

# WAIMATE DISTRICT COUNCIL

## *Vehicle Access to District Roads*

**All vehicle accesses to District Council roads must meet acceptable standards for road safety and must not place road users and users of the access way at risk of injury.**

**All vehicle accesses shall be designed, constructed and maintained to ensure that:**

- They are able to be used in all weather conditions,
- They have no adverse impact on the roadside drainage system, and
- Surface water and detritus (including gravel and silt) does not migrate onto the road pavement

***This is the Owners Responsibility.***

<p><b>Background</b></p>	<p>The Local Government Act 1974, Section 335, requires the property owner or occupier to be responsible for, and pay the cost of, construction or upgrade to the vehicle crossing. These costs include the removal of redundant crossings and any required relocation of services and / or roadside features where applicable, under the provisions of the Bylaw.</p> <p>Waimate District Consolidated Bylaws, empower Council to enforce under Section 335 of the Local Government Act 1974. Within the District Plan, there are defined standards and requirements that the public will be required to meet.</p>
<p><b>What is a Vehicle Access or Crossing?</b></p>	<p>A vehicle access is the section of driveway that connects the front property boundary to the road carriageway and includes any culvert under the access.</p>
<p><b>Who is responsible for the Vehicle Access?</b></p>	<p>The initial construction, including cost, is the property owner's responsibility. However, since the crossing lies within the road reserve, it must be constructed to Councils standards.</p>
<p><b>Kerb &amp; Channel Crossings</b></p>	<p>The construction of vehicle access over kerb &amp; channel and footpath will be arranged by Council. The construction cost, is the property owner's responsibility. Council will maintain the Kerb &amp; Channel crossing and berm pavement up to the property boundary. <b><i>Please see Kerb &amp; Channel crossing specification form for more information.</i></b></p>
<p><b>Substandard Vehicle Crossings</b></p>	<p>Due either to lack of awareness, to negligence, or to other historical factors, the district contains a number of existing vehicle crossings, which do not meet the required standards. The Local Government Act and the Council Bylaw allow for any existing crossing found by Council to be substandard or in a state of disrepair to be upgraded at the owner/occupier's expense.</p>
<p><b>Maintenance (Non Kerb &amp; Channel )</b></p>	<p>The property owner shall maintain the access from the property boundary up to the edge of the carriageway or edge of seal, including the culvert. This includes stopping gravel and debris from migrating onto the road surface.</p>

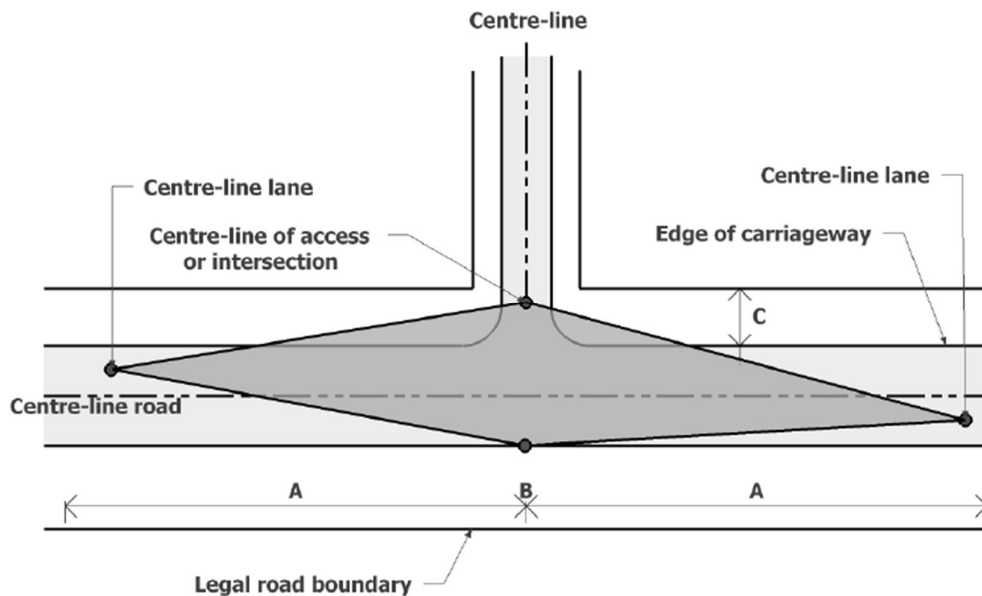
# Requirements

<b>Safe Position</b>	Vehicle Crossings need to be installed in a safe position leading on to the road with aspects such as visibility of oncoming traffic considered. Vehicle crossings also protect the community's assets — the roads, berms and drains.
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## Minimum Sight Distance metres

**Table A**

Posted Speed Limit km/hr	85 percentile operating speed measured at site or if not known posted speed plus 10km/h	Minimum sight distance metres
30	40	28
40	50	44
50	60	63
60	70	86
70	80	115
80	90	140
90	100	170
100	110	210



**Measuring Sight Distance Measurement Diagram**

- A** Sight distance      **B** Edge of Carriageway      **C** 3.5m from edge of carriageway

Sight lines shall be from driver's eye height to driver's eye sight (1.15m) above finished surface. There shall be no objections to visibility inside the area bounded by the sight lines.

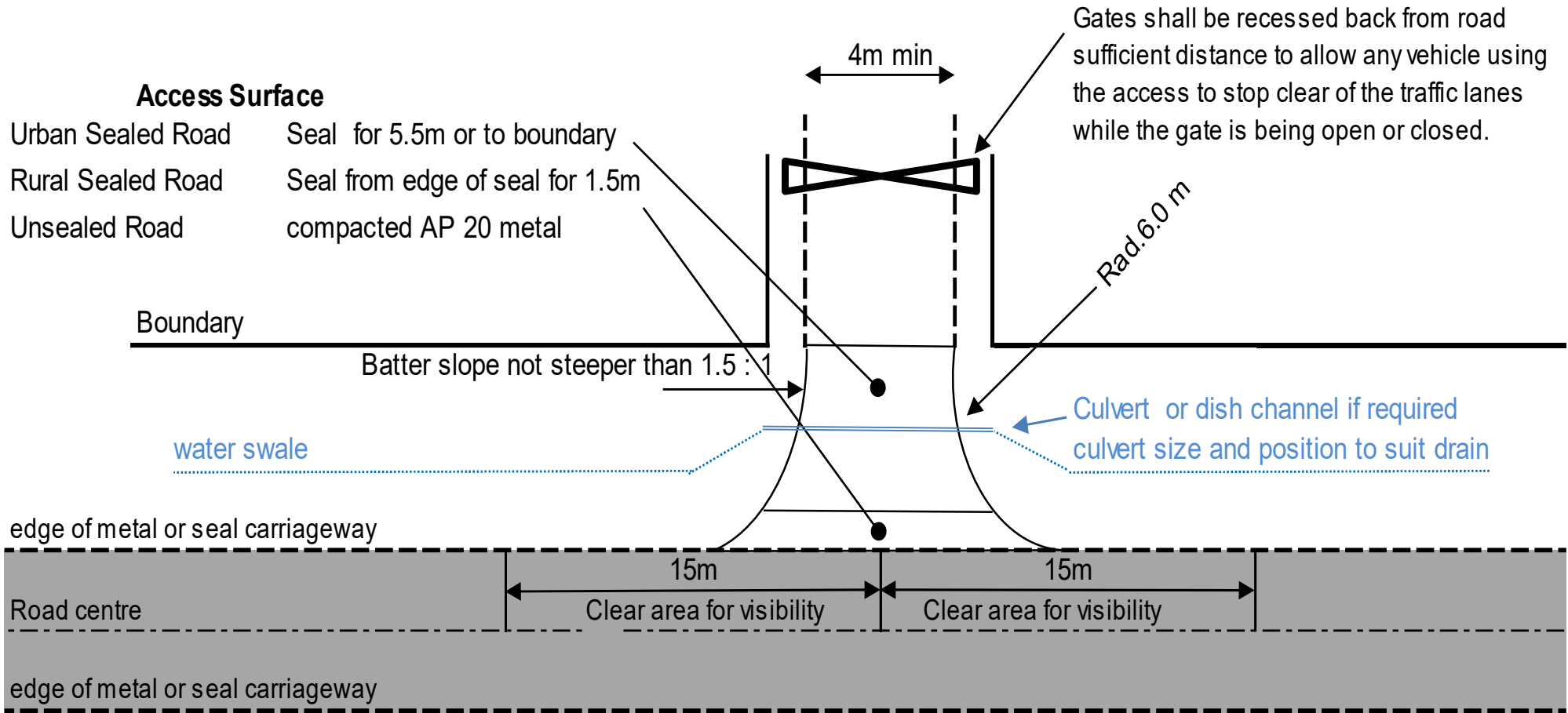
<b>Distances of Vehicle Crossings from Intersections</b>	No part of any vehicle crossing shall be located closer to the intersection of any roads other than the distances permitted in the Table below.
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**Minimum Distance of Access from Intersection  
Table B**

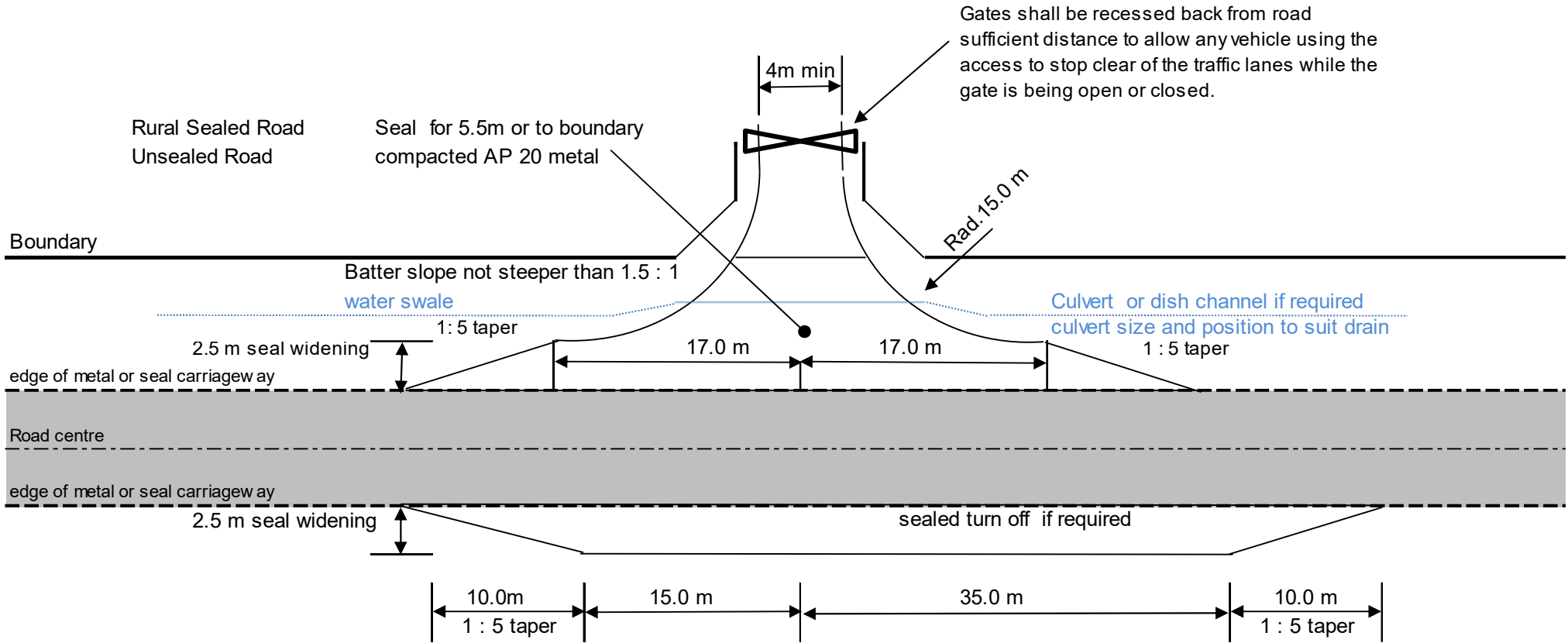
Frontage Road	Urban			Rural		
	Local	Collector	Arterial	Local	Collector	Arterial
Arterial	30	50	65	200	200	270
Collector	15	35	35	55	55	85
Local	15	20	20	55	55	85

<b>Experienced Contractor</b>	The work shall be carried out by a competent Contractor, experienced in the type of work being undertaken. The Contractor shall meet all their obligations under the current version of the Health and Safety in Employment Act. All underground services shall be located before any excavation commences. Any work on the road will require an approved Temporary Traffic Management Plan.
<b>Formation</b>	The access requires a minimum subbase depth of 150 mm. The surface shall be compacted metal with a minimum depth of 50 mm and maximum particle size of 20 mm. No area of the completed surface shall have any depression that will allow water to pond.
<b>Gate</b>	Gates shall be recessed back from the road a sufficient distance to allow any vehicle using the access to stop clear of the traffic lanes while the gate is being open or closed.
<b>Mail Box</b>	All mailboxes installed on the road reserve are to be lightweight and frangible to ensure that vehicle occupants are not seriously harmed should a vehicle crash into it. The access to the mailbox should be constructed and maintained so it can be used in all weather conditions and to ensure that its use will not damage or flood the adjacent road.
<b>Road Side Obstructions</b>	No objects are to be placed on the roadside that could be a hazard to the road user e.g. farm machinery, large rocks.

<p><b>Standard of Residential Vehicle Crossings with No Kerb &amp; Channel</b></p>	<p>All vehicular crossings/accesses onto a sealed road, shall be formed and maintained to an all-weather standard with the first 5.5m of the access (as measured from the carriageway) or the full berm width of the adjoining road, whichever is the greater, being formed and sealed or paved to ensure that material such as mud, stone chips or gravel is not carried onto a sealed road.</p>
<p><b>Standard of Rural Sealed Road Vehicle Crossings</b></p>	<p>All vehicular crossings/accesses onto a sealed road in the Rural Zone, shall be formed and maintained to an all-weather standard and shall not result in the migration of material such as mud, stone chips or gravel on to the road. Where an access is used regularly, that is one that is used by vehicles on a regular basis including for the purposes of accesses to dwellings and buildings, the access shall be sealed for 1.5 metres from the edge of the existing seal. Where material such as mud, stone chips or gravel is found to migrate onto the road, the first 5.5m of the access (as measured from the carriageway) or the full berm width of the adjoining road, whichever is the greater, shall be formed and sealed or paved.</p>
<p><b>Standard of Rural Unsealed Road Vehicle Crossings</b></p>	<p>All vehicular crossings/accesses onto an unsealed road in the Rural Zone shall be formed and maintained to an all-weather standard and shall not result in the migration of material such as mud, stone chips or gravel on the road. All weather standard means compacted level metal surfacing with a maximum particle size surface material of 20mm.</p>
<p><b>Standard of Rural Heavy Traffic Vehicle Crossings</b></p>	<p>In Rural Zones heavy traffic accesses, including those for milk tankers and stock trucks, and any necessary extension of the carriageway width (on either side) shall be designed, constructed, and maintained to carry the volume and weight of traffic likely to use the access. The surface of accesses onto a sealed road shall be sealed. The access and carriageway extensions shall also be of sufficient area and width to provide for the swept path (turning area) of these heavy vehicles. <i>(Refer to District Plan for heavy vehicle swept paths.)</i></p>
<p><b>Dimensions</b></p>	<p>The area to be surfaced shall cover the anticipated or existing vehicle swept path. <i>See relevant diagram</i></p>
<p><b>Drainage</b></p>	<p>All accesses shall be designed to ensure efficient drainage, all storm water runoff shall be directed away from the road. Culverts with end treatment or concrete dish channel shall be provided where necessary and shall be designed and installed to the approval of the Roding Manager. Minimum culvert diameter 200mm.</p>
<p><b>Full details</b></p>	<p>For full details, see Waimate District Council District Plan Section 9 Transportation.</p>



**Vehicle Access**  
**Urban/ Rural Residential Property**  
**No Kerb & Channel**



**Vehicle Access  
Rural Heavy Vehicles  
(Tanker) Access**

## Examples of Non-complying Access

