



# **Land Transport Consultation Documents Booklet**

29 October 2024

## **Contents**

		<b>Page No</b>
<b>1</b>	<b>Land Transport Bylaw - Statement of Proposal .....</b>	<b>2</b>
<b>2</b>	<b>draft Road Encroachment Policy .....</b>	<b>64</b>
<b>3</b>	<b>draft Stock Underpass Policy .....</b>	<b>73</b>
<b>4</b>	<b>draft Road Naming Policy .....</b>	<b>82</b>
<b>5</b>	<b>On Our Roads Consultation Document .....</b>	<b>91</b>

# STATEMENT OF PROPOSAL

## REVIEW OF LAND TRANSPORT BYLAW 2024

Waitomo District Council

### CONTENTS

<b>OVERVIEW .....</b>	<b>2</b>
OPTIONS CONSIDERED .....	3
SUMMARY OF THE PROPOSED CHANGES .....	3
HAVE YOUR SAY .....	7
<b>KEY DATES.....</b>	<b>7</b>
<b>DRAFT LAND TRANSPORT BYLAW 2024.....</b>	<b>8</b>





Council wants your feedback on this Bylaw.

## OVERVIEW

Waitomo District Council (the Council) is proposing some changes to our Land Transport Bylaw (the Proposed Bylaw), and we want your feedback on our proposal.

The Council is responsible for regulating activities that can be carried out on local roads which includes the carriageway, berm, and footpaths. One way Council does this is through the Land Transport Bylaw, which covers matters such as:

- Use of local roads
- Vehicles on local roads
- Animals and stock on local roads

The purpose of this Bylaw is to regulate the use of our local roads to ensure that acceptable standards of safety, accessibility, and convenience are maintained for the wellbeing and enjoyment of residents, visitors and businesses within the district.

Council considered whether the bylaw was necessary. The decision was made to retain the bylaw. Council has reviewed this bylaw to make sure it is up to date and fit for purpose.

We're suggesting some changes to improve how the Bylaw meets this purpose. Your feedback is essential in making sure it reflects the current needs of our community.

In this document you will find:

- Options considered
- Summary of the proposed changes and reasoning
- Legislative framework
- How you can have your say
- A draft of the Proposed Bylaw



## 1. OPTIONS CONSIDERED

Below is a summary of the options considered and reasons given for the chosen option.

### **Chosen Option: Review and amend the current Bylaw**

This option gave the opportunity for Council to undertake a full review of the Bylaw, including its responses to issues on local roads and ensuring the schedules were current.

Choosing this option means the Council remains consistent with our current approach of regulating the use of local roads with a Bylaw.

### **Options that were considered but not chosen**

The other options considered were for the existing Bylaw to be retained without review and only removing the speed limit section by resolution; or to allow the revocation of the Bylaw and rely on alternative regulations.

While these options would have required less time and fewer resources, either option would not have allowed for significant changes to be made, or for appropriate public consultation and local decision making.

Allowing the current Bylaw to be revoked would remove some specific tools currently being utilised to ensure appropriate use of our local roads.

## 2. SUMMARY OF THE PROPOSED CHANGES

Council is proposing to make several changes to the current Bylaw, including some new, removed, and amended regulations.

The changes being proposed are summarised below, with the proposed Bylaw attached to this Statement of Proposal.

### **Proposal 1: Remove speed limits, cellar doors, skateboards**

The existing Bylaw covers the management of speed limits throughout the district.

With the Government changes introduced in 2022 under the Land Transport Rule: Setting of Speed Limits 2022, speed limits are now set at a national level. Therefore, the section on speed limits can be removed from the bylaw as it is no longer valid.

References to cellar doors have been removed as they can be covered by clauses related to gates.

Skateboards are covered in the Public Places Bylaw 2023 therefore this clause and schedule can be removed.



## Proposal 2: Add damage clauses, vegetation near intersections, shared and cycle paths

A clause has been included where **an individual who damages a traffic control device shall be liable for associated costs**. To ensure the expense isn't incurred by ratepayers.

A new clause has been drafted in stating that **a person must not plant near an intersection in a way that could cause a nuisance or danger to traffic, this may also include trimming of existing vegetation**.

**Provision has been made to allow Council to determine priority users for a shared path or cycle path.**

## Proposal 3: Add and update Schedules

The review allowed for a complete update of the Bylaw schedules to ensure these are aligned to the current restrictions.

**Added schedules are:**

- **Electric Vehicle charging**
- **Horse riding prohibited area**
- **Motorhome only parking on Rora Street.**

Electric vehicle charging is now a common use of parking spaces for those businesses and local authorities who decide to provide these. Electric or hybrid vehicles can only be parked in these spaces for the purpose of being recharged.

Ridden horses are proposed to be prohibited from Rora and Taupiri Streets and the sections of the connecting streets (Alexandra, King Street East, Sheridan, South End Loop) for safety of riders, horses and other road users. This restriction would also apply to the pedestrian bridge Te Ara Tika. Council approved events would be exempt from this restriction.

No parking, time restricted parking, loading zones, no turning, no stopping schedules have been updated to ensure the bylaw aligns with current use signage and road markings.

Under heavy traffic prohibitions the section relating to Schedule C2 has been deleted as this related to late night shopping and Schedule C2 had been removed previously.

To better accommodate travelling visitors, motorhome parking has been allocated at the North end of Rora Street, this schedule was not added to the Bylaw at the time of designation. This is being rectified as part of this review.

The descriptions have been standardised to match RAMM (Road Assessment Maintenance Management) database so the schedules can be updated more efficiently and accurately.

## Proposal 4: Offences and Penalties

The section on offences and penalties has been updated to reference all the relevant legislation that governs the conviction and infringement penalties under this Bylaw. Individual offences are referenced

in the Waitomo District Council Fees and Charges Schedule.

We propose to remove specific penalties that are covered in our Fees and Charges Schedule and instead include the maximum penalty (conviction or infringement) allowed for by the corresponding legislation.

- Land Transport (Offences and Penalties) Regulations 1999.
- Section 22AB of the Land Transport Act 1998.
- Section 242 of the Local Government Act 2002.

The full list of traffic infringements can be found in Land Transport (Offences and Penalties) Regulations 1999 Schedule 1, 1A, 1B.

Legislation that gives effect to these changes are:

- Land Transport (Offences and Penalties) Amendment Regulations 2024.
- Land Transport (Storage and Towage Fees for Impounded Vehicles) Amendment Regulations 2024.
- Land Transport (Towage Fees) Notice 2024.

#### Proposal 5: Update Bylaw definitions, structure, format and wording

We're proposing to make the Bylaw easier to read and navigate by improving its general wording and layout. This includes updating some definitions and referencing the appropriate legislation so that changes remain consistent in the application of the Bylaw. Some more technical clauses have been redrafted in plainer language, but with no change to the actual rules implemented.

As the Bylaw has been put into our current layout, an introduction (not part of the Bylaw) has been added and the purpose and scope more clearly outlined.

## 1. LEGISLATIVE FRAMEWORK

This Bylaw fits into a wider legal framework which controls Council's ability on how it must be made.

The Bylaw was made under the general bylaw making powers conferred by the LGA, as well as section 22AB of the Land Transport Act 1998 (LTA) and the Local Government Act 1974 (LGA 1974).

Council is a road controlling authority under the LTA and can make bylaws under this Act in relation to roads and parking areas under its control (i.e. local roads).

Under the LTA 1998, the Council may make bylaws for all or any of the following purposes: vehicle and road use, heavy traffic restrictions, parking, road signs and road marking, livestock on roads, displays, vegetation and access around or on roads, weights and measurements of vehicles and loads, pedlars, and general matters relating to road safety and environmental protection.

Bylaws do not have the authority to override primary legislation, but rather supplement and support national rules with local rules.

Bylaws must focus on providing a remedy to the identified problem.

All bylaws must be reasonable. This means the bylaw should not unnecessarily impact upon a person's freedoms and rights, as protected by the New Zealand Bill of Rights Act 1990 (NZBORA).

Our assessment of the Proposed Bylaw is that there are no implications under the NZBORA. This assessment will be reviewed before a final Bylaw is made.

In reviewing and developing bylaws, the Council must follow both the decision making and consultation requirements set out in the LGA.

Each bylaw must be assessed in terms of its costs and benefits to the community, as well as an assessment of the other options available to the council to regulate or remedy the problem.

### Previous reviews

The Land Transport Bylaw first came into force in 2010. Under section 158 of the Local Government Act (LGA) 2002 Council was required to review the Bylaw after five years.

This review was completed in 2015 which allows another ten years before a review is required again. There was limited engagement during the public consultation of the Bylaw in 2015, with no submissions received. Relatively minor amendments were adopted.

Under the LGA, Bylaws must be reviewed every 10 years, otherwise it is automatically revoked. While this means the Bylaw review must be completed by April 2025, staff have brought the review forward to consolidate a number of Transport related reviews into one public engagement package called 'On Our Roads'.





## HAVE YOUR SAY

Please read this document and the proposed bylaw carefully and then have your say by 2 December 2024.

## KEY DATES

WHEN	WHAT
31 October 2024	Submissions open
2 December 2024 (4pm)	Submissions close
12 December 2024	Hearings (should people wish to speak to their submissions)
February 2024	Deliberations – Council discusses feedback from the community and changes are agreed to if appropriate.
25 February 2024	Council adopts the final Bylaw

**DRAFT**

**Waitomo District Council**

**Land Transport Bylaw 2024**

---

DRAFT

<b>First Adopted:</b>	May 2010
<b>Review History:</b>	April 2015 <u>August 2024</u>
<b>Date of Next Review:</b>	<u>April 2025</u> <u>September 2025</u>
<b>Responsibility:</b>	General Manager – Infrastructure Services
<b>Adopted by:</b>	Council (29 April 2015)



## Contents

<b>1. TITLE   TAITARA.....</b>	<b>4</b>
<b>2. COMMENCMENT   TĪMATA.....</b>	<b>4</b>
3. PURPOSE AND SCOPE   TE ARONGA ME TE KORAHĪ.....	5
4. DEFINITIONS   NGĀ WHAKAMĀRAMATANGA .....	5
<b>POLICY   KAUPAPA HERE .....</b>	<b>10</b>
5. Roads .....	10
6. Traffic .....	14
7. Animals and stock on roads .....	19
8. Offences and Penalties .....	22
9. Related Documents.....	24
<b>SCHEDULE 1   1. LIST OF SCHEDULES.....</b>	<b>25</b>
1. LIST OF SCHEDULES.....	25
<b>SCHEDULE A   One-Way Roads .....</b>	<b>25</b>
<b>SCHEDULE B   Parking Restrictions: Loading Zones.....</b>	<b>25</b>
SCHEDULE B.2   Parking Restrictions: Rescue Boat.....	26
SCHEDULE B.3   Parking Prohibition: Rugby Park .....	26
SCHEDULE B.4   Parking Restrictions: Permanent Bus Parking .....	26
SCHEDULE B.5   Parking Restrictions: <del>Restricted Bus</del> <u>Motorhome Only</u> Parking .....	<del>26</del> <u>26</u>
SCHEDULE B.6   Parking Restrictions: Mobility Parking.....	27
<u>SCHEDULE B.7   Parking Restrictions: Electric Vehicle Charging.....</u>	<u>28</u>
SCHEDULE C   Time Restricted Parking .....	28
SCHEDULE D   No Stopping , <u>No Parking, No Entry and Clearways</u> <u>Areas</u> .....	<u>29</u> <u>29</u>
SCHEDULE E   Turning Movements .....	36
SCHEDULE F.1   Heavy Traffic Prohibitions .....	36
SCHEDULE F.2   Weight or Load Restrictions over Bridges or Culverts.....	36
SCHEDULE G   <del>Skateboards—Prohibited Areas</del> <u>Horse Riding Prohibitions</u> .....	<del>37</del> <u>38</u>
SCHEDULE H   Speed Limits .....	38
<del>All speed limits within the Waitomo District, including but not limited to:.....</del>	<del>38</del> <u>29</u>
• <del>Urban roading .....</del>	<del>38</del> <u>29</u>
• <del>Rural roading .....</del>	<del>38</del> <u>29</u>
• <del>State Highways .....</del>	<del>38</del> <u>29</u>
• <del>Beaches .....</del>	<del>38</del> <u>29</u>
• <del>Parks .....</del>	<del>38</del> <u>29</u>
• <del>Reserves .....</del>	<del>38</del> <u>29</u>
SCHEDULE I   Roads requiring at least two Drivers per Mob .....	47
SCHEDULE J.1   Roads with Annual Average Daily Traffic of more than 500 vehicles per day .....	48
SCHEDULE J.2   Roads with Annual Average Daily Traffic of more than 100 vehicles per day .....	48
SCHEDULE J.3   Roadmap showing District roads by vehicles per day .....	49

## INTRODUCTION | KUPU ARATAKI

This Bylaw controls a diverse range of activities that occur within our district's local roads to ensure that acceptable standards of convenience, safety, and civic values are maintained on public roads for the well-being and enjoyment of citizens, businesses and visitors within the district, now and in the future.

The initial resolution to consult on the draft Land Transport Bylaw was passed by the Waitomo District Council at an ordinary meeting of the Council held on 4 August 2009. The draft Bylaw was a consolidation and rationalisation of existing bylaws: Vehicles and Streets Bylaw and Speed Limits Bylaw. A new section on activities in roads was included and the provisions on animals and stock on roads were moved from the Public Places Bylaw where they were originally included as an interim measure. The Bylaw was adopted by Council following the special consultative procedure (SCP), by a resolution at a meeting of the Council on 25 May 2010. This Bylaw came into force on 1 June 2010.

Council was required to review the Bylaw by way of SCP after five years, there was limited engagement during the public consultation of the Bylaw in 2015 with no submissions received. Relatively minor amendments were adopted. The next review was required after ten years.

A review was undertaken in August 2024 and amendments were made to remove provisions that were covered by other Bylaws and legislation. Corrections to schedules were also included in this review.

Other documents that should be referred to as relevant to this Bylaw include:

Local Government Act 2002  
Local Government Act 1974  
Land Transport Act 1998  
Operative Waitomo District Plan  
Waitomo District Council Public Places Bylaw  
Land Transport (Offences and Penalties) Regulations 1999  
Land Transport Rule: Traffic Control Devices 2004  
Land Transport (Road User) Rule 2004  
Land Transport Rule: Setting of Speed Limits 2022

## 1. TITLE | TAITARA

This Bylaw is the Waitomo District Council Land Transport Bylaw 2024.

## 2. COMMENCEMENT | TĪMATA

- 2.1. This Bylaw will come into effect once adopted by Council with the commencement date being part of the Council resolution.

### **Guidance note:**

This Bylaw comes into force on [date] by order of Council.  
 This Bylaw remains in force until [date], unless reviewed or repealed earlier.

### 3. PURPOSE AND SCOPE | TE ARONGA ME TE KORAHĪ

- 3.1. The purpose of this Bylaw is to provide a transparent tool to manage and safeguard the roads, a vital public asset, from nuisances and damage, so that they can be safely used and enjoyed by all road users.
- 3.2. To achieve the purpose in clause 3.1, this Bylaw regulates:
- the use of local roads;
  - vehicles on local roads; and
  - animals and stock on local roads.
- 3.3. This Bylaw shall apply to the management, control and protection of all roading corridors, including unformed "paper" roads, in the Waitomo District other than state highways controlled by the New Zealand Transport Agency for which the relevant powers have not been delegated to the Waitomo District Council.
- 3.4. This Bylaw is made under section 22AB of the Land Transport Act 1998, sections 145 and 146 of the Local Government Act 2002, and the powers given to Council under the Local Government Act 1974 ~~Land Transport Rule: Setting of Speed Limits 2003~~2022.
- 3.5. Areas of control so prescribed by the empowering legislation are not necessarily repeated within this Bylaw and therefore the relevant sections of these Acts should be read in conjunction with this Bylaw.

### 4. DEFINITIONS | NGĀ WHAKAMĀRAMATANGA

4.1. In this Bylaw, unless the context otherwise requires, the following words have the meanings as specified:

**Active Transport**

means a mode of transport that involves direct application of kinetic energy by the person traveling such as walking, cycling and other non motorised methods.

**Animal**

means stock, poultry, and any other vertebrate animal of any age or sex that is kept in a state of captivity or is dependent upon human beings for its care and sustenance ~~but excludes dogs.~~

**Authorised Officer**

means any person appointed or authorised by Council to act on its behalf and with its authority. Any person appointed or authorised in writing by the Chief Executive to act on its behalf and with its authority including a Parking Warden appointed by the Council under the provisions of the Transport Act 1962, and an Enforcement Officer.

**Berm**

Means a path of grass area between the roadway, and the footpath or property boundary.

**Boundary Fence**

means a fence, as defined in sSection 2 of the Fencing Act 1978. Which separates a road from an adjoining property.

**Building**

means any temporary or permanent, or movable structure (including any structure intended for occupation by people, animals, machinery or chattels), more than 2.0 m in height above ground level excluding:



(a) Cranes, including any cranes as defined in any regulations in force under the Health and Safety in Employment Act 1992; or (b) Any description of a vessel, boat, ferry, or craft used in navigation, whether or not it has any means of propulsion, and regardless of that means; or (c) Vehicles and motor vehicles (including vehicles and motor vehicles as defined in section 2(1) of the Land Transport Act 1998).

<b>Carriageway</b>	<del>means the part of a road, sealed or unsealed and including any shoulder areas, where a normal wheeled vehicle can traverse, means that portion of the road used or reasonably useable for the time being for vehicular traffic in general and includes any cycle track or footpath used by the public.</del>
<b>Chief Executive</b>	means the Chief Executive of Waitomo District Council appointed under section 42 of the Local Government Act 2002.
<b><u>CoPTTM</u></b>	<u>means the NZ Transport Agency Code of Practice for Temporary Traffic Management.</u>
<b>Corridor</b>	has the same meaning as "Road" and includes the entire width and length of road reserve including the carriageway, verge, berms and footpaths.
<b>Council</b>	means the Waitomo District Council, <del>or any officer authorised to exercise the authority of the Council.</del>
<b>Cycle</b>	<del>means a Vehicle having at least one wheel and that is designed primarily to be propelled by the muscular energy of the rider and includes a power-assisted cycle. Children's cycles having wheels less than 355 mm diameter are excluded. BMX cycles are included no matter the diameter of the wheels.</del> has the same meaning as in the Traffic Regulations 1976. <del>has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.</del>
<b><u>Cycle Lane</u></b>	<u>has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.</u>
<b><u>Cycle Path</u></b>	<u>has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.</u>
<b>District</b>	<del>means the area within the jurisdiction and under the control of the Waitomo District Council.</del> means the area administered by Waitomo District Council
<b>District Plan</b>	means the <u>O</u> perative Waitomo District Plan.
<b>Dairy Cattle</b>	means and includes any cow used to produce dairy products.
<b>Driver</b>	<del>means any person engaged or employed in driving or in charge of any vehicle and includes the owner of any vehicle</del> has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.
<b><u>Drover</u></b>	<u>means any person who is responsible for stock on a road.</u>
<b><u>Electric Vehicle Charging Parking</u></b>	<u>means parking for electric vehicles while in the course of being recharged at an electric vehicle charging station.</u>
<b>Emergency Vehicle</b>	has the same meaning as in the Land Transport (Road User) Rule 2004.
<b>Enactment</b>	has the same meaning as Section 29 of the Interpretation Act 1999.
<b>Enforcement Officer</b>	has the same meaning as in the Land Transport (Road User) Rule 2004.
<b>Engine Brakes</b>	means brakes of the Jacobs type that is also commonly known as exhaust brakes.

<b>Footpath</b>	means a path or way principally designed for or used by pedestrians and includes any footbridge.
<del><b>Four-Wheel Drive Vehicle</b></del>	<del>means any four-wheel drive vehicle with off-road tyres.</del>
<b>Freight Container</b>	an article of transport equipment that is: (a) of a permanent character and strong enough to be suitable for repeated use; (b) (c) specifically designed to facilitate the transport of goods, by one or more modes of transport, without intermediate loading; and designed to be secured and readily handled having fittings for these purposes.
<b>Heavy Motor Vehicle</b>	has the same meaning as in the Land Transport (Road User) Rule 2004.
<b>Holiday</b>	means any day declared by any Act to be a public holiday or proclaimed by the Governor General as set apart as a public holiday.
<b>Hours of Darkness</b>	means – (a) Any period of time between half an hour after sunset on one day and half an hour before sunrise on the next day; or (b) Any other time when there is not sufficient daylight to render clearly visible a person or vehicle at a distance of 100 metres.
<u><b>Incidental Damage</b></u>	<u>Means harm or deterioration that occurs as a secondary consequence of an event or action, either intentional or unintentional, rather than regular wear and tear from general use.</u>
<u><b>Loading Zone</b></u>	<u>means any road, public place or other area, or part thereof, under the control of Council designated solely for the purpose of loading or unloading goods or passengers.</u>
<u><b>Local Road</b></u>	<u>Local road means road under WDC authority.</u>
<b>Machine</b>	means a mechanical device or vehicle that may not be legally used on the road.
<b>Maintained Road</b>	means any road that Council currently funds the maintenance, renewal or improvement of.
<b>Minister</b>	means the Minister of Transport and includes any officer, person, or authority acting <u>on behalf of, by</u> or under the direction of the Minister.
<b>Mob</b>	means a group (more than one) of stock being moved from one place to another.
<del><b>Mobility Scooter or Wheel Chair</b></del>	<del>has the same definition as described under the New Zealand Standard NZS 4121.</del>
<u><b>Mobility Device</b></u>	<u>has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.</u>
<u><b>NZTA</b></u>	<u>means the New Zealand Transport Agency / Waka Kotahi.</u>
<u><b>Network Utility Operator</b></u>	<u>has the same meaning given to it by section 166 of the Resource Management Act 1991</u>
<b>Paper Road</b>	<del>means an unformed legal road over public or private land that, for the time being, exists only on paper. Ownership of local "paper roads" in the District rests with Waitomo District Council. –means a parcel of land that is legally recognised as a road but has never been formed into a road. Ownership of paper roads is vested –rest in with the Waitomo District Council.</del>
<u><b>Parking for Disabled Persons–Mobility Parking Space</b></u>	means a parking space set aside under clause 4.4.1 for use by persons who hold a permit or concession card issued by <del>the New Zealand Crippled Children Society (CCS) Incorporated</del> <u>CCS Disability Action Incorporated</u> to persons with physical disabilities <del>for the purpose of its operation mobility programme</del> or any other lawfully issued <del>disability mobility parking</del> permit.

<b>Parking Officer or Parking Warden</b>	means a parking warden/officer appointed by Council under the provisions of section 128D of the Land Transport Act 1998 <u>or a Police Officer.</u>
<b>Parking Space</b>	has the same meaning as <del>s</del> Section 591(6) of the Local Government Act 1974.
<b>Passenger Service Vehicle</b>	has the same meaning as <del>S</del> section 2(1) of the Land Transport Act 1998.
<b>Pilot Vehicle</b>	means and includes any motorcycles, 4 wheel farm bikes, <u>3 wheel farm bike,</u> -cars, utility vehicles, tractors, or trucks operating and moving with hazard lights in operation in front of, or behind <u>the moba,</u> <del>the mob.</del>
<b>Person</b>	means any individual, body corporate or partnership.
<b>Principal Administrative Officer</b>	means the Chief Executive of Waitomo District Council.
<b><u>Publicly Notified Public Notice</u></b>	<del>means a notice published in: Land Transport Bylaw — 2015-354464v6 6 One or more regular newspapers circulating in the District and: (a) (b) Any other public notice that Council thinks desirable in the circumstances.</del> means the same as in section 5(1) of the Local Government Act 2002 and 'published' and 'publicly notified' have corresponding meanings
<b><u>Race</u></b>	<del>means that part of any road margin fenced off and used specifically for the purpose of shifting and moving stock.</del>
<b>Regular Stock Crossings</b>	means the movement of any stock across a roadway twice a week or more.
<b>Relocation</b>	means the movement of a building into, out of, or within the Waitomo District by use of roads maintained by the Waitomo District Council.
<b>Restriction</b>	means any prohibitions, restrictions, controls, or directions.
<b><u>Rider</u></b>	<u>means a person riding an animal, vehicle, vehicle combination, a mobility device, or a wheeled recreational device.</u>
<b>Road</b>	<del>has the same meaning as in the Land Transport Act 1998, which includes every berm, bridge, culvert, drain, ford, gate, building or other thing belonging thereto or lying upon the line or within the limits of the road reserve, and shall where the context requires include a street but does not include State Highways controlled by the NZ Transport Agency except where a specific authority has been delegated to Council. Or has the same meaning given to it by Part 1 section 2 of the Land Transport Act 1998 and shall where the context requires include a Street, Lane, Terrace, Heights, Ford, Place, Crescent or Avenue but does not include State Highways controlled by the NZ Transport Agency Waka Kotahi.</del>
<b>Road Opening or Trench</b>	means any excavation within a Road for the purpose of maintaining, locating or installing services, except shallow excavations for the purpose of constructing vehicle crossings, and excavations on grassed <del>verges-berms</del> for the purpose of providing or maintaining services to residential sections.
<b><u>Road Opening Notice</u></b>	<u>means an application to carry out any work or activity that affects the normal operation of the road, footpath and grass berm prior to performing the work or activity.</u>
<b><u>Road Reserve</u></b>	<u>means the same as Road Corridor and is the area from road boundary to road boundary that may hold the road carriageway, footpath, berm or grassed area</u>



<b>Road Verge</b>	<del>means any margin of a road adjacent to, but not forming part of, either the carriageway or footpath (if any).</del>
<b>Roadway</b>	<del>That portion of the road used or able to be used for the time being for vehicular traffic in general. has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.</del>
<b>Route Planning</b>	means the determination in advance of routes to be used by heavy <u>or over dimension</u> vehicles and includes the planning for seasonal variations in the suitability of unsealed roads for their use by heavy vehicles.
<b>Rule</b>	means the Land Transport Rule: Setting of Speed Limits 2022 <del>2003</del> .
<b><u>Shared Path</u></b>	<u>means a cycle path, a cycle track, a footpath, or some other kind of path that may be used by some or all or of the following persons at the same time - cyclists; pedestrians; riders of mobility devices; riders of wheeled recreational devices.</u>
<b>Special Vehicle Lane</b>	has the same meaning as in <u>clause 1.6 of</u> the Land Transport (Road User) Rule 2004.
<b>Speed Limit</b>	<del>and the following expressions have the same meaning as in the Land Transport Rule: Setting of Speed Limits 20032022: Holiday Speed Limit, Rural Emergency Speed Limit, Minimum Permanent Speed Limit, Seasonal Speed Limit Urban Temporary Speed Limit, Permanent Variable Speed Limit Urban Traffic Area Rural Area</del>
<b>Stock</b>	<u>includes any cow, bull, ox, heifer, steer, sheep (includes any ram, ewe, wether, lamb) goat or kid, horse, donkey, mule, calf, boar, sow, pig, llama, alpaca or deer of any kind, but excludes any animal that is under harnessed control.</u> <del>means any farmed animal and includes any cow, bull, ox, heifer, steer, sheep (includes any ram ewe, wether, lamb, goat, or kid), horse not under harnessed control, donkey, mule, calf, boar, sow, pig, llama, alpaca or deer of any kind.</del>
<b>Stock crossing</b>	means that part of any road and associated drainage system used for the purpose of shifting and moving livestock across any roadway.
<b><u>Stock Droving Race</u></b>	<u>means that part of any road margin fenced off and used specifically for the purpose of shifting and moving stock.</u>
<b>Stock Truck</b>	means a heavy motor vehicle being used or capable of being used for the carriage of stock.
<b><u>Unformed Road</u></b>	<del>means any road in the District that was once formed and has subsequently become unformed.</del>
<b><u>Urban Traffic Area</u></b>	<del>means the same as in Land Transport Rule: Setting of Speed Limits 2003.</del>
<b>To Move</b>	means to ride, drive, muster, lead, or otherwise shift stock whose feet are in contact with the road.
<b>Traffic Control Device</b>	has the same meaning as Part 2 of the Land Transport Rule: Traffic Control Devices 2004.
<b>Transport Station</b>	has the same meaning as <u>s</u> Section 591(6) of the Local Government Act 1974.
<b><u>Unformed Road</u></b>	<u>means any road in the Waitomo District that was once formed and has subsequently become unformed.</u>
<b><u>Urban Street</u></b>	<u>means any road within a township or settlement with a speed limit of 70 km/hr or less.</u>
<b>Vehicle</b>	has the same meaning <del>as in the</del> given to it by Part 1 <u>S</u> ection 2 of the Land Transport Act 1998, <del>which is a contrivance equipped with wheels, tracks, or revolving runners on which it moves or is moved; and includes a hovercraft, a skateboard, in-line skates, and roller skates.</del>

**Vehicle Combination**

Means a vehicle with towed vehicle attached.

**Wheeled Recreation Device**

Has the same meaning as sSection 1.6 of the Land Transport (Road User) Rule 2004

**Working Day**

means a calendar day other than Saturday, Sunday, Public Holiday or any day falling within the period from 24 December to 5 January, both inclusive, irrespective of the days on which work is actually carried out.

- 4.2. For the purpose of this **Bylaw**, the word 'shall' refers to practices that are essential for compliance with this Standard, while the word 'should' refers to practices that are advised or recommended.

4.3. Any guidance or explanatory notes do not form part of this Bylaw, and may be made, amended and revoked without formality.

4.4. Unless otherwise defined by clause 4, a word or expression used in this Bylaw has the same meaning as it has from time to time in the relevant legislation as covered by- the Legislation Act 2019.

**POLICY | KAUPAPA HERE****5. Roads****5.1. Objects and Things on Roads**

- 5.2. No person shall without the consent of Council, or in accordance with the provisions of this Bylaw, place or leave any object or thing on any road other than a vehicle lawfully parked.

- 5.3. Without limiting the generality of clause 5.2 no person shall:

- (a) Leave on any road for any period greater than four hours any vehicle which is not in complete and working order; or
- (b) On any road construct or rebuild or repair or make alterations to any vehicle, except for repairs rendered necessary by reason of accident or breakdown; or
- (c) Display any article or articles whatsoever outside any shop, shop window, or doorway or in any other place so as to encroach on any road or footpath; or
- (d) Place, pack or unpack any goods on any road; or
- (e) Erect any scaffolding, fence or structure of any kind on or over any road; or
- (f) Use any hoist or crane on or above any road; or
- (g) Erect or install or cause to be erected or installed any gates or doors capable of being swung over or across any roads; or
- (h) Being a person in charge of a vehicle or machine, permit any clay, gravel or other material to be carried on to any road; or
- (i) Permit or suffer anything to fall from any vehicle onto the road or having so fallen to remain on the road.

**5.4. Council may Require Object to be Removed**

- 5.5. Where any object or thing is on the road contrary to the provisions of 5.1. Council may serve notice on the person who left the thing on the road or any other person who has any interest in or control over the thing requiring that the thing be removed within the period stated in the notice.

**5.6. Vegetation within and near the Road Reserve**

- 5.7. Unless with Council permission, a person must not plant or erect, at or within 5 metres distance from corners, bends, or intersections on roads, any tree, shrub, hedge, scrub, or

other growth, that, in the opinion of the Council is, or is likely to constitute, a source of nuisance or danger to traffic.

#### **5.8. Encroachment onto Road Reserve**

- 5.9. In certain circumstances, Council may allow encroachment by private property owners into the road reserve, including unformed roads.
- 5.10. Any individual group or organisation wishing to occupy any road shall be required to inform Council by completing a road encroachment application. This form can be obtained from any Council office and is available on Council's website.
- 5.11. If any building, bridge, wheelchair access, staircase, gate, stock loading race, stock yard, fence or other structure or any part thereof shall have been erected, constructed or placed upon, under, over or across any road reserve without the permission of Council, or the term of that permission has expired, Council may by notice in writing require the owner of such building or structure or thing to remove the same or such part thereof as specified in the notice.
- 5.12. Any notice issued under Clause 5.11. above may require such precautions to be taken as Council thinks necessary for the safety of the public and for the proper securing of such building or structure as is to remain after such removal.
- 5.13. Council may authorise any officer thereof to pull down, remove or alter or cause to be pulled down, removed or altered any work, material or thing, erected or being in contravention of this Bylaw or section 357 of the Local Government Act 1974.
- 5.14. Council may recover from any person responsible for the erection, or from any person permitting the continued existence, of any such work, material or thing, all expenses incurred by it in connection with such pulling down, removal or alteration.
- 5.15. Any gate erected adjacent to any part of the road reserve shall be constructed in such way as to avoid the gate opening onto road reserve.
- 5.16. Any gate erected as part of an authorised road encroachment licence shall be constructed in such way as to avoid opening onto the road carriageway.
- 5.17. Any fence erected without the authority of an encroachment licence shall be removed within one week of a request from Council to remove the fence.
- 5.18. Any fence erected with the authority of an encroachment licence shall be removed upon a request from Council within the period of notice specified in the licence, or within one week, whichever is the longer.

#### **5.19. Request to Move Vehicle**

- 5.20. The owner or person in charge of any vehicle, parked on any maintained road or public place, whether attended or unattended, shall upon request of any parking warden, fire warden, police officer or other authorised officer, move such vehicles as directed for the purpose of facilitating traffic movement or public works.
- 5.21. Without the permission of Council, no person shall:
  - (a) Leave on the maintained road or public place for more than 24 hours, any motorised vehicle which no longer has any effective motive power or which is so disabled or in such a state that it cannot be safely driven.
  - (b) Display for sale a vehicle or object on any maintained road or in any other public place in the District except in areas specified for this purpose by the Council.

#### **5.22. Activities that Damage Roads**

- 5.23. No person shall undertake any activity that causes or may cause incidental damage to any road.

- 5.24. ~~All parties undertaking any work on, in or over the maintained road must comply with New Zealand Transport Agency Code of Practice for Temporary Traffic Management (CoPTTM) and the Local Roads Supplement (LRS) to CoPTTM and must install or arrange to have installed a temporary traffic management plan (TMP) before commencing their activities (except as necessary to save lives and/or prevent serious injury) All parties undertaking any work on, in, or over the maintained road must comply with the appropriate current NZTA Temporary Traffic Management Standard and must install or arrange to have installed a Council approved temporary traffic management plan (TMP) before commencing their activities (except as necessary to save lives and/or prevent serious injury).~~

- 5.25. Without limiting the generality of clause 5.27 no person shall:

- (a) Mix any concrete or other material of any kind on the surface of any road.
- (b) Cause or permit any concrete, mortar, or material of a similar nature to be swept, washed, hosed or sluiced into any road or into any drain connected with any part of the council's drainage or sewerage system.
- (c) Use any vehicle whose wheels or tracks causes or may cause damage to the surface or any part of any road.
- (d) Drag or trail anything whether on a sledge or skids or otherwise so as to damage any road.

#### **5.26. Costs of Repair or Reinstatement**

- 5.27. Without prejudice to any other remedy, it may have where there has been any breach of this Bylaw which results in damage to any road Council may undertake repairs to the road and recover the costs of and associated with the repair from the person causing the incidental damage or from any person who has committed a breach of the Bylaw in connection with the incidental damage.

~~**Cellar Doors and Gates** The owner and occupiers of any building with cellar doors or windows or gates whether opening or not or any similar structures in any road shall ensure that they are properly maintained and in a safe condition at all times.~~

~~All such doors, windows, gates or other structures shall be used at all times in a manner that does not unnecessarily obstruct the use of the road by any persons or endanger any person using the road. Council may at any time by notice in writing impose restrictions or conditions upon the use of any such door, window, gate or other structure.~~

#### **5.28. Road Numbers**

- 5.29. The owners and occupiers of all buildings shall ensure that they are marked with such number as Council shall direct or approve. The number displayed on the building shall be such as to be clearly legible from the road.
- 5.30. Where any building is not numbered or where the number is not sufficiently legible, Council may require, by notice in writing, that the building be numbered in accordance with this Bylaw within a period of 14 days.

#### **5.31. Vehicle Crossings**

- 5.32. No vehicle may be driven or ridden from a road to an adjacent property except by means of a Council approved vehicle crossing constructed for that purpose to the satisfaction of Council.
- 5.33. The owner or occupier of any premises wishing to have a vehicle crossing installed shall apply to Council. Council may require such information reasonably necessary for the proper consideration of the application.
- 5.34. Council may require that any vehicle crossing be constructed by a contractor approved by it.
- 5.35. Before any permanent work is undertaken on a vehicle crossing, the person undertaking the work shall provide the ~~Chief Executive or Aa~~Approved ~~O~~officer ~~appointed by the Chief Executive~~ with 4824 hours notification, for the purpose of an inspection ~~of work~~. The person

carrying out an inspection may require works to be uncovered or partly removed to properly show methods and materials used in the construction.

- 5.36. All of the costs of and associated with the construction of a Council approved vehicle crossing shall be borne by the person applying for the vehicle crossing.

- 5.37. Any approved vehicle crossing within the road reserve must be constructed to the required Council's standard.

~~within road reserve shall be the property of Council who on completion of the crossing shall, without prejudice to its rights to recover against any person for damage to the crossing, be responsible for arranging maintenance of the crossing. The cost of any such maintenance shall be recovered from the property owner, or in the case of a right of way, property owners, served by the crossing, on Notice from the Council.~~

- 5.38. Property owners are responsible for the ongoing maintenance and repairs of their vehicle crossing/s. The Council can require a property owner to repair, reconstruct, renew, or remove a vehicle crossing if it does not meet the acceptable-required standards.

- 5.39. If a property owner fails to maintain their vehicle crossing, the Council may arrange for the necessary repairs and recover the costs from the property owner.

- 5.40. On rural roads, the cost of maintaining the first 1.5 metres of the crossing, measured from nearest edge of the adjoining road traffic lane, shall be met by the Council as part of its routine road pavement maintenance programme. Such maintenance shall exclude any structures supporting the crossing or the adjacent land.

~~The Council shall undertake inspections of vehicle crossing supporting structures, from time to time. The owner shall be responsible for carrying out at its cost all maintenance and renewal works necessary to maintain the appropriate level of public safety standards, and as identified by Council from time to time. The Council will periodically inspect vehicle crossing supporting structures. The property owner is responsible for all maintenance and renewal work required to meet public safety standards of the supporting structure, as identified by the Council, at their own expense.~~

- 5.41. Where a temporary vehicle crossing is required whether in connection with construction, repair or excavation work or otherwise, such crossing shall not be constructed, laid in place or used unless and until the consent of Council has been obtained. Council may impose such conditions as it thinks fit on the design and use of temporary crossings and in particular having regard to the safety and convenience of users of the crossing and the road and the protection of the road.

- 5.42. The maintenance of bridge structures located in total or in part on road reserve and providing access to single properties shall be the responsibility of the landowner whose property it serves and shall be renewed and maintained in accordance with Council policy by the landowner, as reviewed by Council from time to time.

#### **5.43. Failure to Construct Vehicle Crossing**

- 5.44. If the owner of any land accesses the land or permits access to the land at any point other than by way of a crossing approved by Council, Council may require the owner to construct a crossing in accordance with sSection 335 of the Local Government Act 1974.

#### **5.45. Corridor Access Requirements**

- 5.46. No opening may be made in any road whether to construct, repair or remove any service or for any other reason unless and until the consent approval of Council has been obtained through the application of a Corridor Access Request (CAR) formerly known as a Road Opening Notice.

- 5.47. ~~All parties undertaking any work on, in or over the maintained road must comply with New Zealand Transport Agency Code of Practice for Temporary Traffic Management (CoPTTM) and the Local Roads Supplement (LRS) to CoPTTM and must install or arrange to have installed an~~

~~approved temporary traffic management plan (TMP) before commencing their activities (except as necessary to save lives and/or prevent serious injury)~~All parties undertaking any work on, in, or over the maintained road must comply with the appropriate current NZTA Temporary Traffic Management Standard and must install or arrange to have installed a Council approved temporary traffic management plan (TMP) before commencing their activities (except as necessary to save lives and/or prevent serious injury).

- 5.48. This section of this ~~e~~-Bylaw complements the provisions of the statutory requirements described in:
- (a) Telecommunications Act 2001;
  - (b) Gas Act 1992;
  - (c) Electricity Act 1992;
  - (d) Public Works Act 1981;
  - (e) Railway ~~Safety and Corridor Management Act 1992~~2005;
  - (f) Local Government Act 1974;
  - (g) Utilities Access Act 2010; and
  - (h) Standards New Zealand Hand Book – Code of Practice for Working in the Road ~~(SNZ 2002:2003)~~.
- 5.49. Without limiting the provisions of Clause 5.48 all parties intending to undertake any of the following activities must comply with *the Utilities Access Act 2010* and subsequent National Code of Practice for Utilities Access to Transport Corridors; this includes (but is not limited to):
- (a) Any activity that will alter or cause to be altered the surface of the road including but not limited to excavating, drilling, and resurfacing.
  - (b) The placement of any pipe, duct, pole, cabinet or other structure below, on or above the road.
- 5.50. Council may require that a contractor approved by it be engaged to carry out the work or any part of the work involved in the opening of the road and its reinstatement.
- 5.51. All of the costs of and associated with the opening of any road shall be borne by the person applying for the permission to open the road.
- 5.52. Council may impose such conditions as it thinks fit on the opening of any road and in particular having regard to the safety and convenience of the users of the road and the protection of the road.
- 5.53. Council may grant, to any service provider, exemptions to this part of this ~~e-Reading~~-Bylaw, by entering an ~~A~~agreement between a service provider and the ~~Chief Executive~~Council or his ~~their authorised~~Authorised representativeOfficer.
- 5.54. Without limiting the provisions of Clause 5.53 of this Bylaw, any exemption or agreement entered into will be at the discretion of Council and may contain specific conditions regarding the exemption. Any non-compliance with specific conditions of the exemption will be deemed an offence under this Bylaw.

## 6. Traffic

- 6.1. The purpose of this Part of this Bylaw is to:
- a) Prohibit or otherwise restrict the stopping, standing, or parking of vehicles on any road or part of a road, or on any piece of land owned or controlled by the Council ~~and not being a road or part of a road~~ including any parking place or transport station;
  - b) Set aside, designate or reserve any road, part of a road or any piece of land owned or controlled by the Council ~~and not being a road or part of a road~~, as:
    - (i) Stopping places or stands for a specified class, classes or types of vehicle, including bus stops, taxi stands and loading zones;
    - (ii) ~~Operation~~Mobility parking spaces;



- (iii) Parking places and zones;
- (iv) Clearways;
- (v) Reserved parking areas;
- (vi) Special vehicle lanes; and

(vii) One-way roads; and

(vii)(viii) Shared Paths, Cycle Paths and Cycle Lanes

c) Prohibit or restrict:

- (i) U turns;
- (ii) Left turns, right turns, or through movements;
- (iii) Weights of vehicles or loads that may pass over bridges or culverts;
- (iv) Any specified class of traffic, or any specified motor vehicle or class of motor vehicle which, by reason of its size or nature, or the nature of the goods carried, is unsuitable for use on any road or roads;
- (v) Parking of heavy motor vehicles, or any specified class or description of heavy motor vehicles, on any specified road during ~~such hours or exceeding such period as may be specified~~ specified hours; and
- (vi) The use of engine brakes in urban areas.

d) Provide for the safety of ~~students~~ active transport users at school crossing points.

6.2. Any matter regulated under 6.1 may apply to a specified class, type, weight or description of vehicle, or any combination of these, and may be expressed or limited to apply only on specified days, or between specified times, or for any specified events or classes of events, or be limited to specified maximum period of time.

6.3. To give effect to any matter regulated under 6.1 and 3.2 Council shall mark ~~the~~ roads and install signs in accordance with the Land Transport Rule: Traffic Control Devices 2004.

**6.4. Stopping, standing and parking**

6.5. No person shall stop, stand, or park a vehicle or vehicle combination on any road, public car park, reserve, ~~berm, verge, kerb, lawn, garden or other cultivation adjacent to or forming part of a road,~~ or any other public place in ~~contravention-violation of Council of a restrictions imposed by Council as set out in Schedules B to DH and evidenced shown~~ by appropriate signs and/or road markings. ~~Notwithstanding the provisions of this sub-clause and subject to such conditions as appropriate in the circumstances and payment of the prescribed fee, if any, However,~~ Council may authorise the stopping, standing or parking of specified vehicles under specified conditions and with any required fee.

6.6. No person shall, without the prior written permission of Council, park a vehicle or trailer displaying advertising or sales material ~~on any road or part of a road including all areas of State Highways over which control of Signs has been specifically delegated to Council by the New Zealand Transport Agency, or on any piece of land owned or controlled by Council and not being a road or part of a road, including any parking place or transport station. This restriction includes including~~ vehicles and trailers displayed for sale, and mobile digital or static billboards ~~-on:~~

a) any road or part of a road owned or controlled by the Council

b) any road or part of a State Highway (over which control of signs has been delegated to the Council by NZTA

a)c) any piece of land owned or controlled by the Council including any parking place or transport station.

- 6.7. Except with the prior written permission of Council, no person shall park a vehicle on a road or other land under the control or ownership of Council, for any period exceeding seven days, if that vehicle cannot be easily moved ~~on~~ at the request of Council.
- 6.8. No person shall park or place any machinery, equipment, materials, waste disposal bins or freight containers on any road or public place except with the permission of Council and in accordance with any conditions that may be required. This clause does not apply to loose containers that are used solely for the purpose of domestic refuse or recycling as authorised by Council and placed off the roadway, provided that such containers are not left on any road or public place for a period exceeding 48 hours.
- 6.9. No person shall park any vehicle in a parking space which is already occupied by another vehicle. However up to six motorcycles (including motorcycles with sidecars attached) but no other vehicle, may occupy any parking space at the same time, (and such motorcycles shall park at right angles to the kerb in the parking space).

~~No person shall repair, alter or add to a vehicle in the course of trade while the vehicle is on the road, unless necessary to enable the vehicle to be removed from the road.~~

- 6.10. No person shall stop, stand or park a vehicle or vehicle combination on a lawn, garden, or other cultivation adjacent to, or forming part of, a road.
- 6.11. No person in charge of any vehicle shall stop ~~the same~~ for any period ~~whatsoever~~ in contravention of the prescribed signs in any of the portions of streets in the ~~District of~~ Waitomo District as set out in Schedules B.1 to B.7 and Schedule D.

#### 6.12. **Unlawful Parking**

- 6.13. No person shall park a vehicle or vehicle combination in a parking space so that any part of that vehicle extends beyond any line defining that space unless by reason of its size it may be necessary for the vehicle to extend onto an adjoining and unoccupied parking space.
- 6.14. No person shall park any vehicle or vehicle combination in a parking space that is reserved for a different type or use of vehicle and for a longer period than set out in Schedules B.1 to B.7 and Schedule C

#### 6.15. **Parking for Disabled Persons****Mobility Parking Spaces**

- 6.16. Where Council has reserved mobility parking spaces ~~for disabled persons~~, the ~~operation~~ mobility or other lawfully issued ~~disability~~ permit shall be displayed so that it is legible through the front windscreen where fitted, or on the vehicle if no windscreen is fitted. The permit shall not be displayed if the parking space is not being used for the benefit of the permit holder.

#### 6.17. **One-Way Roads**

- 6.18. A person may only drive a vehicle or ride any horse or ~~bi~~cycle along the roads or parts of roads listed as a 'one-way road' in Schedule A of this Bylaw, in the direction specified.
- 6.19. Council may amend Schedule A of this Bylaw in accordance with the Local Government Act 2002 to provide for a road, or part of a road, to be a one-way road, or to provide that a road should cease to be used as a one-way road.

#### 6.20. **Shared Paths, Cycle Paths and Cycle Lanes**

- 6.21. The Council may by resolution determine the priority for users of a shared path, cycle path and/or cycle lane created under the Local Government Act 1974.
- 6.22. A person must not use a shared path or a cycle path or a cycle lane in a manner contrary to any restriction made by the Council.

#### 6.23. **One-Way Lane Bridges**

- 6.24. Where any bridge within the Waitomo District is signposted in accordance with ~~a version of the Land Transport Rule: Traffic Control Devices 2004 Manual of Traffic Signs and Markings issued~~

~~by the New Zealand Transport Agency~~, the right of way (priority) for that bridge shall be as indicated by the signage and line marking erected at the bridge.

6.25. **Turning**

6.26. Subject to the erection of the prescribed signs, no person shall drive contrary to any turning restriction listed in Schedule E of this Bylaw.

6.27. Council may amend Schedule E of this Bylaw in accordance with the Local Government Act 2002 to prohibit, subject to the erection of the prescribed signs:

- a) Vehicles on a roadway turning from facing or travelling in one direction to facing or travelling in the opposite direction (No 'U-turns');
- b) Vehicles or specified classes of vehicles from turning to the right or to the left or from proceeding in any other direction.

6.28. May amend Schedule E of this Bylaw in accordance with the Local Government Act 2002 to provide that a turning restriction be removed or amended.

6.29. **Turning Movements Permitted by Specified Classes of Vehicles**

6.30. Subject to the erection of the prescribed signs, the traffic lanes listed in Schedule E of this Bylaw permit turning movements by specified classes of vehicles.

6.31. Council may amend Schedule E of this Bylaw in accordance with the Local Government Act 2002 to permit turning movements by specified classes of vehicles at a traffic lane, or to provide that a turning movement or turning movements by specified classes of vehicles should cease at a traffic lane.

6.32. **Heavy Traffic Prohibitions**

6.33. No person shall drive or permit to be driven any heavy motor vehicle except a passenger service vehicle on or along those roads, or parts of roads listed in Schedule F.1 of this Bylaw except for the purpose of picking up, or delivering goods to, or accessing services from an address on those roads when alternative access is not available for this purpose.

~~No person shall drive or permit to be driven or park any heavy motor vehicle or any specified class of heavy motor vehicle during such the hours or exceeding such the period whichas may be specified for the roads or public places listed in Schedule C2 of this Bylaw except for the purposes of loading or unloading goods or passengers at any property whose access is by way of the road or public place.~~

6.34. The prohibitions set out in 6.33 shall not apply to:

- a) A network utility operator or its authorised agent or contractor engaged in the provision of, or maintenance of a network utility operation. ~~(The expression 'network utility operator' has the same meaning given to it by section 166 of the Resource Management Act 1991);~~
- b) Emergency vehicles, vehicle recovery services, tradespersons' vehicles, or campervans as identified on signs approaching the road to which the restriction applies;
- c) Refuse collections carried out by either the local authority or a contractor engaged by the Local Authority.
- d) Any other class of vehicle Council may exclude from the prohibitions in 6.33 in accordance with the Local Government Act 2002 and as identified on signs approaching the road to which the restriction applies.

6.35. Council may amend Schedule F.1 of this Bylaw by resolution publicly notified, to prohibit any heavy traffic on any road or roads within the district or to remove a heavy traffic prohibition.

6.36. **Weights of Vehicles or Loads Over Bridges or Culverts**

6.37. No person shall drive or permit to be driven any heavy motor vehicle with a mass larger than indicated onto or across a bridge or culvert listed in Schedule F.2.

6.38. The Council may amend Schedule F.2 of this Bylaw by resolution publicly notified in accordance with the Local Government Act 2002 and the Heavy Motor Vehicle Regulations 1974 to regulate the weights of vehicles or loads that may pass over bridges or culverts or to provide that any such regulation be removed.

6.39. **Use of Engine Brakes**

6.40. For safety reasons, there is no restriction on the use of engine braking within the Waitomo District.

6.41. **Footpaths and Other Public Places**

6.42. Except with the prior permission of the Chief Executive or an authorised officer, a person shall not on any footpath or public place:

- a) Drive any vehicle except on a formed road, or vehicle crossing or drive in a manner that is dangerous or inconsiderate to pedestrians-active transport users or other vehicles in the public place; or
- b) Use any vehicle or mobility device or wheeled recreation device or ride a horse including skateboards, roller blades, roller skates, bicycles, scooters or motorised or human propelled scooters, skateboards, or ebikes, recklessly or in a manner which may intimidate, be dangerous or injurious or cause a nuisance to persons in the public place, or damage the public place.

~~No person shall ride a skateboard in any area defined in Schedule G.~~

~~No person shall ride a skateboard on any footpath outside areas defined in Schedule G, without due care to ensure no damage is caused to any property or without reasonable consideration for other persons using the footpath.~~

6.43. **Damage to Traffic Control Devices**

6.44. No person shall interfere with, damage or remove any traffic control signdevice.

6.45. The individual or entity responsible for the damage shall be liable for all costs associated with the replacement any traffic control device, including supply and installation incurred by Council to rectify the damage.

6.46. **Selling of Goods and Services at Intersections**

6.47. No person shall wash or clean the windows of any vehicles for payment or donation, solicit any subscription, collection or donation at any road intersection, or within 100 metres of the intersection, on any of its approaches, or use the intersection for the purposes of selling or offering any goods or services of any kind without the written permission of an authorised officer and in compliance with all other Council Bylaws and the District Plan.

6.48. **Temporary Restrictions on the Use of Roads**

6.49. Where an authorised officer considers that there is, or is likely to arise at any place on a road under the jurisdiction of the Council a temporary risk of:

- a) Danger to the public or to road workers; or
- b) Damage to the road,

6.50. Council may temporarily restrict the use of, or speed of, or class of vehicles which may use any part of that road. Any such restriction shall be defined by the display of temporary warning signs in conformity with the *Land Transport Rule: Traffic Control Devices 2004* and

the New Zealand Transport Agency's *Code of Practice for Temporary Traffic Management and Local Roads Supplement*.

**6.51. Height Restrictions**

- 6.52. Council may, from time to time, by resolution publicly notified, establish height restrictions for certain sections of road, where a height restriction is imposed vehicles with a total height greater than that listed are prohibited from travelling along the road or under the structure in question.

**6.53. Restriction on Use of Road**

- 6.54. Council may from time to time by resolution publicly notified, prohibit the stopping, parking or driving of any vehicles on any road, bridge, ferry or ford.
- 6.55. Council may prohibit or restrict, absolutely or conditionally, any specified class of traffic (whether heavy traffic or not), or any specified motor vehicles or class of motor vehicle that, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads.
- 6.56. Council may restrict the use of motor vehicles on unformed legal roads for the purposes of protecting the environment, the road and adjoining land, and the safety of road users prescribing the use of roads and cycle tracks, and the construction of anything on, over, or under a road or cycle track.
- 6.57. Council may require the giving and taking of security by or from any person that no special damage will occur to any road, bridge, culvert, ferry, or ford by reason of any heavy traffic.
- 6.58. Council may prohibit any specified class of heavy traffic that has caused or is likely to cause serious damage to any road, unless the cost of reinstating or strengthening the road, as estimated by the road controlling authority is paid previously.
- 6.59. Any person concerned in any heavy traffic operation may make provision for an annual or other payment of any reasonable sum by way of compensation for any damage likely to occur as a result of the heavy traffic to any road, bridge, culvert, ferry, or ford.

If Council considers a road, bridge or other artificial structure to be unsafe for any form of traffic, whether vehicular, animal or human, then it may at any time, close that part of the road or restrict its use.

**6.60. Notification of Restrictions**

- 6.61. Any road, part of a road, bridge, culvert, ferry or ford which has any restriction imposed upon it by resolution shall be sign posted with a copy of the resolution made pursuant to this Bylaw or a statement of its effect conspicuously displayed before the resolution comes into force.

**6.62. Amendment of Schedules**

- 6.63. Council may amend any of Schedules A to F of this Bylaw by resolution publicly notified to change any area where any traffic restriction or prohibition applies.

## **7. Animals and stock on roads**

**7.1. Moving of Stock**

- 7.2.** A person may move any stock, along any road that is not an urban street, within the District in the following situations:

- (a) Returning stock to a farm in the case of an escape or emergency.
- (b) In the case of moving stock in a rural area on Council roads the following conditions shall be complied with:



- (i) The number of animals in any one mob shall not exceed 600 head of cattle or 2,000 head of sheep, and
- (ii) Each mob moved along any road listed in Schedule I shall be accompanied by at least two competent drovers and such other assistance as is necessary to fulfil the requirements of this Bylaw.
- (iii) Each mob moved along any other road shall be accompanied by a competent drover and such other assistance as is necessary to fulfil the requirements of this Bylaw.
- (iv) Stock may be moved on the road only during daylight hours, no earlier than sunrise and no later than sunset, and when the safe driving visibility is at least 100 metres at all times.
- (v) Stock may be moved on any one road up to 25 times per year.
- (vi) At least two drovers shall be used at all times during stock movement on roads.  
~~One~~ One shall be in front and one shall be behind the mob at all times, for the purpose of alerting traffic, in addition to ~~the keeping~~ control of ~~the~~ stock.
- (vii) Any drover shall wear a bright coloured reflective jacket, vest, or similar for visibility.
- (viii) The stock shall at all times be kept under control.
- (ix) The drover or drovers shall keep the animals moving along the road at all times so as to make progress towards the destination at an average rate of not less than three kilometres per hour.
- (x) The roadway shall be kept clear of debris and other matter that may cause danger or inconvenience to other road users.
- (xi) Stock shall be moved in such a manner as will ensure that potential danger and inconvenience to other road users will be minimised. Drovers shall facilitate the passing of vehicles through a mob.
- (x) Any person moving stock on any road or part thereof shall where necessary allow any vehicle to proceed along such road or part thereof, and take all reasonable steps at the request of the driver or authorised officer of such vehicle, to make or allow a way for the vehicle to pass through the stock.
- (xi) No road shall be closed for the moving of stock except that, if in the reasonable opinion of Council the moving of any stock would be likely to:
  - Constitute a danger to road users, or
  - Constitute a nuisance, or
  - Cause damage to any road.
- (xii) The owner / drover of stock shall be responsible for public safety or any damage to public or private property, or injury to stock, which may arise from any stock moving activity. To protect their liability for damage to third parties, it is advised that the owner / drover arrange and keep in force public liability insurance.
- (xii) At all times, appropriate current NZTA Temporary Traffic Management Standard warning signs ~~or and~~ flashing lights that can be seen from a distance of 170 meters minimum from the front and back of the mob, are to be displayed to appropriately warn road users.

- 7.3. Any person causing damage to the road, road reserve or any Council or private property in the course of moving any stock shall be liable for costs incurred by Council to rectify the damage.
- 7.4. A Council permit is required to establish any new crossing place, stock course or underpass.

- 7.5. Nothing in clause 7.2 shall apply to the movement of dairy cattle on a regular basis, this is covered in clauses 7.7 to 7.17. ~~For the purposes of this part of the Bylaw, regular means the movement any stock twice a week or more.~~
- 7.6. The Council may grant special permission to an individual or provide a special general permission to the event coordinators for an event, allowing stock to be moved along an urban street.

### **7.7. Stock Crossings**

- 7.8. No person shall move stock across or along a road where he may reasonably move the stock along a race on private land or road reserve.
- 7.9. Where it is not reasonable to move stock along a race on private land or road reserve, those stock shall not be moved across or along a road unless:
- (a) the conditions set out in sub clauses (a) and (b) of 7.10 below are complied with; and
  - (b) the stock are moved in such a manner, and use only such points of access and exit to and from the road, as will ensure that danger to other road users and damage to the road will be minimised.
- 7.10. All stock crossings (regular or irregular) are subject to the general conditions, as outlined below:
- a) The exit and entry points of any stock crossings are to be installed directly opposite one another in the road and fences are to be fitted with gates.
  - b) Crossings shall be sited with a minimum of 170 metres clear visibility in both directions and no closer than 60 metres to an intersection, if no practical stock crossing location can be found satisfying the above condition, then appropriate signage shall be positioned to ensure that road users are aware of stock crossing.
  - c) The property owner is to make provision for clearing of debris generated by the crossing of stock from maintained road surfaces after each crossing to leave the road in a same or better condition than before the stock movement took place. If the road is not left in a same or better condition after stock has been moved across or along the road Council reserves the right to remove debris from the road surface and recover the costs from the stock owner.
  - d) Crossing of stock from one side of the maintained road to the other is to be completed by moving the herd in a controlled manner and with a minimum of delay and inconvenience to motorists.
  - e) Council may require the payment by the stock drover of any additional costs incurred by Council. These costs may include costs incurred in respect of:
    - (i) The maintenance of the maintained road due to damage caused by the moving of stock (including dairy cattle), as is assessed by ~~the Chief Executive or an~~ Authorised Officer ~~of Council~~.
    - (ii) The installation of warning signs at the crossing point.
    - (iii) The removal by Council (or its agents or contractors) of stock excrement from a sealed road at the point where the cattle cross.

### **7.11. Dairy Cattle**

- 7.12. In addition to the conditions provided above, all dairy cattle crossings shall be subject to the following conditions:
- (a) Internal farm race and farm management practices are to be arranged so that only one crossing is required per property and there is no requirement to move dairy stock along the road.
  - (b) Internal farm races leading to road crossings are to be hard surfaced for at least 50m into the property with material such as metal, ~~tarseal~~ chipseal, concrete or any other

acceptable material or alternatively a removable protective covering for road surfaces such as rubberised or plastic matting that is strong but flexible, resistant to natural chemicals and non-absorbent must be used, in order to reduce the carriage of mud etc. onto the ~~maintained road~~ carriageway by stock movement. Surfaces between fences and the edges of sealed or metalled formations shall be similarly maintained at the owner's expense and shall be shaped to ensure effluent and surface water drain away from the road carriageway.

- (c) While dairy cattle are crossing the ~~maintained road~~ road carriageway ~~Temporary Traffic Control Devices - warning signs~~ are to be installed at the crossing ~~point to meet the requirements of the most recent copy of Transit New Zealand's NZTA's Manual of Traffic Signs and Markings~~ and must be removed after the crossing is completed.

### 7.13. Stock Underpasses

- 7.14. Where a property that is operated as a split stock or dairy unit has an existing or proposed road crossing that is deemed unsafe and no reasonable alternative siting is available, Council may require a stock underpass.
- 7.15. Stock underpasses must be installed where the following circumstances exist:
  - (a) Split drystock farms that are operated on opposite sides of the road where the Annual Average Daily Traffic (AADT) is equal or more than 500 vehicles.
  - (b) Split dairy farms that are operated on opposite sides of the road where the AADT is equal or more than 100 vehicles.
- 7.16. Roads where the AADT is more than 500 vehicles per day are listed in schedule J.1 and more than 100 in Schedule J.2. The map attached to Schedule J.3 shows the District roads by vehicles per day.
- 7.17. Application for and the installation of stock underpasses shall be done in accordance with Council's Policy on Stock Underpasses (Document No. 777432).

### 7.18. General

- ~~7.19. Provided that where a~~ In the event that a person cannot comply with any conditions of clauses 7.2 to 7.17 inclusive, or there is access through private land, that person shall not drive any stock along or across any road without the prior permission of ~~the Chief Executive or an~~ Aauthorised Officer of the Council.

### 7.20. Horse Riding Restrictions

- ~~7.21. No person shall ride a horse at any time on streets marked in Schedule G including the pedestrian bridge, Te Ara Tika.~~
- ~~7.22. The Council may at its discretion grant special permission to an individual or organisation to allow horse riding on streets marked in Schedule G for the purposes of an event.~~
- ~~7.23. Council may amend Schedule G of this Bylaw by resolution publicly notified, to prohibit any horse riding on any local road or roads within the district or to remove a horse-riding prohibition.~~

## 8. Offences and Penalties

### 8.1. Offences and Penalties

- 8.2. Every person commits an offence against this Bylaw ~~and is liable on summary conviction to the penalty set out in section 242 of the Local Government Act 2002~~, who:
  - (a) Fails to comply with any control, restriction, limitation or prohibition made pursuant to this Bylaw, or

(b) Fails to comply in all respects with any prohibition, restriction, direction or requirement indicated by the lines, markings, traffic signs and other signs or notices laid down, placed, made or erected on or upon any road, public car park, reserve or other places controlled by the Council under any of the provisions of this Bylaw;

(c) Fails to comply with any condition, duty, or obligation, imposed by this Bylaw.

8.3. Every person who commits an offence against a clause in this Bylaw is liable under the enabling legislation, to penalties and fines as set out below;

a) Every person who fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw under Section 242(4) of the Local Government Act 2002, is liable on summary conviction to a fine not exceeding \$20,000.

b) Every person who fails to comply with any control, restriction, limitation or prohibition made pursuant to this bylaw under the Land Transport Act 1998 commits an offence under the Land Transport Act 1998 and the Land Transport (Road User) Rule 2004 and is liable to the penalties and fines as set out in the Land Transport (Offences and Penalties) Regulations 1999.

c) A person may not be subject to proceedings under this Bylaw, if that person is also, for the same facts, being proceeded against for a breach of the Land Transport Act 1998.

8.3. Nothing in 8.2 of this Bylaw applies to any offence of a kind referred to in the Land Transport Act 1998.

A person may not be subject to proceedings under 8.2 of this Bylaw, if that person is also, for the same facts, being proceeded against for a breach of the Land Transport Act 1998.

8.4. The following minimum penalties are hereby determined for the purposes of Section 242 of the Local Government Act 2002: table outlines the offences and the enabling legislation.

<b><u>Brief Description of Offence</u></b>	<b><u>Enabling legislation</u></b>	<b><u>Fine (Conviction)</u></b>	<b><u>Penalty Infringement fee (including GST)</u></b>
<u>Offences as prescribed in Schedule 1 and Schedule 1B of the regulations Drives dangerously in a public place</u>	<u>Land Transport (Offences and Penalties) Regulations 1999</u>	<u>Varies - maximum of \$1000</u>	<u>Varies - maximum of \$750 \$500</u>
<u>Failure to comply with relevant bylaw made under section 22AB of the Act Drives elsewhere than on formed road in a public place</u>	<u>Section 22AB of the Land Transport Act 1998</u>	<u>Varies - maximum of \$1000</u>	<u>Varies - maximum of \$150 \$500</u>
<u>Failure to comply with relevant bylaw not involving a vehicle Reckless or intimidating use of wheeled conveyance in public place or causes damage with same</u>	<u>Section 242 of the Local Government Act 2002.</u>	<u>Not exceeding \$20,000</u>	<u>\$1,000</u>
<u>Ride skateboard in prohibited area (Schedule G)</u>			<u>\$60</u>
<u>Use of skateboard on sidewalk in non-prohibited area so as to endanger or inconvenience other persons and/ or cause damage to property</u>			<u>\$60</u>

8.5. The Council may amend the relevant minimum penalties in subclause 8.54 and those outlined in the Fees and Charges Schedule from time to time by formal resolution, and publicly notified.

## **8.6. Defences**

- 8.7. A person is not in breach of this Bylaw if that person proves that the act or omission complained of:
- (a) Took place in compliance with the directions of an enforcement officer, a parking warden or a traffic control device; or
  - (b) Was performed by an enforcement officer or a parking warden and was necessary in the execution of that person's duty.

**8.8. Exempted Vehicles**

- 8.9. This Bylaw shall not apply to emergency vehicles being used in an emergency.
- 8.10. Clause 6.1-6.14, and 6.25 of this Bylaw shall not apply to medical practitioners such as doctors, district nurses and midwives who are attending an emergency.

**9. Related Documents**

[Waitomo District Council Encroachment Policy](#)  
[Waitomo District Council Underpass Policy](#)



## SCHEDULE 1 | 1. LIST OF SCHEDULES

### 1. LIST OF SCHEDULES

Schedule A - One-Way Roads  
 Schedule B.1 - Parking Restrictions: Loading Zones  
 Schedule B.2 - Parking Restrictions: Rescue Boat  
 Schedule B.3 - Parking Prohibition: Rugby Park  
 Schedule B.4 - Parking Restrictions: Permanent Bus Parking  
 Schedule B.5 - Parking Restrictions: ~~Restricted-Bus~~~~Motorhome Only~~ Parking  
 Schedule B.6 - Parking Restrictions: ~~Parking-for-Disabled~~~~Mobility Persons~~Parking  
 Schedule B.7 - Parking Restrictions: Reserved Parking  
 Schedule C - Time Restricted Parking  
 Schedule D - No Stopping ~~Areas, No Parking, No Entry and Clearways~~  
 Schedule E - Turning Movements  
 Schedule F.1 - Heavy Traffic Prohibitions  
 Schedule F.2 - Weight Or Load Restrictions Over Bridges or Culverts  
 Schedule F.3 - Stock Truck Restrictions  
 Schedule G - ~~Skateboards Prohibited Areas~~~~Horse Riding Prohibitions~~  
 Schedule H1 - Urban Traffic Areas - Maps SL1 To SL8  
 Schedule H2 - Designated Locations  
 Schedule H3 - Roads with 50km/h speed limits  
 Schedule H4 - Roads with 70km/h speed limits  
 Schedule H5 - Roads with 80km/h speed limits  
 Schedule I - Roads Requiring At Least Two Drivers Per Mob  
 Schedule J -1 Roads with Average Annual Daily Traffic of More Than 500 Vehicles Per Day  
 Schedule J -2 Roads with Average Annual Daily Traffic of More Than 100 Vehicles Per Day  
 Schedule J -3 Roadmap Showing Classification in Terms of Vehicles Per Day

### SCHEDULE A | One-Way Roads

Town	Street	Description
Te Kuiti	Sheridan Street	Between Rora Street and Taupiri Street with traffic entering only from Rora Street.
<u>Waitomo</u>	<u>Waitomo Village Road/Fullerton Road Slip</u>	<u>Between Waitomo Village Road (SH 37) and Fullerton Road with traffic entering from Waitomo Village Road (SH 37).</u>
<u>Te Kuiti</u>	<u>Te Kuiti Domain Access</u>	<u>Between Hinerangi Street and Rora Street North with traffic entering from Hinerangi Street.</u>
<u>Te Kuiti</u>	<u>Te Kuiti Domain Access Loop</u>	<u>Between Te Kuiti Domain Access (North) and Te Kuiti Domain Access (South) with traffic entering from Te Kuiti Domain Access (North)</u>

### SCHEDULE B | Parking Restrictions: Loading Zones

Town	Street	Description
<u>Waitomo</u>	<u>Waitomo Village Road</u>	<u>The Loading zone road marking is located on the Left side of WAITOMO VILLAGE RD, starting 226 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 13 metres.</u>
<u>Waitomo</u>	<u>Waitomo Village Road</u>	<u>The Loading zone road marking is located on the Left side of WAITOMO VILLAGE RD, starting 703 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 14 metres.</u>
<u>Waitomo</u>	<u>Waitomo Village Road</u>	<u>The Loading zone road marking is located on the Left side of WAITOMO VALLEY RD, starting 709 metres from the intersection of Waitomo Valley Road (SH 37) and continuing for 7 metres.</u>

**SCHEDULE B.2 | Parking Restrictions: Rescue Boat**

Town	Street	Description
Mokau	Te Kauri Road	On the west side of the boat ramp a space is provided for the rescue boat.

**SCHEDULE B.3 | Parking Prohibition: Rugby Park**

Town	Street	Description
Te Kuiti	Waitete Road	On the west side on any day on which an Agricultural Show, sports fixture or public entertainment is being conducted on the area in Waitete Road known as Rugby Park and described as Part Pukenui 2D 3G Part No. 5.

**SCHEDULE B.4 | Parking Restrictions: ~~Permanent~~ Bus and Taxi Parking**

Town	Street	Description
<u>Te Kuiti</u>	<u>Rora Street</u>	<u>The Taxi stand road marking is located on the Left side of RORA ST, starting 267 metres from the intersection of LAWRENCE ST and continuing for 240 metres.</u>
Te Kuiti	Rora Street	The Bus stop road marking is located on the Left side of RORA ST, starting 333 metres from the intersection of LAWRENCE ST and continuing for 20 metres.
Te Kuiti	Rora Street	The Bus stop road marking is located on the Right side of RORA ST, starting 97 metres from the intersection of LAWRENCE ST and continuing for 37 metres.
<u>Te Kuiti</u>	<u>Te Kuiti Domain Access</u>	<u>The Bus stop road marking is located on the Left side of TE KUITI DOMAIN ACCESS, starting 264 metres from the intersection of HINERANGI ST (POWERPOLE RHS) and continuing for 16 metres.</u>
<u>Te Kuiti</u>	<u>Hospital Rd</u>	<u>The Bus stop road marking is located on the Left side of HOSPITAL RD, starting 301 metres from the intersection of TE KUMI RD (SH 3) and continuing for 53 metres.</u>
<u>Te Kuiti</u>	<u>Seddon St</u>	<u>The Bus stop road marking is located on the Right side of SEDDON ST, starting 298 metres from the intersection of CARROLL ST (SH 3) and continuing for 17 metres.</u>
<u>Waitomo</u>	<u>Waitomo Village Rd</u>	<u>The Bus stop road marking is located on the Right side of WAITOMO VILLAGE RD, starting 759 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 39 metres.</u>

**SCHEDULE B.5 | Parking Restrictions: ~~Restricted Bus~~ Motorhome Only Parking**

Town	Street	Description
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The Motorhome Parking road marking is located on the Left side of RORA ST, starting 866 metres from the intersection of LAWRENCE ST and continuing for 43 metres.</u>
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The Motorhome Parking road marking is located on the Left side of RORA ST, starting 773 metres from the intersection of LAWRENCE ST and continuing for 81 metres.</u>

## SCHEDULE B.6 | Parking Restrictions: ~~Parking for Disabled Persons~~ Mobility Parking

Town	Street	Description
<u>Piopio</u>	<u>Moa St (SH3)</u>	<u>The DISABLED PARKING road marking is located on the Left side of MOA ST (SH 3), starting 256 metres from the intersection of SPEED RESTRICTION and continuing for 1 metres.</u>
<u>Piopio</u>	<u>Moa St (SH3)</u>	<u>The DISABLED PARKING road marking is located on the Left side of MOA ST (SH 3), starting 251 metres from the intersection of SPEED RESTRICTION and continuing for 1 metres.</u>
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The DISABLED PARKING road marking is located on the Left side of RORA ST, starting 303 metres from the intersection of LAWRENCE ST and continuing for 8 metres.</u>
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The DISABLED PARKING road marking is located on the Left side of RORA ST, starting 45 metres from the intersection of LAWRENCE ST and continuing for 1 metres.</u>
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The DISABLED PARKING road marking is located on the Left side of RORA ST, starting 61 metres from the intersection of LAWRENCE ST and continuing for 1 metres.</u>
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The DISABLED PARKING road marking is located on the Right side of RORA ST, starting 83 metres from the intersection of LAWRENCE ST and continuing for 5 metres.</u>
<u>Te Kuiti</u>	<u>King St East</u>	<u>The DISABLED PARKING road marking is located on the Right side of KING ST EAST, starting 29 metres from the intersection of RORA ST and continuing for 2 metres.</u>
<u>Te Kuiti</u>	<u>Taupiri St</u>	<u>The DISABLED PARKING road marking is located on the Right side of TAUPIRI ST, starting 169 metres from the intersection of LAWRENCE ST and continuing for 4 metres.</u>
<u>Te Kuiti</u>	<u>Taupiri St</u>	<u>The DISABLED PARKING road marking is located on the Left side of TAUPIRI ST, starting 171 metres from the intersection of LAWRENCE ST and continuing for 4 metres.</u>
<u>Te Kuiti</u>	<u>Esplanade (North)</u>	<u>The DISABLED PARKING road marking is located on the Left side of ESPLANADE (NORTH), starting 983 metres from the intersection of MASSEY ST and continuing for 3 metres.</u>
<u>Te Kuiti</u>	<u>Esplanade (South)</u>	<u>The DISABLED PARKING road marking is located on the Right side of ESPLANADE (SOUTH), starting 11 metres from the intersection of ANZAC ST and continuing for 1 metres.</u>
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The DISABLED PARKING road marking is located on the Left side of RORA ST, starting 356 metres from the intersection of LAWRENCE ST and continuing for 3 metres.</u>
<u>Waitomo</u>	<u>Waitomo Village Road</u>	<u>The DISABLED PARKING road marking is located on the Left side of WAITOMO VILLAGE RD, starting 704 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 4 metres.</u>

## SCHEDULE B.7 | Electric Vehicle Charging Parking Restrictions

Town	Street	Description
<u>Piopio</u>	<u>Moa St (Sh 3)</u>	<u>The EV Parking road marking is located on the Left side of MOA ST (SH 3), starting 217 metres from the start of the 50km SPEED RESTRICTION and continuing for 5 metres.</u>
<u>Te Kuiti</u>	<u>King St East</u>	<u>The EV Parking road marking is located on the Right side of KING ST EAST, starting 129 metres from the intersection of RORA ST and continuing for 19 metres.</u>
<u>Waitomo</u>	<u>Waitomo Village Road</u>	<u>The EV Parking road marking is located on the Left side of WAITOMO VILLAGE RD, starting 174 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 8 metres.</u>

## SCHEDULE C | Time Restricted Parking

Parking Restrictions applicable between the hours of 8.00am and 6.00pm on any day except Saturday and Sunday and a statutory holiday.		
Parking Restrictions: 5 Minute Parking		
Town	Street	Description
Te Kuiti	King St East	The [P5 + arrow] sign is located on the Right side of KING ST EAST, 136 metres from the intersection of RORA ST.
Te Kuiti	Rora St	The [P + 5 + arrow] sign is located on the Right side of RORA ST, 399 metres from the intersection of LAWRENCE ST.
Parking Restrictions: 15 Minute Parking		
Town	Street	Description
Te Kuiti	Rora Street	On the east side on that portion fronting the building occupied by New Zealand Post a distance of 20 metres.
Parking Restrictions: 60 Minute Parking		
Te Kuiti	King St East	The [P 60 + arrow] sign is located on the Right side of KING ST EAST, 21 metres from the intersection of RORA ST.
Te Kuiti	King St East	The [P 60 + arrow] sign is located on the Left side of KING ST EAST, 22 metres from the intersection of RORA ST.
Te Kuiti	King St East	The [P + 60 + arrow] sign is located on the Right side of KING ST EAST, 79 metres from the intersection of RORA ST.
Te Kuiti	King St East	The [P + 60 + arrow] sign is located on the Left side of KING ST EAST, 87 metres from the intersection of RORA ST.
Te Kuiti	Rora St	The [P + 60 + arrow] sign is located on the Right side of RORA ST, 133 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + 60 + arrow] sign is located on the Right side of RORA ST, 313 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + 60 + arrow] sign is located on the Right side of RORA ST, 369 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + 60 + arrow] sign is located on the Right side of RORA ST, 399 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + 60 + arrow] sign is located on the Right side of RORA ST, 333 metres from the intersection of LAWRENCE ST.
Parking Restrictions: 120 Minute Parking		
Te Kuiti	Rora St	The [P+120 + arrow] sign is located on the Left side of RORA ST, 42 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + 120 + arrow] sign is located on the Left side of RORA ST, 86 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + 120 + arrow] sign is located on the Left side of RORA ST, 338 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + 120 + arrow] sign is located on the Left side of RORA ST, 379 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + 120 + arrow] sign is located on the Left side of RORA ST, 432 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + 120 + arrow] sign is located on the Left side of RORA ST, 72 metres from the intersection of LAWRENCE ST.
Parking Restrictions: 24 Hour Other Parking Time limits		
Te Kuiti	Rora St	The [P + time period + arrow] sign is located on the Left side of RORA ST, 184 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + time period + arrow] sign is located on the Right side of RORA ST, 198 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + time period + arrow] sign is located on the Right side of RORA ST, 219 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + time period + arrow] sign is located on the Right side of RORA ST, 251 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + time period + arrow] sign is located on the Left side of RORA ST, 483 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + time period + arrow] sign is located on the Left side of RORA ST, 553 metres from the intersection of LAWRENCE ST.
Te Kuiti	Rora St	The [P + time period + arrow] sign is located on the Right side of RORA ST, 575 metres from the intersection of LAWRENCE ST.

<u>Te Kuiti</u>	<u>Rora St</u>	<u>The [P + time period + arrow] sign is located on the Left side of RORA ST, 585 metres from the intersection of LAWRENCE ST.</u>
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The [P + time period + arrow] sign is located on the Left side of RORA ST, 600 metres from the intersection of LAWRENCE ST.</u>
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The [P + time period + arrow] sign is located on the Left side of RORA ST, 657 metres from the intersection of LAWRENCE ST.</u>
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The [P + time period + arrow] sign is located on the Left side of RORA ST, 224 metres from the intersection of LAWRENCE ST.</u>
<u>Te Kuiti</u>	<u>Rora St</u>	<u>The [P + time period + arrow] sign is located on the Right side of RORA ST, 477 metres from the intersection of LAWRENCE ST.</u>
<u>Te Kuiti</u>	<u>Taupiri St</u>	<u>The [P + time period + Other Times + arrow] sign is located on the Right side of TAUPIRI ST, 508 metres from the intersection of LAWRENCE ST.</u>

## **SCHEDULE D | No Stopping , No Parking, No Entry and ClearwaysAreas**

<b>Town</b>	<b>Street</b>	<b>Description</b>
<u>MAROKOPA</u>	<u>MOERUA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of MOERUA ST, starting 99 metres from the intersection of RAUPARAHA ST and continuing for 20 metres.</u>
<u>MAROKOPA</u>	<u>MOERUA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of MOERUA ST, starting 97 metres from the intersection of RAUPARAHA ST and continuing for 22 metres.</u>
<u>MAROKOPA</u>	<u>MOANA QUAY</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of MOANA QUAY, starting 142 metres from the intersection of RAUPARAHA ST (FENCE POST RHS) and continuing for 50 metres.</u>
<u>MAROKOPA</u>	<u>MOANA QUAY</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of MOANA QUAY, starting 142 metres from the intersection of RAUPARAHA ST (FENCE POST RHS) and continuing for 50 metres.</u>
<u>MOKAU</u>	<u>RERENGA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RERENGA ST, starting 20 metres from the intersection of NORTH ST (SH 3) and continuing for 14 metres.</u>
<u>MOKAU</u>	<u>RERENGA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RERENGA ST, starting 24 metres from the intersection of NORTH ST (SH 3) and continuing for 3 metres.</u>
<u>MOKAU</u>	<u>RERENGA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RERENGA ST, starting 31 metres from the intersection of NORTH ST (SH 3) and continuing for 7 metres.</u>
<u>PIOPIO</u>	<u>MOA ST (SH 3)</u>	<u>The KEEP CLEAR road marking is located on the Left side of MOA ST (SH 3), starting 251 metres from the intersection of SPEED RESTRICTION and continuing for 4 metres.</u>
<u>PIOPIO</u>	<u>RURU ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RURU ST, starting 213 metres from the intersection of MOA ST (SH 3) and continuing for 52 metres.</u>
<u>PIOPIO</u>	<u>RURU ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RURU ST, starting 224 metres from the intersection of MOA ST (SH 3) and continuing for 48 metres.</u>
<u>PIOPIO</u>	<u>TUI ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TUI ST, starting 499 metres from the intersection of SH 3 (MOA ST/EAST) and continuing for 14 metres.</u>
<u>PIOPIO</u>	<u>TUI ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TUI ST, starting 531 metres from the intersection of SH 3 (MOA ST/EAST) and continuing for 16 metres.</u>
<u>PIOPIO</u>	<u>TUI ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TUI ST, starting 531 metres from the intersection of SH 3 (MOA ST/EAST) and continuing for 22 metres.</u>
<u>RURAL</u>	<u>TE WAITERE RD</u>	<u>The NO PARKING road marking is located on the Right side of TE WAITERE RD, starting 11476 metres from the intersection of TAHAROA RD and continuing for 3 metres.</u>



Town	Street	Description
<u>RURAL</u>	<u>TE WAITERE RD</u>	The NO PARKING road marking is located on the Left side of TE WAITERE RD, starting 11477 metres from the intersection of TAHAROA RD and continuing for 2 metres.
<u>RURAL</u>	<u>TE WAITERE RD</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TE WAITERE RD, starting 11476 metres from the intersection of TAHAROA RD and continuing for 24 metres.
<u>RURAL</u>	<u>TE WAITERE RD</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TE WAITERE RD, starting 11446 metres from the intersection of TAHAROA RD and continuing for 54 metres.
<u>RURAL</u>	<u>FULLERTON RD</u>	The NO ENTRY road marking is located on the Right side of FULLERTON RD, starting 8686 metres from the intersection of OPARURE RD and continuing for 1 metres.
<u>RURAL</u>	<u>WAITOMO VILLAGE RD/FULLERTON RD SLIP</u>	The KEEP CLEAR road marking is located on the Right side of WAITOMO VILLAGE RD/FULLERTON RD SLIP, starting 24 metres from the intersection of WAITOMO VILLAGE RD and continuing for 4 metres.
<u>RURAL</u>	<u>WAITOMO VILLAGE RD/FULLERTON RD SLIP</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of WAITOMO VILLAGE RD/FULLERTON RD SLIP, starting 38 metres from the intersection of WAITOMO VILLAGE RD and continuing for 99 metres.
<u>RURAL</u>	<u>WAITOMO VILLAGE RD/FULLERTON RD SLIP</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of WAITOMO VILLAGE RD/FULLERTON RD SLIP, starting 65 metres from the intersection of WAITOMO VILLAGE RD and continuing for 71 metres.
<u>TE KUITI</u>	<u>BAYNE ST</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of BAYNE ST, starting 5 metres from the intersection of PRINCES ST and continuing for 22 metres.
<u>TE KUITI</u>	<u>CRAIG TCE</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of CRAIG TCE, starting 2 metres from the intersection of CARROLL ST (SH 3) and continuing for 123 metres.
<u>TE KUITI</u>	<u>EKETONE ST</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of EKETONE ST, starting 227 metres from the intersection of HILL ST and continuing for 43 metres.
<u>TE KUITI</u>	<u>EKETONE ST</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of EKETONE ST, starting 119 metres from the intersection of HILL ST and continuing for 220 metres.
<u>TE KUITI</u>	<u>ESPLANADE (NORTH)</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of ESPLANADE (NORTH), starting 656 metres from the intersection of MASSEY ST and continuing for 81 metres.
<u>TE KUITI</u>	<u>ESPLANADE (SOUTH)</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of ESPLANADE (SOUTH), starting 53 metres from the intersection of ANZAC ST and continuing for 7 metres.
<u>TE KUITI</u>	<u>HILL ST</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of HILL ST, starting 1 metres from the intersection of KING ST WEST and continuing for 29 metres.
<u>TE KUITI</u>	<u>JENNINGS ST</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of JENNINGS ST, starting 26 metres from the intersection of RATA ST and continuing for 35 metres.
<u>TE KUITI</u>	<u>JENNINGS ST</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of JENNINGS ST, starting 174 metres from the intersection of RATA ST and continuing for 14 metres.
<u>TE KUITI</u>	<u>HOSPITAL RD</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of HOSPITAL RD, starting 426 metres from the intersection of TE KUMI RD (SH 3) and continuing for 30 metres.
<u>TE KUITI</u>	<u>KING ST WEST</u>	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of KING ST WEST, starting 426 metres from the intersection of CARROLL ST (SH 3) and continuing for 43 metres.

Town	Street	Description
TE KUITI	KING ST WEST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of KING ST WEST, starting 482 metres from the intersection of CARROLL ST (SH 3) and continuing for 23 metres.
TE KUITI	KING ST WEST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of KING ST WEST, starting 485 metres from the intersection of CARROLL ST (SH 3) and continuing for 18 metres.
TE KUITI	PRINCES ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of PRINCES ST, starting 17 metres from the intersection of QUEEN ST and continuing for 69 metres.
TE KUITI	PRINCES ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of PRINCES ST, starting 79 metres from the intersection of QUEEN ST and continuing for 77 metres.
TE KUITI	PRINCES ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of PRINCES ST, starting 97 metres from the intersection of QUEEN ST and continuing for 56 metres.
TE KUITI	QUEEN ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of QUEEN ST, starting 122 metres from the intersection of CARROLL ST (SH 3) and continuing for 105 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TAUPIRI ST, starting 353 metres from the intersection of LAWRENCE ST and continuing for 22 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TAUPIRI ST, starting 560 metres from the intersection of LAWRENCE ST and continuing for 10 metres.
TE KUITI	TAWA ST (TE KUITI)	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TAWA ST (TE KUITI), starting 207 metres from the intersection of JENNINGS ST and continuing for 101 metres.
TE KUITI	HOSPITAL RD	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of HOSPITAL RD, starting 379 metres from the intersection of TE KUMI RD (SH 3) and continuing for 46 metres.
TE KUITI	SEDDON ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of SEDDON ST, starting 11 metres from the intersection of CARROLL ST (SH 3) and continuing for 101 metres.
TE KUITI	ALEXANDRA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of ALEXANDRA ST, starting 11 metres from the intersection of RORA ST and continuing for 9 metres.
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RORA ST, starting 488 metres from the intersection of LAWRENCE ST and continuing for 7 metres.
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RORA ST, starting 312 metres from the intersection of LAWRENCE ST and continuing for 17 metres.
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RORA ST, starting 700 metres from the intersection of LAWRENCE ST and continuing for 25 metres.
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 193 metres from the intersection of LAWRENCE ST and continuing for 21 metres.
TE KUITI	SHERIDAN ST	The NO ENTRY road marking is located on the Centre side of SHERIDAN ST, starting 96 metres from the intersection of RORA ST and continuing for 1 metres.
TE KUITI	QUEEN ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of QUEEN ST, starting 348 metres from the intersection of CARROLL ST (SH 3) and continuing for 60 metres.
TE KUITI	QUEEN ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of QUEEN ST, starting 348 metres from

Town	Street	Description
		<u>the intersection of CARROLL ST (SH 3) and continuing for 67 metres.</u>
<u>TE KUITI</u>	<u>PRINCES ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of PRINCES ST, starting 6 metres from the intersection of QUEEN ST and continuing for 11 metres.</u>
<u>TE KUITI</u>	<u>BAYNE ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of BAYNE ST, starting 7 metres from the intersection of PRINCES ST and continuing for 20 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 696 metres from the intersection of LAWRENCE ST and continuing for 14 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 658 metres from the intersection of LAWRENCE ST and continuing for 27 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The NO PARKING road marking is located on the Left side of RORA ST, starting 584 metres from the intersection of LAWRENCE ST and continuing for 6 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 590 metres from the intersection of LAWRENCE ST and continuing for 5 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The NO PARKING road marking is located on the Right side of RORA ST, starting 593 metres from the intersection of LAWRENCE ST and continuing for 1 metres.</u>
<u>TE KUITI</u>	<u>TAUPIRI ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TAUPIRI ST, starting 426 metres from the intersection of LAWRENCE ST and continuing for 10 metres.</u>
<u>TE KUITI</u>	<u>RORA ST (NORTH)</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST (NORTH), starting 1 metres from the intersection of RORA ST and continuing for 216 metres.</u>
<u>TE KUITI</u>	<u>RORA ST (NORTH)</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RORA ST (NORTH), starting 0 metres from the intersection of RORA ST and continuing for 14 metres.</u>
<u>TE KUITI</u>	<u>RORA ST (NORTH)</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RORA ST (NORTH), starting 184 metres from the intersection of RORA ST and continuing for 43 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 1061 metres from the intersection of LAWRENCE ST and continuing for 19 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RORA ST, starting 1060 metres from the intersection of LAWRENCE ST and continuing for 12 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RORA ST, starting 1002 metres from the intersection of LAWRENCE ST and continuing for 53 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 1003 metres from the intersection of LAWRENCE ST and continuing for 34 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 961 metres from the intersection of LAWRENCE ST and continuing for 33 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RORA ST, starting 980 metres from the intersection of LAWRENCE ST and continuing for 14 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 900 metres from the intersection of LAWRENCE ST and continuing for 13 metres.</u>
<u>TE KUITI</u>	<u>RORA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 847 metres from the intersection of LAWRENCE ST and continuing for 14 metres.</u>
<u>TE KUITI</u>	<u>ALEXANDRA ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of ALEXANDRA ST, starting 6 metres from the intersection of RORA ST and continuing for 12 metres.</u>

Town	Street	Description
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 801 metres from the intersection of LAWRENCE ST and continuing for 10 metres.
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 767 metres from the intersection of LAWRENCE ST and continuing for 11 metres.
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RORA ST, starting 746 metres from the intersection of LAWRENCE ST and continuing for 26 metres.
TE KUITI	WARD ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of WARD ST, starting 8 metres from the intersection of RORA ST and continuing for 16 metres.
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 315 metres from the intersection of LAWRENCE ST and continuing for 12 metres.
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of RORA ST, starting 184 metres from the intersection of LAWRENCE ST and continuing for 39 metres.
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 89 metres from the intersection of LAWRENCE ST and continuing for 8 metres.
TE KUITI	RORA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of RORA ST, starting 45 metres from the intersection of LAWRENCE ST and continuing for 18 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TAUPIRI ST, starting 627 metres from the intersection of LAWRENCE ST and continuing for 5 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TAUPIRI ST, starting 646 metres from the intersection of LAWRENCE ST and continuing for 27 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TAUPIRI ST, starting 734 metres from the intersection of LAWRENCE ST and continuing for 23 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TAUPIRI ST, starting 799 metres from the intersection of LAWRENCE ST and continuing for 55 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TAUPIRI ST, starting 834 metres from the intersection of LAWRENCE ST and continuing for 20 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TAUPIRI ST, starting 867 metres from the intersection of LAWRENCE ST and continuing for 1 metres.
TE KUITI	ALEXANDRA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of ALEXANDRA ST, starting 85 metres from the intersection of RORA ST and continuing for 12 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TAUPIRI ST, starting 867 metres from the intersection of LAWRENCE ST and continuing for 15 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TAUPIRI ST, starting 867 metres from the intersection of LAWRENCE ST and continuing for 15 metres.
TE KUITI	ALEXANDRA ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of ALEXANDRA ST, starting 112 metres from the intersection of RORA ST and continuing for 11 metres.
TE KUITI	SEDDON ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of SEDDON ST, starting 3 metres from the intersection of CARROLL ST (SH 3) and continuing for 123 metres.
TE KUITI	QUEEN ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of QUEEN ST, starting 128 metres from the intersection of CARROLL ST (SH 3) and continuing for 38 metres.

Town	Street	Description
TE KUITI	QUEEN ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of QUEEN ST, starting 76 metres from the intersection of CARROLL ST (SH 3) and continuing for 27 metres.
TE KUITI	QUEEN ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of QUEEN ST, starting 49 metres from the intersection of CARROLL ST (SH 3) and continuing for 13 metres.
TE KUITI	QUEEN ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of QUEEN ST, starting 5 metres from the intersection of CARROLL ST (SH 3) and continuing for 12 metres.
TE KUITI	CATO TCE	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of CATO TCE, starting 51 metres from the intersection of CRAIG TCE and continuing for 14 metres.
TE KUITI	CATO TCE	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of CATO TCE, starting 52 metres from the intersection of CRAIG TCE and continuing for 14 metres.
TE KUITI	TE KUITI RD	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of TE KUITI RD, starting 583 metres from the intersection of ANZAC ST and continuing for 31 metres.
TE KUITI	HOSPITAL RD	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of HOSPITAL RD, starting 384 metres from the intersection of TE KUMI RD (SH 3) and continuing for 75 metres.
TE KUITI	EKETONE ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of EKETONE ST, starting 372 metres from the intersection of HILL ST and continuing for 9 metres.
TE KUITI	HOSPITAL RD	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of HOSPITAL RD, starting 354 metres from the intersection of TE KUMI RD (SH 3) and continuing for 20 metres.
TE KUITI	RORA ST	The NO PARKING road marking is located on the Left side of RORA ST, starting 503 metres from the intersection of LAWRENCE ST and continuing for 9 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TAUPIRI ST, starting 649 metres from the intersection of LAWRENCE ST and continuing for 5 metres.
TE KUITI	KING ST EAST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of KING ST EAST, starting 289 metres from the intersection of RORA ST and continuing for 12 metres.
TE KUITI	KING ST EAST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of KING ST EAST, starting 287 metres from the intersection of RORA ST and continuing for 16 metres.
TE KUITI	JENNINGS ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of JENNINGS ST, starting 208 metres from the intersection of RATA ST and continuing for 39 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TAUPIRI ST, starting 805 metres from the intersection of LAWRENCE ST and continuing for 8 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TAUPIRI ST, starting 773 metres from the intersection of LAWRENCE ST and continuing for 13 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TAUPIRI ST, starting 754 metres from the intersection of LAWRENCE ST and continuing for 10 metres.
TE KUITI	TAUPIRI ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of TAUPIRI ST, starting 738 metres from the intersection of LAWRENCE ST and continuing for 8 metres.
TE KUITI	EKETONE ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of EKETONE ST, starting 109 metres from the intersection of HILL ST and continuing for 107 metres.
TE KUITI	SEDDON ST	The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of SEDDON ST, starting 316 metres from the intersection of CARROLL ST (SH 3) and continuing for 6 metres.



Town	Street	Description
<u>TE KUITI</u>	<u>SEDDON ST</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of SEDDON ST, starting 292 metres from the intersection of CARROLL ST (SH 3) and continuing for 6 metres.</u>
<u>TE KUITI/ RURAL</u>	<u>WALKER RD</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of WALKER RD, starting 102 metres from the intersection of WILLIAM ST and continuing for 43 metres.</u>
<u>TE KUITI/ RURAL</u>	<u>WALKER RD</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of WALKER RD, starting 82 metres from the intersection of WILLIAM ST and continuing for 65 metres.</u>
<u>WAITOMO</u>	<u>WAITOMO VILLAGE RD</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of WAITOMO VILLAGE RD, starting 88 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 93 metres.</u>
<u>WAITOMO</u>	<u>WAITOMO VILLAGE RD</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of WAITOMO VILLAGE RD, starting 75 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 49 metres.</u>
<u>WAITOMO</u>	<u>WAITOMO VILLAGE RD</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of WAITOMO VILLAGE RD, starting 274 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 6 metres.</u>
<u>WAITOMO</u>	<u>WAITOMO VILLAGE RD</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of WAITOMO VILLAGE RD, starting 257 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 28 metres.</u>
<u>WAITOMO</u>	<u>WAITOMO VILLAGE RD</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of WAITOMO VILLAGE RD, starting 670 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 48 metres.</u>
<u>WAITOMO</u>	<u>WAITOMO VILLAGE RD</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Left side of WAITOMO VILLAGE RD, starting 670 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 81 metres.</u>
<u>WAITOMO</u>	<u>WAITOMO VILLAGE RD</u>	<u>The NO PARKING road marking is located on the Right side of WAITOMO VILLAGE RD, starting 752 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 6 metres.</u>
<u>WAITOMO</u>	<u>WAITOMO VILLAGE RD</u>	<u>The No Stopping Line (yellow) 100mm 1 x 1 road marking is located on the Right side of WAITOMO VILLAGE RD, starting 711 metres from the intersection of WAITOMO VALLEY RD (SH 37) and continuing for 6 metres.</u>



**SCHEDULE E | Turning Movements**

Town	Street	Description
Waitomo	N/A Fullerton Road	No Left Turn 8669m from the intersection of Oparure Road
Waitomo	Fullerton Road	No Right Turn 8702m from the intersection of Oparure Road

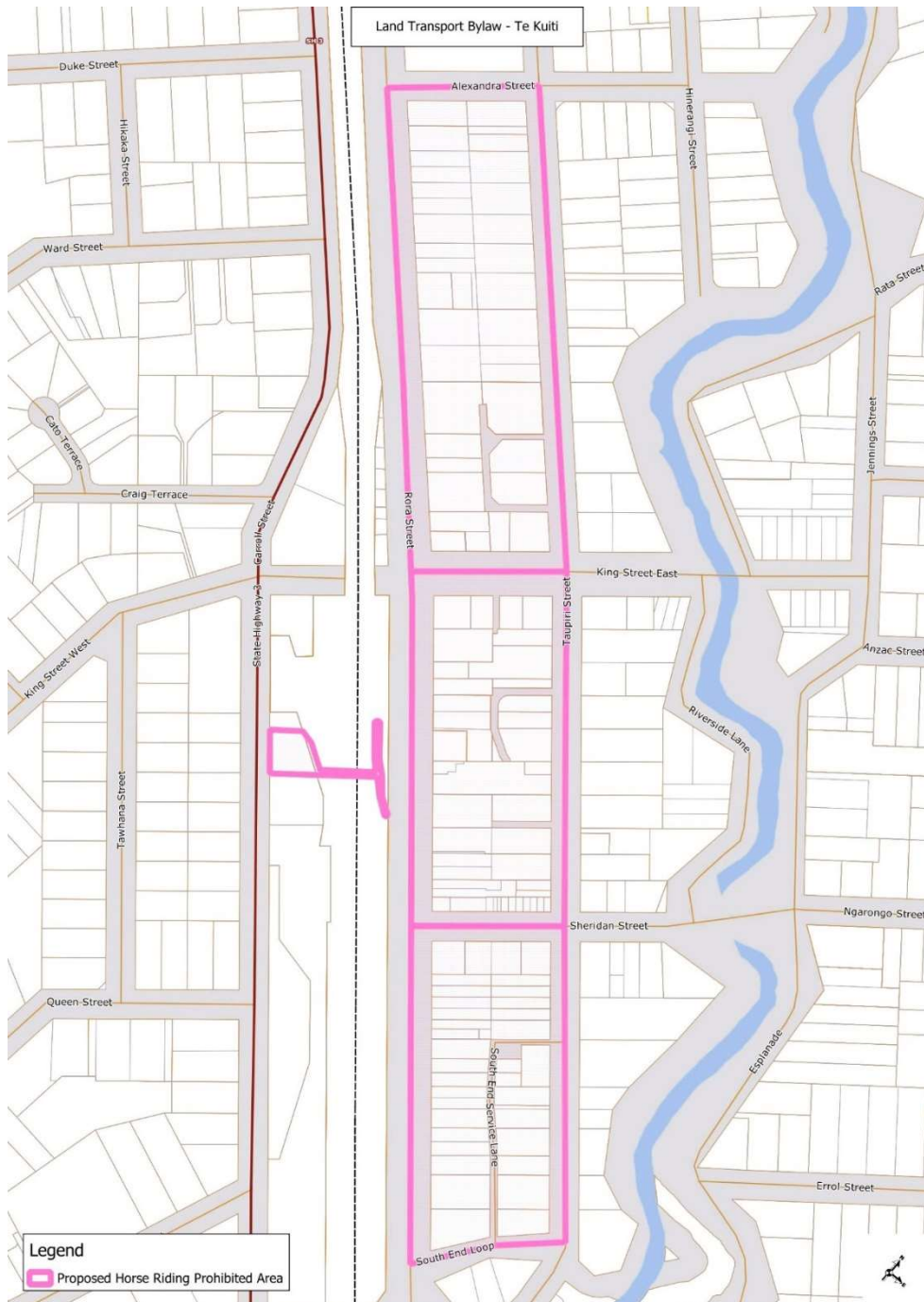
**SCHEDULE F.1 | Heavy Traffic Prohibitions**

Town	Street	Description
Te Kuiti	Mangarino Road	Between The Esplanade and Tawa Street – Not to be used for through traffic.
Te Kuiti	Rora Street	From Te Kumi Road (northern railway crossing) to Awakino Road / Waitete Road Intersection (southern railway crossing): - Not to be used for through traffic.

**SCHEDULE F.2 | Weight or Load Restrictions over Bridges or Culverts**

Road	Bridge No	Maximum weight
Awakau Road	121	12 tonne
Mapara Road	F32	12 tonne
Mill Road	264	5 tonne
Paraheka Road	218	12 tonne
All other bridges on District Roads		44 tonne
All other bridges on District Roads		tonne

# **SCHEDULE G | Skateboards—Prohibited Areas** **Horse Riding Prohibitions** **[Proposed]**



## SCHEDULE H | Speed Limits

All speed limits within the Waitomo District, including but not limited to:

- Urban roading
- Rural roading
- State Highways
- Beaches
- Parks
- Reserves

Are detailed within the National Speed Limit Register which is maintained and administered by the NZ Transport Agency Waka Kotahi.

Link: [NSLR \(nzta.govt.nz\)](https://nzta.govt.nz)

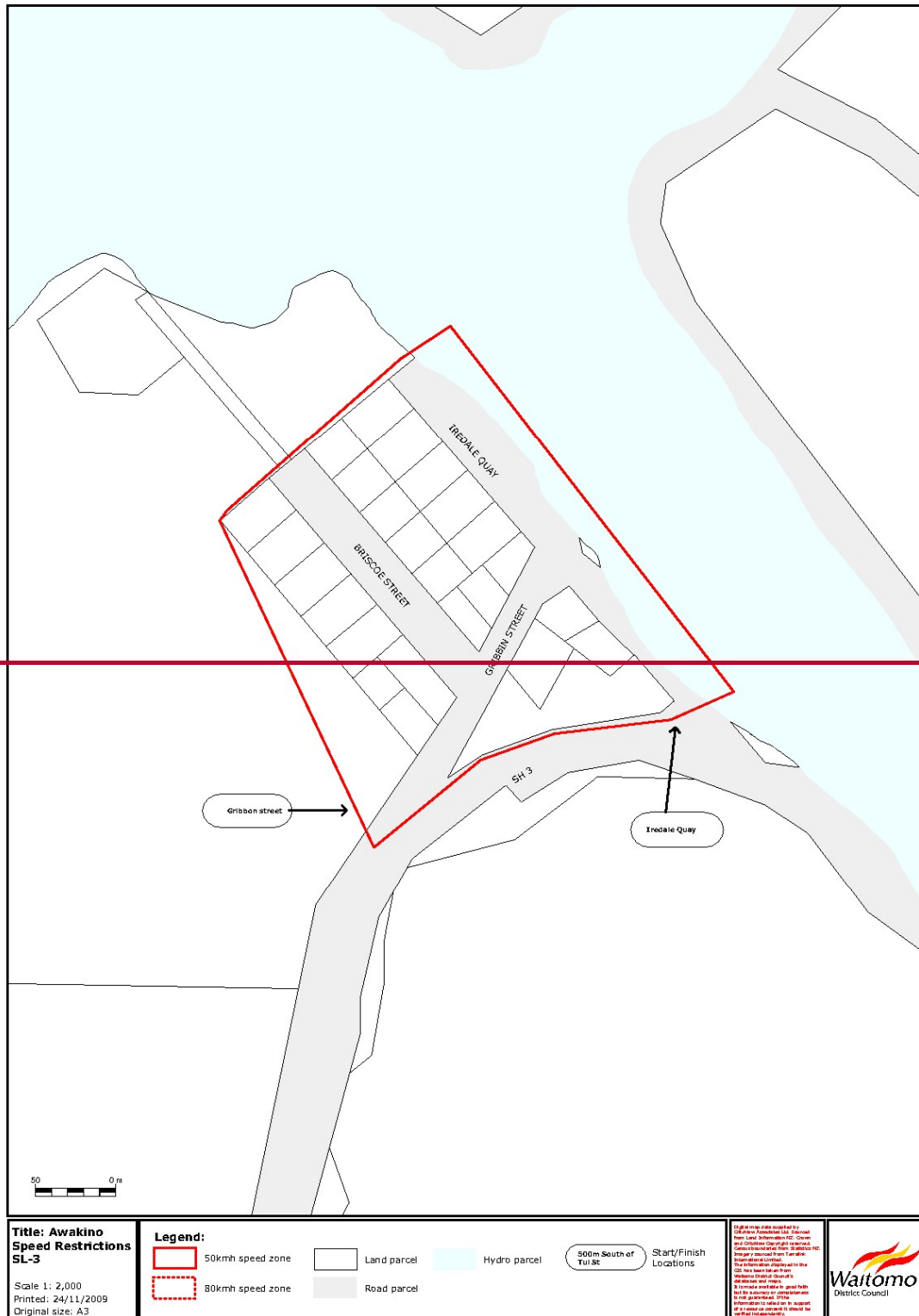
## **SCHEDULE H.1** | Urban Traffic Areas

**Note:** Where applicable State Highway speed limits set by NZTA Bylaw are indicated on the maps

### **Map SL4—Aria**



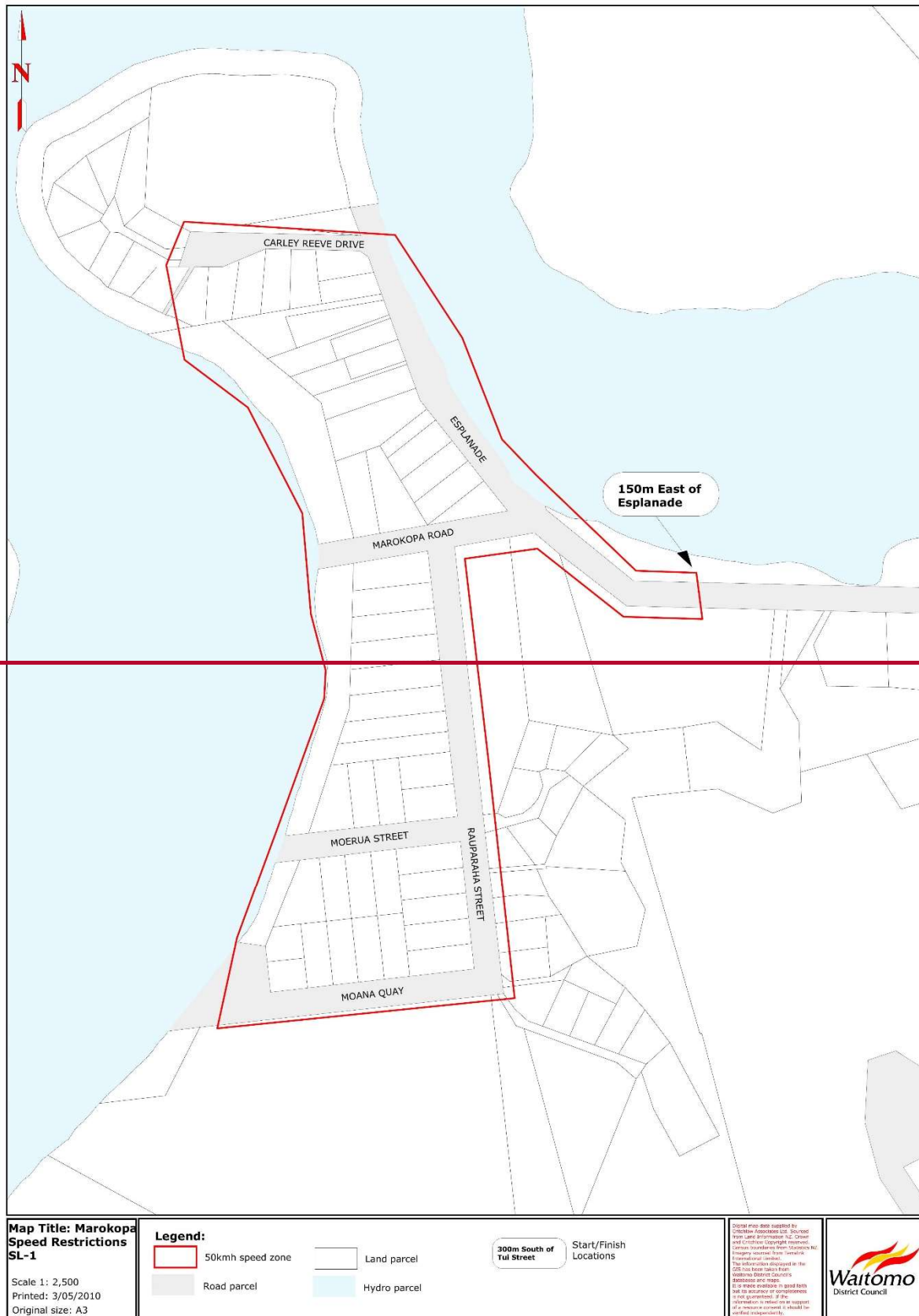
# Map SL3—Awakino



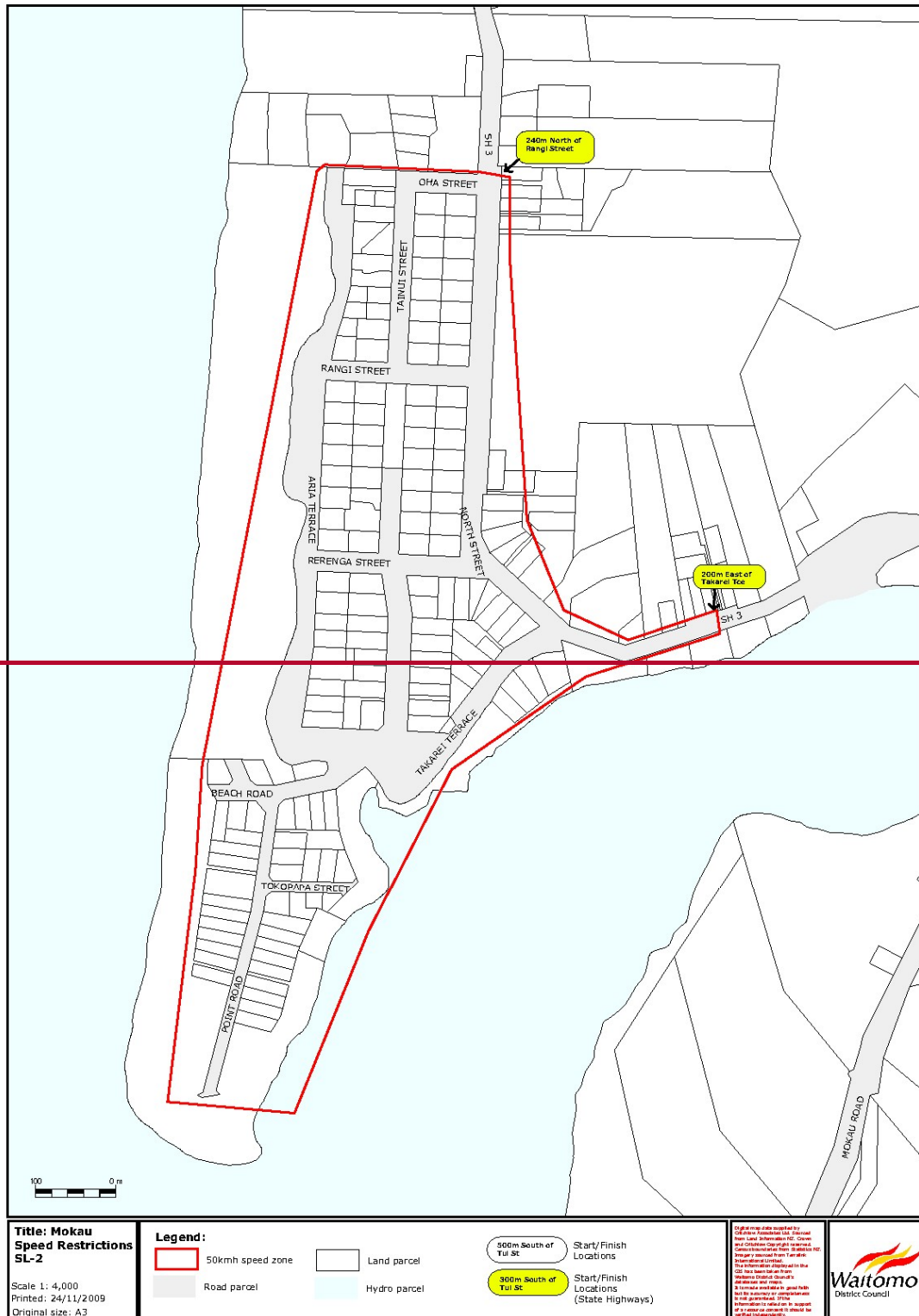




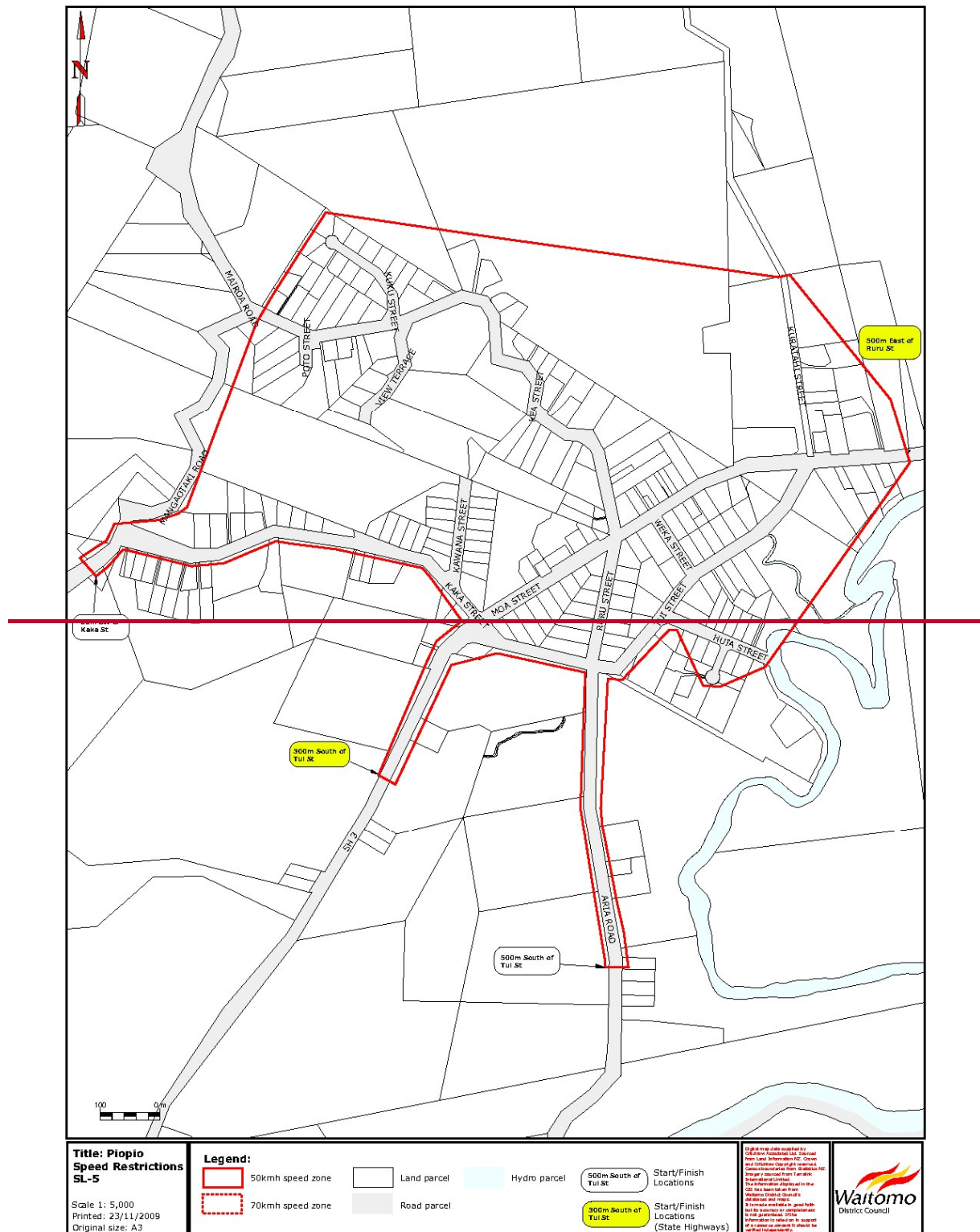
# Map SL1 — Marokopa



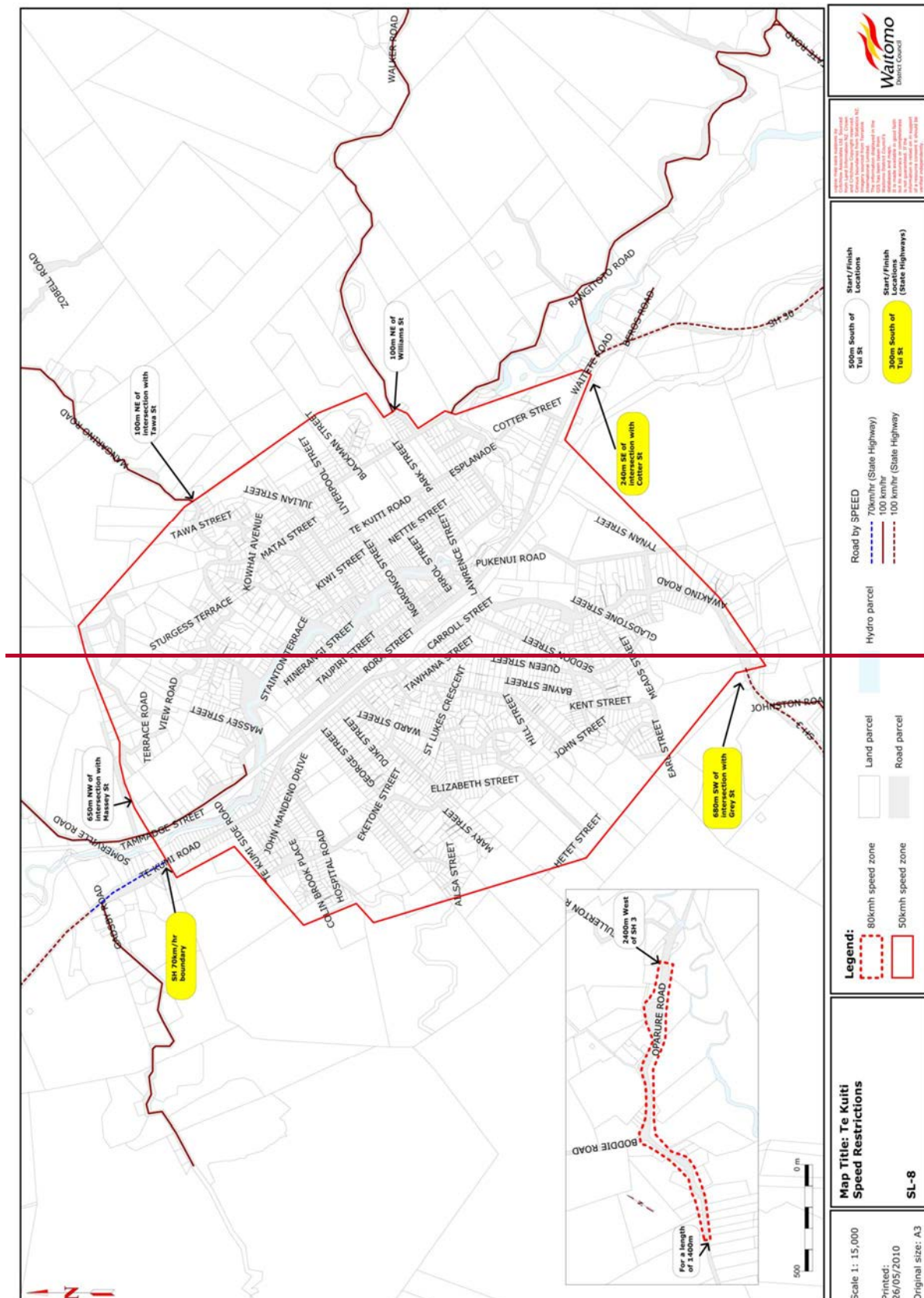
## ~~Map SL2 – Mokau~~



~~Map SL5 – Piopio~~

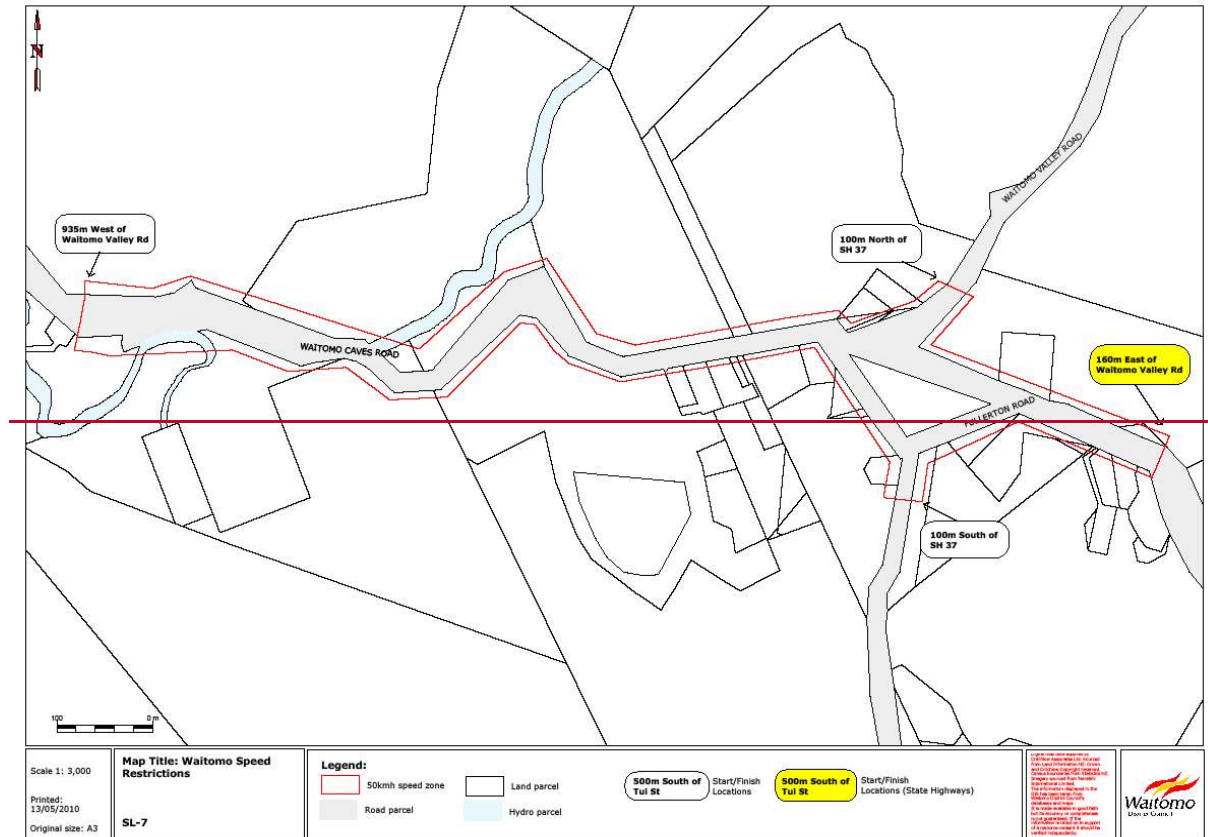


# Map SL8—Te Kuiti





## Map SL7—Waitomo



## SCHEDULE H.2—Designated Locations

Speed Limit	Description of Designated Location
20km/h	All beaches in the Waitomo District
20km/h	Te Kuiti Domain situated in Rora Street and Hinerangi Streets and described as Lots 29, 30 and 31C of Pukenui 2A or on the road which extends through the said Domain from Hinerangi Street to Rora Street.
20km/h	The Mangaokewa Gorge Scenic Reserve described as Part Pukenui 2U1 Block, Block IV Otanake Survey District or on any part of the Waitomo District's Waterworks Reserve described as Part Pukenui 2U1 Block, Block IV Otanake Survey District.
20km/h	All parks and reserves in the District

## SCHEDULE H.3—Roads With 50km/h Speed Limit

Town	Road	Description	Previous Legal Instrument	Legal Instrument	Date Speed Limit Comes into force
Awakino	N/A	Awakino urban traffic area as depicted on Map SL3	N/A	Land Transport Bylaw 2010	1 June 2010
Benneydale	N/A	Benneydale urban traffic area as	Speed Limit Bylaw 2005	Land Transport Bylaw 2010	1 June 2010

		depicted on Map SL6			
Marokopa	N/A	Marokopa urban traffic area as depicted on Map SL1	N/A	Land Transport Bylaw 2010	1 June 2010
Mokau	N/A	Mokau urban traffic area as depicted on Map SL2	N/A	Land Transport Bylaw 2010	1 June 2010
Piopia	N/A	Piopia urban traffic area as depicted on Map SL5	Speed Limit Bylaw 2005	Land Transport Bylaw 2010	1 June 2010
Te Kuiti	N/A	Te Kuiti urban traffic area as depicted on Map SL8	Speed Limit Bylaw 2005	Land Transport Bylaw 2010	1 June 2010
Waitomo	N/A	Waitomo urban traffic area as depicted on Map SL7	Speed Limit Bylaw 2005	Land Transport Bylaw 2010	1 June 2010

#### **SCHEDULE H.4** | Roads With 70km/h Speed Limit

Town	Road	Description	Previous Legal Instrument	Legal Instrument	Date Speed Limit Comes into force
Aria	N/A	Aria urban traffic area as depicted on Map SL4	Speed Limit Bylaw 2005	Land Transport Bylaw 2010	1 June 2010

#### **SCHEDULE H.5** | Roads With 80km/h Speed Limit

Town	Road	Description	Previous Legal Instrument	Legal Instrument	Date Speed Limit Comes into force
Te Kuiti	Oparure Road	As indicated in the inset in Map SL9 — Te Kuiti	N/A	Land Transport Bylaw 2010	1 June 2010

#### **SCHEDULE I** | Roads requiring at least two Drivers per Mob

Aria Road  
Mangatoa Road  
Oparure Road  
Totaro Road

Kopaki Road  
Marokopa Road  
Pukerimu Road  
Troopers Road

Manganui Road  
Mokauti Road  
Rangitoto Road

Mangarino Road  
Ohura Road (Aria to Mokauti Road)  
Te Anga Road



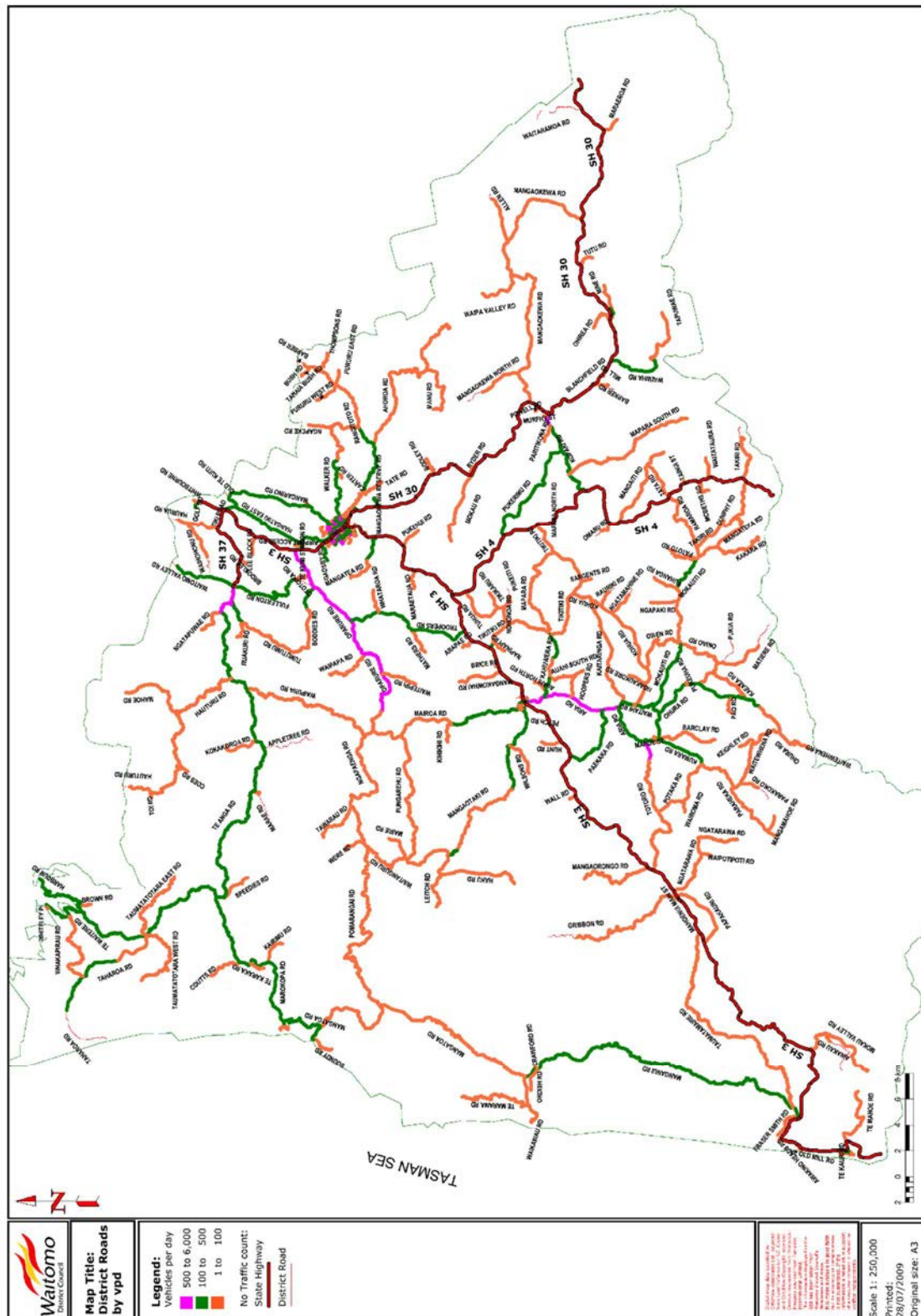
### SCHEDULE J.1 | Roads with Annual Average Daily Traffic of more than 500 vehicles per day

Road Name	vpd Group	Description
Aria Rd	vpd >500	From SH3 to Kaitaringa Rd
Kopaki Rd	vpd >500	From SH30 to Paritikona Rd
Oparure Rd	vpd >500	Whole length except portion shown in orange on map J.3.7
Te Anga Rd	vpd >500	From Waitomo Valley Rd to Ngatapuwa Rd
Totoro Rd	vpd >500	From Aria Rd the portion shown in pink on map J.3.10

### SCHEDULE J.2 | Roads with Annual Average Daily Traffic of more than 100 vehicles per day

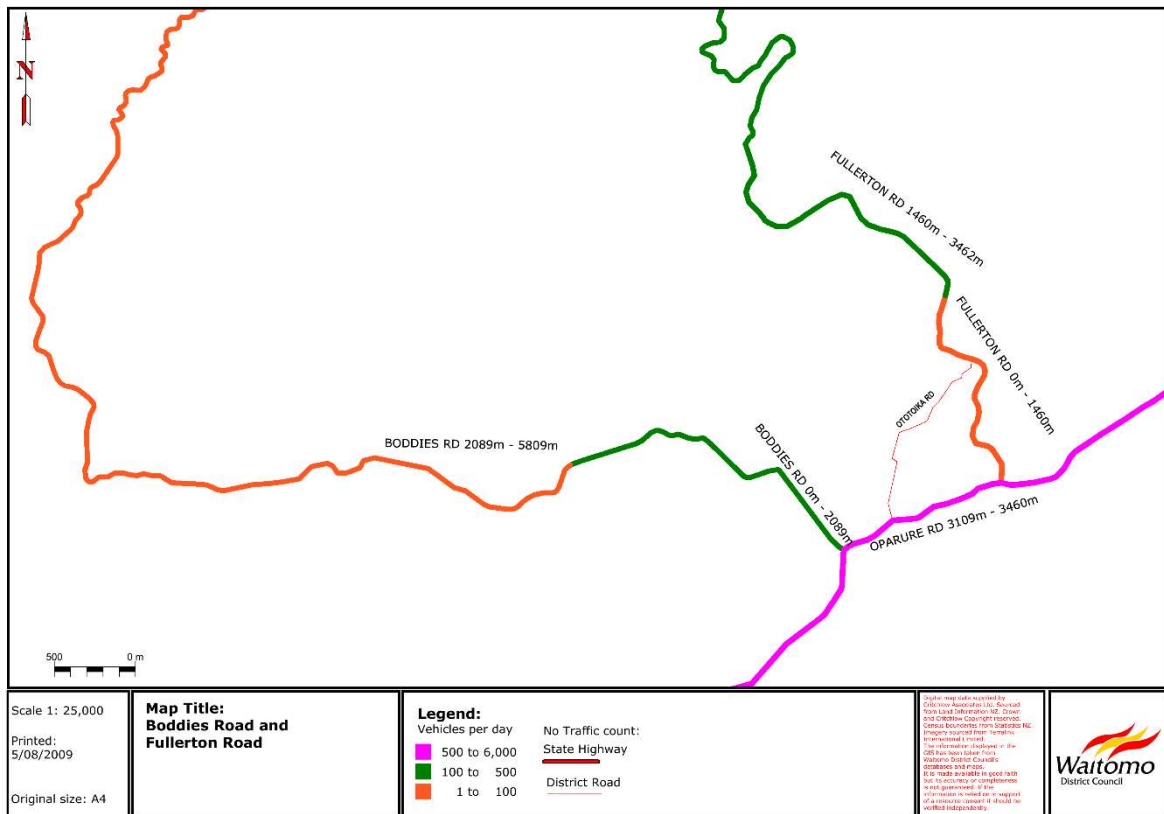
Road Name	vpd Group	Description
Aria Rd	vpd 100<500	From Kaitaringa Rd to Totoro Rd
Boddies Rd	vpd 100<500	From Oparure Rd portion shown in green on map J.3.1
Fullerton Rd	vpd 100<500	From SH 37 to portion shown in orange on map J.3.1
Gadsby Rd	vpd 100<500	Whole length
Golf Rd	vpd 100<500	Whole length
Hangatiki East Rd	vpd 100<500	Whole length
Harbour Rd	vpd 100<500	Whole length
Kahuwera Rd	vpd 100<500	From Aria Rd to Auahi Soth Rd and from Tikitiki Rd to area shown in orange on map J.3.2
Kaitaringa Rd	vpd 100<500	From Aria Rd to Waitahi Rd
Kopaki Rd	vpd 100<500	From Paritikona Rd to SH4
Kumara Rd	vpd 100<500	From Putaka Rd to Mahoe Str
Mairoa Rd	vpd 100<500	From Piopio to Kihikihi Rd
Manganui Rd	vpd 100<500	Whole length
Mangaokewa Reserve Rd	vpd 100<500	Whole length
Mangaotaki Rd	vpd 100<500	From Kaka Str to area shown in orange on map J.3.3 and from Leitch Rd portion shown in green on map J.3.4
Mangarino Rd	vpd 100<500	Whole length
Mangatea Rd	vpd 100<500	From SH3 to portion shown in orange on map J.3.5
Mangatoa Rd	vpd 100<500	From Crawford Rd to Waikawau Rd
Marokopa Rd	vpd 100<500	From Te Anga Rd to Mangatoa Rd
Mokauiti Rd	vpd 100<500	From Pohanga Rd to Patoto Rd
Ohura Rd	vpd 100<500	From Waitahi Rd to portion shown in orange on map J.3.6
Paekaka Rd	vpd 100<500	Whole length
Pukerimu Rd	vpd 100<500	Whole length
Rangitoto Rd	vpd 100<500	From Carter Rd to Ngapeke Rd
Somerville Rd	vpd 100<500	Whole length
Soundy Rd	vpd 100<500	From Mangatoa Rd to portion shown in orange on map J.3.8
Taharoa Rd	vpd 100<500	Whole length except area shown in orange on map J.3.9
Te Anga Rd	vpd 100<500	From Ngatapuwa Rd to Te Waitere Rd
Te Kumi Station Rd	vpd 100<500	Whole length
Te Waitere Rd	vpd 100<500	Whole length
Tikitiki Rd	vpd 100<500	From SH3 to Napinapi Rd
Troopers Rd	vpd 100<500	Whole length
Tumutumu Rd	vpd 100<500	From Te Anga Rd to Ruakuri Rd
Waimiha Rd	vpd 100<500	From SH30 to portion shown in orange on map J.3.11
Waitahi Rd	vpd 100<500	Whole length
Waitomo Valley Rd	vpd 100<500	Whole length
Walker Rd	vpd 100<500	From Rora St to area shown in orange on map J.3.12

### SCHEDULE J.3 | Roadmap showing District roads by vehicles per day

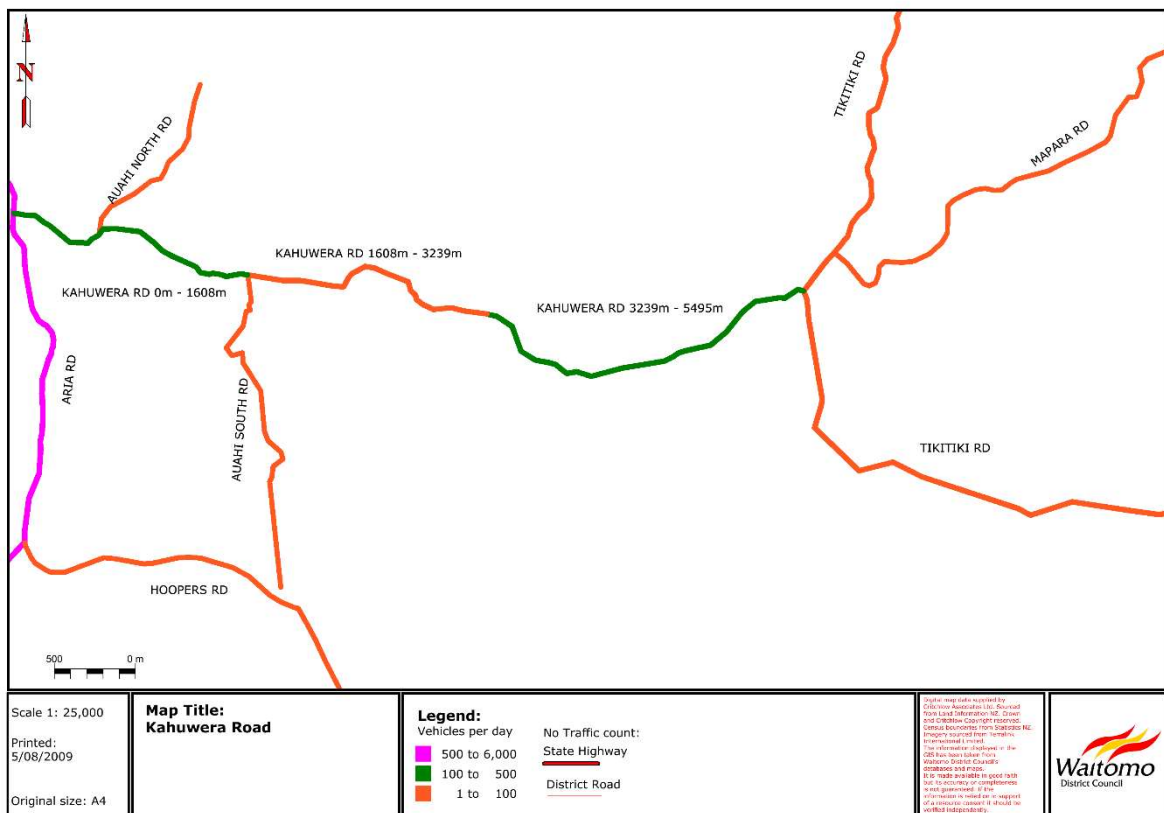


**Note:** The classification of roads on this Map is indicative only given the scale of the Map and the size of the page. Please refer to the detailed Maps at J3.1 to J3.12.

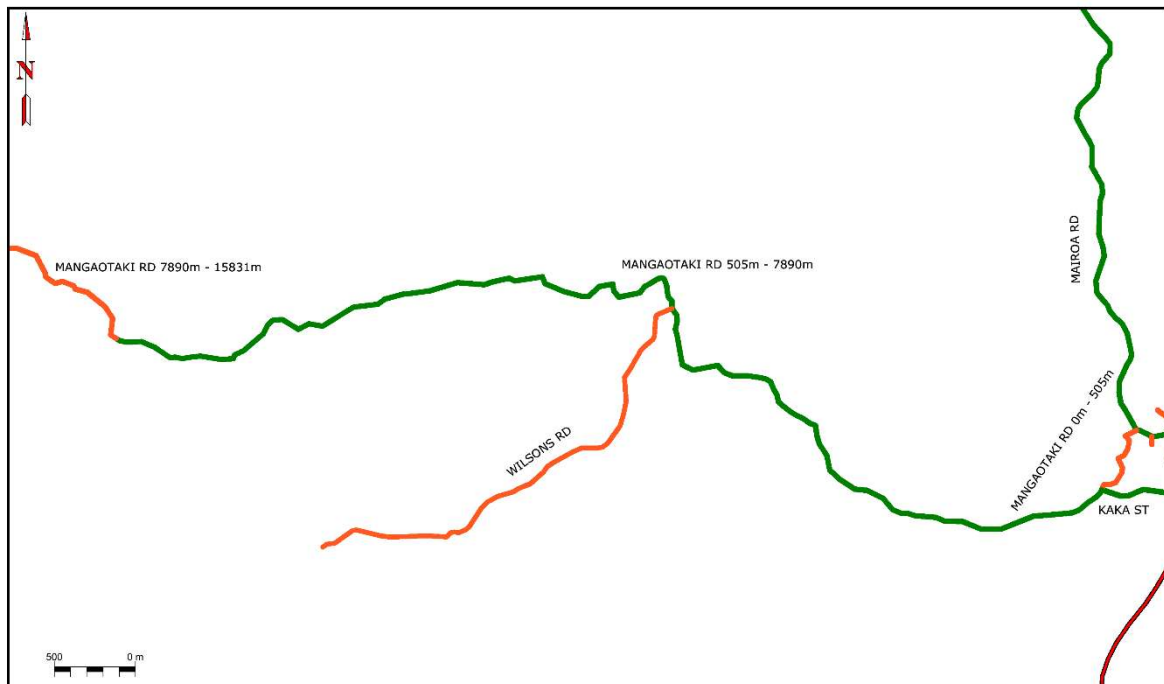
Map J.3.1



Map J.3.2



## Schedule J.3.3



Scale 1: 25,000

Printed:  
5/08/2009

Original size: A4

**Map Title:**  
**Mangaotaki Road**

**Legend:**

Vehicles per day

500 to 6,000

100 to 500

1 to 100

No Traffic count:

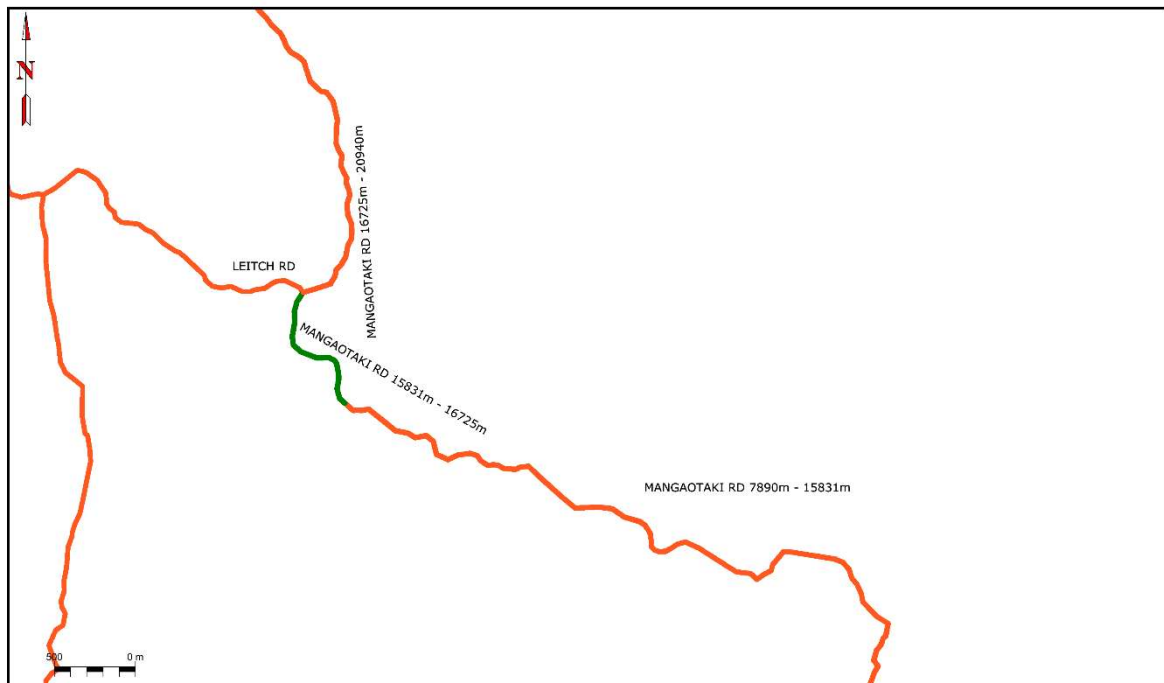
State Highway

District Road

Map data supplied by  
Digital New Zealand Ltd. Derived  
from Land Information NZ, Crown  
and Department of Transport  
data. Copyright reserved.  
All rights reserved. No part of  
this publication may be  
reproduced or transmitted in  
any form or by any means  
electronic, mechanical, photocopying,  
recording, or by any information  
storage and retrieval system,  
without prior written permission  
from the publisher.

**Waitomo**  
District Council

## Map J.3.4



Scale 1: 25,000

Printed:  
5/08/2009

Original size: A4

**Map Title:**  
**Mangaotaki Road**  
**15831m - 16725m**  
**Traffic count = 101**

**Legend:**

Vehicles per day

500 to 6,000

100 to 500

1 to 100

No Traffic count:

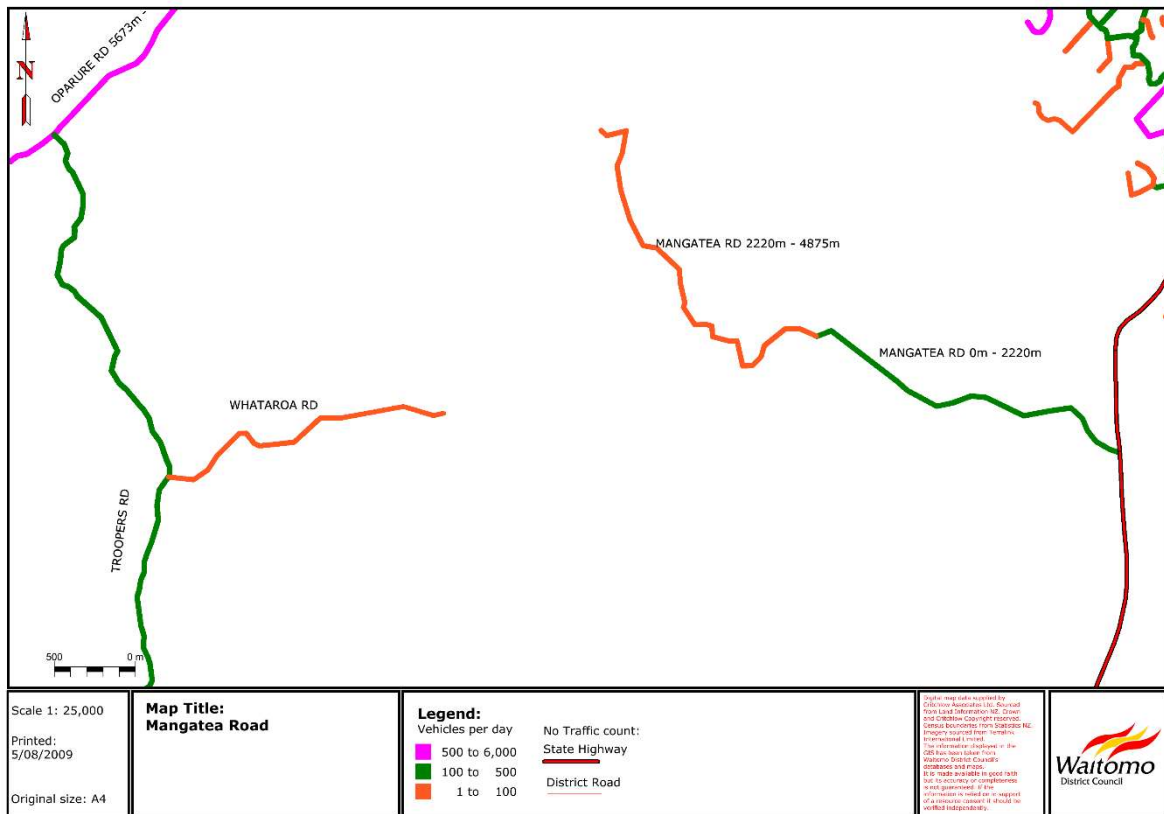
State Highway

District Road

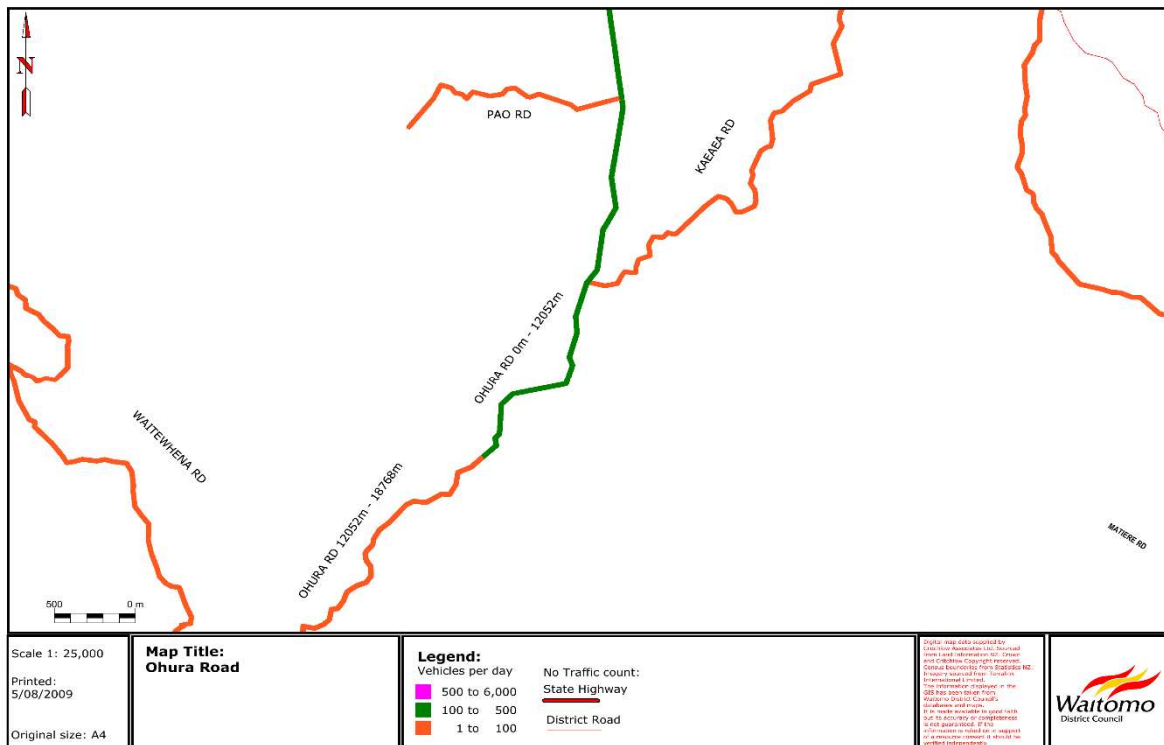
Map data supplied by  
Digital New Zealand Ltd. Derived  
from Land Information NZ, Crown  
and Department of Transport  
data. Copyright reserved.  
All rights reserved. No part of  
this publication may be  
reproduced or transmitted in  
any form or by any means  
electronic, mechanical, photocopying,  
recording, or by any information  
storage and retrieval system,  
without prior written permission  
from the publisher.

**Waitomo**  
District Council

Map J.3.5



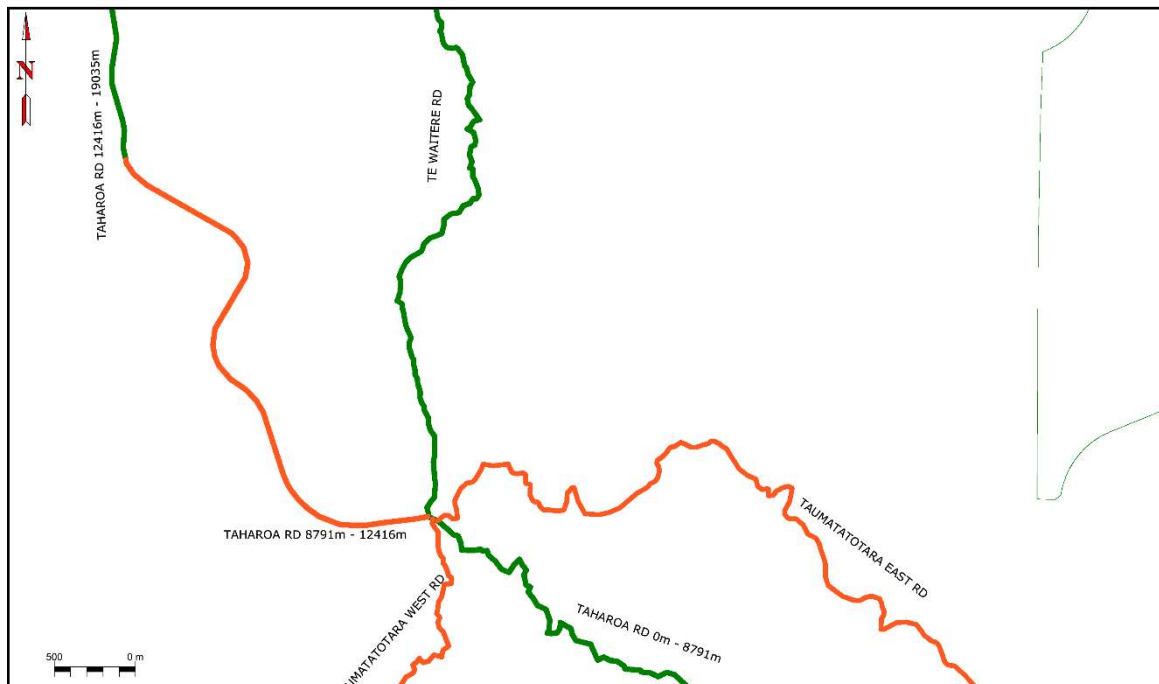
Map J.3.6







Map J.3.9



Scale 1: 25,000  
Printed:  
5/08/2009  
Original size: A4

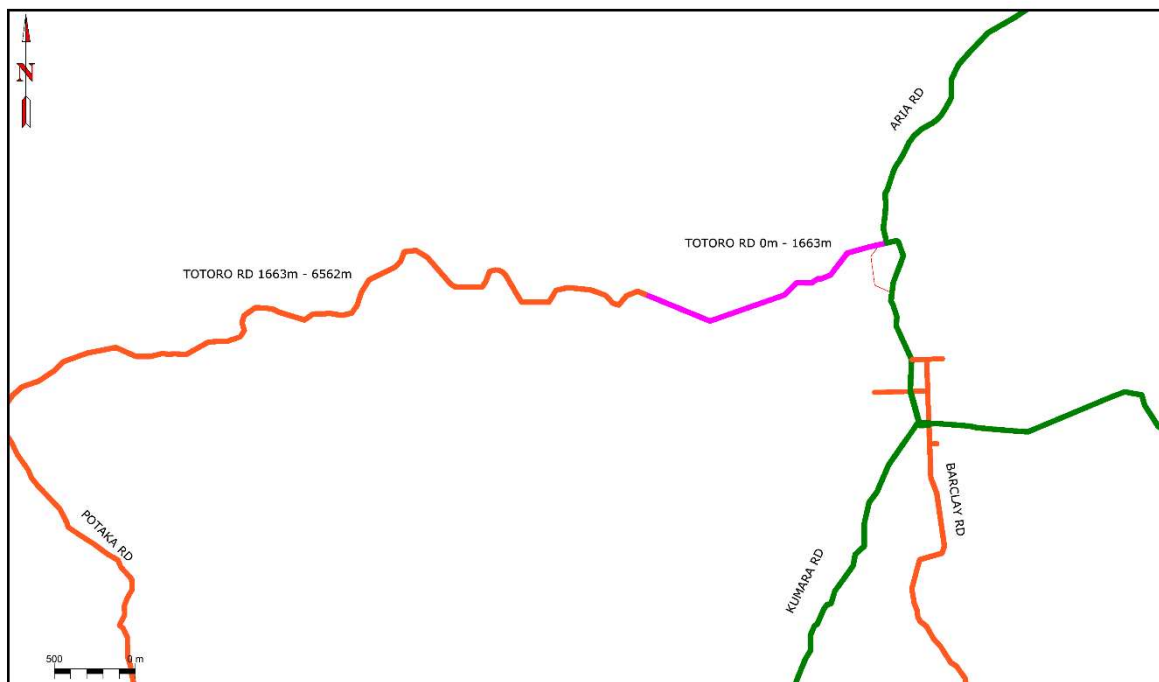
**Map Title:**  
**Taharoa Road**

**Legend:**  
Vehicles per day  
500 to 6,000  
100 to 500  
1 to 100  
No Traffic count:  
State Highway  
District Road

Digital map data supplied by  
Digital New Zealand (DNNZ) is derived  
from Land Information NZ, Crown  
and District Councils. Copyright reserved.  
DNNZ does not warrant the accuracy or  
completeness of the data.  
The information is provided in the  
form of a map and is not intended to be  
used as a legal document.  
It is made available in good faith  
and its accuracy or completeness  
is not guaranteed. If the  
information is used for any purpose  
other than that for which it was  
provided, the user assumes all  
responsibility.

**Waitomo**  
District Council

Map J.3.10



Scale 1: 25,000  
Printed:  
5/08/2009  
Original size: A4

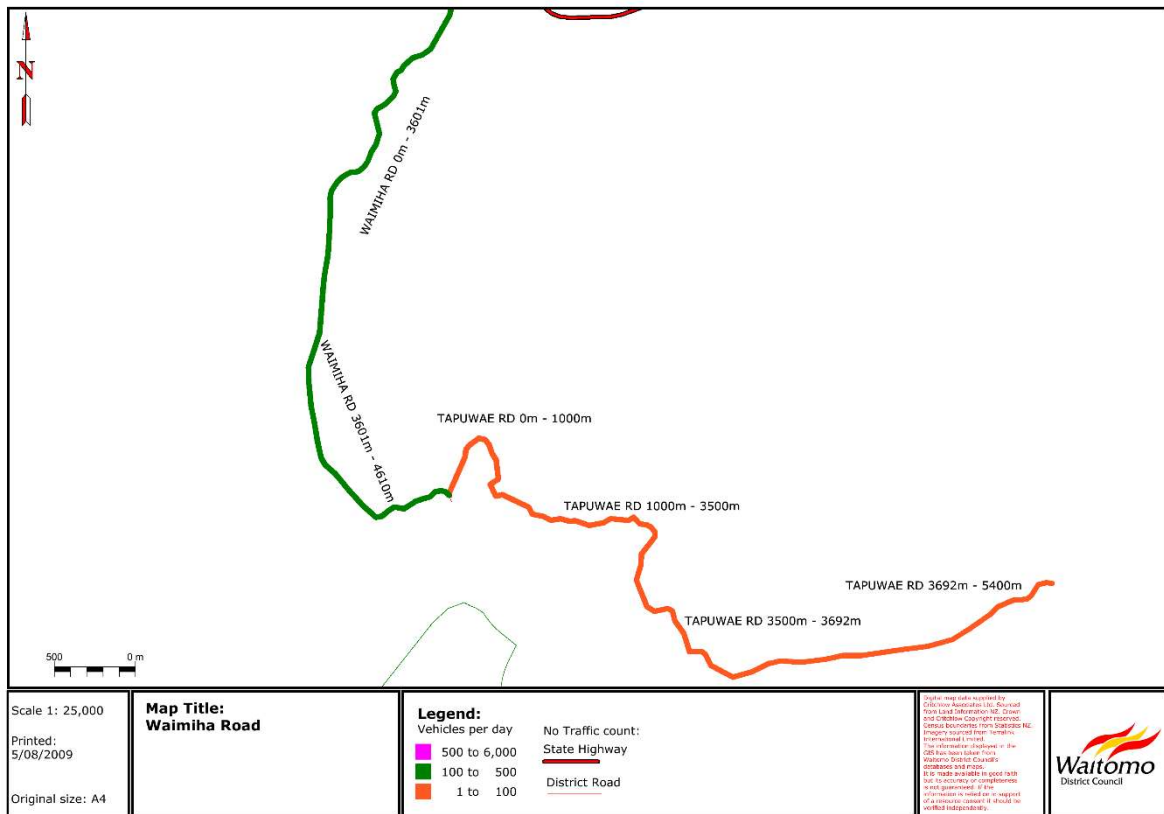
**Map Title:**  
**Totoro Road**

**Legend:**  
Vehicles per day  
500 to 6,000  
100 to 500  
1 to 100  
No Traffic count:  
State Highway  
District Road

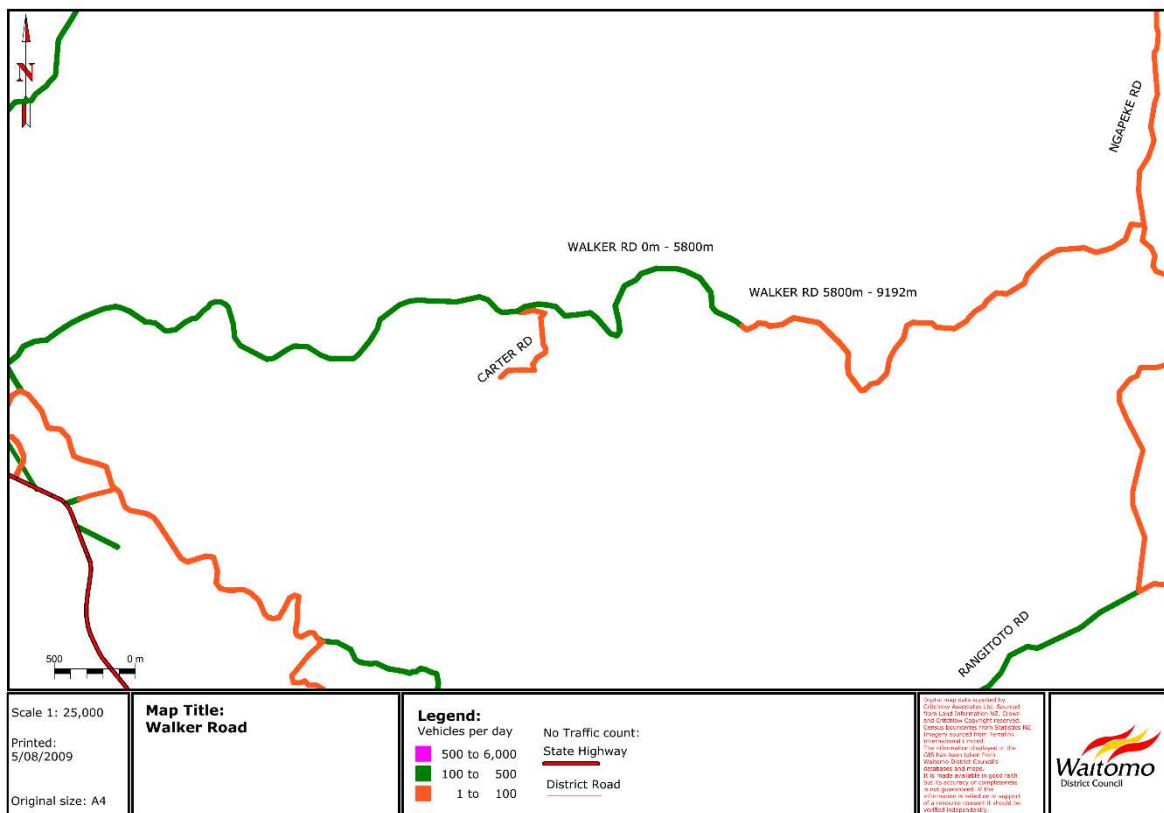
Digital map data supplied by  
Digital New Zealand (DNNZ) is derived  
from Land Information NZ, Crown  
and District Councils. Copyright reserved.  
DNNZ does not warrant the accuracy or  
completeness of the data.  
The information is provided in the  
form of a map and is not intended to be  
used as a legal document.  
It is made available in good faith  
and its accuracy or completeness  
is not guaranteed. If the  
information is used for any purpose  
other than that for which it was  
provided, the user assumes all  
responsibility.

**Waitomo**  
District Council

Map J.3.11



Map J.3.12



**DRAFT**

# **Waitomo District Council**

## **Road Encroachment Policy**

---

First adopted	<b>[insert date]</b>
Last Reviewed	
Review Date	<b>3 yearly [insert date]</b>
Associated documents	<b>N/A</b>
Responsibility	<b>General Manager - Infrastructure Services</b>

## Contents

<b>INTRODUCTION   KUPU ARATAKI .....</b>	<b>4</b>
<b>PURPOSE AND SCOPE   TE ARONGA ME TE KORAHİ .....</b>	<b>4</b>
<b>DEFINITIONS   NGĀ WHAKAMĀRAMATANGA.....</b>	<b>4</b>
<b>POLICY   KAUPAPA HERE .....</b>	<b>6</b>
1. Policy principles .....	6
2. Issuing a licence .....	7
3. Terms and conditions .....	7
4. Compliance and monitoring .....	8
5. Fees.....	8
6. Application Process.....	8
7. References .....	9

## INTRODUCTION | KUPU ARATAKI

Waitomo District Council (WDC) owns 459.2km of sealed roads and 546.5km of unsealed roads in the district (this does not include areas of paper road). As the land and the airspace above it is owned by the Waitomo District Council, any person who seeks to use it for private purposes or otherwise do something that may obstruct any road may need to get authorisation from the Council (the landowner).

The need for the policy has arisen because WDC often receives requests from people who wish to erect an encroachment in the road reserve. This policy describes the terms and conditions and process to obtain authorisation and the Council's criteria to approve the encroachment application and grant a Licence to Occupy.

Key legislation applicable to the policy are –

- Section 10 of the Local Government Act 2002 – this enables the Council to meet the current and future needs of communities for good quality local infrastructure.
- Local Government Act 1974 – this gives Councils general powers in respect of roads
- This policy supports Waitomo District Council's Land Transport Bylaw 2024 as the regulatory requirement for encroachment licences in Waitomo District.

## PURPOSE AND SCOPE | TE ARONGA ME TE KORAHĪ

### Purpose

To provide a framework for clarifying the requirements for road encroachments on road reserve and enable a streamlined process in management of encroachments in the Waitomo District.

### Scope

1. This policy applies to any proposed encroachments on or under all roads within the Waitomo District.
2. This policy does not apply to include activities and structures of utility companies where these relate to specific statutory rights that allow them to utilise legal road to provide various utility services.

## DEFINITIONS | NGĀ WHAKAMĀRAMATANGA

<b>Council</b>	means the Waitomo District Council.
<b>Encroachment licence</b>	authorises a right to occupy an area of legal road. However, it does not give the licence holder exclusive possession in the way that a lease would. A licence can be revoked on one month's notice or such other terms determined by Transport. It does not provide an interest in the land. A licence will usually include a condition that public access must be maintained at all times.
<b>Legal Road</b>	has the same meaning as road in the Local Government Act 1974 (Section 315). In short, it covers the total area of land between road and adjoining property boundaries including:



- carriageway (formed road intended for vehicles)
- footpath including kerb and channelling, bridges gates, drains and other places within legal road intended for use by the public
- cycle ways and cycle paths
- land that is legally designated as road but is not currently formed as carriageway or footpath (road corridor, unformed or paper road)
- subsoil below the legal road
- airspace above the legal road

**Licence to Occupy**

is personal permission to enter the land and use it for specified purposes which does not confer any estate or interest in the land on the licensee.

**Road**

has the meaning given to it by Part 1 section 2 of the Land Transport Act 1998.

**Road encroachment**

occurs where:

- public access along legal road is restricted by excavation or an object, temporary or permanent, which is placed on legal road with or without prior approval of Council, or
- a deliberate or inadvertent action causes an area of legal road to be used or occupied for private benefit (exclusive or otherwise).

**Unformed 'paper' road**

- any road originally laid out over Crown land and marked on the ground and record maps; or
- any road originally laid out on Crown land under the authority of any Act or Ordinance, on any Crown grant record map, but not marked or laid out on the ground;

Where the road has not been constructed by any of gravelling, metalling, sealing, or permanently surfacing of the road undertaken by the Waitomo District Council, and is neither substantially formed or made for the use of the public.

## POLICY | KAUPAPA HERE

**1. Policy principles**

- 1.1. Waitomo District Council as the landowner of legal roads has the discretion to consent to an encroachment and, if approved, provide an encroachment licence known as '**licence to occupy**' to the encroacher in accordance with this policy. Nothing in this policy requires Council to grant or decline an encroachment application.
- 1.2. The Council will consider the following guiding principles when assessing whether or not to allow an encroachment -
  - a) Encroachment should not interfere with the public right to safely pass and repass on the road.
  - b) Encroachment should not interfere with any reasonably foreseeable future public uses of the particular road and where possible should also be removable.
  - c) Consult with people who are materially affected by a proposed encroachment.
  - d) Ensure that the health and safety of members of the public is protected.
  - e) Recognise that road reserve is Council-owned land, and the Council will seek to make an economic return from this asset where appropriate.
  - f) Encroachment should not interfere with the maintenance or utility carrying needs of the road reserve.
  - g) Encroachments with greater public and/or private benefits than detriments should generally be accepted; those with greater detriments than benefits generally should not.
  - h) Encroachments that provide access to properties are broadly in keeping with the original purpose of roading reserves.
  - i) Encroached land should be used for purposes that are in line with, and preferably support, Council's other plans, policies and objectives.
  - j) Encroachment should not significantly degrade amenity values, cultural values, and significant ecological values either as a result of a particular encroachment or through the cumulative effect of many encroachments.
  - k) There should not be ongoing costs to Council as a result of an encroachment.
  - l) The extent to which the encroachments will resolve significant community issues. Encroachments will not be allowed in circumstances where they have been proposed to resolve a neighbour or civil dispute.
- 1.3. The Council will apply the following criteria to determine the extent to which applications meet the above principles.
  - Eligibility - the applicant is required to own/lease the adjoining land or land within the immediate vicinity of the encroachment.
  - Public benefit - the applicant will be required to assess any actual or perceived benefits and potential adverse effects.
  - Alternatives - if there are other practical alternatives to encroaching on road reserve then the application may be declined. Consideration will be given to the relative cost of any alternative.

- Consultation with affected parties - Council needs to be able to understand and assess the effects a proposed encroachment could have on other property owners. Therefore, if Council deems necessary, it may request that you consult with property owners in the vicinity of the proposed encroachment who could be materially affected by it.

If an adjoining property owner who may be affected by a proposed encroachment provides written consent to the proposal, the application will be considered by Council on the basis that that adjoining property owner is not affected. If no written consent is provided, then the Council will consider any comments raised by that property before deciding whether to grant a licence.

## **2. Issuing a licence**

- 2.1. Encroachments that are operating in accordance with the conditions of an existing licence issued prior to this policy may continue under the conditions of that licence.
- 2.2. Any property owner seeking to occupy or use legal road for exclusive private purposes must apply to the Council as landowner of the road for an encroachment licence and pay the relevant fee. Examples of activities that require a licence include - buildings and structures, gates and fences, retaining walls, tree or shrub planting, landscaping (where an applicant has requested to plant in the road reserve) etc.
- 2.3. If the Council approves the application, a licence to occupy is issued to the property owner, that will set out the details and conditions attached to the encroachment.
- 2.4. All licences are subject to standard conditions as detailed in the licence agreement.
- 2.5. If in doubt as to whether an encroachment licence is needed, the applicant should contact the Council.

## **3. Terms and conditions**

- 3.1. The ability of the members of the public to have right of access is fundamental.
- 3.2. A licence to occupy is only issued to a property owner and cannot be transferred. It may be revoked by the Council by giving one month's written notice to the licence holder.
- 3.3. The licence is not transferable and when a property is sold, the new owner will need to apply for a new licence. A new licence will be issued to the new owner, provided there are no outstanding issues with the encroachment. This means:
  - any structure should be in good repair.
  - all fees should have been paid.
  - the selling owner must not be in breach of the terms of the licence.
- 3.4. Encroachment licence (licence to occupy) that is issued to a property owner will be recorded on the Land Information Memorandum (LIM) for that property. However, the encroachment structure is not recorded on the Certificate of Title for the property.
- 3.5. Any costs associated with the installation and ongoing maintenance of the encroachment is at the cost of the property owner.
- 3.6. The property owner is responsible for any costs of damage to Council owned property associated with the encroachment.

- 3.7. The property owner is responsible for costs associated with the reinstatement of road reserve once an encroachment ceases. Any remedial works will be undertaken by a Council approved contractor at the full cost to the property owner.
- 3.8. An encroachment licence may cease or be required to cease where:
- the property owner surrenders the licence.
  - any associated costs remain unpaid.
  - breach of licence conditions occurs.
  - a review of the licence finds that the encroachment is no longer feasible in accordance with this policy due to changed circumstances or the need to use the road reserve for any other primary purpose.
- 3.9. An encroachment licence does not waive the need for any other relevant regulatory requirement including building consent and resource consent. The applicant will have to obtain all necessary consents and other requirements prior to the encroachment licence being issued.
- 3.10. Other special conditions may be applied to a licence on a case-by-case basis.

## **4. Compliance and monitoring**

- 4.1. Erecting a structure on legal road (including the road reserve) without Council approval is a breach of section 357 of the Local Government Act 1974 and breach of the Public Places Bylaw 2023 and can lead to prosecution.

## **5. Fees**

- 5.1. Fees and charges for encroachment licences are set as part of an Annual Plan or Long Term Plan process and are detailed in the relevant Schedule of Fees and Charges. The fees and charges are revised on an annual basis.
- 5.2. The following fees and charges are applicable for existing and proposed legal road encroachments.
- A non-refundable application fee for assessing an encroachment application.
  - An annual fee for licence to occupy if the encroachment application is approved.

## **6. Application Process**

1. Submit a complete application form with fee. Application forms are available on the Council's website.
2. Application with adequate information to assess the proposed encroachment, for example – relevant plans and site photos.
3. Council acknowledges the application and may request additional information.
4. Council inspects the proposed encroachment site.
5. Council sends a letter granting or declining licence to occupy. If granted, the letter includes a licence and an aerial photograph showing the encroachment.
6. The applicant must, if they have not already, obtain any required regulatory consents.
7. The licence is signed, witnessed and returned to Council. Council signs the licence and a copy is sent to the applicant for their records. Note, construction cannot start until the licence is executed.

## 7. References

Local Government Act 1974 section 357 (1)(a)	<a href="https://www.legislation.govt.nz/act/public/1974/0066/latest/DLM420720.html">https://www.legislation.govt.nz/act/public/1974/0066/latest/DLM420720.html</a>
Local Government Act 2002 section 10	<a href="https://www.legislation.govt.nz/act/public/2002/0084/latest/DLM171803.html">https://www.legislation.govt.nz/act/public/2002/0084/latest/DLM171803.html</a>
Waitomo District Council's Land Transport Bylaw	<a href="https://www.waitomo.govt.nz/council/publications/bylaws/">https://www.waitomo.govt.nz/council/publications/bylaws/</a>
Waitomo District Council's Public Places Bylaw	<a href="https://www.waitomo.govt.nz/council/publications/bylaws/">https://www.waitomo.govt.nz/council/publications/bylaws/</a>

**DRAFT**

# **Waitomo District Council**

## **Stock Underpass Policy**

---



First adopted	<b>28 May 2009</b>
Last Reviewed	<b>October 2024</b>
Review Date	<b>October 2027</b>
Associated documents	<b>Stock Underpass Installation – Application Form, Memorandum of Encumbrance, Building Consent – Application Form</b>
Responsibility	<b>General Manager - Infrastructure Services</b>

## Contents

<b>INTRODUCTION   KUPU ARATAKI .....</b>	<b>4</b>
<b>PURPOSE AND SCOPE   TE ARONGA ME TE KORAHİ .....</b>	<b>4</b>
<b>DEFINITIONS   NGĀ WHAKAMĀRAMATANGA .....</b>	<b>4</b>
<b>POLICY   KAUPAPA HERE .....</b>	<b>5</b>
1. Policy principles .....	5
2. General Conditions .....	5
3. General Construction Requirements .....	6
4. Backfilling .....	7
5. Road Sealing .....	7
6. Roadside Barrier Rails .....	8
7. Fencing, Roadside Stock Control and Barriers .....	8
8. Funding .....	8
9. Memorandum of Encumbrance .....	9
10. Application Process .....	9
11. Appendices .....	9
12. References .....	9

## INTRODUCTION | KUPU ARATAKI

Waitomo District Council (WDC) owns 459.2km of sealed roads and 546.5km of unsealed roads in the district (this does not include areas of paper road). As the land and the airspace above it is owned by the Waitomo District Council, any person who seeks to install a stock underpass will require authorisation from the Council (the landowner).

The need for the policy is to ensure installation of stock underpasses are designed and installed to the required standard meeting to withstand traffic loading, road safety and engineering requirements. This policy describes the terms and conditions and process to obtain authorisation and the Council's criteria to approve the stock underpass application and grant the required building consent.

Key legislation applicable to the policy are –

- Section 10 of the Local Government Act 2002 – this enables the Council to meet the current and future needs of communities for good quality local infrastructure.
- Local Government Act 1974 – this gives Councils general powers in respect of roads
- This policy supports Waitomo District Council's Land Transport Bylaw 2024 as the regulatory requirement for encroachment licences in Waitomo District.

## PURPOSE AND SCOPE | TE ARONGA ME TE KORAHĪ

### Purpose

To provide a framework for clarifying the requirements for stock underpasses on local roads and enable a streamlined process in management of stock underpasses in the Waitomo District.

### Scope

1. This policy applies to any proposed stock underpass under all local roads within the Waitomo District.

## DEFINITIONS | NGĀ WHAKAMĀRAMATANGA

<b>Approval</b>	means approved in writing by an authorised officer of Waitomo District Council
<b>Council</b>	means the Waitomo District Council.
<b>Legal Road</b>	has the same meaning as road in the Local Government Act 1974 (Section 315). In short, it covers the total area of land between road and adjoining property boundaries including: <ul style="list-style-type: none"> <li>• carriageway (formed road intended for vehicles)</li> <li>• footpath including kerb and channelling, bridges gates, drains and other places within legal road intended for use by the public</li> </ul>

- cycle ways and cycle paths
- land that is legally designated as road but is not currently formed as carriageway or footpath (road corridor, unformed or paper road)
- subsoil below the legal road
- airspace above the legal road

**Road** has the meaning given to it by Part 1 section 2 of the Land Transport Act 1998.

**Stock** includes any cow, bull, ox, heifer, steer, sheep (includes any ram, ewe, wether, lamb) goat or kid, horse, donkey, mule, calf, boar, sow, pig, llama, alpaca or deer of any kind, but excludes any animal that is under harnessed control.

**Stock Underpass** A structure constructed to permit passage of stock beneath a road.

## POLICY | KAUPAPA HERE

### 1. Policy principles

- 1.1. Waitomo District Council as the landowner of legal roads has the discretion to consent to a stock underpass. Nothing in this policy requires Council to grant or decline an underpass application.

#### Guidance note:

An applicant intending to install a stock underpass that crosses under a Council road is advised, in the first instance, to contact the ~~Manager~~ Roading Manager, Waitomo District Council, PO Box 404, Te Kuiti, telephone (07) 878 0800 to make an appointment to inspect the likely site. An early indication of Council's requirements will be established, and this will assist in the official application for the installation of a stock underpass. A standard application form has been developed for this purpose (attached at Appendix A).

The initial site inspection and processing of the application form and approval of concept construction drawings will be undertaken free of charge.

### 2. General Conditions

- 2.1 A building consent is required for the underpass structure. This must be applied for with WDC Building Control through the online building consents system Objective Build and has a 20 working day processing timeframe.
- 2.2 A formal application on the attached form (Appendix A), together with plans and specifications detailing the proposal shall be submitted to the ~~Chief Executive~~ General Manager – Infrastructure Services, Waitomo District Council, PO Box 404, Te Kuiti, for approval.

- 2.3 A one month approval period shall be allowed for within the applicant's programme. The applicant shall be responsible for making ~~contact with all service authorities and obtaining location plans for water services, telephone, electricity and all other under and above ground services and overhead plants to ensure all possible conflicts with the work are identified~~sure all of the requirements for the building consent and underpass application are met.
- 2.4 During the course of all works within the road reserve the applicant is responsible for making good at own cost all damage to and refund Council the costs of subsequent reinstatement of services.

### 3. General Construction Requirements

- 3.1 The underpass shall be designed so that the minimum cover retained over the top of the structure below the road surface is not less than 400mm.
- 3.2 The minimum length of an underpass at right angles shall be 12 metres, with at least a 3 metre clearance to be maintained between the edge of seal and the end of the underpass on each side. The minimum length is set at 6 metres either side of the road centreline. Therefore if an underpass does not run perpendicular to the road centreline the minimum length shall be increased to gain the full 6 metre clearance.
- 3.3 However, where the centreline of a formed road does not correspond with the centreline of the road reserve, it will be treated on its own merits and the final length of the structure shall be as approved by the ~~Group Roading Manager: Assets.~~
- 3.4 Each application will be dealt with on its own merits, with the final total length of a stock underpass being determined by the following factors:
- Roding hierarchy
  - Sealed or unsealed road
  - Seal width
  - In-situ soil conditions
  - Construction of wingwalls
  - Roadside drainage requirements
  - Traffic safety/ risk assessment
  - Any other factors Council deems necessary for consideration in order to ensure the structural integrity of the road.
- 3.5 In the case of a sealed road the trafficked road shall comprise the width of the seal.
- 3.6 Where the road is unsealed a carriageway of 6 metres shall be allowed for.
- 3.7 A full design specification for the underpass shall be submitted with accompanying confirmation by a chartered professional engineer that the design is adequate to withstand applied traffic loads and other normal applied loads. The stock underpass structure shall at minimum be capable of carrying maximum Class I traffic loadings.
- 3.8 Supply and installation shall be carried out as per manufacture's specifications, plans and producer statement for the structures used to form the underpass.
- 3.9 Tests (at the applicant's expense) shall be carried out by a chartered engineer on the subgrade prior to the placement of the units or pipes to ensure that the bearing capacity complies with the design requirements and the results submitted to Council with the final as-built plans.
- 3.10 The groundwater level shall be below the invert level of the structure at all times during construction.
- 3.11 The excavation and installation of the underpass shall be carried out by a competent contractor familiar with ~~Transit New Zealand~~NZTA specifications, safety procedures and relevant health and safety legislation which shall all be adhered to.
- 3.12 Council will consider temporary road closure for one day if warranted. All costs associated with temporary road closure including detour signing to Council's approval and the payment of newspaper advertising will be the applicant's responsibility. The contractor/applicant shall

submit a Traffic Management Plan to the ~~Group-Roading~~ Manager: ~~Assets~~ for approval, ~~105~~ working days prior to work commencing.

- 3.13 Before any work commences within the road reserve a completed and signed Memorandum of Encumbrance (refer attachment). The Encumbrance will include any further conditions that Council may wish to apply. Approval for proceeding with construction will be given in writing.
- 3.14 The applicant shall obtain all resource and building consents required for the installation of the underpass eg; disposal of stormwater etc, at their own expense. No construction will be allowed to proceed until all such consents have been obtained.
- 3.15 The site shall be signed and fenced as per the ~~Transit New Zealand~~ NZTA's Code of Practice for Temporary Traffic Management (CoPTTM) i.e., Road Works, Temporary 30 km/hr, Metal Surface Signs, etc, until all works on the road have been completed.
- 3.16 Drainage with sufficient capacity to drain the underpass shall be installed at the site.
- 3.17 The structures installed shall take into account the likely scouring of fill batters, and shall provide protective work (e.g. wingwalls) to prevent or minimize the effects of the scouring and subsequent damage to the road.
- 3.18 The installation contractor shall provide a producer statement (PS4) confirming on completion of all works that installation complies with all conditions laid down in the plan and specifications.
- 3.19 Upon satisfactory completion of the stock crossing, the applicant agrees to maintain the structure, drainage and fencing, and agrees to undertake the requisite cleaning and maintenance of the underpass invert. The application shall maintain the reinstated carriageway for a period of 12 months from the date of the final reinstatement whereafter normal carriageway maintenance will revert to Council.

#### 4. Backfilling

- 4.1. Backfill shall be imported material comprising well-graded aggregate free of organic material and generally with a maximum particle size of 65mm. In no case shall excavated material be used as backfill except with express written permission of the ~~Engineering and Contracts~~ Roading Manager.
- 4.2. Backfill shall be placed in level layers no greater than 300mm of uncompacted thickness. Appropriate mechanical compaction shall be applied evenly to each layer before process to the next layer. Excavation of the road shall be wide enough to ensure compaction plant can access and compact the material surrounding the underpass satisfactorily.
- 4.3. Backfill shall only be placed by the applicant to a level and compacted, 400mm below the adjacent sealed surface. The road construction above this level shall be done by a Council Approved Contractor and shall at minimum be identical in design to the surrounding road. The proposed road design has to be submitted to the ~~Engineer and Contract~~ Roading Manager for approval.

#### 5. Road Sealing

- 5.1. All reinstatement of the road surface shall be at the cost of the applicant.
- 5.2. Reinstatement of the road surfacing to a standard comparable to that of the site prior to excavation shall be done by a Council approved contractor. All joints are to be sawcut to ensure smooth transitions.



## 6. Roadside Barrier Rails

- 6.1. The applicant shall, at the time of construction, install barrier rails sufficient to warn approaching traffic of the hazard, identify the position of the underpass and reduce the possibility of vehicles leaving the road and dropping into the openings adjacent to the road. The end of the barriers shall also be marked with bridge end hazard markers approved by the Council.

## 7. Fencing, Roadside Stock Control and Barriers

- 7.1. Adequate fencing and gates shall be supplied and installed by the applicant to control stock movements when entering and leave the underpass and prevent the escape of stock onto the roadside.
- 7.2. All costs associated with the installation and maintenance of this fencing within the road reserve shall lie with the applicant and work shall be done to ensure stock control is maintained to the satisfaction of the Council at all times.
- 7.3. This work will also include the provision of all required sight rails and Armco barriers as determined by the ~~Engineer and Contracts~~Roading Manager.

## 8. Funding

- 8.1. ~~This Controlling Authority Share is subsidised through NZTA as part of the Land Transport Programme as a Minor Improvement project. Stock underpasses are a qualifying activity within the Work Category 341, however they are not a priority in the GPS (Government Policy Statement on land transport) 2024.~~
- 8.2. ~~WDC's 341 works programme does not currently include Stock Underpass installations, therefore no funding is available through Council.~~
- 8.3. ~~The GPS and Council work programmes are reviewed every 3 years.~~
- 8.4. Each application will be treated on its own merits and granting of such subsidies will depend on the amount of funding available ~~and the current GPS within Council's current Minor Safety Works budget and may from time to time require Council approval.~~
- 8.5. Financial assistance will be based on NZTA Programme & Funding Manual and in order to qualify for such consideration, NZTA requires the form of structure not exceed the cost of an equivalent 3.0m x 2.2m box structure (unless specifically approved by NZTA). Thus, maximum allowable funding will be based on the NZTA equivalent structure.
- 8.6. Funding will be based on the NZTA formula, for example:

Controlling Authority Share (CAS) =  $0.05 \times t$  (on roads having less than 500 Annual Average Daily Traffic (AADT)) where:

- CAS = maximum subsidy of 25% (on roads have greater than or equal to 500 AADT)
- CAS = road controlling authority's contribution to the total construction cost of an access structure on an existing road (in percent)
- t = annual average daily traffic volume of the road in question

## 9. Memorandum of Encumbrance

9.1. It is a requirement that a Memorandum of Encumbrance be registered on the titles of the affected properties. The Memorandum of Encumbrance is to include the following information:

- Legal description of the properties
- Type of stock underpass (pipe, precast box etc)
- Construction material (concrete, steel etc)
- Dimensions of structure
- Depth of cover over the structure
- Design loading data
- Location (~~ward~~, road, rapid no.)

9.2. All costs relating to the registration of the Memorandum of Encumbrance are the responsibility of the applicant.

## 10. Maintenance

10.1. Any repairs to the stock access structure may be included in work category 114: Structures maintenance. However, at a minimum, the landowner will be responsible for the cost of:

- maintenance of the track through the structure
- associated drainage and fencing
- the repair of any damage to the structure caused by the landowner's use or activity.

## 11. Application Process

1. Submit a completed application form. Application forms are available on the Council's website.
2. Application with adequate information to assess the proposed underpass, for example – relevant plans and site photos.
3. Council acknowledges the application and may request additional information.
4. Council inspects the proposed underpass site.
5. Council sends a letter granting or declining the installation of the underpass subsequent to any building or resource consents and traffic management plans.
6. The applicant must, if they have not already, obtain any required regulatory consents. Note, construction cannot start until all consents are granted and traffic management plans approved.

## 12. Appendices

1. Appendix A - Stock Underpass Installation – Application Form.
2. Appendix B – Memorandum of Encumbrance.

## 13. References

Local Government Act 1974 section 357 (1)(a)	<a href="https://www.legislation.govt.nz/act/public/1974/0066/latest/DLM420720.html">https://www.legislation.govt.nz/act/public/1974/0066/latest/DLM420720.html</a>
Local Government Act 2002 section 10	<a href="https://www.legislation.govt.nz/act/public/2002/0084/latest/DLM171803.html">https://www.legislation.govt.nz/act/public/2002/0084/latest/DLM171803.html</a>
Waitomo District Council's Land Transport Bylaw	<a href="https://www.waitomo.govt.nz/council/publications/bylaws/">https://www.waitomo.govt.nz/council/publications/bylaws/</a>
Waitomo District Council's Public Places Bylaw	<a href="https://www.waitomo.govt.nz/council/publications/bylaws/">https://www.waitomo.govt.nz/council/publications/bylaws/</a>

**DRAFT NOT COUNCIL POLICY**  
**Waitomo District Council**

**Road Naming Policy**

---

DRAFT

DRAFT

<b>First Adopted:</b>	[insert date]
<b>Review History:</b>	
<b>Date of Next Review:</b>	(3 yearly) [insert date]
<b>Responsibility:</b>	General Manager Strategy and Environment
<b>Adopted by:</b>	Council (date of adoption)

## Contents

<b>INTRODUCTION   KUPU ARATAKI .....</b>	<b>4</b>
<b>PURPOSE AND SCOPE   TE ARONGA ME TE KORAHİ .....</b>	<b>4</b>
<b>DEFINITIONS   NGĀ WHAKAMĀRAMATANGA.....</b>	<b>4</b>
<b>POLICY   KAUPAPA HERE .....</b>	<b>5</b>
1. Procedure for naming a new road .....	5
2. Renaming an existing road .....	6
3. Naming of private ways.....	6
4. Property addressing .....	6
5. Relevant documents .....	7
<b>SCHEDULE 1   ROAD NAMING STANDARDS.....</b>	<b>8</b>

## INTRODUCTION | KUPU ARATAKI

Waitomo District Council is responsible for the naming of roads and numbering of land and buildings under the Local Government Act 1974 (LGA 1974). Road names and property numbers are used for the accurate and quick identification of properties. It is essential that properties have a formal and unique address by which they can be identified.

The Road Naming Policy (the Policy) formalises the process and creates certainty for applicants, Council, and the wider community.

A standard for street addressing has been developed by ICSM (Intergovernmental Committee on Surveying and Mapping), AS/NZS 4819:2011 – Australian /New Zealand Standard – Rural and urban addressing and released for local governments and other organisations to voluntarily adopt. Council has chosen to adopt the standard as the base criteria, along with additional guidelines to be used throughout the Waitomo District.

## PURPOSE AND SCOPE | TE ARONGA ME TE KORAHĪ

1. The purpose of this Policy is to provide a process for naming roads in the Waitomo District.
2. To Policy applies to the naming and renaming of roads.
3. The Council has full discretion in deciding road names and may determine that a road name is not required.
4. This Policy applies only to formed roads and will not apply to unformed roads or paper roads unless deemed necessary by Council.
5. Naming a private way does not mean the Council is accepting responsibility for that private way, other than ensuring its name is in line with the Policy and to update Land Information New Zealand (LINZ).
6. The Policy covers the addressing and numbering of property.

## DEFINITIONS | NGĀ WHAKAMĀRAMATANGA

<b>Applicant</b>	An individual or entity making an application. This may include Council, a consent holder, or the part developing the infrastructure including but not limited to a developer.
<b>Council</b>	Waitomo District Council.
<b>LGA</b>	Local Government Act 1974
<b>Mana whenua</b>	The indigenous people (Māori) who have historic and territorial rights over the land.
<b>Private way</b>	Roads and accessways as defined under section 315(1) of the Local Government Act 1974 and includes right-of-ways, common access lots, retirement village roads.
<b>Road</b>	Road as defined in section 315 of the Local Government Act 1974 and includes access ways and service lanes as defined in section 315, any square and any public place intended for the use of the public generally.
<b>Road Types</b>	Road types in accordance with the Australian/New Zealand Standard on Rural and Urban Addressing AS/NZS 4819:2011 (outlined in Schedule 1 below).



## POLICY | KAUPAPA HERE

**1. Procedure for naming a new road**

*Note: all applications to name or rename a road must follow this general procedure as well as additional steps set out in applicable sections of this Policy.*

- 1.1. To name a new road, the applicant must apply to Council using the prescribed form (*form description*).
- 1.2. The application must explain and provide evidence that the proposed name reflects one or more of the following:
  - a) The local identity
  - b) The historical significance of the location
  - c) The cultural significance to mana whenua
  - d) People important in the history of the area
  - e) Events, people and places significant to a community or communities locally, nationally or internationally; and/or
  - f) Flora and fauna significant or important to the history of an area
- 1.3. Where there is a theme or grouping of names in an area, names submitted should have an appropriate association with other names in the area.
- 1.4. Road names and their type must meet the criteria set out in Schedule 1.
- 1.5. Applicants must provide Council with a preferred name and at least one alternative option for naming a public road.
- 1.6. The General Manager Strategy and Environment will review any application and present options and recommendations to Council for consideration. Suggested names should be sent to Land Information New Zealand (LINZ) prior to approval by Council for advice in relation to the AS/NZS 4819:2011 Addressing Standard.
- 1.7. Decisions on naming or renaming any road or officially naming private way will be made by Council resolution. As soon as practicable, a copy of the relevant resolution must be sent to the Registrar-General of Land and the Surveyor General in accordance with section 319a of the LGA 1974.
- 1.8. **Consultation**  
Prior to making an application to name a public road, applicants are required to consult with local mana whenua and Te Nehenehenui. Council can provide contact information for this purpose.
- 1.9. Applicants must provide an opportunity for mana whenua to provide a response regarding:
  - a) Identify if the area has cultural significance; and
  - b) Provide a recommended name suitable to the geographical area; and
  - c) Offer any relevant feedback to the applicant.
- 1.10. Applicants must provide evidence of engagement and feedback from mana whenua in writing.
- 1.11. The applicant may also wish to consult with local historians, community groups, and members of the public as appropriate.
- 1.12. **Cost allocation**
- 1.13. For new roads and subdivisions, the applicant shall pay Council for the required signage and installation.
- 1.14. Where new roads are being built and named by Council, Council shall meet the cost of signage and installation.

- 1.15. Where a developer has erected their own ornamental signage or nameplate in addition to the standard street sign, and that ornamental signage is damaged or stolen, Council shall not be responsible for the cleaning, maintenance, repair, or replacement.
- 1.16. Where an application is made to change the name of an existing road, any associated costs shall be borne by the applicant unless a historic error is being corrected.

## **2. Renaming an existing road**

- 2.1. Road names are intended to be enduring and should only be changed when absolutely necessary. Such circumstances could include:
  - a) The change is required to correct a spelling mistake.
  - b) Two or more road names in the district have the same spelling or sound causing confusion.
  - c) To prevent confusion following major changes to road layout.
  - d) To assign different names to separate ends of a road with a permanently impassable section somewhere along the length.
  - e) A geographical correction is required.
  - f) A road name has changed or been corrupted over time. The name and spelling that is currently in use should be adopted rather than trying to reinstate an old name.
  - g) The current road name is culturally inappropriate.
  - h) Where changes to the road suffix is required.
- 2.2. Members of the public may request for Council to change the name of an existing road by following the same application process above (section 2). An alternative naming option need not be supplied when the request is only to make a spelling or geographical correction.
- 2.3. In addition to the above process (section 2), Council will consult with residents and business owners on the road to seek their feedback on any proposed changes.
- 2.4. A change in name will only be made if the Council consider that the change will result in a clear benefit to the community taking into account the economic, social, cultural and environmental impact of the decision to the community, stakeholders and residents on the road.

## **3. Naming of private ways**

- 3.1. Council does not have any statutory power to allocate names to private ways. However, if an applicant wishes to officially name a private way, the name must not be offensive or a duplicate of any other road name in the District.
- 3.2. Council has no responsibility for the signage, maintenance, or upkeep of any private way.

## **4. Property addressing**

- 4.1. Council may allocate a number to any area of land or building or part of a building within its district and may change the number allocated to any such area of land or building.
- 4.2. Road numbers will be assigned within the standards set out in the Australian/New Zealand Standards: Rural and urban addressing – AS/NZS 4819:2011.
- 4.3. Rural roads will usually be numbered using the Rural Address Property Identification (RAPID) scheme a distance-based address numbering method. Rural roads are generally defined through the zoning of a property and neighbouring properties in the District Plan.
- 4.4. Rural and urban roads will generally be numbered consecutively from the start of the road, with odd numbers on the left and even on the right.

- 4.5. If the zoning of a property changes, consideration will then be given to the suitability of the current numbering and renumbering may be required.
- 4.6. Council does not normally number properties off a private way where there are fewer than 6 separate dwellings (for more than this a road name and associated property numbering is required in accordance with the National Standards 4.2.2). Numbering is instead from the adjoining, officially named road which gives access to the private way. Council will give consideration to issuing separate numbers, only if the private way is officially named. Numbers will only be issued once the road name has been accepted through a resolution of the Council.
- 4.7. In all cases where Council decides to renumber a road or private way, property owners and residents affected by the renumbering will be given a minimum of one month's notice.

## **5. Relevant documents**

- 5.1. This Policy should be read and applied alongside the following:
  - AS/NZS 4819:2011 – Australian /New Zealand Standard — Rural and urban addressing.
  - Local Government Act 1974 – sections 319, 319A and 319B

## SCHEDULE 1 | ROAD NAMING STANDARDS

1. The National Standards for road naming (AS/NZS 4819:2011), should be adhered to when developing proposed road names for consideration. Exceptions can be made where there is particular significance of a name, but only after seeking a recommendation from LINZ. These include the following requirements:
  - a) Not be duplicated in Waitomo, and consideration of any neighbouring district.
  - b) The length of the name should preferably be short (15 or fewer characters), especially for short roads for mapping purposes.
  - c) When a personal name is used, consideration should be given to using only the surname.
  - d) The use of hyphens to connect parts of names should be avoided. Either run together if applicable or use two separate words.
  - e) Be single words to avoid mapping problems.
  - f) Be easy to spell and pronounce.
  - g) Not sound similar, or be similar in spelling, to an existing road name.
  - h) Not include a preposition, e.g. Avenue of the Allies.
  - i) Cardinal points of the compass as a prefix or suffix should not be used.
  - j) Not be abbreviated or contain an abbreviation. Excepting in the case of "St" can be used for "saint" and 'Mt' can be used for "mount". 'Maunga' must not be abbreviated or combined with 'Mt' e.g. Maungawhau' not 'Mt Maungawhau'.
  - k) To ensure clarity, accents should not be used, except for the use of macrons for Māori words.
  - l) Not be in poor taste or likely to cause offense.
  - m) The possessive or plural apostrophe shall not be used (i.e. Lawson Rd rather than Lawson's Rd, though an apostrophe can be used for a name like O'Connor).
  - n) Not lead with 'The'. An exception to this is the use of 'Te' in Te Reo Māori names.
  - o) The road type should appropriately match the definition of the suffix, with reference to the below:

Road type	Abbreviation	Description	Open-ended	Cul-de-sac	Pedestrian only
<b>Alley</b>	Aly	Usually narrow roadway in a city or towns	√	√	
<b>Ara</b>	Ara	Road –option to be used as a prefix for Te Reo Māori or Moriori road names	√	√	√
<b>Arcade</b>	Arc	Covered walkway with shops along the sides			√
<b>Avenue</b>	Ave	Broad roadway, usually planted on each side with trees	√		
<b>Boulevard</b>	Blvd	Wide roadway, well paved, usually ornamented with trees and grass plots	√		
<b>Circle</b>	Cir	Roadway that generally forms a circle; or a short enclosed roadway bounded by a circle	√	√	
<b>Close</b>	Cl	Short enclosed roadway		√	

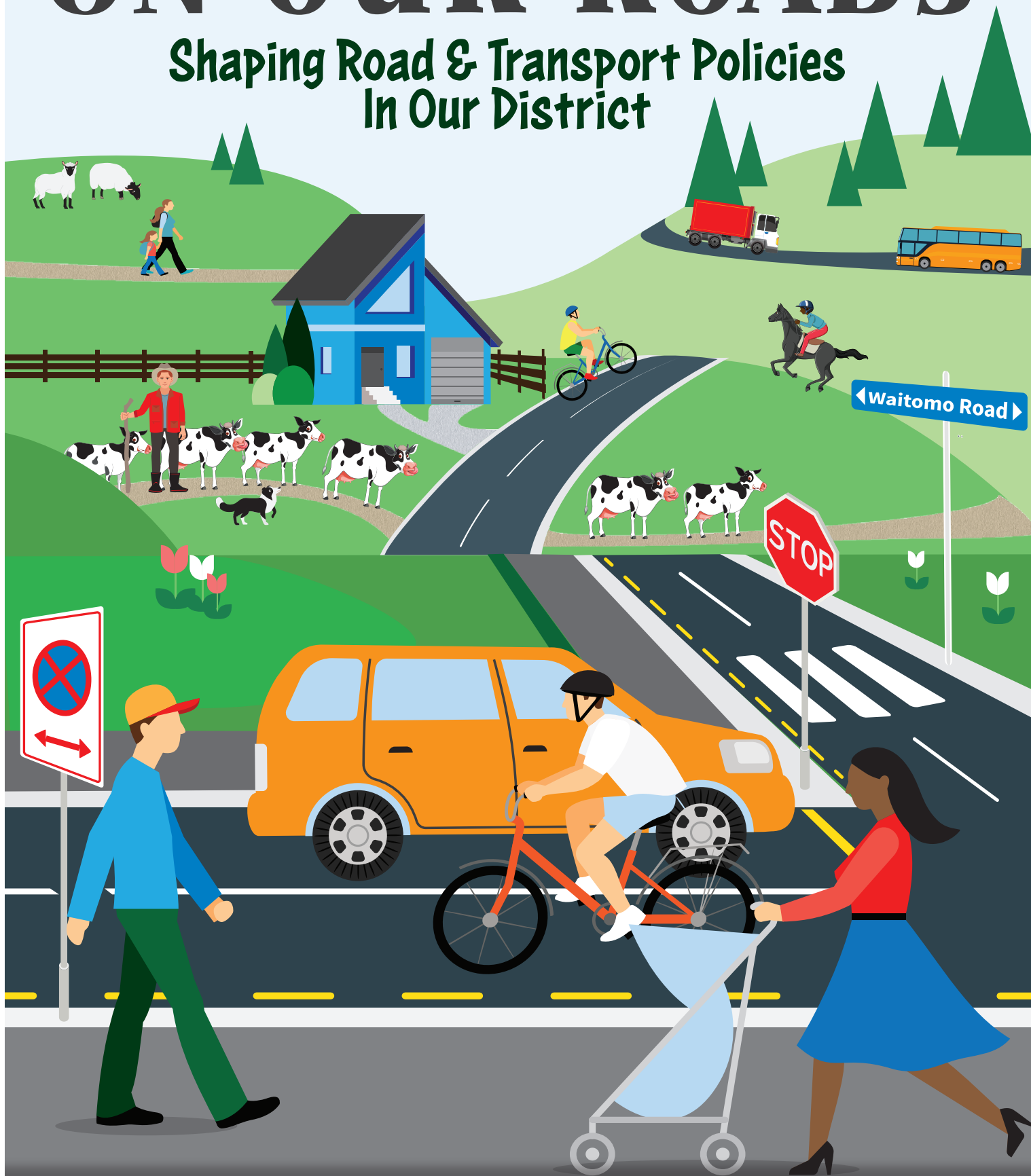
<b>Court</b>	Crt	Short enclosed roadway, usually surrounded by buildings		√	
<b>Crescent</b>	Cres	Crescent shaped roadway, especially where both ends join the same thoroughfare.	√		
<b>Drive</b>	Dr	Wide main roadway without many cross-streets	√		
<b>Esplanade</b>	Esp	Level roadway along the seaside, lake, or a river	√		
<b>Glade</b>	Gld	Roadway usually in a valley of trees	√	√	
<b>Green</b>	Grn	Roadway often leading to a grassed public recreation area		√	
<b>Grove</b>	Grv	Roadway that features a group of trees standing together		√	
<b>Highway</b>	Hwy	Main thoroughfare between major destinations	√		
<b>Lane</b>	Lane	Narrow roadway between walls, buildings or a narrow country roadway	√	√	√
<b>Loop</b>	Loop	Roadway that diverges from and rejoins the main thoroughfare	√		
<b>Mall</b>	Mall	Wide walkway, usually with shops along the sides			√
<b>Mews</b>	Mews	Roadway in a group of houses		√	
<b>Parade</b>	Pde	Public roadway or promenade that has good pedestrian facilities along the side	√		
<b>Place</b>	Pl	Short, sometimes narrow, enclosed roadway		√	
<b>Promenade</b>	Prom	Wide flat walkway, usually along the water's edge			√
<b>Quay</b>	Qy	Roadway alongside or projecting into the water	√	√	
<b>Rise</b>	Rise	Roadway going to a higher place or position	√	√	
<b>Road</b>	Rd	Open roadway primarily for vehicles	√		
<b>Square</b>	Sq	Roadway which generally forms a square shape, or an area of roadway bounded by four sides	√	√	
<b>Steps</b>	Stps	Walkway consisting mainly of steps			√
<b>Street</b>	St	Public roadway in an urban area, especially where paved with footpaths and buildings along one or both sides	√		
<b>Terrace</b>	Tce	Roadway on a hilly area that is mainly flat	√	√	
<b>Track</b>	Trk	Walkway in natural setting			√
<b>Walk</b>	Walk	Thoroughfare for pedestrians			√
<b>Way</b>	Way	Short enclosed roadway		√	√
<b>Wharf</b>	Whrf	A roadway on a wharf or pier	√	√	√

This table is referenced from AS/NZS 4819:2011 Appendix B Road Types – New Zealand.



# ON OUR ROADS

## Shaping Road & Transport Policies In Our District





# What's This Document All About?

Waitomo District Council has a bylaw and related policies that are either new or need reviewing. As these all relate specifically to our district, and how we use our roads and footpaths, we're putting them out for consultation to the community. This package is called – **On Our Roads**.

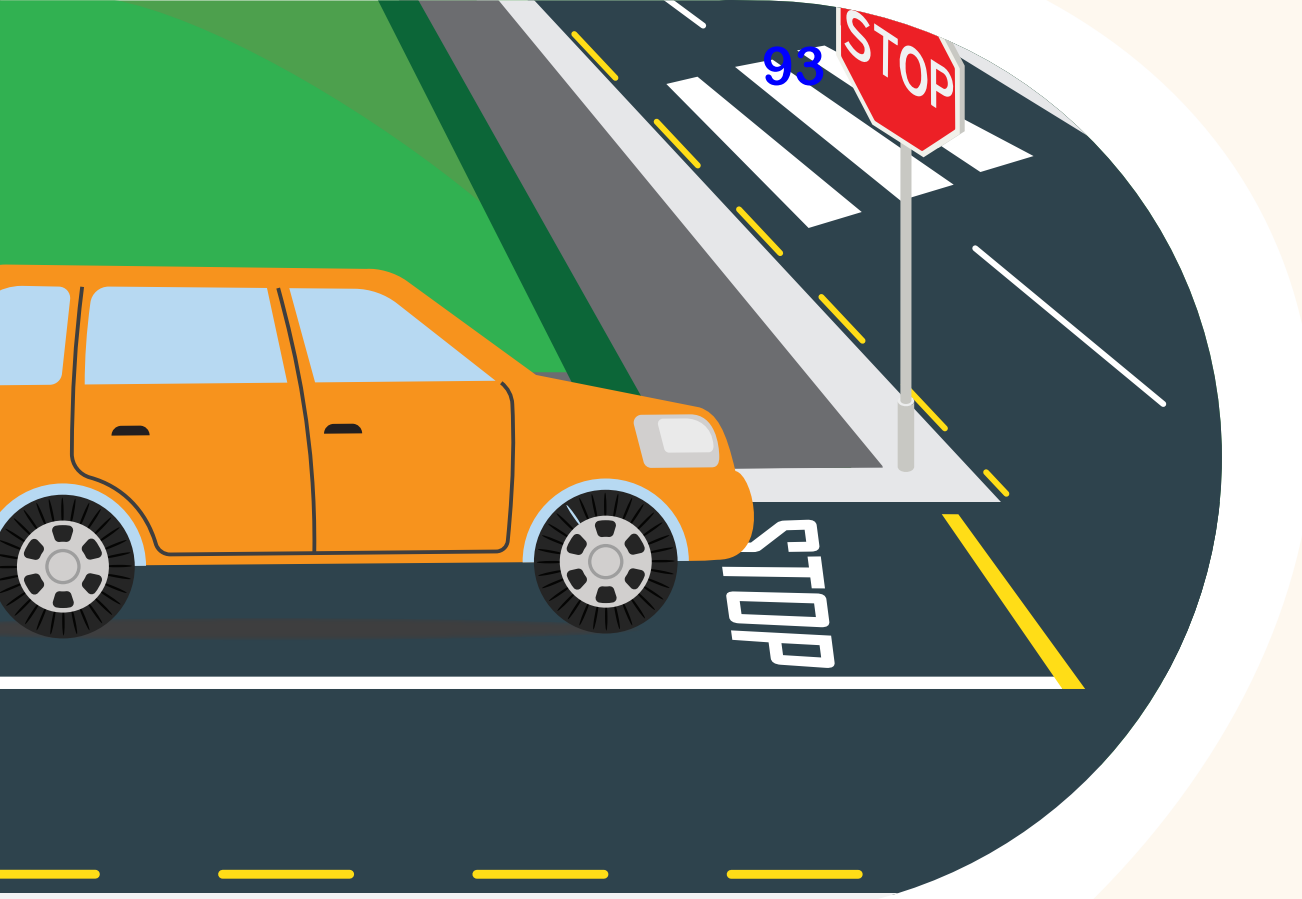
The draft policies under review are:

Policy	Brief Explanation	Where to find it in this document	Submission Form
Land Transport Bylaw	Applies to the management of all roads in the district, covering the control of physical roads, traffic and vehicles on road, and stock on roads.	Page 2	Page 7
Road Encroachment Policy	Describes when encroachment on a road or road reserve will be permitted and under what circumstances.	Page 3	Page 8
Stock Underpass Policy	Outlines conditions and requirements that must be met when installing a stock underpass.	Page 4	Page 9
Road Naming Policy	Sets the rules and requirements for naming new roads and renaming existing roads.	Page 5	Page 10



**ON OUR ROADS** will be open for consultation from **31 OCTOBER - 2 DECEMBER, 2024.**

Don't miss out on the chance to  
**"HAVE YOUR SAY"**



# Land Transport Bylaw Review

## WHAT IS THE LAND TRANSPORT BYLAW?

The Land Transport Bylaw 2015 gives clarity to the public about the use of roads in the district. It restricts certain activities or permits traffic movements and control.

*NOTE: Previously the Bylaw covered the management of speed limits throughout the district. However, speed limits are now set at a national level, so this section has been removed and not part of this consultation.*

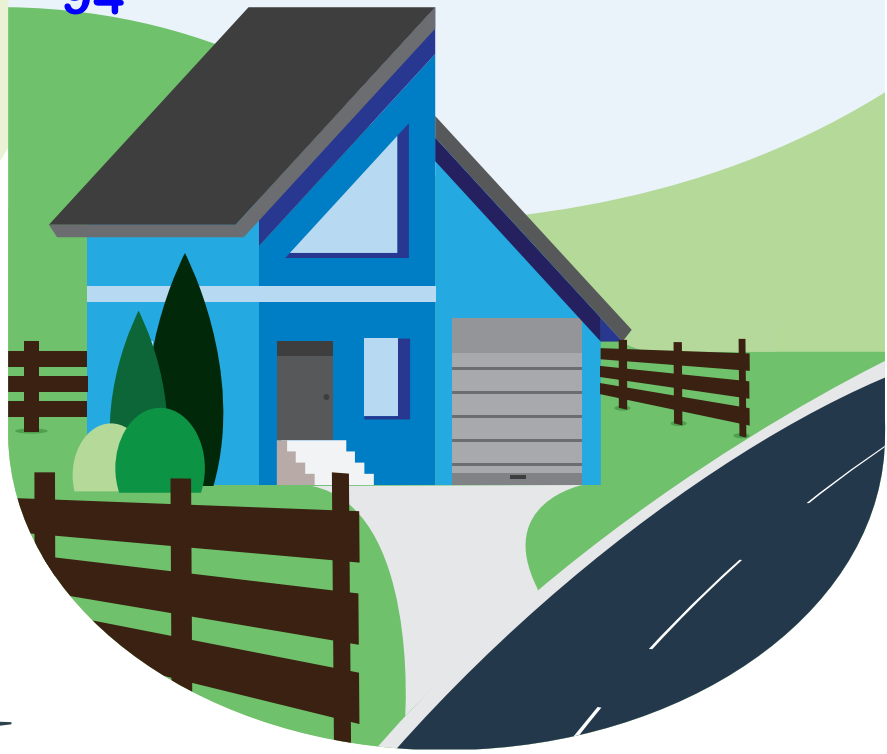
**HAVE YOUR SAY,**  
either on our website  
or using the submission  
forms at the end of this  
document.

**Please read our  
Review Of Land  
Transport Bylaw  
- Statement of  
Proposal document  
for full details.**

**Download** the Draft Land Transport Bylaw Statement of Proposal document on our **website**.

Or view the **printed version** at the back of this document.

Then share your thoughts with us. Your feedback is essential in making sure it reflects the current needs of our community.



# Road Encroachment Policy

Road encroachments occur when public access to local roads are restricted or an area of a road has been occupied for private use. Examples include a fence or building being built on road reserve, or a driveway extending onto the road.

Road encroachments are illegal under the Local Government Act 1974, but local councils are enabled by the Act to approve encroachments where they deem them appropriate or justified.

As it stands, WDC has processes in place for managing road encroachments, but no formal policy. The draft Road Encroachment Policy provides a streamlined process for the requirement and management of encroachments in the Waitomo District.


**This policy applies to** any proposed encroachments on or under all local roads within the Waitomo District.

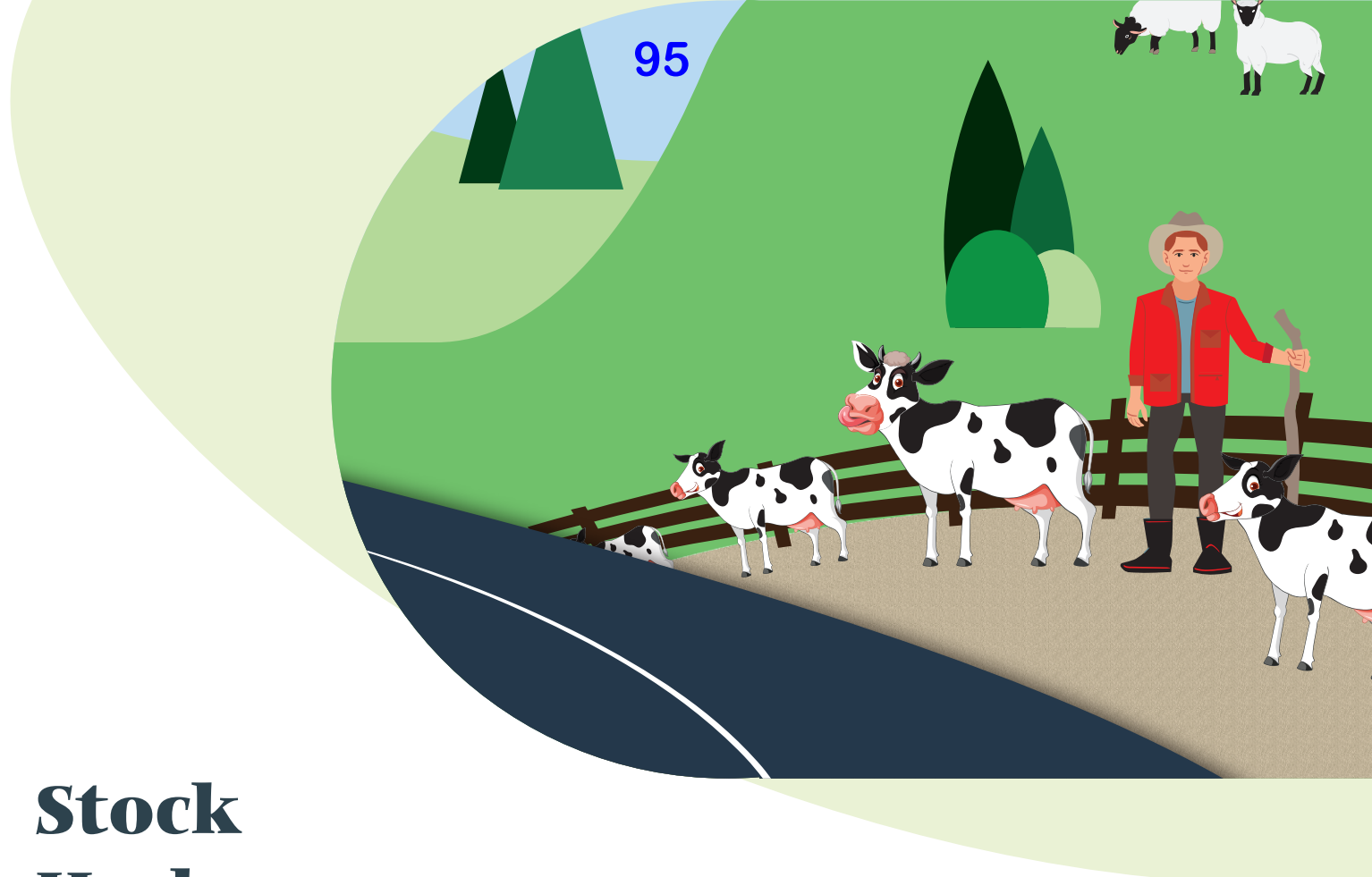
This includes:

- structures above roads, such as balconies or awnings,
- structures built or placed on roads, and
- subsoil structures, such as building foundations or underground tanks.

**This policy does not apply to** activities and structures of utility companies, as they have different statutory rights.

**HAVE YOUR SAY,**  
either on our website  
or using the submission  
forms at the end of this  
document.

Download the full Draft Road Encroachment policy document on our website 



# Stock Underpass Policy

Waitomo District Council (WDC) owns 460km of sealed roads and 553km of unsealed roads in the district (this does not include areas of paper road).

Installation of any stock underpasses under any local roads within the district must gain approval from Council as the local road controlling authority.

The need for the policy is to ensure installation of stock underpasses are designed and installed to the required standard to withstand traffic loading, road safety and engineering requirements.

For more details relating to how, when, where etc, these can be found in the Stock Underpass Policy document.

The terms and conditions outlining the legislation for Stock Underpasses are set out in the Bylaw.

The policy has been reviewed to ensure it is fit for purpose.

**HAVE YOUR SAY,**  
either on our website  
or using the submission  
forms at the end of this  
document.

Download the Draft Stock Underpass Policy document on our website




# Road Naming Policy

Waitomo District Council has not previously had a policy or set process for the naming of roads in the district. This means that there is no guidance or standard rules to follow when a new road name is required, other than the national naming standard.

We don't have a large number of new developments in Waitomo, but when new roads are created it is good to make sure we are naming them consistently and appropriately.

This new draft Road Naming Policy outlines the process and requirements for naming new roads when they are established. It also provides for circumstances where an existing road may be renamed.

Download the full Draft Road Naming policy document on our website 

**HAVE YOUR SAY,**  
either on our website  
or using the submission  
forms at the end of this  
document.

# How to Have Your Say

1. Visit our website, fill out the individual online submission form and submit it from there.  
**[waitomo.govt.nz/council/haveyoursay](https://waitomo.govt.nz/council/haveyoursay)**

Or...

2. Print out this document and fill in a **paper form** (on the following pages), and return it/them to Council.

**ON OUR  
ROADS**

will close for consultation on

**2 DECEMBER  
2024**

Sub Num. COUNCIL USE

**Road Naming Policy "Have Your Say!"**

**FORMAL SUBMISSION FORM**

You can share your views by:

- Completing this submission form and returning it to us by:
  - o Visiting our Customer Service Centre on Rora St, Te Kūiti
  - o Emailing it to: [haveyoursay@waitomo.govt.nz](mailto:haveyoursay@waitomo.govt.nz) (scan and pdf or take a photo)
  - o Posting to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our website: [www.waitomo.govt.nz/council/haveyoursay](https://www.waitomo.govt.nz/council/haveyoursay) and filling in an online submission form.

**SUBMISSIONS CLOSE XXX**

NAME Joe Bloggs PHONE 123 456 789

ADDRESS 1234 Waitomo Road

EMAIL me@myaddress.com

1. my thoughts are...

2. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

5. \_\_\_\_\_

6. \_\_\_\_\_

**Submission  
Forms >**



## FORMAL SUBMISSION FORM

## Land Transport Bylaw "Have Your Say!"

You can share your views by:

- Completing this submission form and returning it to us by: 2 December 2024
  - o **Visiting** our Customer Service Centre on Rora St, Te Kūiti
  - o **Emailing** it to: [haveyoursay@waitomo.govt.nz](mailto:haveyoursay@waitomo.govt.nz) (scan and pdf or take a photo)
  - o **Posting** to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our **website**: [www.waitomo.govt.nz/council/haveyoursay](http://www.waitomo.govt.nz/council/haveyoursay) and filling in an online submission form.

SUBMISSIONS CLOSE 2 DECEMBER 2024

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

EMAIL \_\_\_\_\_

1. Do you have any feedback on the clauses (section 5) relating to activities on or near roads?

---



---

2. Do you have any feedback on the clauses (section 6) relating to traffic?

---



---

3. Do you have any feedback on the clauses (section 7) relating to animal and stock on roads?

---



---

4. Do you agree with the proposed horse-riding restrictions (Schedule G)?

☐ Yes ☐ No

If 'no', why not? \_\_\_\_\_

---



---

5. Do you have any feedback on the schedules (A – J)?

---



---



---

# FORMAL SUBMISSION FORM

# Road Encroachment Policy “Have Your Say!”

## You can share your views by:

- Completing this submission form and returning it to us by: 2 December 2024
  - o **Visiting** our Customer Service Centre on Rora St, Te Kūiti
  - o **Emailing** it to: [haveyoursay@waitomo.govt.nz](mailto:haveyoursay@waitomo.govt.nz) (scan and pdf or take a photo)
  - o **Posting** to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our **website**: [www.waitomo.govt.nz/council/haveyoursay](http://www.waitomo.govt.nz/council/haveyoursay) and filling in an online submission form.

**SUBMISSIONS CLOSE 2 DECEMBER 2024**

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

**ADDRESS** \_\_\_\_\_

EMAIL \_\_\_\_\_

**Do you have any feedback or suggestions on this policy?**

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

# Stock Underpass Policy “Have Your Say!”

- Completing this submission form and returning it to us by: 2 December 2024
  - o **Visiting** our Customer Service Centre on Rora St, Te Kūiti
  - o **Emailing** it to: [haveyoursay@waitomo.govt.nz](mailto:haveyoursay@waitomo.govt.nz) (scan and pdf or take a photo)
  - o **Posting** to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our **website**: [www.waitomo.govt.nz/council/haveyoursay](http://www.waitomo.govt.nz/council/haveyoursay) and filling in an online submission form.

**SUBMISSIONS CLOSE 2 DECEMBER 2024**

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

EMAIL \_\_\_\_\_

**Do you have any feedback or suggestions on this policy?**

[illegible]

## FORMAL SUBMISSION FORM

# Road Naming Policy “Have Your Say!”

### You can share your views by:

- Completing this submission form and returning it to us by: 2 December 2024
  - o **Visiting** our Customer Service Centre on Rora St, Te Kūiti
  - o **Emailing** it to: [haveyoursay@waitomo.govt.nz](mailto:haveyoursay@waitomo.govt.nz) (scan and pdf or take a photo)
  - o **Posting** to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our **website**: [www.waitomo.govt.nz/council/haveyoursay](http://www.waitomo.govt.nz/council/haveyoursay) and filling in an online submission form.

**SUBMISSIONS CLOSE 2 DECEMBER 2024**

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

EMAIL \_\_\_\_\_

### 1. Do you agree with the approach for naming new roads?

☐ Yes ☐ No

If 'no', why not? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### 2. Do you agree with the approach for re-naming existing roads?

☐ Yes ☐ No

If 'no', why not? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### 3. Do you have any other feedback or suggestions?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_