

5. Other Issues

5.1 Introduction

In addition to issues that arise in particular parts of the District (discussed in Part 3 of the Streetscape Strategy) and issues that relate to users (considered in Part 4 of the Streetscape Strategy) specific matters have arisen over time that require assessment. These arise from the effects of particular activities that generate high levels of traffic (vehicle and pedestrian) and requests that the Council receives to use areas within streets for private use. These matters are dealt with in this part.

5.2 Significant Land Uses

5.2.1 Education and Day Care Activities

The arrival and departure of children from schools, kindergartens and day care centres is a potentially hazardous activity. This is exacerbated by the concentration of activity over a short time period. The past twenty years has seen a reduction in walking and cycling to school and increased use of motor vehicles for drop off and pick up.

Various measures have already been adopted to reduce the risk of injury to children during these times. Considerable effort is made by schools with pedestrian crossings being controlled, and reduced tolerance by Police to exceeding of the speed limits of vehicles past schools. Further initiatives are required to strengthen the work already carried out.

Policy 16 The Council will enhance the safety of children in the vicinity of schools, kindergartens and child care facilities by:

- (a) Implementing safety enhancements on key walking and cycling routes to and from these activities including provision of cycle lanes.**
- (b) Promoting use of Day-Glo jackets by children walking to preschool and primary school.**
- (c) Encouraging schools and preschools to implement a traffic safety plan, providing for the safe movement of children, vehicles and buses.**
- (d) Where appropriate, introducing and encouraging policing of school zones within which slower speed limits apply and/or less tolerance is given to drivers who travel above the posted speed limit.**
- (e) For education facilities, encouraging at existing sites, and requiring at new sites, provision for the on-site drop off and pick up of students by both car and bus.**

5.2.2 Churches, Funeral Parlours, Hospitals and Rest Homes

All of these activities share a common feature in the form of vehicle parking with peak parking demand often exceeding parking available on site. For churches and funeral parlours problems arise during services. It is frequently not known how many people will attend funerals, weddings or other special occasions, but when numbers are high, drivers of vehicles will frequently park in locations that are inappropriate or inconvenient to others. If the site is on an arterial road, or services are taking place at a time when traffic volumes are higher than normal the impact can be greater.

During visiting times at hospitals and rest homes, parking demand exceeds what is provided on-site. Kerbside parking is then utilised in adjoining streets, frequently to the annoyance of residents in that locality. Similarly, staff associated with such activities frequently park their vehicles on nearby streets, rather than on the site where the activity is undertaken. The Council recognises that such activities are legally established, and will seek to work with them to alleviate the effects arising from these issues.



Policy 17 The Council will:

- (a) Encourage activities that attract high numbers of vehicles over limited periods of time to have in place contingency plans so as to minimise adverse impacts on surrounding areas.**
- (b) Reassess the requirements for visitor and staff parking for hospitals and rest homes, and if appropriate amend the requirements of the District Plan.**
- (c) In cases where local residents express concern at the impact of activities on roadside parking in their area, seek to resolve those issues with the management of those facilities.**

5.2.3 Commuter Parking

Commuter parking in Gore is becoming more noticeable over recent time. Areas available for free parking near the centre of town and streets such as Fairfield Street are filling with parking by workers early in the day. Provided that parking continues to be available for those persons coming to town on business the Council does not view this issue with concern. It will require ongoing monitoring and if necessary the introduction of time or metered parking restrictions in areas where Council considers short term parking should be given priority. Clause 3.4 Parking of the Roding Bylaw 2011 is used to regulate areas where parking restrictions apply. Any changes to the current free parking areas would be undertaken by amending that bylaw.



Policy 18 The Council will:

- (a) Monitor use of roadsides and free parking areas within Gore to ensure that parking is conveniently available for those seeking short term parking in the town.
- (b) In consultation with adjacent land owners and occupiers amend where appropriate any controls on parking.
- (c) Amend the Land Transport Bylaw 2008 where changes are required to the areas where restrictions on parking apply.

5.3 Utilities and Other Structures in Legal Roads

Roadways within Gore and Mataura are used for locating necessary infrastructure and providing other utilities which provide public benefit. These include:

- Water, sewage and stormwater infrastructure with associated pump stations.
- Power lines and telephone cables, some of which are overhead and others underground.
- Post and telephone boxes.
- Telecommunication installations.
- Directional and regulatory road signage.
- Rubbish bins.

Various statues are also located in roadways in Gore and Mataura. In the future there is also the possibility of cable TV, high speed internet cables and speed or security cameras also occupying roadways.

All of these utilities and structures are seen by the community as necessary or desirable. However, they can give rise to adverse effects on the movement of people and vehicles and create an adverse visual impact. In some cases national legislation, such as National Environmental Standards under the Resource Management Act 1991 and the Utilities Act 2010, allows structures to occupy the legal roadway, including traffic signage and telecommunication facilities.

Subject to conditions existing power lines are able to be upgraded and extended without the need for any approvals. This limits the extent to which the Council can manage such installations.

Policy 19 In relation to utilities and other services in legal roads, the Council will:

- (a) Require all new infrastructure cabling to be located underground within residential and commercial areas and along main arterial routes within urban areas.**
- (b) Promote the undergrounding of existing infrastructure cabling within residential and commercial areas and along main arterial routes within urban areas where practical.**
- (c) Ensure that any above ground infrastructure, including cabinets and poles, do not interfere with the movement of pedestrians or by their location and size, create a hazard to road users.**
- (d) Require fast food outlets to provide refuse disposal bins on roadways in the vicinity of their premises.**
- (e) Assess on a case by case basis the appropriateness of erecting statues on public roads.**

5.4 Encroachments onto Legal Roads

5.4.1 Occupation of Legal Roads by Planting

A number of property owners have extended plantings on their land onto the adjoining legal road. In some cases such planting extends to the footpath edge, while in other cases where there is no footpath, plants extend to the edge of the sealed road surface. Such plantings, if of suitable species and appropriately maintained, enhance both the adjoining property and the general streetscape. This can have both public and private benefit.

Provided that public safety is not compromised, for example, by restricting views of motorists or interfering with the movement of people along the road edge, then planting in this manner is considered acceptable. The erection of fences or hedges, or structures within the legal road is not supported. That in effect privatises the land, bringing benefit without appropriate cost to the adjoining land owner.

Where owners wish to extend planted areas in this way there shall be a licence to occupy entered into with the Council and subject to such conditions as may be agreed. Conditions are likely to relate to:

- The species and associated impacts on any underground services.
- The height of plantings that may be appropriate.
- Provision for ongoing maintenance.
- Removal of plantings on sale of the land, unless the new owner agrees to continuation of conditions.

No annual fees will be charged to occupy land in this way.



Policy 20 In considering any request to provide planting on legal road by adjoining property owners or interest groups the Council shall give regard to:

- (a) The function of the road and the level of use it receives.
- (b) Any impacts on the movement of vehicles, cyclists, pedestrians and other users of that road.
- (c) Potential road safety issues that may arise as a result of any planting.
- (d) The character of the road and adjoining sites, and how any proposed planting will impact on that character.
- (e) How the planting will integrate with the general streetscape and any other such planting or trees on the roadway in the locality.
- (f) Planting of avenues of identical trees rather than a variety of species types and sizes.
- (g) Whether the planting will give rise to shading or icing of the roadway.
- (g) Effects the planting may have on the life and maintenance of the adjacent road infrastructure.

5.4.2 [Utilising Legal Roads for Vehicle Parking](#)

Most streets have sufficient width to enable property occupiers to park vehicles on the formed legal road outside of their property. Periodically, the Council receives requests to modify the existing roadside to provide further parking. This occurs most often in residential areas where a strip of grass is located between their property boundary and the formed carriageway.

It is the Council's view that where vehicle parking cannot be located on the formed roadway it should, where practicable, be provided on private property. Only in exceptional circumstances would the Council allow grassed areas to be converted to street-side parking. The Council will however, consider individual requests on a case by case basis.



Policy 21 In considering any request to provide parking on legal roads by adjoining property owners or interest groups the Council shall give regard to:

- (a) The function of the road and the level of use it receives.
- (b) The practicality of providing vehicle parking on the adjoining property.
- (c) The size of the area subject to the request, and the need for that area for the intended use.
- (d) Possible traffic calming options for the street and the means by which these can provide for, or remove the need for, additional vehicle parking.
- (e) Any impacts on the movement of vehicles, cyclists, pedestrians and any other users of that road.
- (f) The character of the road and adjoining sites, and how any proposed changes will impact on that character.
- (g) How change will impact on the general streetscape.

- (h) The ground surface to be created, and the means by which runoff will be disposed. (Note that sealing is preferred as gravel can spill out onto the road and create a nuisance).
- (i) Action that can be taken to off-set the loss of natural and permeable ground conditions, including payment of a financial contribution to provide streetscape enhancements in that or any other location.