

STAFF REPORT

TO: Chairman & Members, Engineering Services Committee

FROM: Steve Elkington Road Asset Engineer

REFERENCE:

DATE: 20 January 2005

SUBJECT: RAPID Numbering - Road Name Changes

PURPOSE

To recommend to the Committee that approval be given to proceed with the public consultation process of the following:

1. That various road names for unformed roads in Golden Bay be deleted from Council's road name database to prevent confusion for emergency responses;
2. That the two sections of State Highway 60 between Riwaka and Collingwood simply known as SH 60 be given local names and the short section of State Highway known as Copenhagen Street at the Collingwood end be incorporated into the preceding road name section.

BACKGROUND

A copy of this report was presented to the Golden Bay Community Board in December 2004, and the Board approved the report, requesting that it go to public consultation.

Pete Inwood, Council's Corporate Information Administrator, who is managing the RAPID implementation programme, has requested Council's roading department review all road names to ideally ensure:

- Firstly, all road names are unique and not duplicated elsewhere in the district;
- Secondly, to have removed from the "Authoritative Streets and Places Database" administered by Land Information New Zealand (LINZ), local road names where no actual formed maintained road exists;
- Thirdly, that some rationalisation of local road names occurs where there are some short sections of roads that are no longer referred to, but instead known as the name of the rest of the route, for example McLure Street Seaford which is known as Pakawau Bush Road.
- Fourthly, with regard to State Highway 60, there is a need to rename sections that are generically named as SH 60. The reason for this is there are several

sections which are remote from each other along the route and therefore effectively have the same name.

1. Road Name Duplication – District Wide

A check of all duplicated names in the district has been undertaken. There are no roads affected in Golden Bay.

Most of the duplicate roads are geographically separate (for example there are two William Streets, one in Collingwood and the other in Richmond) therefore it is proposed that no change to these roads takes place, as the amount of effort required to consult locals and go through the road name adoption policy is not efficient use of Council resources.

Also a number of the duplicated road names refer to formed roads on public land administered by LINZ (forestry roads) and in these cases Council will endeavour to have LINZ change them.

2. Unformed Roads Golden Bay - Road Names (See aerial photos attached Appendix 1)

Rural addressing is initially to be undertaken in Golden Bay and Council's Corporate Information Administrator has requested that all of the unformed roads that are named be removed from the LINZ database known as "Authoritative Streets and Places Database". This database is required for legislation purposes and all road names registered are shown on this database, including unformed named roads.

Why remove these names? The main reason is that the emergency services refer to LINZ "Authoritative Streets and Places Database" and therefore pick up on these unformed named roads without realising that they are not formed.

There are approximately 33 named paper roads in the Golden Bay area that are not formed. A list of these road names and aerial photos of their location are appended to this report (See Appendix 1).

Solution – Ensuring Road Names Are Not Lost

The aim is to remove these names from the LINZ Database referred to above and create a **Historic Road Name Database** within the Council's own system, to ensure these names are not lost. Also, the road names will not be lost as these will remain on land survey plans. However, as these roads are formed the existing road name would then be used instead of a new name being adopted.

3. Rationalising Road Names on Main Routes

TDC Roads (See Aerial Photos Attached Appendix 2)

Gibbs Road - Collingwood

This road is split into two parts. It is proposed to call the short section off Elizabeth Street "Gibbs Road North". There are only five residents affected at this end as

opposed to the southern end. The residents will need to be contacted first before any changes made.

Old Topsail Street - Collingwood

This is a short section of road at the intersection of Lewis and Washington Streets, which it is proposed be removed as a name, and the section of road be incorporated as part of both Lewis and Washington Streets, presently RAMM treats Old Topsail Street as such.

Wellington Terrace - Collingwood

There are no addresses on this section of road that is otherwise known as Collingwood Bainham Main Road.

The road would become known as Collingwood Bainham Main Road as recognised in RAMM.

Nelson Terrace - Collingwood

A short section of road between Poplar Lane and Collingwood Puponga Road, this road is otherwise known as Collingwood Bainham Main Road

The road would become known as Collingwood Bainham Main Road as recognised in RAMM. There are only a few affected property owners including DoC.

McLure Street – Seaford

This short section of road between Collingwood Puponga Main Road and Pakawau Bush Road is generally referred to as Pakawau Bush Road and recognised as such in RAMM. There are a number of addresses on this section of road and residents will need to be contacted first before any changes made. McLure Street would therefore become known as Pakawau Bush Road.

Leichardt Street - Seaford

The short section of this road between McLure Street and Pakawau Bush Road is generally referred to as Pakawau Bush Road and recognised as such in RAMM. There are no addresses on this section of road. Leichardt Street would therefore become known as Pakawau Bush Road and the unformed section would have its road name revoked as for other paper roads in Appendix 1.

Layard Street Seaford

This is a short section of road between McLure Street, or otherwise known as Pakawau Bush Road, and Collinson Street in Seaford. This road is generally referred to as Collingwood Puponga Main Road and recognised as such in RAMM. There are only a few addresses on this section of road and residents will need to be contacted first before any changes made. Layard Street would therefore become known as Collingwood Puponga Main Road.

Limestone Road – Kaihoka Lake

This road is referred to as Kaihoka Lakes Road under RAMM and maintained as such. There are no residential addresses on this road. Limestone Road would therefore become known as Kaihoka Lakes Road.

State Highway 60 *(See Attached Appendix 3)*

The reason for considering renaming two sections of State Highway referred to as SH 60, is to provide unique names that are meaningful and more importantly will allow unique addresses. If the two sections simply referred to as SH 60 were to remain this would create confusion for two similar addresses on geographically separate sections of the same road.

SH 60 - From Riwaka Kaiteriteri Road to Uruwhenua Road

The proposal is to split this 33.4 km section of road into two giving each section a unique name. The road name split would occur at the boundary between Motueka and Golden Bay Wards. The road section on the Motueka side would be approximately 13 km whereas the Golden Bay section would be 21 km.

Therefore the section of SH 60 from Riwaka Kaiteriteri Road to the ward boundary on Takaka Hill could be known for example as Riwaka –Takaka Hill Highway, whereas the section to Uruwhenua Road may be known as Takaka Hill - Uruwhenua Highway.

A further possibility may be to name the hill as one road, ie end of Main Road Riwaka to Aaron Creek Road be known as Takaka Hill Highway, and revoke West Road and Takaka Nelson Main Road, then rename from Aaron Creek Road to Willow Street as Takaka Valley Highway.

SH 60 (From Waitapu Wharf Road to Excellent Street) and Copenhagen Street

The proposal is to rename this road section which is approximately 22.7 km long by giving it a unique local name, for example Takaka - Collingwood Highway.

Further to renaming the above section of SH 60, it is further proposed to extend the road section through to the end of the highway thereby deleting Copenhagen Street.

Copenhagen Street presently extends from Excellent Street to Wellington Terrace, a length of approximately 774 metres. There is only one address on Copenhagen Street. The land owner will be contacted to allow them to present a submission if they wish.

COMMENT

The process for changing and deleting road names requires firstly, one of Council's standing committees to approve the recommendation for the Special Order process to be instigated.

The Special Order process requires that all affected property owners be advised of the proposed changes allowing them to furnish a submission. A further requirement is for the changes to be publicly advertised and for the consultation process to extend for one month in which submissions can be received.

Depending on whether any submissions are received, a working group made up of Councillors would be set up to hear the submissions and then make a recommendation to the full Council for final approval.

RECOMMENDATION

That the Engineering Services Committee approve this report and the public consultation process proceed.

Steve Elkington
Road Asset Engineer