Electricity Ashburton.



Street Lighting - Upgrading

Where upgrading of district street lighting is carried out, this should comply with the standards described in the Transfund Programming and Funding Manual.



Subdivisional Lighting - Standards And Charges

1. Installation standards must comply with the Transfund Programme and Funding Manual.
2. In the case of street lights being erected on new subdivisional roads Electricity Ashburton will be asked to make their charges direct to the developer.

Channel Crossings

Residential

A residential site may have not more than two crossings. The total crossing length per site shall not exceed 7.5 metres (2 x 3.75 metres).

Commercial and Industrial Sites

The total crossing length for commercial and industrial sites should be 6 metres. This may be increased up to 9 metres at the discretion of the Manager Operations and Services.

General Requirements

Bridge blocks for pedestrian use will not be permitted over flat channels. Existing blocks may be removed, if the owner no longer requires them. Vehicle crossings for access to all properties shall be applied for and paid for at or before the time of application for a building permit for a building on the section. The proposed position of the crossing is to be indicated at the same time. The standard fee for vehicle crossings shall include up to but not exceeding 2 metres width of berm sealing.



Footpath Treatment Associated with Kerb and Channel Replacement

1. When a full width residential footpath only requires resealing following associated construction work, the footpath be resealed. In more highly pedestrian trafficked commercial areas the footpath should be hotmixed.
2. The area between old and new kerb and channel be laid in grass berm of readylawn.
3. When a residential footpath requires full reconstruction a 1.5m wide hotmix footpath be installed against the kerb unless other factors such as power poles, pedestrian safety, beautification purposes or underground services seriously affect the available width of the footpath. The remainder of the area to be laid in a grass berm of readylawn.



Footpath Damage

Where in the opinion of the Manager Operations and Services replacement (ie complete resurfacing) of an existing footpath is warranted over the entire frontage to a planned development and whereby prior written agreement has been reached, the developer will be charged two thirds of the cost of the work.

In all other cases developers are required to take such steps as are necessary so as to retain the current condition of existing footpaths, including the use of approved protective covering or boarding and in the event of damage the developer is to be charged the full cost of repairs. A bond payment will be charged and repaid when reinstatement work has been carried out to Council's satisfaction.



Sealing Of Entraceways - Rural

1. Council will seal prepared entrances at landowners request when sealing (or resealing) of the adjacent road or highway is being undertaken. That the area to be sealed be from edge of road seal to the boundary of the property (or cattlestop in the case of tanker entrance) with splays as required by the Engineer. The charge for sealing to be 60% of the current sealing cost for road sealing in the area.
2. Council will carry out the construction of the entranceway only if construction work is being carried out on the adjacent road (ie at convenience of Council). Entranceways on roads where reseal is occurring would require to be prepared by the property owner. As in the case of the sealing charges it is suggested that Council preparation costs be recovered as 60% of the average per square metre charge. Where required culverting costs would be extra.
3. Entrance ways to dairy farm units are to be set back 6 metres from the road side boundary and formed at this point to a width of at least 6 metres wide. The carriageway is to be tapered out to a minimum width of 9 metres at the seal edge with adequate turning circles either side. Entrance ways leading on to sealed roads are to be sealed and allowances made for drainage by way of culverts under where applicable.



Roadside Drains

1. A formal application to construct a roadside drain should be made in writing before any work is undertaken.
2. Each application is to be considered on its merit.
3. Approval or otherwise is to be at the discretion of the Council.
4. Future maintenance and the removal of all debris should be the responsibility of the person or authority concerned and to be carried out to the satisfaction of the Council.



Noxious Plants - Growth Treatment After Road Works

Where noxious plants become established following road construction, edge flanking or any other roading activity carried out by the Council, the resultant growth will be treated at its expense twice within five years of carrying out these works.

In terms of the Regional Pest Management Strategy (1998) the Ashburton District Council requires that the adjoining occupier remain responsible for all pests on roadsides.



