

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON TUESDAY 21 NOVEMBER 2023 AT 9AM.

PRESENT

Councillors P Williams (Chairperson), R Brine, N Mealings P Redmond, J Ward and Mayor D Gordon.

IN ATTENDANCE

Councillors N Atkinson, B Cairns and T Fulton.

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transport Manager), K Simpson (3 Waters Manager), S Allen (Water Environment Advisor), C Fahey (Water and Wastewater Asset Manager), J Recker (Stormwater and Wastewater Manager), K Straw (Civil Project Team Leader), and E Stubbs (Governance Support Officer).

1 APOLOGIES

Moved: Councillor Williams Seconded: Councillor Mealings

That an apology for lateness be received and sustained from Councillor Brine who arrived at 9.45am.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest recorded.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roading Committee held on Tuesday 17 October 2023.

Moved: Councillor Redmond Seconded: Councillor Mealings

THAT the Utilities and Roading Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 17 October 2023, as a true and accurate record.

CARRIED

3.2 Notes of the meeting of the Utilities and Roading Committee held on Tuesday 17 October 2023.

Moved: Councillor Redmond Seconded: Councillor Mealings

THAT the Utilities and Roading Committee:

- (a) **Receives** the circulated workshop notes of the Utilities and Roading Committee held on 17 October 2023.

CARRIED

3.3 Matters arising (From Minutes)

There were no matters arising from the minutes.

4 DEPUTATION/PRESENTATIONS

4.1 Clarkville Hall Committee

Colleen O'Connell and Ian MacDonald from the Clarkville Hall Committee were in attendance to discuss the no-stopping restrictions on Heywards Road adjacent to Clarkville School and Clarkville Hall. I MacDonald presented photographs taken during school drop-off / pickup times which he described as a 'schemozzle' and advised that the Committee supported the staff recommendations that had been presented to the Kaiapoi-Tuahivi Community Board (KTCB).

I MacDonald was concerned that the Ministry of Education (MoE) policy of allowing out of zone enrolments resulted in many cars dropping children to school as they were not eligible for the bus. He believed that the no-stopping restrictions proposed by the Council made the situation safer and expressed concern that the KTCB had rejected the staff recommendations following a presentation by the school principal. I MacDonald tabled a letter he had written to the MoE regarding the impact of out of school enrolments. He also tabled an October School newsletter with a parking update from the Principal which advised that the KTCB had rejected the no-stopping recommendation. He noted that the restrictions put forward by KTCB as an alternative to the staff recommendation would save four carparks, however the problem was bigger than that as there were over 100 cars involved.

I MacDonald advised that he had discussed his concerns with the Principal and there were some solutions that they believed could alleviate the issues including a one-way system and reducing the two bus parking space to one.

Mayor Gordon asked for clarification on which recommendation the Hall Committee supported, and I MacDonald advised it was the recommendation originally presented by staff to the KTCB and not the Board's resolution. It was clarified that the recommendation in the Committee Agenda was the KTCB resolution, and the original recommendation from staff could be found in the staff report.

Councillor Redmond asked what the Hall Committee were doing to assist the difficulties with carparking, and I MacDonald advised that the school were the biggest users of the hall facilities which included the carpark, hall, courts, and park. These were community owned facilities administered by the Committee. The school was charged \$800 per annum to use the facilities. Wear and tear were considerable, and the school did not contribute to upkeep or working bees.

Councillor Ward asked if it would be preferable to have a dedicated carpark such as at Fernside School and I MacDonald agreed it would be preferable, but that would be a MoE decision.

Councillor Mealings commented on the evolution of parking facilities at Ohoka School which had eventuated in acquiring land adjacent to the school for parking. She asked if the school had a drop-off lane.

Councillor Ward and Mealings requested that staff work with the school on options to improve the parking situation.

4.2 Clarkville School Principal

Kris Barrow (Clarkville School Principal) spoke to the Committee regarding the proposed no stopping restrictions on Heywards Road. He advised that he had attended the KTCB meeting and presented his concerns regarding the no stopping restrictions to members.

K Barrow provided some background information regarding the school and parking. After school he managed students and parents crossing the rural road and most motorists were generally supportive and safe. The school was grateful for the use of the hall facilities and noted that around three times a month there was a request for the facilities not to be used for a specific time which he passed onto parents. There had been concerns raised by the Hall Committee around the safety of parents driving, but no specific incidents reported. There was no delineation of parking in the hall carpark and no indication of in/out direction.

K Barrow agreed the parking situation outside the school was not ideal due to the limited space, however he had never observed a parent deliberately driving unsafely. As the carpark was not large, parents were forced to park on the grass berm. Currently parents generally parked within the 40km/h area directly outside of the school or within 50 metres of the sign. If yellow lines were painted on the road across from the school parents would be forced to park further along Heywards Road in the 70km/h area. Other motorists would not expect children to be walking this far from the school with no footpath present. He believed the recommendation from staff would result in unsafe outcomes for the youngest residents of the Waimakariri.

K Barrow expressed concern with information in the staff report including its statement that the school had an increasing roll. This was incorrect, as the school was built for 203 children and currently had a roll of 197 children and there was no intention of growing the roll to over 200 students.

K Barrow advised that he had been working with Peter Daly (Journey Planner/ Road Safety Coordinator) around options for the school and that was progressing well. He encouraged members to consider the children first and suggested that the views of the school in the matter should be priority.

It was clarified that the school supported the resolution that came from the KTCB as presented in the Agenda.

Councillor Redmond asked if K Barrow was opposed to the no-stopping restrictions on the east side of Heywards Road from the intersection of Tram Road to the Clarkville Hall. K Barrow explained that the hedge and berm were overgrown in this location and parking would be better if these were maintained. Initially he had opposed the no-stopping restrictions, however he now agreed with the KTCB recommendation of restrictions from the intersection of Tram Road to the 40km/h school zone signage.

Councillor Redmond asked for clarification on the existence of no stopping restrictions outside the Hall. K Barrow explained there was confusion as there was very little delineation and it was not clear when the carpark became the roadside.

Councillor Redmond asked if the Principal agreed that the pickup/dropoff was a 'schemozzle' as described. K Barrow disagreed stating that it was not ideal and could be improved, and the school was working with P Daly on options to improve the current situation.

Councillor Redmond asked who initiated concerns around safety and K Barrow noted it was the Hall Committee.

Councillor Ward asked if it were possible to open the courts for parking and was advised that was not an option.

Councillor Ward asked if the school could work with the MoE on purchasing adjacent land for carparking and K Barrow agreed that would be useful, however in his conversations with the ministry he had been advised that carparking was the lowest priority for funding.

Councillor Fulton asked what improvements could be made to increase utilisation of buses. K Barrow advised that when the bus was at full capacity there were only 5-6 spaces available, however many parents found it more convenient to drop children to school on their way to work.

Councillor Fulton asked if there was an alternative that could be considered such as a 'bus shuffle' and K Barrow advised that they were looking at initiatives with staff including the removal of a bus bay.

Councillor Mealings asked about parking during events such as prizegiving and K Barrow agreed parking was challenging during events especially if the hall carpark was not available. Parking extended into the 70km/hr zone.

Item 8.1 was taken at this time; the minutes have been recorded as per the agenda.

5 REPORTS

5.1 Cam River Enhancement Fund proposed projects and update – S Allen (Water Environment Advisor)

S Allen spoke to the report noting that it requested that the Committee approve funding for the Cam River Enhancement projects as outlined in the report and note the information on the projects that had been completed. In previous years these reports been presented to the Land and Water Committee, however that delegation was now with the Utilities and Roading Committee. S Allen assured members that the projects would ensure access was maintained for necessary drainage work.

Councillor Fulton asked about other funding available, and S Allen advised that the Waimakariri Water Zone Committee (WWZC) ZIPA had some limited funds and that there was also some of the drainage budget available.

Councillor Fulton asked about engagement with Ngai Tūāhuriri and S Allen explained that in the past the strategy had been developed under a subcommittee and there was also engagement with Ngai Tūāhuriri through the WWZC.

Councillor Williams asked if staff were working in conjunction with Environment Canterbury (ECan) on planting as ECan were spending several million dollars on flood protection. S Allen confirmed that staff were working closely with ECan land and drainage engineers. Many of the projects to be approved for funding were on tributaries to the Cam River.

Councillor Atkinson asked if new stopbanks were being taken into consideration and K Simpson advised in the affirmative.

Councillor Mealings asked if the Cam River Enhancement Fund was specifically for the Cam as there was a special obligation to it, and S Allen agreed that was the case.

Moved: Mayor Gordon

Seconded: Councillor Mealings

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 220526085582.
- (b) **Approves** the funding (\$15,000) of riparian native planting, instream habitat restoration, and fencing of Critical Source Areas located on Tuahiwi Road properties as scoped in the report.
- (c) **Approves** the funding (\$3,000) for the emptying of the sediment trap created by the University of Canterbury on the Middle Brook.
- (d) **Approves** the bank improvements and native planting works (\$11,000) proposed on the South Brook and Cam River, in conjunction with tree removal works under the Central Rural Drainage budget.
- (e) **Approves** the partial funding (\$5,000) to setback an existing fence on the North Brook to fence of Critical Source Areas as part of the North Brook Trail project.
- (f) **Notes** the results of the Cam River Enhancement Fund projects of emptying existing sediment traps, bank reshaping, and road drainage/dust control improvements carried out in autumn 2022.
- (g) **Notes** the Cam River Enhancement Fund fencing policy, attached to this report.
- (h) **Circulates** this report to North Canterbury Fish and Game, Department of Conservation – Rangiora Office, the Waimakariri Water Zone Committee, the Te Ngāi Tūāhuriri Rūnanga – WDC meeting, the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards, and the Central Rural Drainage Advisory Group, for information.

CARRIED

Mayor Gordon supported the work being undertaken and noted the clarification that the works would not interfere with ECan flood protection works. The works had been considered for some time and he acknowledged the work of staff and former Councillor Stewart regarding the Cam River Enhancement Fund.

Councillor Mealings noted that this was a long running project, and it was good to see the improvements. She was very supportive of the work continuing.

Councillor Williams was supportive of the motion; however he had some concerns regarding any planting compromising the ability to get machinery where required to carry out waterway maintenance. He was reassured by staff that this would not happen.

5.2 Rangiora Stormwater Management Plan 2025-40 Work Programme – S Allen (Water Environment Advisor)

S Allen introduced the report noting that it was for information. The Rangiora Stormwater Management Plan was required by 1 January 2025 and the proposed duration was until 2040 which was when the Council intended to meet Land and Water Regional Plan limits. The objective of the plan was to prevent downstream flooding and several projects were anticipated. In the current LTP \$9.4 million was earmarked for stormwater quality improvements.

S Allen advised that workshops had been carried out with the Te Ngāi Tūāhuriri hapū via Mahaanui Kurataiao Ltd, the Rangiora Ashley Community Board and the Waimakariri Water Zone Committee around the timeframe for plan development. An interim plan had been developed and over the next few months projects would be prioritised. A first draft would be presented to the

Runanga in June 2024. Any changes to the budget would require Council approval.

Councillor Williams noted the upcoming work on flood modelling for Rangiora and the Cam River and asked if there was enough time to incorporate information from those investigations. K Simpson provided some clarification regarding the timing of survey work and update of river model and hydrology.

Moved: Councillor Brine

Seconded: Councillor Ward

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 231005158021.
- (b) **Notes** the timeline, work programme, and consultation proposed for the production of a Rangiora Stormwater Management Plan 2025-2040 as required by consent CRC184601 by 1 January 2025.
- (c) **Circulates** this report to the Te Ngāi Tūāhuriri Runanga - WDC meeting, Waimakariri Water Zone Committee and Rangiora Ashley Community Board, for information.

CARRIED

Councillor Brine complimented staff on a good report.

5.3 Water Quality and Compliance Annual Report 2022-23 – C Fahey (Water and Wastewater Asset Manager)

C Fahey spoke to the report advising that the purpose was to provide an update on the annual water quality and compliance review for the 2022-23 year. There had been significant changes with the new Drinking Water Assurance Rules (DWQAR) coming into effect in November 2022 and for this reason the assessment had been carried out in two parts. The first covered the old standards and the second was carried out under the new standards.

The new standards required more stringent compliance and the report under the new standards was not good. The main reason for the non-compliance was lack of chlorination. There was also technical noncompliance due to missed samples (the new rules required a huge increase in sampling) and loss of and / or erratic data.

Councillor Redmond referred to recommendation (e) noting that Council's water supplies would not be fully compliant with the new DWQAR until June 2025 and asked if C Fahey agreed that the non-compliance results would not stop the exemption process in the meantime. C Fahey advised that discussions with the regulator had not raised any issues with that approach.

Councillor Mealings commented that reading of the non-compliance issues did not sound good and asked for further clarification. K Simpson noted that under previous standards the water supply was compliant. The results under the new standards were not different to those of any other water supply in New Zealand. Even Taumata Arowai (TA) were reflecting on what could be improved to make the compliance results more meaningful and tiered to risk, as for example, technical non-compliance did not mean that the water was unsafe. As the water unit was now required to collect three times more samples, and continuous monitoring (tests every 15 seconds), data sampling and capture issues could occur, for example if the wifi dropped out.

Councillor Mealings asked when it was thought changes may be made and K Simpson advised that TA were signalling amendments for 2024 and that other changes would be introduced with a lead-in time, as TA now acknowledged that it had not been helpful to require implementation and compliance from day one.

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 231107178842.
- (b) **Notes** that due to the new Drinking Water Assurance Rules (DWQAR) coming into effect in November 2022 and Taumata Arowai's requirement for water suppliers to start reporting on the new DWQAR from 1 January 2023, the assessment was completed in two parts. The first covering the old Drinking Water Standards New Zealand (DWSNZ) for the period 1 July 2022 – 31 December 2022 and the second covering the new Drinking Water Quality Assurance Rules (DWQAR) for the period 1 January 2023 - 30 June 2023.
- (c) **Notes** that the new DWQAR were much more stringent than the old Drinking Water Standards New Zealand (DWSNZ) 2005 (Revised 2018). The way in which treatment plant and distribution zone compliance could be gained under the new DWQAR was more challenging than under the now redundant 2018 DWSNZ.
- (d) **Notes** that for the compliance period assessed under the new DWQAR, there were a number of non-compliances across all supplies and staff had identified a number of improvement actions that would address the number of non-compliances received. The main non-compliances were being addressed with chlorination now implemented on all urban water supplies, and ongoing UV treatment projects to provide protozoa compliance (to completed by June 2024 for six supplies and by June 2025 for remaining two supplies). The other non-compliances are technical non-compliances (due to sampling and data capture issues which would require ongoing process improvement and equipment/system upgrades to address).
- (e) **Notes** that Council's water supplies would not be fully compliant with the new DWQAR until June 2025 when the last two water supplies had UV treatment installed. Even then there was still a risk of technical non-compliances due to data capture issues.
- (f) **Notes** that despite the number of non-compliances received across all supplies for the compliance period assessed under the new DWQAR, in terms of a water safety and risk point of view, the risk profile of the water supplies had not changed from the previous compliance periods. The new DWQAR required a much higher level of reporting (with very low threshold for data error) to be completed by the water supplier to demonstrate compliance. There was a risk that this would present a negative public perception and result in reputational damage to the Council as a water supplier.
- (g) **Notes** that the new DWQAR were imposed with no lead-in time to allow Waimakariri District Council to implement the UV treatment upgrades and the Council had implemented this programme as soon as practicable.
- (h) **Notes** that the water regulator Taumata Arowai had the authority to prosecute the Council for non-compliances with the DWQAR under the Water Services Act 2021. However, Council had an agreed timeframe in place with Taumata Arowai for implementation of both chlorination and UV treatment to meet bacteria and protozoa compliance and residual disinfection requirement for drinking water.
- (i) **Circulates** this report to the Community Boards for their information.
- (j) **Circulates** a copy of this report to Te Ngāi Tūāhuriri Rūnanga, the Te Kōhaka o Tūhaitara Trust and the Waimakariri Water Zone Committee for information.

CARRIED

Councillor Williams thanked staff for the report, commenting it was not a battle that could be won. Waimakariri had the safest water in New Zealand and he

wanted to give confidence to every water user in the district that they were drinking safe water.

Councillor Redmond wished it would be made clear to residents that it was changes to regulation not safety issues that now made Waimakariri water supplies non-compliant. Water supplies had not deteriorated – rather the bar had risen. He was pleased to hear that technical non-compliance would not hold up Chlorine exemption applications. He assured residents that Waimakariri water supplies were some of the safest and best in the country.

5.4 July 2023 Flood Recovery Progress Update – K Simpson (Three Waters Manager), J McBride (Roading and Transport Manager) and D Pinfold (Flood Team Leader)

K Simpson introduced the report noting there were now 81 investigations (an increase of one due to splitting an investigation into two). Twenty percent of investigations had been completed, and of the maintenance actions 32% had been completed. From a financial perspective approximately \$1.26 million of \$4.055 million had been spent or 31%. More work was required in order to project an update on where the program would get to at the end of the current financial year.

Councillor Mealings asked if the Youtube link for preparedness for adverse events could be shared and K Simpson advised he could circulate the link.

Moved: Councillor Willimas Seconded: Councillor Mealings

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 231109180290.
- (b) **Notes** that the three key areas of Cam River / Ruataniwha, Tuahiwi and Waikuku Beach would require more detailed assessment, investigation and community and stakeholder consultation.
- (c) **Notes** that all 81 investigations had been triaged, 38 were currently being scoped, 17 were under investigation, nine had works being reviewed for approval and 17 were completed.
- (d) **Notes** that of the 126 maintenance actions, 68 were work in progress, 11 had works programmed, and 47 were completed.
- (e) **Notes** that the total cost estimate for the flood recovery work was \$4.055 million.
- (f) **Notes** that the expenditure to date was \$1,258,045 and the final forecast expenditure remained at \$4.055 million.
- (g) **Endorses** the Draft Communication Action Plan for flood recovery communications (Trim 231109180211).
- (h) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Williams wondered if staff were spending too much effort on updating the Committee and if a more basic update would be sufficient considering workloads.

5.5 Roothing and Transport Activity Update – G Cleary (General Manager Utilities and Roothing) and J McBride (Roothing and Transport Manager)

J McBride advised the update provided a summary of work undertaken over the last 12 months. The report provided an overview of several areas including response to service requests and processing traffic management plans. There had been a focus on proactive maintenance, for example pothole repair, as well as auditing of the maintenance contract.

Councillor Willimas asked about traffic management cones and signage being set up while repairs were not being carried out and asked why there were instances of that. J McBride advised that she was not aware of sites where that had occurred recently, it was something the rooding team investigated. A big site which would have a large impact on traffic may have signage setup earlier, Code of Practice for Temporary Traffic Management (CoPTTM) guidelines were followed.

Moved: Councillor Redmond

Seconded: Councillor Ward

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 231005158573.
- (b) **Notes** the information provided was an outline of activities in the transportation area, over the year from September 2022 to September 2023.
- (c) **Circulates** this report to the Community Boards for information.

CARRIED

Councillor Redmond thanked staff for the report noting that it was pleasing to see a decrease on service requests from the previous year and the proactive work occurring on potholes. He hoped the rooding network would continue to be fully resourced under the Long Term Plan. He also noted that anecdotal evidence showed the number of service requests were reducing.

Councillor Ward congratulated the team and noted that despite a decrease in Central Government funding staff had listened to the concerns of rural residents.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 Roothing – Councillor Philip Redmond

Issues/ focus for staff

- A continuing focus on budgets in advance of the Long Term Plan. Further workshop with the Council on 28 November 2023 on maintenance budgets.
- Staff were working with WSP and Corde on the Lees Valley Road slip repairs. Works were planned to start on 21 November 2023 and be completed before Christmas 2023. Portfolio holder visit organised for this week. A trip was being organised for all elected members next year.
- Island Road / Mounseys Stream – a repair method to address scour downstream of the bridge had been agreed. Repairs to be completed before Christmas 2023.
- Speed Management Plan consultation was currently underway. Four drop-in sessions held with low turn out to all.

- Staff were working with Selwyn District Council on Waimakariri Gorge Bridge re-decking project. The design allowed for a new plywood panel deck. It was planned to tender before Christmas 2023 with construction likely to be around March 2024. A report was to be brought to the Council in December 2023 on this subject.

Funding applications to Waka Kotahi

- An application was to be submitted for the wind event mid-October. Report to the Council in December 2023.
- An application had previously been submitted to Waka Kotahi for the July 2023 Flood Event. A decision had not yet been received on this request.

Capital

- Detailed design for River Road Upgrade and Island Road / Ohoka Road Intersection was nearly complete and contracts prepared to go out to tender.
- Transport Choices detailed design was continuing, however funding for construction was on hold. Memo sent to all Community Boards.
- Townsend Road culvert investigation / preliminary design consideration was continuing.
- Kerb and channel renewals designs were nearing completion.

Operational

- Grass and weed growth had continued to be rampant. Spraying and mowing were continuing.
- A busy time ahead with repairs and resurfacing on some busy roads. Comms would go out ahead of the works.
- Pavement rehabilitation work had been completed on Lower Sefton Road and the road was opened just prior to Canterbury Show weekend.
- Easterbrook Road was currently closed as areas of granular overlay were being carried out. Work was to be completed before Christmas 2023.
- A pavement rehabilitation was planned on the western end of Tram Road after Christmas 2023. Design and details were being confirmed and would be shared with the Council and the Oxford-Ohoka Community Board before Christmas 2023.
- Chip-sealing continued this month with Woodend Road planned for a one day closure (weather permitting).
- Installation of new sewer mains were about to begin in Rangiora with closures on Johns Road between now and Christmas. Detours would be in place while the work was carried out. There was also a new main to be installed along King Street with an application for a south bound closure between Blakett Street and High Street currently being reviewed.

Road Safety

- Liaising with schools about the Speed Management Plan consultation and providing information where required.
- Safety messaging about being aware of cyclists shared.
- During November 2023 Police had a focus on RIDS (Restraints, Impairment, Distraction, Speed).

Community

- The Oxman triathlon was planned for Sunday 26 November 2023. Harewood Road would be closed between Poyntzs Road and South Eyre Road. There would be stop/go operations and a temporary speed limit in place along the cycle leg of the race. The following was a link to the map: <https://ridewithggs.com/routes/31724662>.
- It was coming into that busy time of year with various events around the district including.
 - Rangiora Christmas Market in the Park -24 November 2023
 - Kaiapoi Christmas Carnival and Santa Parade – 2 December 2023

- Rangiora Santa Parade and Christmas in the Park – 10 December 2023.

7.2 Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor Paul Williams

- The chlorination of the Oxford Urban water supplies had gone well.
- Ohoka and Cust had water outages over the weekend. Measures were being put in place to stop similar outages in the future.
- A trial to control midge flies at the Woodend wastewater treatment plant had been undertaken using a bio-larvicide. There was an upcoming workshop on options.

Mayor Gordon congratulated staff on the excellent communications that had accompanied the chlorination rollout, there had been very few complaints.

7.3 Solid Waste– Councillor Robbie Brine

- Eco Educate had attended the Canterbury A&P Show to share information.
- Kerbside recycling audits would soon be complete for the year. The auditors had moved into Ravenswood and Woodend and found contamination. There would be ongoing education.
- A security camera had been installed at the Cust recycling station and that was going well.

7.4 Transport – Mayor Dan Gordon

- Awaiting direction from the new Government around strategic issues including walking and cycling links and mass rapid transit.
- A lot of effort going on behind the scenes with Regional Land Transport Committee.
- Eastern link and Skewbridge remain important projects and the Council was being ambitious in that space.

8 MATTERS REFERRED FROM COMMUNITY BOARD

8.1 Request approval of No-Stopping Restrictions in Heywards Road – S Binder (Senior Transportation Engineer) and J McBride (Roading and Transport Manager)

J McBride advised that the report had been presented to the Kaiapoi-Tuahivi Community Board in October 2023, prior to that staff had met with Clarkville Hall and School representatives to look at options for safety improvements. A holistic plan was required to look at the wider issues and several actions were being worked through to mitigate safety issues. These included working with the Clarkville Hall on parking markings and a dedicated in/out egress to try and improve discipline and maximise the number of users. Other options were a 'kiss and go' lane and the school splitting the pick-up times which was an option other schools had used successfully. A small budget was available for minor improvements.

Safety concerns had been raised by Hall representatives as cars were parking in the live lane when dropping off or picking up children. Parking behaviour that caused safety concerns had also been witnessed by staff on site visits.

Councillor Mealings requested clarification on how proposed no-stopping restrictions aligned with the lowering speed limits and the Speed Management Plan (SMP). J McBride noted that the SMP was an involved process with

hearings in February 2024, Council consideration and approval by the Director of Land Transport. The SMP would not be in place until March-June 2024.

Councillor Redmond asked if it were staff preference to have the no stopping restrictions from the corner of Tram Road to the Hall carpark and J McBride agreed that was the case, but also in conjunction with other improvements to maximise the full carparking area to ensure the situation was not made worse.

Councillor Redmond asked if staff believed having the no-stopping lines to the 40km/hr would be an improvement and J McBride agreed it was, however cars from the 40km/hr sign to the hall were still parking in the live lane.

Mayor Gordon asked if recommendation (d) which referred to working on a holistic road safety plan in conjunction with the school also included working with the Hall Committee and J McBride agreed that the Hall Committee were part of discussions and keen to be involved.

Councillor Williams asked if improvements could be made to the berm to improve parking. J McBride commented the berm area was very wet and the groundwater table was high, there was clear evidence of cars getting stuck. Significant work would be required to dig out and improve the berm for parking.

Moved: Councillor Redmond Seconded: Councillor Ward

THAT the Utilities and Roading Committee:

- (a) **Approves** installation of the following no-stopping restriction:
 - i. On the east side of Heywards Road from the intersection of Tram Road to the 40km/h school zone signage as an interim measure subject to recommendation (d).
- (b) **Notes** that staff had met with Clarkville School and Hall representatives and discussed a series of actions to help mitigate safety concerns outside the school.
- (c) **Notes** Clarkville School did not support the installation of no stopping lines until after a lower speed limit was implement on Heywards Road, however due to safety concerns, it was being recommended that installation of the no stopping proceed earlier (after communications on use of the carpark had been sent out via the School Newsletter).
- (d) **Requests** staff develop a holistic road safety plan for Heywards Road in conjunction with the Clarkville School and Clarkville Hall Committee which should include speed options, possible parking options using the Clarkville Community Hall parking area and berm edges and any other mechanisms to ensure children's safety when crossing the road. This plan to be brought back to the Utilities and Roading Committee for ratification.
- (e) **Ensures** that the maintenance of the hedge opposite the school on Heywards Road was maintained appropriately to ensure improved visibility for motorists of the 40km/h school warning sign.

Councillor Redmond was conflicted as he supported the staff report however also considered the views of the school. The only substantial change to the staff recommendation was the restriction of the no stopping area to the 40km/hr sign. He saw this measure as an interim step and the no-stopping lines may need to be extended following development of an overall safety plan. He believed there needed to be a three-way constructive discussion and agreement between the School, Hall and the Council to ensure all were in agreement and there was benefit to children's safety. He noted that concerns around safety had been raised by the Hall Committee not the school and he agreed that it was a 'schemozzle' and an area to be avoided. Councillor Redmond commented that he believed the staff report had been very well written.

Councillor Ward supported the restrictions as an interim solution. She encouraged the parties going forward to work with the Minister of Education for a dedicated parking space.

Amendment

Moved: Mayor Gordon Seconded: Councillor Mealings

THAT the Utilities and Roading Committee:

- (a) **Approves** installation of the following no-stopping restriction:
 - ii. On the east side of Heywards Road from the intersection of Tram Road to the 40km/h school zone signage.
- (b) **Notes** that staff had met with Clarkville School and Hall representatives and discussed a series of actions to help mitigate safety concerns outside the school.
- (c) **Notes** Clarkville School did not support the installation of no stopping lines until after a lower speed limit was implemented on Heywards Road, however due to safety concerns, it was being recommended that installation of the no stopping proceed earlier (after communications on use of the carpark had been sent out via the School Newsletter).
- (d) **Requests** staff develop a holistic road safety plan for Heywards Road in conjunction with the Clarkville School and Clarkville Hall Committee which should include speed options, possible parking options using the Clarkville Community Hall parking area and berm edges and any other mechanisms to ensure children's safety when crossing the road. This plan to be brought back to the Kaiapoi-Tuahiwi Community Board for ratification.
- (e) **Ensures** that the maintenance of the hedge opposite the school on Heywards Road is maintained appropriately to ensure improved visibility for motorists of the 40km/h school warning sign.

CARRIED

A division was called:

For 4: Mayor Gordon, Councillors Brine, Mealings and Williams

Against 2: Councillors Redmond and Ward.

Mayor Gordon appreciated it was a difficult issue and acknowledged all roading staff as superb and committed to road safety. Regarding parking improvements at Swannanoa School, the school, community, and Council had worked together for some time to consider options. He noted that due to the parking constraints Clarkville School relied on the goodwill of the Hall Committee and so it was important that they were included as part of the discussions. He believed it was appropriate that the matter was brought back to the Kaiapoi-Tuahiwi Community Board. Discussions with all parties would ensure a plan was brought together that had broad agreement.

Councillor Mealings supported the amendment that brought the matter back to the Community Board. She agreed that the hall committee and school needed to work together for the best outcome and they, like the Community Board, were the grassroots.

Councillor Atkinson commented it was a well thought out, unanimous recommendation that had come from the Kaiapoi-Tuahiwi Community Board to the Committee. He was encouraged that the Road Safety Coordinator was already working alongside the community and the school on a holistic plan and he agreed that the plan should go back to the Community Board for approval.

8.2 Marshall Street Changes associated with Southbrook School Travel Plan – K Straw (Civil Project Team Leader) and D Young (Senior Engineering Advisor)

K Straw advised that the report had been presented to the Rangiora-Ashley Community Board November 2023 meeting.

Councillor Redmond asked if the residents adjacent to the two on-street carparks that were to be removed had been consulted. K Straw advised that the house at No 33 was to be demolished however staff were happy to consult with the landowners. As the road reserve was narrow the only alternative would be to purchase property.

Councillor Williams noted that Southbrook School had a travel plan and asked if something similar would be possible for Clarkville School. K Straw explained that the school travel plan had arisen from an independent road safety audit and was not something routinely completed. J McBride agreed the travel plan was to address a specific need however there was potential to look at a plan for Clarkville School in the future.

Moved: Councillor Ward Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Approves** the scheme design (Trim: 220817141870).
- (b) **Approves** the removal of two on-street car parks on the eastern side of Marshall Street (opposite No. 33) to accommodate the proposed footpath connection.
- (c) **Notes** that the scheme design had been developed in conjunction with Southbrook School, as part of the development of the School Travel Plan, and that the proposed layout had been subject to an independent Road Safety Audit.
- (d) **Notes** that this project was funded through the “Transport Choices” funding stream, which required that all works were complete by June 2024.

CARRIED

Councillor Ward noted the continuing liaison with the school and thanked the team for their work, it would be good to see the project completed.

Councillor Redmond commented that as the Roading Portfolio holder he was a member of the Working Group and had observed the good collaboration between the Council, Community Board and the school which had led to a good process and outcome, he was supportive of the motion.

Councillor Williams noted that while it was disappointing that more carparks required removal it was necessary in this case.

8.3 Oxford Stormwater Upgrade – Church Street Reserve – M Henwood (Project Engineer) and J Recker (Stormwater and Waterways Manager)

J Recker advised that the report had been presented to the Oxford-Ohoka Community Board (OOCB) at its November 2023 meeting. The purpose was to approve formalising a secondary flow path to direct water away from residential properties and into Church Street Reserve. In the past, 30 service requests had been lodged regarding the flooding issue.

Investigations for a separate project at the A&P Showgrounds was also underway with construction programmed for 2025/26.

Councillor Fulton asked if staff had consulted with the sporting clubs who used the showgrounds. J Recker advised that there had been an initial site visit and following the OOCB meeting staff had reached out to the A&P Committee who had concerns regarding the swale bund.

Councillor Fulton asked if staff believed that the flood control work would be of detriment to the growth of the clubs and J Recker advised that staff would work with the clubs and would not move forward with work if it was to the detriment of the clubs.

Mayor Gordon asked for clarity on the position of the A&P Committee. J Recker advised they were not concerned with stage 1 (formalising the secondary flow path to Church Street Reserve) however were not supportive of stage 2 (programmed for 2025/26).

Mayor Gordon asked what the concern was and J Recker explained that it was the construction of a swale and bund in the A&P Showgrounds and the amount land that would use.

With the permission of the Chair, Steve Macaulay of the A&P Committee came to the table.

S Macaulay clarified that stage 1 would not affect the A&P grounds however the Committee was concerned with stage 2. The Committee had several costs maintaining the land and they were concerned that using the land for the swale could limit future income stream options. He acknowledged the concerns of residents regarding Burnett Street flooding and provided some background on drainage and potential solutions.

Mayor Gordon asked if staff were looking to have further engagement with the A&P Committee and G Cleary replied that they would for stage 2, and the design would also go back to the Board. It was his understanding that the Committee were not concerned with the work outlined in the report. S Macaulay confirmed that the Committee did not have concerns with stage 1.

Councillor Fulton asked about the reference to the lack of sumps and asked why that would be the case. G Cleary provided some background commenting that Oxford had challenges for example the wastewater system was retrofit and there was a lack of kerb and channel which would make sumps difficult to retrofit. Flooding in Oxford was generated by rural runoff and was not generated in town.

Councillor Mealings asked if there had been a piecemeal catchup in Oxford infrastructure following the handover from the Oxford County Council and G Cleary agreed. Oxford had unique challenges including being in a floodplain and having developed as semiurban with large lot sizes. Oxford had also not experienced the same level of growth which had been beneficial to other towns to gain infrastructure improvements.

Councillor Mealings sought clarification that the report was to just approve stage 1 and consultation would be undertaken before stage 2 and J Recker agreed.

Moved: Mayor Gordon

Seconded: Councillor Williams

THAT the Utilities and Roading Committee:

- (a) **Approves** the proposed solution to formalise the secondary flow path in 58 Burnett Street away from residential properties and onto Church Street from Church Street Reserve.
- (b) **Notes** that the secondary flow path would be altered to convey stormflows into the Church Street Reserve where it would drain to ground in moderate storm events. In large storm events the stormflow would spill over into Church Street which outlets into the road reserve.
- (c) **Notes** that there was a separate project at the A&P Showgrounds, with construction programmed in the 2024/25 financial year. This project would mitigate the flooding issues experience at 189 High Street
- (d) **Notes** that this work was funded by budget PJ 101964.000.5123, which had a total budget of \$200,000 for the 2023/24 year. Total expected project expenditure including construction and design fees was \$157,000.
- (e) **Notes** that a portion of the above costs were allocated to the design of the A&P Showground improvements (\$35,000) and would include a thorough consultation process with all the A&P Showground stakeholders.

CARRIED

Mayor Gordon thanked S Macaulay for his clarification. Stage 2 would need to adequately consider a range of opinions through an engagement process. It was important the clubs did not feel threatened by the works. In terms of the recommendation, it was important for moving the project forward.

Councillor Redmond acknowledged it was unusual for S Macaulay to speak, however he appreciated his comments. He was supportive of the motion.

Councillor Fulton asked for consideration of the opportunity for engagement with the community. There were considerations around the use of the space and perhaps the need to formalise user agreements.

9 MATTERS FOR INFORMATION

9.1 Approval to Install Stop Controls at Various Intersections along Seddon Street, Rangiora – A Mace-Cochrane (Transport Engineer) and S Binder (Senior Traffic Engineer)

Moved: Councillor Williams

Seconded: Councillor Ward

THAT the Utilities and Roading Committee

- (a) **Receives** the information in Item 9.1.

CARRIED

10 QUESTIONS UNDER STANDING ORDERS

There were no questions understanding orders.

11 URGENT GENERAL BUSINESS

There was no urgent general business.

The meeting adjourned for a break from 11.40 to 11.45am.

12 **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

Moved: Councillor Ward

Seconded: Councillor Redmond

That the public be excluded from the following parts of the proceedings of this meeting:

- 12.1 Drainage maintenance performance.
- 12.2- Reports referred from the Management Team for information.
- 12.8

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
12.1	Drainage Maintenance Performance	Good reason to withhold exists under section 7	this report remains Public Excluded as it would be likely to unreasonably prejudice the commercial position of the person who supplied or who is the subject of the information, and to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations, as per LGOIMA Section 7 (2)(b)(i) and 2(i).
12.2	Report from Management Team Operations 28 August 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).
12.3	Report from Management Team Operations 28 August 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).
12.4	Report from Management Team Operations 16 October 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).
12.5	Report from Management Team Operations 16 October 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).

12.6	Report from Management Team Operations 16 October 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).
12.7	Report from Kaiapoi-Tuahiw Community Board Meeting 16 October 2023	Good reason to withhold exists under Section 7	contains intellectual property relating to the mural design and would disclose a "trade secret" and would be likely unreasonably to prejudice the commercial position of the artist, as per LGOIMA Section 7 (2)(b)(i) and (ii).
12.8	Report from Management Team Operations 16 October 2023	Good reason to withhold exists under Section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).

CARRIED

CLOSED MEETING

The public excluded portion of the meeting commenced at 11.45am and concluded at 12.10pm.

OPEN MEETING

Recommendation to resume Open Meeting

Moved Councillor Ward

Seconded Councillor Mealings

THAT open meeting resumes and the business discussed with the public excluded remains public excluded as resolved.

CARRIED

NEXT MEETING

The next meeting of the Utilities and Roading Committee will be held on Tuesday 20 February 2024 at 9am.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 12.10PM.

CONFIRMED



Chairperson

20 February 2024