

From: [BDC Lgoima](#)
To: [REDACTED]
Subject: Official Information Transfer Request for Information - Okari Road, Cape Foulwind Ref: 065/21
Date: Thursday, 4 November 2021 1:32:00 pm
Attachments: [image003.png](#)

Dear [REDACTED]

We refer to your official information request dated 11 October 2021 for information re Okari Road, Cape Foulwind.

Waka Kotahi – New Zealand Transport agency forwarded your request for information to the Buller District Council (BDC) as it is the Road Controlling Authority (RCA) for Okari Road.

Under the One Network Road Classification (ONRC) it is considered an access road (Fig1). Changing conditions around land use (i.e. traffic volumes, surrounding land development etc) do impact on a road classification. If some of the consents are successful in the area then the classification may change to secondary collector. These classifications are informed by traffic volumes and traffic composition etc. i.e the Cycle Trail and Westland Mineral Sands (WMS) activities would lead to changes in pedestrian and heavy vehicle use etc.

4

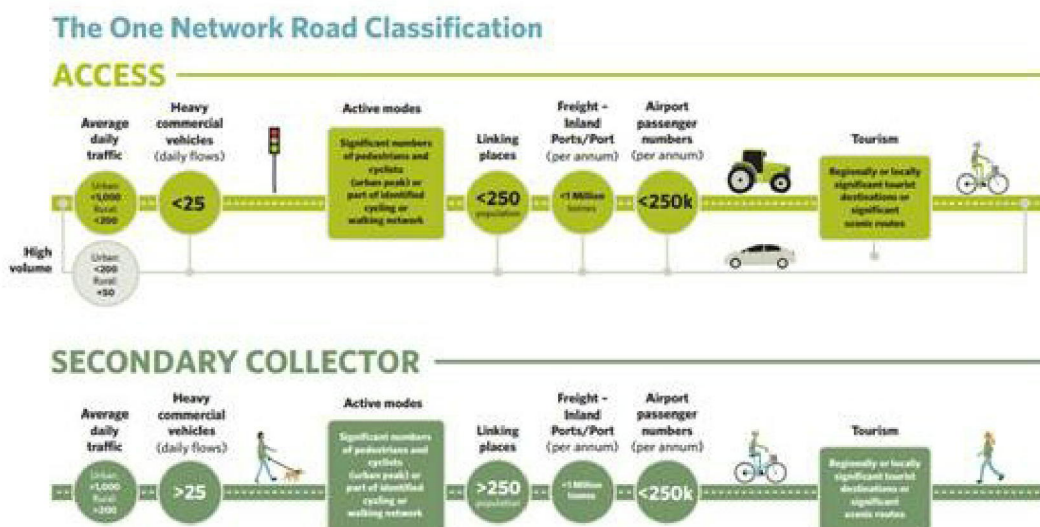


Fig 1: ONRC Access & Secondary Collector

<https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONRCPMsgeneralguide.pdf>

Waka Kotahi are transitioning the strategic transport planning framework from the ONRC to the One Network Framework (ONF). The One Network Framework is our new national classification system. It will be used to determine the function of our roads and streets, and inform decision making. The new One Network Framework acknowledges the transport network has a 'Place' function. This means roads and streets are destinations for people, as well as transport corridors. The new framework also introduces classifications for different modes of transport, recognising that our roads and streets have different functions for different modes. The ONF evolves the One Network Road Classification to a two-dimensional classification focused on Movement and Place. The ONF recognises that shared, integrated planning approaches between transport and land-use planners will result in better outcome. Under this framework the three relevant sections of Okari Road would be considered peri urban transferring through to rural further down the road.

All road information data is recorded in our Road Assessment and Maintenance Management system (RAMM). Under RAMM the road is broken into several Route Position sections (RP) with it starting at Tauranga Bay 0-100m,100-1536m,1536-2081 and so on.

RP Section	Average Daily Traffic	Date last measured
0-100m	210	2010
100-1536m	102	2019
1536-2081m	56	2020

Road construction methods used are standard and accepted practice civil construction methods; building a road in layers with appropriate aggregate size which are then compacted prior to commencing the next layer. Geometric design allows for shaping and formation of the road surface with each successive layer, including shoulders, through to the final surface material. These are then sealed or maintained with unsealed running pavement as it is on sections along Okari Road.

The road sections directly affected by the WMS proposal were upgraded as part of a subdivision and are deemed to be two lane road. The RAMM records list width as 6.2m for the two sections that were upgraded. As deemed two lane there is no requirement for pull off bays however in the consent documents supplied the speed limit for the heavy units is proposed at 50km/h with no trucks to be passing on Okari Road. Specifications for subdivision and roading new builds are guided by specifications in NZS 4404:2010 - Land development and subdivision Infrastructure.

The WMS consent movements is for up to 40 truck movements per 24 hours. By default up to 20 of these movements will be empty on the return journey from Westport and not at the 30 ton weight noted.

None of the BDC traffic counts have recorded 418 vehicles per day. There is current heavy truck movements on Okari Road; including general farming traffic and Westland Milk Products milk tankers. The road is part of an inspection programme to ensure the road is able to handle these loadings.

A large proportion of the West Coast road network is close or near to the coast (both BDC and NZTA). Coastal roads are at constant risk from erosion either by coastal changes or by rivers and streams.

The roads are inspected on a regular frequency with additional inspections undertaken as required following storm events etc. Maintenance is completed as required. If you observe particular damage or immediate risk of damage to the network please lodge a service request with the BDC customer services team.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

If you wish to discuss this decision with us, please feel free to contact the Buller District Council by return email to lgoima@bdc.govt.nz.

Please note that it is our policy to proactively release our responses to official information

requests where possible. Our response to your request will be published shortly at <https://bullerdc.govt.nz/district-council/your-council/request-for-official-information/responses-to-igoma-requests/> with your personal information removed.

Kind regards

Michael Duff | Group Manager Infrastructure Services
DDI 037889646 | Mobile 027 543 9604 | Email Michael.Duff@bdc.govt.nz

Buller District Council | Phone 0800 807 239 | bullerdc.govt.nz
PO Box 21 | Westport 7866

Community Driven | One Team | Future Focused | Integrity | We Care

Email Disclaimer: This correspondence is for the named person's use only. It may contain confidential or legally privileged information or both. No confidentiality or privilege is waived or lost by any mistransmission. If you receive this correspondence in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or relay any part of this correspondence if you are not the intended recipient. Any views expressed in this message are those of the individual sender, except where the sender expressly, and with authority, states them to be the views of Buller District Council.

