

Waimakariri District Council

Utilities and Roading Committee

Agenda

Tuesday 19 March 2024

9am

Council Chambers
215 High Street
Rangiora

Members:

Cr Paul Williams (Chairperson)

Cr Robbie Brine

Cr Niki Mealings

Cr Philip Redmond

Cr Joan Ward

Mayor Dan Gordon (ex officio)

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The Chairperson and Members
UTILITIES AND ROADING COMMITTEE

A MEETING OF THE UTILITIES AND ROADING COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON TUESDAY 19 MARCH 2024 AT 9AM.

Sarah Nichols
GOVERNANCE MANAGER

Recommendations in reports are not to be construed as
Council policy until adopted by the Council

BUSINESS

Page No

1 **APOLOGIES**

2 **CONFLICTS OF INTEREST**

Conflicts of interest (if any) to be reported for minuting.

3 **CONFIRMATION OF MINUTES**

3.1 **Minutes of the meeting of the Utilities and Roading Committee held on Tuesday 20 February 2024**

8 – 14

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 20 February 2024, as a true and accurate record.

3.2 **Notes of the meeting of the Utilities and Roading Committee held on Tuesday 20 February 2024**

RECOMMENDATION

15 – 18

THAT the Utilities and Roading Committee:

- (a) **Receives** the circulated workshop notes of the meeting of the Utilities and Roading Committee held on 20 February 2024.

3.3 **Matters arising (From Minutes)**

4 **DEPUTATION/PRESENTATIONS**

Nil.

5 REPORTS

5.1 July 2023 Flood Recovery Progress Update – Kalley Simpson (3 Waters Manager), Joanne McBride, (Roading and Transport Manager) and Pat Towse (Flood Team Lead)

19 – 32

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 240307035674.
- (b) **Notes** that all 86 investigations have been triaged, 11 are currently being scoped, 13 are under investigation, 29 have works being reviewed for approval and 28 are complete.
- (c) **Notes** that all 126 maintenance actions have been triaged, 3 are work in progress, 21 have works programmed, and 102 are complete.
- (d) **Notes** that the total cost estimate for the flood recovery work is \$4.055 million.
- (e) **Notes** that the expenditure to date is \$1,974,998 and the final forecast expenditure remains at \$4.055 million.
- (f) **Circulates** this report to all Community Boards for information.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 Roading – Councillor Philip Redmond

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

7.3 Solid Waste– Councillor Robbie Brine

7.4 Transport – Mayor Dan Gordon

8 MATTERS REFERRED FROM COMMUNITY BOARDS

8.1 Kaiapoi North School – Proposed Pedestrian Crossing Improvements – Joanne McBride (Roading and Transport Manager), Kieran Straw (Civil Projects Team Leader) and Shane Binder (Senior Transportation Engineer)

The Kaiapoi-Tuahiwi Community Board considered report 231011161371 at its meeting of 20 November 2023. The members are advised that the Boards recommendations differs from the staff recommendations in the report and the Board approved recommendations are provided below.

The staff recommendations can be found in the report (Item 8.1 in this agenda) and an extract from the Minutes of the Board meeting of 20 November 2023 have also been included as an attachment to Item 8.1. Pages 49 and 50.

33 – 50

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Approves** the design to improve the conspicuity of the pedestrian crossing and reduce vehicle speeds outside the school (as per section 4.4.1, and attachment i of this report).
- (b) **Approves** the implementation of no stopping signage outside No. 227 Williams Street (south of the pedestrian crossing) during the hours of 8:00 am – 9:00am and 2:30pm – 3:30pm School Days.
- (c) **Approves** the implementation of no stopping signage outside No. 231 Williams Street to Sims Road (north of the pedestrian crossing) during the hours of 8:00am – 9:00am and 2:30pm – 3:30pm School Days.
- (d) **Approves** the installation of 13m of no-stopping lines on Williams Street, outside No. 274 Williams Street.
- (e) **Approves** the extension of existing no-stopping lines outside No. 239 Williams Street by 5m.
- (f) **Approves** the extension of existing no-stopping lines outside No. 229 Williams Street by 3m.
- (g) **Notes** that the installation of no-stopping lines as per recommendation (e) is due to the road shoulder camber being unacceptable for roadside parking that results in motor vehicles unable to access the road shoulder, and therefore parking within the adjacent cycle lane.
- (h) **Notes** that the extension of the existing no-stopping lines as per recommendations (f) and (g) is to adjust the parking bay length to ensure it accommodates full car lengths. This avoids excess space that may encourage vehicles to squeeze into left over space which may result in encroachment into the no-parking area and obstruct visibility to the crossing.
- (i) **Notes** that there is budget allocated for minor safety improvements in the current financial year for this project, as this is a carryover project from 2022/23.
- (j) **Notes** that the Utilities & Roading Committee approved this project as part of an overall programme of minor safety improvements on 19 July 2022.
- (k) **Notes** that following the works, the steps to the pedestrian crossing will remain and that this will be added to the future minor improvement programme for 2024/25.

8.2 **Approval to Install No Stopping Restrictions Associated with Pedestrian Refuge Islands – Joanne McBride (Roading and Transport Manager) and Kieran Straw (Civil Projects Team Leader)**

The Rangiora-Ashley Community Board considered report 231124188939[v03] at its meeting of 13 March 2024. Staff will provide further update at the meeting.

51 – 74

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Approves** the installation of no-stopping restrictions at the following locations to install a pedestrian refuge on West Belt, mid-block between Milesbrook Close, and Harrod Place:
 - i. Outside No. 55 West Belt (approximately 30m long)
- (b) **Approves** the installation of a 10m kerb build-out in front of No. 48 West Belt.

- (c) **Approves** the installation of no-stopping restrictions at the following locations to install a pedestrian refuge on Ivory Street immediately north of Thorne Place:
 - i. Outside No. 34 Ivory Street (approximately 30m long)
 - ii. Outside No. 29 and 35 Ivory Street (approximately 40m long)
- (d) **Notes** that to retain two on-street parking spaces outside No. 48 West Belt, that proposed refuge island has been off-set to the west, and a kerb build out is proposed on the eastern side of West Belt.
- (e) **Notes** that there is a pedestrian refuge island proposed for Ivory Street, immediately north of the Doggett Place intersection, however there is already no-stopping restriction through this length, and therefore no changes to the parking is required at this location.

9 **QUESTIONS UNDER STANDING ORDERS**

10 **URGENT GENERAL BUSINESS**

11 **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:

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

- 11.1 Confirmation of Minutes from 20 February 2024.
- 11.2 Report from Management Team Operations 26 February 2024.

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.
11.1	Confirmation of Minutes from 20 February 2024	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).
11.2	Report from Management Team Operations 26 February 2024	Good reason to withhold exists under Section 7	As per Section 7(h) of the Local Government Official Information and Meetings Act; "enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities".

CLOSED MEETING

See Public Excluded Agenda (separate document)

OPEN MEETING

NEXT MEETING

The next meeting of the Utilities and Roading Committee will be held on Tuesday 16 April 2024 at 9am.

Workshop

- Strategic Options for Oxford Wastewater Scheme – *Caroline Fahey (Water and Wastewater Asset manager) and Kalley Simpson (3 Waters Manager) 1 hour*

Briefing (public excluded)

- Ohoka Water Treatment Plant - Upgrade Options – *Caroline Fahey (Water and Wastewater Asset Manager) and Kalley Simpson (3 Waters Manager) 30 minutes*

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 20 FEBRUARY 2024 AT 9AM.

PRESENT

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

IN ATTENDANCE

Councillors A Blackie, B Cairns and T Fulton.

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transport Manager), K Simpson (Three Waters Manager), C Fahey (Water and Wastewater Asset Manager), J Recker (Stormwater and Wastewater Manager), H Davies (Special Projects Team Leader), S Fauth (Utilities Projects Team Leader), D Young (Senior Engineering Advisor), D Roxborough (Implementation Project Manager – District Regeneration) and E Stubbs (Governance Support Officer).

1 APOLOGIES

There were no apologies.

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 21 November 2023.

Moved: Councillor Brine

Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 21 November 2023, as a true and accurate record.

CARRIED

3.2 Matters arising (From Minutes)

There were no matters arising from the minutes.

4 DEPUTATION/PRESENTATIONS

Nil.

5 REPORTS

5.1 July 2023 Flood Recovery Progress Update – K Simpson (Three Waters Manager), J McBride, (Roading and Transport Manager) and P Towse (Flood Team Lead)

J Recker took the report as read.

Councillor Redmond asked if residents were informed of the outcome of their service requests. J Recker replied yes that every service request was responded to and advised of the outcome. Councillor Redmond referred to Table 4 in the report which had several works in progress and works completed and asked if all those residents had been contacted. J Recker replied yes, they were updated throughout the process.

Councillor Williams asked if the work on the Cam River would be finished before the wet season commenced. J Recker advised that the lower Kaiapoi section was nearing completion while the upper section would commence on 26 February 2024 and involved five to six weeks work.

Moved: Mayor Gordon Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 240208017995.
- (b) **Notes** that all 86 investigations have been triaged, 16 are currently being scoped, 13 are under investigation, 29 have works being reviewed for approval and 28 are complete.
- (c) **Notes** that all 127 maintenance actions have been triaged, three are work in progress, 21 have works programmed, and 103 are complete.
- (d) **Notes** that the total cost estimate for the flood recovery work is \$4.055 million.
- (e) **Notes** that the expenditure to date is \$1,796,932 and the final forecast expenditure remains at \$4.055 million.
- (f) **Circulates** this report to all Community Boards for information.

CARRIED

Mayor Gordon thanked the team for an important piece of work and recognised this area of focus involved a partnership with ECan. He endorsed more permanent staff being involved in flood response work rather than consultants. Events were happening more and more frequently, and flood recovery was becoming 'business as usual'. It was important to capture resident's concerns after an event and manage expectations.

Councillor Redmond believed it was a good report and there seemed to be good progress and the key was improving customer relations.

Councillor Fulton commented on the excellent feedback he had received the previous evening from residents of West Eyreton regarding the response by staff to flood events.

Councillor Williams was pleased to see staff stepping up to address flooding which was one of the most visual roles of the Council.

Councillor Mealings thanked staff for a stellar job and did not believe they would see an end to events soon.

6 CORRESPONDENCE

Nil.

7 **PORTFOLIO UPDATES**

7.1 **Roading – Councillor Philip Redmond**

Focus areas for staff

- Continuing to work with Selwyn District Council on Waimakariri Gorge Bridge deck replacement project. Decking timber was in transit arriving late March, work likely to begin early April.
- Staff were working closely with Corde and Isaac's to complete the resealing and pavement rehabilitation programmes.
- Mowing had slowed as the network had dried out.
- An ongoing focus on inspections and responding to service requests.

Funding applications to Waka Kotahi

- The co-funding requests from Council for the October 2023 wind event and the July 2023 flood event had both been approved.

Capital

- Detailed design for River Road upgrade was completed and ready for tender.
- Island Road / Ohoka Road intersection upgrade tender had been awarded.
- Kerb and channel contract was underway, and work had commenced on Edward Street.

Operational

- Lees Valley Road slip repairs were completed before Christmas and full access had been restored.
- Island Road repair of scour downstream of the bridge at Mounseys Stream was completed pre-Christmas.
- Repairs to the Depot Road Bridge were being organised following a campervan hitting the railings and damaging them.
- The historic Doubledays Footbridge was currently closed and required maintenance work before it could be reopened.
- Pavement rehabilitation work on Tram Road was progressing well.
- Ohoka Road dig out repairs were now complete. A full reseal between the shops and the bend was planned for early March.
- Resealing was underway on Ashley Gorge Road with stop/go in place.
- Rangiora Woodend Road would be closed to westbound traffic on Thursday 22nd February for resealing with a detour in place.
- Comms on upcoming pavement rehabilitation on the western end of South Eyre Road would be out soon.
- Installation of new sewer mains in Rangiora along Johns Road and King Street were progressing well.
- Smith Street was closed to east bound traffic between Charles Street and Cass Street to allow the installation of a new water trunk main. Detours were in place.

Road Safety

- A Kickstart event was held in Pegasus in February to promote motorcycle safety.
- The first Road safety coordination meeting for the year would be held later in the week.

Councillor Fulton asked if works planned for Ashley Gorge Road would be occurring over the weekend as the Ashley Gorge Reserve had a family event planned. J McBride confirmed that that the resealing work would be completed by the weekend.

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

- The UV treatment installation was progressing well and communication plans were in place regarding necessary shutdowns to complete.
- There had been occurrences of Avian Botulism at the wastewater treatment plants and the frequency of inspections had increased. Rates were still lower than in previous years.
- New drainage discharge consents were expected to be approved by ECan and in place for April 2024.

7.3 **Solid Waste– Councillor Robbie Brine**

- Noted the upcoming Solid and Hazardous Waste Working Party meeting.

7.4 **Transport – Mayor Dan Gordon**

- Commented that the contractors, Corde, were doing an excellent job and they were accommodating to residents.
- Commented that the Draft Canterbury Regional Transport Plan was an important document, the Woodend Bypass was important for the district and it was important that it was included.
- Noted upcoming Regional Transport meeting was part of a national discussion on transport, lead by Local Government New Zealand to improve the current funding model.

8 **MATTERS FOR INFORMATION**

8.1 **Lions Club of Rangiora – Proposal to Sponsor a Speed Indicating Device – Peter Daly (Road Safety Coordinator Journey Planner)**

(Report No. 231012162595 to the Management Team meeting of 13 November 2023).

8.2 **Supplier Selection for Septage Receiving Facility Electrical Components – Belen Rada (Project Engineer) and Caroline Fahey (Water & Wastewater Asset Manager)**

(Report No. 230911141336 to the Management Team meeting of 5 February 2024).

8.3 **Southbrook RRP: Scrap Steel Recycling Options Assessment – Kitty Waghorn (Solid Waste Asset Manager)**

(Report No. 231122187397 to the General Manager Utilities and Roading).

8.4 **Solid Waste and Sustainability Education Programme Review – Janet Fraser (Utilities Planner) and Kitty Waghorn (Solid Waste Asset Manager)**

(Report No. 230918145758 to the Management Team meeting of 18 December 2023).

Moved: Councillor Williams

Seconded: Mayor Gordon

THAT the Utilities and Roading Committee

(a) **Receives** the information in Item 9.1 to 9.4.

CARRIED

Councillor Williams thanked the Lions Club for its support of the community.

9 **QUESTIONS UNDER STANDING ORDERS**

Nil.

10 URGENT GENERAL BUSINESS

Nil.

11 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 Williams

Seconded: Mayor Gordon

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

- 11.1 Confirmation of Minutes from 21 November 2023.
- 11.2 Report from Management Team Operations 11 December 2023.
- 11.3 Report from Management Team Operations 11 December 2023.
- 11.4 Report from Management Team Operations 11 December 2023.
- 11.5 Report from Management Team Operations 18 December 2023.
- 11.6 Report from Management Team Operations 18 December 2023.
- 11.7 Report from Management Team Operations 15 January 2024.
- 11.8 Report from Management Team Operations 5 February 2024.
- 11.9 Report from Management Team Operations 12 February 2024.

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	Confirmation of Minutes from 21 November 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).
12.2	Report from Management Team Operations 11 December 2023	Good reason to withhold exists under Section 7	As per Section 7(2)(i) of the Local Government Official Information and Meetings Act 1987, to “enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)”, and that both this report and the recommendations remain Public Excluded owing to the commercial sensitivity of the proposed negotiations.
12.3	Report from Management Team Operations 11 December 2023	Good reason to withhold exists under Section 7	As per Section 7(2)(i) of the Local Government Official Information and Meetings Act 1987, to “enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)”, and that this report remains Public Excluded owing to the commercial sensitivity of the proposed negotiations, but the recommendations be made publicly available.
12.4	Report from Management Team Operations 11 December 2023	Good reason to withhold exists under Section 7	As per Section 7(2)(i) of the Local Government Official Information and Meetings Act 1987, “The withholding of the information is necessary to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities”, and that

			the recommendations in this report be made publicly available but that the contents remain public excluded.
12.5	Report from Management Team Operations 18 December 2023	Good reason to withhold exists under Section 7	As per Section 7(2)(i) of the Local Government Official Information and Meetings Act 1987, to “enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)”, and that this report remains Public Excluded owing to the commercial sensitivity of the proposed negotiations, but the recommendations be made publicly available.
12.6	Report from Management Team Operations 18 December 2023	Good reason to withhold exists under Section 7	As per Section 7(2)(i) of the Local Government Official Information and Meetings Act 1987, to “enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)”, and that this report remains Public Excluded owing to the commercial sensitivity of the proposed negotiations, but the recommendations be made publicly available.
12.7	Report from Management Team Operations 15 January 2024	Good reason to withhold exists under Section 7	As per Section 7(2)(h) of the Local Government Official Information and Meetings Act 1987, including to “enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities”, and that the recommendations in this report be made publicly available but that the contents remain public excluded as it contains commercially sensitive information.
12.8	Report from Management Team Operations 5 February 2024	Good reason to withhold exists under Section 7	As per Section 7(2)(a),(g) and (i) of the Local Government Official Information and Meetings Act 1987, that the report, attachments, discussion and minutes remain Public Excluded for reasons of protecting the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege but the recommendations be made publicly available.
12.9	Report from Management Team Operations 12 February 2024	Good reason to withhold exists under Section 7	As per Section 7(2)(h) of the Local Government Official Information and Meetings Act 1987, including to “enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities”, and that the recommendations in this report be made publicly available but that the contents remain public excluded as it contains commercially sensitive information.

CARRIED

CLOSED MEETING

The public excluded portion of the meeting commenced at 9.30am and concluded at 9.32am.

OPEN MEETING

Recommendation to resume Open Meeting

Moved: Mayor Gordon

Seconded: Councillor Redmond

THAT open meeting resumes and the business discussed with the public excluded remains public excluded unless otherwise resolved in the individual resolutions.

CARRIED

NEXT MEETING

The next meeting of the Utilities and Roading Committee will be held on Tuesday 19 March 2024 at 9am.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 9.33AM.

CONFIRMED

Chairperson

NOTES OF A WORKSHOP OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBERS, HIGH STREET, RANGIORA ON TUESDAY, 20 FEBRUARY 2024, COMMENCING AT 9.50AM.

PRESENT

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

IN ATTENDANCE

Councillors A Blackie, B Cairns and T Fulton.

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roding), J McBride (Roding and Transport Manager), K Simpson (Three Waters Manager), C Fahey (Water and Wastewater Asset Manager), J Recker (Stormwater and Wastewater Manager), H Davies (Special Projects Team Leader), S Fauth (Utilities Projects Team Leader), D Young (Senior Engineering Advisor), D Roxborough (Implementation Project Manager – District Regeneration) and E Stubbs (Governance Support Officer).

APOLOGIES

There were no apologies.

Trim Ref for all topics: 231019166852.

1. **Keir Street/ Blackett Street rail crossing**
Presenter(s) Don Young (Senior Engineering Advisor)

Key points:

- There was no provision in the Long-Term Plan (LTP) for works, however there should be consideration of options for the long term 50-100 years. It was being raised today due to opportunities from potential changes in ownership. There was currently some budget to look at initial layout options.
- There had been initial discussions with Kiwirail, an 'at grade' solution was unlikely to progress as hurdles were too great.
- Initial layout options were shown to show what 'at grade' rail crossing would look like as well as up and over with a batter slope. The footprint for that was large.
- Other options included looking at the Ashley/ Blackett/ Edward Street/ East Belt intersections.
- Once potential options had been drawn up it was the intention of staff to meet with Luisettis and then go to the Council for a general mandate.

Questions/ Issues/ Observations:

- *Had there been consideration of using the existing crossing at Wales Street?*
It was important to ease the High Street/ Kippenberger linkage and Blackett Street was more attractive for that purpose.
- *Comment that the indicated costs were very high and that the crossing was a nice to have, however securing the alignment should be considered.*
Staff were looking ahead, and plans could determine the use of the land for the future. There was no provision in the current LTP.
- *Plans for the surrounding area also needed to be considered, for example development of the school farm. Had there been consideration of a pedestrian walkway? It was important to keep options open.*
Requirements for a pedestrian/ cycle overbridge were also being looked at.

- *Would this information be available on LIMs for property owners and how could it impact property values?*
There was no requirement currently for the information (sketches with no political buy-in) to be available on LIMs. If there was a mandate from the Council, then there would be implications.
- *Could Kiwirail be instructed by NZTA to allow crossing?*
Staff had recently dealt with Kiwirail on a smaller crossing and there had been significant hurdles.
- *Had the larger picture of the form and function of Ashley Street been considered?*
The Eastern link would never replace Ashley/ Ivory Street, as the Rangiora Town Centre was a key destination.
- *Had MRT been considered?*
MRT and public transport links would be considered as part of the big picture.

2. **Rangiora Eastern Link**

Presenter(s) Don Young (Senior Engineering Advisor)

Key points:

- Designations were placed over all required land in Proposed District Plan and were going through hearings process.
- Working with Transpower and discussions were going well.
- Working with landowner and roading staff were working to overcome their concerns.
- Working with Kiwirail regarding the Lineside Road crossing would be a long journey, however they were open to the idea.
- Next steps included resourcing approach, research into southern roundabout location, and working with landowners around rezoning and land take.
- There needed to be consideration on the effect on Water Unit operations as well as the narrow and sensitive corridor around Koura Creek and Sparks Lane.

Questions/ Issues/ Observations:

- *There was considerable cost for a rail crossing, was a different crossing necessary and would retaining the existing crossing save on land purchase costs?*
It was on the list of options however initial drawings suggested there was insufficient land area.
- *What about the stormwater and sewer connections?*
Those connections were on a different timeframe, staff were currently looking at options.

3. **Designations**

Presenter(s) Don Young (Senior Engineering Advisor)

Key points:

- Currently working with Transpower regarding removing the designation next to Burger King.
- Reports would be brought to the Council as required.
- Evidence regarding new designations were being provided at the Proposed District Plan Hearings.

4. **Townsend Culvert and Watermain**

Presenter(s) Don Young (Senior Engineering Advisor)

Key points:

- Culvert required widening and rising and the main needed replacement.
- To minimise traffic disruption the water main would be relocated first.
- The project would go to tender in eight weeks.
- One-way traffic would be maintained with smart traffic lights and specific tender wording would ensure traffic disruption was managed, however would affect Southbrook Road traffic.
- The \$350,000 for culvert budget would be carried over to 2024/25.
- Conversation was ongoing with Waka Kotahi.

Questions/ Issues/ Observations:

- *Clarification that this was two projects – firstly the water main and secondly the concrete structure removal and widening to full carriage way.*
- *What about the concrete structures on Lehmans Road?*
There were planned improvements to the intersections in three to four years, this was budgeted in the LTP.
- *How were reservoirs being controlled for the water main work?*
A day was required to make the connection, the reservoir would drop overnight but there would be buffers, it was a critical consideration.

5. **Local Water Done Well**

Presenter(s) Harriette Davies (Special Projects Team Leader)

Key points:

- Announcements had been made regarding repeal of the Three Waters Bill, the Transitional Unit would be disestablished, and another unit established.
- A first new bill would allow for the establishment of council controlled organisations (CCOs) to shift water delivery services to a different financial configuration either individually or with neighbours.
- The second bill would set out the requirements for long-term financial sustainability and allow economic regulators to step-in if the necessary requirements were not being met.
- It was suggested that members make no speculation regarding the Council position on CCOs until there had been further information on the framework.

Questions/ Issues/ Observations:

- *Was there any indications of standards yet?*
Taumata Arowai (TA) had provided no indication of change, what was affordable/ achievable would come through the economic regulator.
Standard and Poors had indicated downgrades to public sector credit ratings.

6. **UV Upgrades**

Presenter(s) Duncan Roxborough (Implementation Project Manager)

Key points:

- Installation was on the five main urban water supplies.
- Under the DWS, UV did not replace the need for chlorination.
- CORDE had received the contract for installation through tender and scope included chemical storage.
- UV units had arrived, and work was underway on all sites. Works were behind schedule.
- The first necessary shutdown had been completed in Pegasus.

Questions/ Issues/ Observations:

- *Were there any health and safety issues with UV?*
It was a benign process with no odour or smell.
- *Comment that communications with residents had been done well.*

7. **Backflow Policy**

Presenter(s) Caroline Fahey (Water and Wastewater Asset Manager)

Key points:

- The Backflow Policy was introduced in 2004 to protect public health and manage risk of backflow contamination.
- TA had stressed that it required backflow protection between private connections and public supply. It was covered by the Building Act.
- Backflow was caused by pressure differential in the network.
- There were three main classifications – high, medium and low risk. The definitions and requirements, current practice for testing and installation were described for each.
- There were challenges working with private owners to get necessary repairs completed quickly as it was a cost to the owners, these situations were a risk to the public supply as they took time to resolve.
- A suggested change was that the Council could take over the maintenance of the backflow protection, there was no budget provision for this, and it would require further discussion.

Questions/ Issues/ Observations:

- *What was the risk from a one chair operation hairdresser?*
It involved the long reach tap and chemicals used.
- *Was it possible to complete repairs to backflow protection and then pass on the cost to the owner?*
That would require support from Council as there would be complaints. \$3,000 was a significant cost to business owners and there would be pushback.
- *Why were there issues with installation of blackflow preventors, were there not regulations?*
Council staff were not allowed to install protectors on high-risk properties as they needed to be installed by certified plumbers. There were standards, however there were invariably issues.
- *How did this Council compare to other councils in terms of testing requirements?*
CCC required proof of testing annually, the WDC Water Unit had a device register which was reviewed annually.
- *How often was there a pressure differential event?*
WDC did not have pressure monitoring so that was unknown.
- *Did dual check valves comply with regulation?*
Yes.
- *Why were businesses considered high risk when domestic was not, however domestic properties often used similar equipment, for example water blasters and commercial equipment was also generally of better quality than domestic?*
The WDC policy was not more onerous than other councils. Comparing risks for domestic versus commercial and finding exceptions and grey areas would not result in the policy for commercial properties becoming more lenient. Backflow protection was there to help protect the public.

There being no further business the workshop concluded at 11.25am.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** RDG-22-04, DRA-16-05 / 240307035674**REPORT TO:** UTILITIES AND ROADING COMMITTEE**DATE OF MEETING:** 19 March 2024**AUTHOR(S):**
Kalley Simpson, 3 Waters Manager
Joanne McBride, Roading and Transport Manager
Pat Towse, Flood Team Lead**SUBJECT:** July 2023 Flood Recovery Progress Update**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)

General Manager



pp Chief Executive

1. SUMMARY

- 1.1 This report provides a progress update on the July 2023 Flood Recovery work programme, including investigation work and maintenance actions, and provides an overview of the physical works programme recommended by the investigations.
- 1.2 A total of 351 service requests have been received related to the July 2023 storm event, which have been triaged, grouped and classified into a total of 86 investigations, 126 maintenance actions and 31 customer advice actions¹.
- 1.3 As at 6 March 2024, all investigations have been triaged, 11 are in the scoping phase and 6 are under investigation, 35 are in the approval stage and 34 have been completed. It is estimated that the Flood Team has completed 79% of the investigation work and that the remaining investigation work will be completed by the end of April 2024.
- 1.4 A further 126 maintenance actions were also identified from the service requests following the July 2023 event. As at 6 March 2024, all have been started and 3 are work in progress, 21 have been programmed, and 102 have been completed. It is estimated that the Flood Team has completed 98% of the maintenance actions, with the maintenance work either being programmed or completed.
- 1.5 Work on the following three key focus areas that experience extensive flooding has commenced:
- **Cam River / Ruataniwha** – Environment Canterbury have completed the maintenance work, including tree felling and vegetation clearance, on the lower Cam River from the Kaiapoi River up to Bramleys Road. Work on the upper Cam River above Bramleys Road began in late February and is expected to be completed by the end of April 2024. Localised stopbank improvement works to improve the upper Cam River / Ruataniwha system upstream of Bramleys Road are currently being programmed for construction.
 - **Tuahiwi** – Council has completed heavy maintenance work, including trimming of vegetation from the banks and removal of sediment from the bed, along the main

¹ Note that the total number of service requests is greater than the number of investigations and maintenance tasks as an investigation or maintenance task can have multiple service requests associated with the work.

channel of the Tuahiwi Stream / Waituere between Church Bush Road to the Cam River, and vegetation clearing works on the Tuahiwi Stream / Waituere between Greens Road and Church Bush Road. Upgrading works on the diversion drain (between Greens Road and the Cam River) is proposed, including upgrading the culvert at the upper end and potentially regrading the middle section. Survey work is currently underway to confirm the extent of works required. These works are planned to be undertaken before winter.

- **Waikuku Beach** – Detailed assessment is underway to determine the cause of flooding from the Taranaki Stream which was higher than expected, although will take some months to complete. This work will be coordinated with Environment Canterbury and will look at factors such as the operation of the flood gate, upstream development, and the catchment hydrology, including any recharge from the Ashley River.

1.6 There are a total of 24 immediate works projects that are being progressed in the 2023/24 financial year to implement drainage improvements that have been identified as part of the investigation work. It is anticipated that some of this work will carryover into the 2024/25 financial year.

1.7 The total cost of the flood recovery work is \$4.055 million, as approved by Council at the October 2023 Council meeting (refer Trim 230921147926). To date \$1,974,998 (or approximately 49%) of the work has been completed and the final forecast expenditure remains at \$4.055 million. As indicated above, it is anticipated that some of this spend will carryover into the 2024/25 financial year.

Attachments:

- i. Flood Recovery Detailed Tracking July 2023 Event – As at 6th March 2024 (Trim 240307035995).
- ii. Flood Recovery Dashboard July 2023 Event – As at 6th March 2024 (Trim 240307035996).

2. RECOMMENDATION

2.1. **THAT** the Utilities and Roading Committee:

- a. **Receives** Report No. 240307035674.
- b. **Notes** that all 86 investigations have been triaged, 11 are currently being scoped, 13 are under investigation, 29 have works being reviewed for approval and 28 are complete;
- c. **Notes** that all 126 maintenance actions have been triaged, 3 are work in progress, 21 have works programmed, and 102 are complete;
- d. **Notes** that the total cost estimate for the flood recovery work is \$4.055 million.
- e. **Notes** that the expenditure to date is \$1,974,998 and the final forecast expenditure remains at \$4.055 million;
- f. **Circulates** this report to all Community Boards for information.

3. BACKGROUND

3.1 The district experienced a significant rainfall event over the weekend of 22-24 July 2023, with the coastal area around Woodend receiving approximately 150mm of the rainfall over a 48 hour period.

3.2 A total of 351 service requests related to the July 2023 storm event were received. All service requests have been acknowledged and have been collated, triaged and categorised. This work has identified that there is a total of 86 investigations and 126 maintenance tasks that need to be undertaken to address the issues raised in the service

requests (refer Table 1 below). There are also 31 service requests predominantly related to private drainage issues where advise is required to be provided to the customer.

Table 1 – Classification of Service Requests

Classification		No. SR	Investigations	Maintenance Tasks
Investigations	Recent (July 2022)	82	36	-
	Historical (pre 2022)	54	30	-
	New (July 2023)	25	20	-
Maintenance		159	-	126
Customer Advised		31	-	-
TOTAL¹		351	86	126

¹ Note that the total number of service requests is greater than the number of investigations and maintenance tasks as an investigation or maintenance task can have multiple service requests associated with the work.

- 3.3 It is noted that the total number of investigations may still change as additional areas related to the flooding in July 2023 are raised.
- 3.4 A Flood Team has been established, predominantly comprising of external resources but with support from internal resources where there is existing project work underway related to the issue. The tracking system, used for the previous Flood Team investigation work, is again being used to ensure that each investigation is tracked through until completion.
- 3.5 The Flood Team is overseen by a Flood Recovery Project Control Group (PCG), comprised of relevant managers from the Utilities & Roading department. The PCG is updating the tracking spreadsheet fortnightly and reporting formally to the Utilities and Roading Committee monthly.

4. ISSUES AND OPTIONS

Key Focus Areas

- 4.1. The three key focus areas that experience extensive flooding that will require more detailed assessment, investigation and community and stakeholder are:
- Cam River / Ruataniwha
 - Tuahiwi
 - Waikuku Beach
- 4.2. A report Cam River / Ruataniwha was presented to the previous Utilities & Roading Committee meeting in October (refer Trim 231005158212). Immediate maintenance works to remove fallen trees was completed in October. Environment Canterbury have completed the maintenance work, including tree felling and vegetation clearance, on the lower Cam River from the Kaiapoi River up to Bramleys Road. Work on the upper Cam River above Bramleys Road began in late February and is expected to be completed by the end of April 2024. Localised stopbank improvement works to improve the upper Cam River / Ruataniwha system upstream of Bramleys Road are currently being programmed for construction. Environment Canterbury have recently completed the re-surveying of the bed and banks of river. This information will feed into the proposed update of the Scheme Plan for the Cam River/ Ruataniwha.
- 4.3. Council has completed heavy maintenance work, including trimming of vegetation from the banks and removal of sediment from the bed, along the main channel of the Tuahiwi Stream / Waituere between Church Bush Road to the Cam River, and vegetation clearing works on the Tuahiwi Stream / Waituere between Greens Road and Church Bush Road. Upgrading works on the diversion drain (between Greens Road and the Cam River) is proposed, including upgrading the culvert at the upper end and potentially regrading the middle section. Survey work is currently underway to confirm the extent of works required. These works are planned to be undertaken before winter.

- 4.4. Modelling works of the Taranaki Stream has commenced as part of the detailed assessment to determine the cause of higher than expected flooding in Waikuku Beach. This work will assess factors such as the operation of the flood gate, upstream development, flood storage within the Tutaepatu Lagoon area and the catchment hydrology, including any recharge from the Ashley River. A meeting with Environment Canterbury has been held as part of scoping the modelling work required.

Progress of Investigations

- 4.5. All of the 86 investigations have been triaged, 11 are in the scoping phase, 6 are under investigation, 35 are being reviewed and 34 are complete. The current status of these are summarised in the following table.

Table 2 – Progress of Investigations

Phase	Previous Report	Current Status ⁴	Change
Triaging	0	0	-
Scoping	16	11	-5
Under investigation (Flood Team)	13	6	-7
Review and approval (Asset Manager)	29	35	+6
Maintenance / immediate works programmed ¹	0	0	-
Improvement works proposed ²	0	0	-
Completed ³	28	34	+6
Total	86	86	

¹ For the current financial year.

² Subject to future year budget process.

³ Investigation complete, actions agreed. works programmed or budgeted, customer/s called back.

⁴ As at 6 March 2024.

- 4.6. The 11 investigations that are still in the scoping phase have been assigned to a Flood Team member and the initial scope has been developed as part of the triaging phase. Further work is required to confirm the scope and commence the investigation work. The remaining investigations are low priority yet still expected to be completed by the end of April 2024.
- 4.7. While progress is being made on the 86 investigations, addressing the issues through physical works or changes to maintenance practice (if it is WDC's responsibility) is the outcome that is most sought by the affected residents. The following table provides a summary of the solutions identified by the investigations, which will be updated as the investigations are progressed to completion.

Table 3 – Outcome of Investigations

Implementation Solutions	Previous Report	Current Status	Change
Not yet determined	58	52	-6
Physical Works FY23/24	21	25	+4
Future year capex	2	4	+2
O&M changes	0	0	-
No action/Customer Advice	5	5	-
Total	86	86	-

- 4.8. The current expenditure for investigations is \$418,082. The budget for the investigation costs is up to \$450,000 drawing from the allocated fund of \$600,000 for the Flood Team investigation work.

- 4.9. There are 35 investigations that have been previously investigated due to past flooding events. The budgets assigned to these investigations (FT04 to NS5) are to cover the costs associated with investigating the cause of flooding and confirm if the previous programmed works would address the flooding issues observed in the recent July 2023 event.

Progress with Maintenance Actions

- 4.10. Of the 126 maintenance actions all 126 have now been inspected. The current status of these is summarised in the following table.

Table 4 – Progress with Maintenance Actions

Phase	Previous Report	Current Status ²	Change
To be started	0	0	-
Work in progress	24	24	-
Completed ¹	102	102	-
Total	126	126	-

¹ Inspection complete, maintenance required programmed, customer/s called back.

² As at 6 March 2024.

- 4.11. The current expenditure for maintenance actions is \$120,552. The budget for the maintenance action costs is up to \$150,000 drawing from the allocated fund of \$600,000 for the Flood Team investigation work.

Progress with Immediate Works

- 4.12. There are a total of 24 immediate works that are being progressed in the 2023/24 financial year to implement drainage improvements that have been identified as part of the investigation work (refer Table 5 below).

Table 5 – Progress with Immediate Works

Project	Budget	Status
Broadway Ave, Waikuku Beach	\$15,000	Complete
10 Beach Crescent, Waikuku Beach	\$80,000	Report Review
Rotten Row, Waikuku Beach	\$25,000	Investigating
Pegasus Main Street, Pegasus	\$50,000	Investigating
Pearson Drain Improvements, Oxford	\$330,000	Design
Helmore Street Bund, Rangiora	\$75,000	Complete
Main North Road, Kaiapoi	\$5,000	Complete
Tram Road, Clarkville	\$100,000	Waiting Construction
Edmunds Road, Clarkville	\$50,000	Pricing
Revells Road, Tuahiwi	\$50,000	Report Review
Greens Road, Tuahiwi	\$200,000	Investigation
Woodfields Road, Cust	\$150,000	Design
South Eyre Road, Eyrewell	\$20,000	Report Review
Washington Place, West Eyreton	\$50,000	Design
Lower Sefton Road, Ashley	\$100,000	Report Review
Upper Sefton Road, Ashley	\$80,000	Design
North Eyre Road, Eyreton	\$15,000	Complete
Poyntzs Road, Cust	\$80,000	Design
Wilson Drive, Ohoka	\$200,000	Tendered
Bramleys Road, Tuahiwi	\$100,000	Waiting Construction
Upper Cam River	\$150,000	Pricing
Siena Place, Mandeville	\$30,000	Completed

Featherstone Ave, Kairaki	\$90,000	Completed
306 Beach Road	\$72,000	Waiting Construction
Total	\$2,117,000	

- 4.13. It is anticipated that some of this spend will carryover into the 2024/25 financial year, particularly the projects that are still in the investigation or the design phase are at risk. The projects will be reported to the Audit & Risk Committee as part of the quarterly capital works programme report.

Communications

- 4.14. The communications strategy document has been prepared and endorsed by the Utilities & Rooding Committee.
- 4.15. The website has been updated to deliver the flood response progress to the public based on the progress as at 6th March 2024.
- 4.16. A programme of regular communications has been implemented to support the recovery programme. In particular, the following key activities will be undertaken, similar to the previous approach:
- A fortnightly dashboard and detailed tracking sheet published on the website.
 - Personal phone calls or emails to submitters when investigations begin to understand the issue, with follow up communications to confirm the outcomes.
 - Residents meetings, either street meetings or at community halls, will be held where appropriate. A residents' meeting has already been held in the West Eyreton Hall for the Washington Place flooding issue. Additionally, several street meetings have already been held for the Bramleys Road / Cam River flooding issue, the Threlkelds Road flooding issue and the Tram Road flooding issue.
 - Close out emails or communications with submitters as appropriate when each investigation is complete.

Implications for Community Wellbeing

- 4.17. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.18. Safe and reliable Rooding and 3 Waters infrastructure is critical for wellbeing. 3 Waters infrastructure includes adequate drinking water, wastewater drainage and stormwater drainage for health and Rooding infrastructure is required to provide safe egress and enable residents to access goods and services within the community.
- 4.19. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

Mana whenua

- 5.1. Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report as it relates to impacts on waterways and rivers. Staff will update the Runanga at the executive meetings and where relevant on specific projects or consents engage with Mahaanui Kurataio Limited.

Groups and Organisations

- 5.2. A number of the issues in this report cross over with Environment Canterbury (Ecan) in terms of consenting, or in relation to rivers and natural waterways assets and services

they maintain. Staff from Ecan and WDC are working to proactively coordinate where necessary.

- 5.3. There are some drainage related issues that also relate to water races and irrigation races. Where this is the case staff are coordinating with Waimakariri Irrigation Limited.

Wider Community

- 5.4. The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as the wider community has been impacted by the recent flood event.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

- 6.1. The Council has approved unbudgeted expenditure of up to \$4.055 million in the current (2023 / 2024) financial year for emergency and immediate works responding to and recovering from the flooding.
- 6.2. The updated cost estimate and spend to date for the works associated with recovery from the flood is summarised below with the assessment of the funding source.

Table 6 – Financial Spend Summary

Area	Estimate	Spent to date	Forecast final expenditure
Roading	\$1,950,000	\$1,177,255	\$1,950,000
Stormwater	\$230,000	\$106,775	\$230,000
Land Drainage	\$815,000	\$21,014	\$815,000
Rivers	\$300,000	\$15,000	\$300,000
Wastewater	\$160,000	\$116,320	\$160,000
Flood Response Investigations	\$600,000	\$538,634	\$600,000
TOTAL	\$4,055,000	\$1,974,998	\$4,055,000

- 6.3. At this stage it is expected that the final expenditure will be within the budget estimate approved by Council in October 2023. It is however anticipated that some of this spend will be carried over into the 2024/25 financial year.

Sustainability and Climate Change Impacts

- 6.4. The frequency and severity of flood events is likely to increase due to the impacts of climate change.

Risk Management

- 6.5. There are risks arising from the adoption/implementation of the recommendations in this report.
- 6.6. A risk-based approach has needed to be adopted around the management of any improvements works. Whole of life cost will be considered when agreeing the extent of works and the residual risk due to further rainfall events.

Health and Safety

- 6.7. There are health and safety risks arising from the adoption/implementation of the recommendations in this report.

- 6.8. Physical works will be undertaken to repair flood damage and as per standard process for any physical works, the contractor will be required to provide a Site Specific Health & Safety Plan for approval prior to work commencing on site.

7. **CONTEXT**

Consistency with Policy

- 7.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

Authorising Legislation

- 7.2. The Land Transport Management Act is the relevant legislation in relation to Roading activities.

Consistency with Community Outcomes

- 7.3. The Council's community outcomes are relevant to the actions arising from recommendations in this report.
- 7.4. This report considers the following outcomes:

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.
- Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

Transport is accessible, convenient, reliable and sustainable

- The standard of our District's roads is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other, and Christchurch is readily accessible by a range of transport modes.

Core utility services are sustainable, resilient, affordable; and provided in a timely manner

- Harm to the environment from sewage and stormwater discharges is minimised.
- Council sewerage and water supply schemes, and drainage and waste collection services are provided to a high standard.
- Waste recycling and re-use of solid waste is encouraged, and residues are managed so that they minimise harm to the environment.

Authorising Delegations

- 7.5. Relevant staff have delegation to authorise unbudgeted emergency works where needed.

FLOOD RECOVERY FORTNIGHTLY STATUS REPORT

As at Thursday, 7 March 2024



Fortnightly Report

Introduction

The district experienced a significant rainfall event over the weekend of 22-24 July 2023, with the coastal area around Woodend receiving approximately 150mm of the rainfall over a 48 hour period.

The purpose of this report is to update the Utilities and Roading Committee and Community Boards on the status of the drainage and sewer service requests and further investigations:

Report Format

This report will be prepared fortnightly and will include the following information

- This Dashboard showing:
 - General commentary
 - Dashboard metrics
 - Specific commentary on Key Focus Areas
- An attached report on all the investigations

General Update

Maintenance Investigations are still holding at 137 investigations completed, with a further 27 to have the work programmed and only 3 investigations that are open, as these are the final investigations to close out.

Investigations have been steadily dropping with 79% of the Investigation work having been completed. We now have 34 investigations completed and 35 investigations being reviewed, leaving 6 under investigation and 11 waiting to be fully investigated.

Tenders - Wilson Drive

Wilson Drive is now out for tender with the works starting in April.

Physical Works

With investigations now being completed and outcomes found, we are now transitioning to start to deliver the physical works as we have done with Wilson Drive, and the number of projects will continue to increase.



Wilson Drive Stormwater Improvements

Key Metrics

Investigation Phase	As at 8 February	This report
Triaging	81	0
Scoping	15	11
Under investigation	14	6
Submitted for approval	29	35
Investigations completed	28	34
% of work Investigation completed	72%	79%
Total	86	86

Implementation Solutions	As at 8 February	This report
Not yet determined	58	52
Physical Works FY23/24	21	25
Future year capex	2	4
No action/Customer Advice	5	5
Total	86	86

Maintenance Actions Phase	As at 8 February	This report
To be started	0	0
Work in progress	3	3
Works programmed	21	21
Completed	102	102
Total	126	126

Key Focus Areas

Location	Description	Status
Cam River	ECan maintenance work on the Cam River up to Bramleys Road has been completed. ECan have commenced the maintenance of Bramleys Road to Marsh Road on the 26 February. Localised stop bank improvement works are underway upstream from Bramleys Road bridge.	Works Programmed
Tuahiwi	Maintenance of Tuahiwi Stream from Greens Road to the Cam River, Te Pouapatuki Road drain are complete, with the Greens Road diversion programmed. A survey of the Greens Road diversion has been completed to inform the design for the upgrade of a Greens Road diversion culvert.	Maintenance Completed/Under Investigation
Waikuku Beach	A Waikuku modeling study is to be undertaken to determine the cause of flooding which was higher than expected. This work will look at factors such as the operation of the flood gate, upstream development, and the catchment hydrology, including any recharge from the Ashley River.	Under Investigation
Swindells Road, Waikuku Beach	Temporary pump tender closed. Design of pipework improvements being finalised.	Works Programmed
Stalkers Road, Woodend Beach	Tender has been awarded with construction starting in March.	Tender Let
Cust Road, Cust	New larger soakpits have been installed, but were overloaded in the July 2023 event. Design for overflow pipe to the lower terrace has commenced.	Future year capex
Washington Place, West Eyreton	Design work is underway, anticipating tendering in April and construction starting in May.	Works Programmed
Featherstone Ave, Kairaki	Issue with inflow and infiltration overloading the sewer. Urgent works to address main issues in campground completed. Additional remedial work on manholes and laterals in Featherstone Ave to be progressed.	Works Programmed
Cones Road, Ashley	Tender is out. Construction programmed for April 2024.	Works Programmed
Resurgence Flow, Mandeville	Public consultation completed in September for Stage 1 and 2 options. Report for decision on recommended options to be presented at January LTP Meetings. July 2023 service requests are being reviewed against the project. Council has approved Stage 1 and 2 recommendations to move forward to public LTP consultation.	Future year capex
Beach Crescent, Waikuku Beach	Install sumps and pipework to connect existing low points to a new pump chamber in the campground and install a discharge main through to the sand dunes for the discharge from a portable pump. Design is under review.	Works Programmed
Tram Road, Clarkville	Upsize 375mm on north side of Tram Road to a 750mm culvert. Design approved and tender documents are being prepared. Landowner discussions underway to confirm construction access.	Under Investigation
Upper Sefton Road, Sefton	Investigation report under review. Site meeting to be organised after review of options are complete.	Under Investigation

Flood Recovery Tracking March 2024

As at 7 March

Work package	Location	Report status	Investigation Outcome	% Completed
23I-01	228 Marsh Road & 2 Marshall Street, Rangiora	Submitted for Review		75
23I-02	12 & 14 Pascoe Drive, WOODEND	Submitted for Review		75
23I-03	1639 Poyntz Road, HORRELLVILLE	Design Stage	Physical Works FY23/24	100
23I-04	138 Edmunds Road & 585 Tram Road, CLARKVILLE	Design Stage		50
23I-05	19 B Newnham Street, RANGIORA	Submitted for Review		75
23I-06	165 Raddens Road, OHOKA	Approved	Physical Works FY23/24	100
23I-07	1758 North Eyre Road, EYRETON	N/A	Physical Works FY23/24	100
23I-08	242 Jeffs Drain Road, CLARKVILLE	Under Investigation		50
23I-09	785 Tram Road, WAIMAKARIRI DISTRICT	Submitted for Review		75
23I-10	489 Woodfields Road, SWANNANOA	Submitted for Review		75
23I-11	97 & 97 A Threlkelds Road, OHOKA,	Submitted for Review		75
23I-12	153,157 & 180 Loburn Terrace Road, LOBURN NORTH	Submitted for Review		75
23I-13	187 Terrace Road, CUST	Under Investigation		50
23I-14	Waikuku Beach Road / Leggits Road, WAIKUKU BEACH	Submitted for Review		75
23I-15	236 & 269 Swannanoa Road, FERNSIDE	Under Investigation		25
23I-16	196 Loburn Terrace Road, LOBURN NORTH	Submitted for Review		75
23I-17	60 Siena Place, MANDEVILLE	N/A	Physical Works FY23/24	100
23I-18	13 & 26 Collins Drive, WAIKUKU BEACH	Submitted for Review		75

23I-19	79 Park Terrace, WAIKUKU BEACH	Under Investigation		25
23I-20	4, 6 & 8 Waikuku Beach Road, WAIKUKU BEACH & 1/57 Topito Road, TUAHIWI	Submitted for Review		75
23I-21	229 Island Road, KAIAPOI	Under Investigation		25
23I-22	214 Greigs Road, CLARKVILLE	Submitted for Review		75
23I-23	964 Woodfields Road, CUST	Under Investigation		25
23I-24	102 Topito Road, TUAHIWI	Submitted for Review		75
23I-25	29 Reserve Road, WAIKUKU BEACH	Submitted for Review		75
23I-26	23 & 31 Queens Avenue, WAIKUKU BEACH	Submitted for Review		75
23I-27	3 B Charles Street, RANGIORA	Under Investigation		50
23I-28	793 Browns Road, SWANNANOA	Under Investigation		25
23I-29	152 Ohoka Road, KAIAPOI	N/A	No Action/ Customer Advised	100
23I-30	8 Rowse Street, RANGIORA	Submitted for Review		75
23I-31	102 Eders Road, WOODEND	Under Investigation		25
23I-32	47 Upper Sefton Road, SEFTON	Submitted for Review		75
23I-33	82 & 110 Old North Road, KAIAPOI	Submitted for Review		75
23I-34	198 Sladdens Farm Road, COOPERS CREEK	N/A	Physical Works FY23/24	100
23I-35	69 Old North Road, KAIAPOI	N/A	Physical Works FY23/24	100
23I-36	18 Evans Place, KAIAPOI	N/A	No Action/ Customer Advised	100
23I-37	105 Otaki Street, KAIAPOI	N/A	No Action/ Customer Advised	100
23I-38	2 Alpine Lane (Pvt), KAIAPOI	Under Investigation		25
23I-39	43 Cam Road, KAIAPOI	N/A	Future Year CAPEX	100
23I-40	3 Allin Drive & Kings Avenue, WAIKUKU BEACH	N/A	Physical Works FY23/24	100
23I-41	10 Parkinson Place, WOODEND	Under Investigation		25

23I-42	246 Revells Road, KAIAPOI	Submitted for Review		75
23I-43	3307 South Eyre Road, EYREWELL	N/A	No Action/ Customer Advised	100
23I-43	3359 South Eyre Road, EYREWELL	Submitted for Review		75
23I-44	533 Lower Sefton Road, ASHLEY	Submitted for Review		75
23I-45	3 Railway Street, SEFTON	Submitted for Review		75
23I-46	67 & 77 Fairweather Crescent, KAIAPOI	Under Investigation		25
23I-47	119 Greens Road, TUAHIWI	Submitted for Review		75
23I-48	183 B Tuahiwi Road, TUAHIWI	N/A	No Action/ Customer Advised	100
23I-49	109 Te Pouapatuki Road, WOODEND	Submitted for Review		75
23M-066	127 Mairaki Road, Waimakariri District	Submitted for Review		75
FT04	310 Beach Road, KAIAPOI	N/A	Physical Works FY23/24	100
FT10	59 Main North Road, KAIAPOI	N/A	Physical Works FY23/24	100
FT17	15 Cridland Street West, KAIAPOI	N/A	Physical Works FY23/24	100
FT24	31 & 35 Broadway Avenue, WAIKUKU BEACH	N/A	Physical Works FY23/24	100
FT25	34 Kiwi Avenue, WAIKUKU BEACH	Submitted for Review		75
FT27	4 Swindells Road	N/A	Physical Works FY23/24	100
FT31	29, 30 & 31 Pegasus Main Street, PEGASUS	Under Investigation		75
FT37	Church Street Reserve, OXFORD	Approved	Physical Works FY23/24	100
FT42	5 & 10 Wilson Drive. OHOKA	N/A	Physical Works FY23/24	100
FT44	1461 Main North Road (Sh1) (Wnd-Amb), WOODEND	N/A	Physical Works FY23/24	100
FT45	6 & 16 Macdonalds Lane, WAIKUKU	Submitted for Review		75

FT46	2, 4, 11, 14 & 28 Stalkers Road and 62 Ferry Road, WOODEND BEACH	N/A	Physical Works FY23/24	100
FT49	1838 & 1840 Cust Road. CUST	Under Investigation		25
FT50	1689 & 1689 B Cust Road, CUST	N/A	Physical Works FY23/24	100
FT56	4123 South Eyre Road, EYREWELL	Under Investigation		75
FT62	56 Featherstone Avenue, KAIRAKI	N/A	Physical Works FY23/24	100
H08	14 Blakeley Place & 13 Belcher Street, KAIAPOI	Submitted for Review		75
H14	1140 & 1170 Woodfields Road and 50 Howsons Road, CUST	Design Stage	Physical Works FY23/24	100
H16	205 Cones Road / Fawcetts Road & 36 Max Wallace Drive, ASHLEY	N/A	Physical Works FY23/24	100
H18	79 Greens Road, TUAHIWI	Submitted for Review		75
H21	28 Belmont Avenue, RANGIORA	Under Investigation		25
H24	32 Wetherfield Lane, MANDEVILLE	N/A	Future Year CAPEX	100
H27	376 Island Road, KAIAPOI	Under Investigation		50
H30	308, 380 & 414 No 10 Road, EYRETON, 1124 & 1126 Tram Road, WAIMAKARIRI DISTRICT, 8 Wetherfield Lane, MANDEVILLE	Under Investigation		50
H32	5 Washington Place, WEST EYRETON & 9 Earlys Road, CUST	N/A	Physical Works FY23/24	100
H41	301, 305 & Tram Road, WAIMAKARIRI DISTRICT	Approved	Physical Works FY23/24	100
N08	15 & 29 Holland Drive, KAIAPOI	Submitted for Review		75
N13	10 Beach Crescent, WAIKUKU BEACH	Submitted for Review		75
N18	29 & 53 Northside Drive, WAIKUKU BEACH	N/A	Physical Works FY23/24	100
N19	16 Church Bush Road, TUAHIWI	Submitted for Review		75
N30	150 Bramleys Road, TUAHIWI	N/A	Physical Works FY23/24	100

N32	45 Queens Avenue, WAIKUKU BEACH	Submitted for Review		75
NS1	51 Percival Street, RANGIORA	N/A	Future Year CAPEX	100
NS4	32 Wetherfield Lane, MANDEVILLE (FYI SR is actually for 380 No10 Road)	N/A	Future Year CAPEX	100
NS5	183 B & 255 Tuahiwi Road, TUAHIWI	N/A	Physical Works FY23/24	100

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-32-16-07 / 231011161371

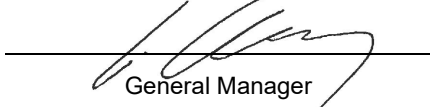
REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD


DATE OF MEETING: 20 November 2023

AUTHOR(S): Kieran Straw – Civil Project Team Leader
Shane Binder – Senior Transportation Engineer
Joanne McBride – Roading and Transportation Manager

SUBJECT: Kaiapoi North School – Proposed Pedestrian Crossing Improvements

ENDORSED BY:
(for Reports to Council,
Committees or Boards)


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report is to seek Community Board approval for proposed changes to the existing pedestrian crossing and line marking on Williams Street outside Kaiapoi North School.
- 1.2. This project is included within the Minor Safety Improvement Programme and was approved by the Utilities & Roading Committee on 19 July 2022. The project was not able to be completed during the 2022/23 year, and as such is a carry-over project into the 2023/24 financial year.
- 1.3. Concerns have been raised by the school, and the community regarding the safety of the existing crossing, as well as the accessibility of the crossing for those in wheelchairs.
- 1.4. There is a \$30,000 budget within the Minor Improvement Budget to carry out works to improve the safety, and conspicuity of the pedestrian crossing on Williams Street. The budget did not extend to making amendment to the steps leading to the pedestrian crossing, and as such there is insufficient funding to complete the works to address the accessibility aspects the school has raised, and as such it is recommended that this be added to the Minor Safety projects for 2024/25.
- 1.5. The proposed first stage of changes include:
 - 1.5.1. Installation of “Speed Cushions” on approach to the pedestrian crossing to help slow traffic.
 - 1.5.2. Installation of kerb build-outs on Williams Street to improve conspicuity of the pedestrian crossing.
 - 1.5.3. Changes to the line marking, including reduction of the traffic lane width to 3.0m within the extents of the school zone (between No.213 Williams Street and Sims Road), and the installation of coloured slurry in key locations.
 - 1.5.4. Installation of approximately 20m of no-stopping lines at three separate locations adjacent to the crossing on Williams Street.
 - 1.5.5. Formalising existing parking restrictions imposed on the western side of Williams Street to ensure adequate intervisibility between motorists, and pedestrian crossing users.

Attachments:

- i. Proposed Road Layout (Trim No. 231016164401)
- ii. Letter from Kaiapoi North School (Trim No. 231016164353)
- iii. Photos of Road Cross-fall outside No. 274 Williams Street (Trim No. 231016164398)
- iv. Follow up letter from Kaiapoi North School (Trim No. 231109180514)

2. RECOMMENDATION

THAT the Kaiapoi Tuahiwi Community Board:

- (a) **Receives** Report No. 231011161371.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Utilities and Roothing Committee:

- (b) **Approves** the design as per section 4.2.1 of the report, and attachment i of this report.
- (c) **Approves** the implementation of no stopping signage outside No. 227 Williams Street (south of the pedestrian crossing) during the hours of 8:00 am – 9:00am and 2:30pm – 3:30pm School Days.
- (d) **Approves** the implementation of no stopping signage outside No. 231 Williams Street to Sims Road (north of the pedestrian crossing) during the hours of 8:00am – 9:00am and 2:30pm – 3:30pm School Days.
- (e) **Approves** the installation of 13m of no-stopping lines on Williams Street, outside No. 274 Williams Street.
- (f) **Approves** the extension of existing no-stopping lines outside No. 239 Williams Street by five metres.
- (g) **Approves** the extension of existing no-stopping lines outside No. 229 Williams Street by three metres.
- (h) **Notes** that the installation of no-stopping lines as per recommendation (e) is due to the road shoulder camber being unacceptable for roadside parking that results in motor vehicles unable to access the road shoulder, and therefore parking within the adjacent cycle lane.
- (i) **Notes** that the extension of the existing no-stopping lines as per recommendations (f) and (g) is to adjust the parking bay length to ensure it accommodates full car lengths. This avoids excess space that may encourage vehicles to squeeze into left over space which may result in encroachment into the no-parking area and obstruct visibility to the crossing.
- (j) **Notes** that there is budget allocated for minor safety improvements in the current financial year for this project, as this is a carryover project from 2022/23.
- (k) **Notes** that the Utilities and Roothing Committee approved this project as part of an overall programme of minor safety improvements on 19 July 2022.
- (l) **Notes** that following the works, the steps to the pedestrian crossing will remain and that this will be added to the future minor improvement programme for 2024/25.

3. BACKGROUND

- 3.1. The Utilities and Roothing Committee approved the 2022 / 2023 Minor Improvement Programme in July 2022 that included budget of \$30,000 for School Safety Improvements outside Kaiapoi North School. This project was not completed during the 2022/23 financial year and as such has been carried over into the 2023/24 year.

- 3.1. The pedestrian crossing is located on a bend, which has been designed with super-elevation. While superelevation is not required in urban areas with a speed limit of 50 km/hr, the presence of the super elevation has resulted in the road carriageway being located significantly higher than the adjacent footpath on the eastern side of Williams Street. This height difference requires that pedestrians access the crossing via concrete steps. This is not accessible to those in wheelchairs, mobility scooters, or parents pushing prams. The pedestrian crossing also does not include Tactile Ground Surface Indicators as required for vision impaired pedestrians.
- 3.2. Furthermore, the geometry on the outside of the bend results in a road shoulder with excessive camber, unsuitable for roadside parking. Photos included within attachment iii. detail the road shoulder and associated problems that include motorists parking within the adjacent cycleway, and cars becoming stuck on the road after bellying out by driving too close to the kerb.
- 3.3. The Council's parking enforcement team are currently unable to enforce the existing no-stopping that is sign posted on the western side of Williams Street as the signage is not gazetted, and parking restrictions are not documented in the Council's schedule of parking restrictions. It is not known when these signs were installed, however street view goes back as far as 2008, and the signs are visible at that time.
- 3.4. Speed data from the most recent traffic counts (completed in September 2023), show that the 85th percentile speed is 50.2km/hr. This is well above the 30km/hr desirable speed for a pedestrian crossing, and the current 40km/hr speed limit during school hours.
- 3.5. Kaiapoi North School has raised concerns relating to the crossing as follows:
 - 3.5.1. Speed – motorists continue to travel faster than the 40km/hr limit (school times) putting students at risk.
 - 3.5.2. Conspicuity – motorists often fail to stop for users of the pedestrian crossing.
 - 3.2.3 Mobility – Due to the geometry of Williams Street, the pedestrian crossing is not accessible to users in wheelchairs, prams, mobility scooters or less mobile residents.
- 3.6. Relocating the crossing clear of the bend was previously discussed with the school, however the current location provides the best sight lines in each direction, is clear of vehicle entrances, and works well with the school. It is therefore not considered that relocating the pedestrian crossing is suggested as a solution to addressing the accessibility concerns associated with the existing pedestrian crossing.
- 3.7. The local community have also raised concerns about the pedestrian crossing, and traffic failing to stop for pedestrians waiting to use the crossing.

4. ISSUES AND OPTIONS

- 4.1. A scheme design has been developed following discussion with North Kaiapoi School.
- 4.2. The total cost estimate to complete all works, including the construction of a ramp to make the pedestrian crossing accessible, comes to approximately \$80,000. This is in excess of the available budget.
- 4.3. The original budget had been set following concerns being raised about the pedestrian crossing, and at the time did not include the steps / access considerations.

4.4. Staff have considered the following options:

4.4.1. Option One – Improve conspicuity and reduce vehicle speeds.

This option addresses the primary concerns of the school, and the community by improving the conspicuity of the crossing, and reducing vehicle speeds by completing the following:

- Construction of kerb build-outs
- Relocation of pedestrian belisha discs into the buildouts
- Relocation of advanced warning signage to back of kerb
- Installation of red slurry in advance of the pedestrian crossing (including the advanced warning diamonds)
- Installing “speed cushions” in advance (approximately 15m) of the pedestrian crossing
- Reducing the lane width on approach to the pedestrian crossing and school to encourage slower speeds along the length of the site.

This option includes the formalising of the existing parking restrictions on the western side of Williams Street; however it does not improve the accessibility of the pedestrian crossing.

This option would allow the works to be undertaken within the current approved budget.

This is the recommended option. A further project could then be added to the 2024/25 Minor Safety Improvements Programme to address the footpath / access issues at the crossing.

Carrying all works out at one time is not considered necessary as the works being undertaken are quite different and as such there is not considered to be any real benefits in carrying out all the works at one time.

4.4.2. Option Two – Carry out both the pedestrian crossing works and address the footpath accessibility issues at one time.

This option would progress the works as outlined in Option One and in addition to this would address the access issues at the crossing by including the following works:

- Installation of kerb blocks over the existing kerb and channel
- Construction of a new footpath ramped at a grade of 1:8 (maximum) to meet the height of the road carriageway.
- Reconstruction of the School fence to match new footpath height.
- Re-grade road carriageway to ensure a level platform is present adjacent to the pedestrian crossing
- Installation of Tactile Ground Surface Indicators for the visibility impaired.

Carrying all works out at one time is not considered necessary as the works being undertaken are quite different and as such there is not considered to be any real benefits in carrying out all the works at one time.

It is the staff's recommendation that we proceed making immediate safety improvements to the pedestrian crossing that will benefit the school and its students and include to the accessibility improvements in the Minor Safety Programme in 2024/25 to address remaining deficiencies.

4.4.3. Option Three – Do Nothing

Do nothing remains an option, however it is not recommended given the concerns raised within the community, and there is sufficient budget available to address the primary concerns within the budget available.

4.5. Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report.

4.6. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report.

The project does not impact on water quality, and impact on Wahi Tapu, Wahi Taonga, Nga Wai, Nga Reporepo, or Nga Turanga Tupuna.

5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

Staff have discussed school safety and the options available with the staff at Kaiapoi North School who are supportive of the project, however they remain motivated to ensure the crossing is upgraded to be accessible to all users.

Staff have not specifically discussed the project with the Waimakariri Access Group; however the existing pedestrian crossing is known to be deficient and therefore a further project is required to address the remaining concerns.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

There is a substantial residential zone to the north of Smtih Street, resulting in traffic volumes of 9,200 vehicles per day passing over the crossing. It is expected that the proposed “speed cushions” will help reduce speeds outside of the school at the pedestrian crossing.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report.

This budget is included in the Annual Plan and the programme of works has been approved by the Utilities & Roading Committee.

There is \$30,000 available for this project, and the recommended option has a cost estimate of \$30,000. There is sufficient budget available for the approval of the recommendations within this report.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts.

Improving the safety outside schools helps to support sustainable, active modes of transport.

6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report.

The inclusion of “speed cushions” directly outside residential dwellings may result in noise complaints, particularly due to the high traffic volumes of 9,214 vehicles per day.

Speed cushions are quieter than build speed humps, such as the watts profile hump, however they do still produce noise. If noise becomes an issue, it is possible to remove, and the speed cushions, and repurpose these elsewhere.

6.4 **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report.

Providing safe pedestrian facilities and lower vehicle speeds outside of our schools helps to improve safety outcomes for the students of Kaiapoi North School.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council’s Significance and Engagement Policy.

7.2. **Authorising Legislation**

Local Government Act 2002

7.3. **Consistency with Community Outcomes**

The Council’s community outcomes are relevant to the actions arising from recommendations in this report.

Core utility services are sustainable, resilient, affordable, and provided in a timely manner.

- Climate change considerations are incorporated into all infrastructure decision-making processes.

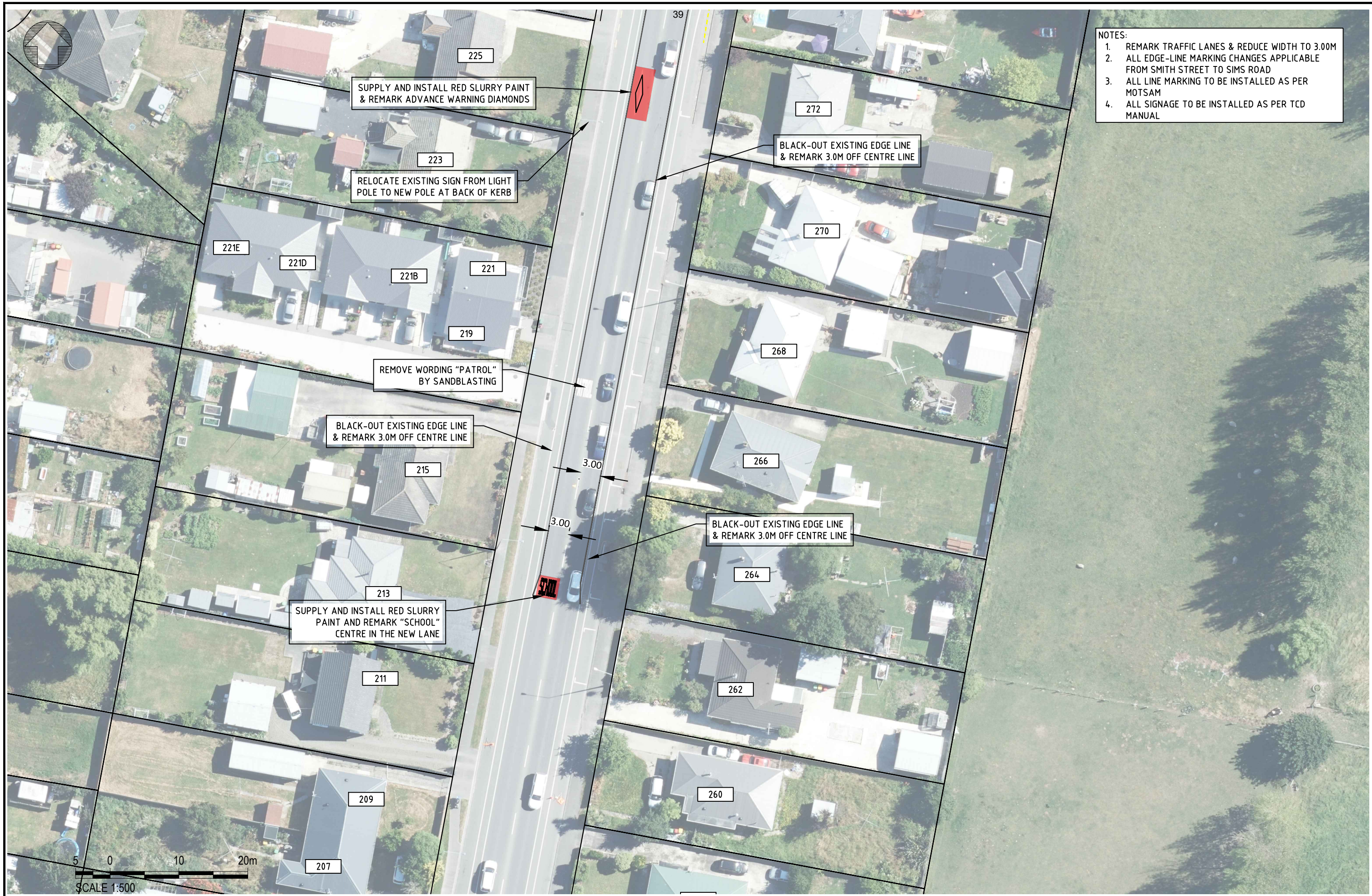
Transport is accessible, convenient, reliable, and sustainable.

- The standard of our District’s transportation system is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes.

7.4. **Authorising Delegations**

The Community Boards are responsible for considering any matters of interest or concern within their ward area and making a recommendation to Council.

The Utilities and Roding Committee have the Delegations to accept this report and approve the no stopping and parking restrictions recommended within this report.



- NOTES:
1. REMARK TRAFFIC LANES & REDUCE WIDTH TO 3.00M
 2. ALL EDGE-LINE MARKING CHANGES APPLICABLE FROM SMITH STREET TO SIMS ROAD
 3. ALL LINE MARKING TO BE INSTALLED AS PER MOTSAM
 4. ALL SIGNAGE TO BE INSTALLED AS PER TCD MANUAL

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	PRELIMINARY DESIGN	SS	KS	---	08/11/2023

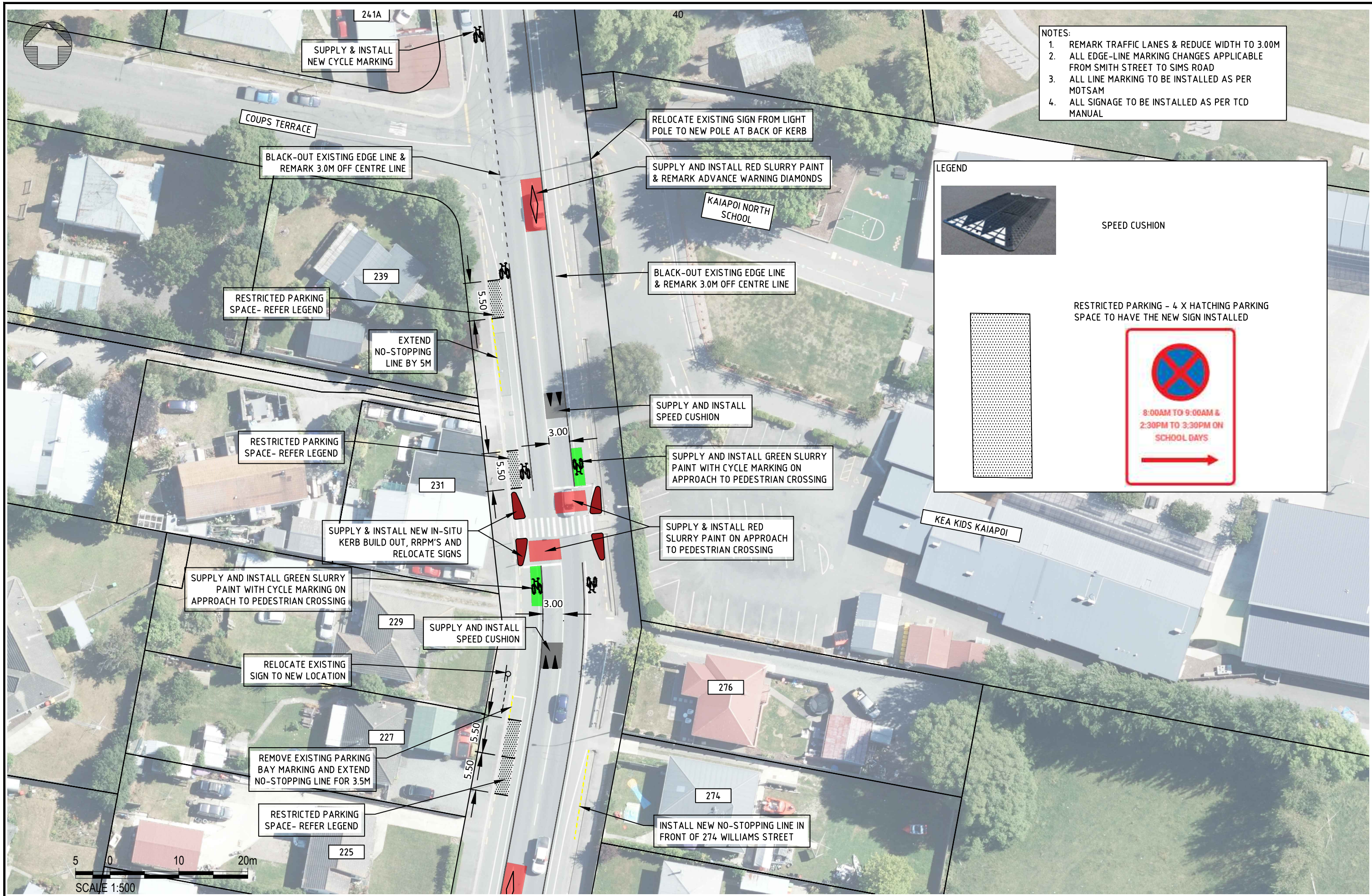
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DRAWN	SS	12/10/2023	CON No	CON2020---
DRAWING CHKD	KS	08/11/2023	SCALE (A3)	1:500
DESIGNED	SS	12/10/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	08/11/2023	HORIZONTAL	NZTM GD2000
APPROVED	---	---/---/2020	VERTICAL	



PROJECT
**WILLIAMS STREET
 KAIAPOI
 NEW LINE MARKING**

SHEET TITLE
207 - 225 WILLIAMS STREET

PRELIMINARY
 NOT FOR CONSTRUCTION
 DRAWING **4414**
 SHEET A REVISION 01



- NOTES:
1. REMARK TRAFFIC LANES & REDUCE WIDTH TO 3.00M
 2. ALL EDGE-LINE MARKING CHANGES APPLICABLE FROM SMITH STREET TO SIMS ROAD
 3. ALL LINE MARKING TO BE INSTALLED AS PER MOTSAM
 4. ALL SIGNAGE TO BE INSTALLED AS PER TCD MANUAL

LEGEND

SPEED CUSHION

RESTRICTED PARKING - 4 X HATCHING PARKING SPACE TO HAVE THE NEW SIGN INSTALLED

8:00AM TO 9:00AM & 2:30PM TO 3:30PM ON SCHOOL DAYS

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	PRELIMINARY DESIGN	SS	KS	---	08/11/2023

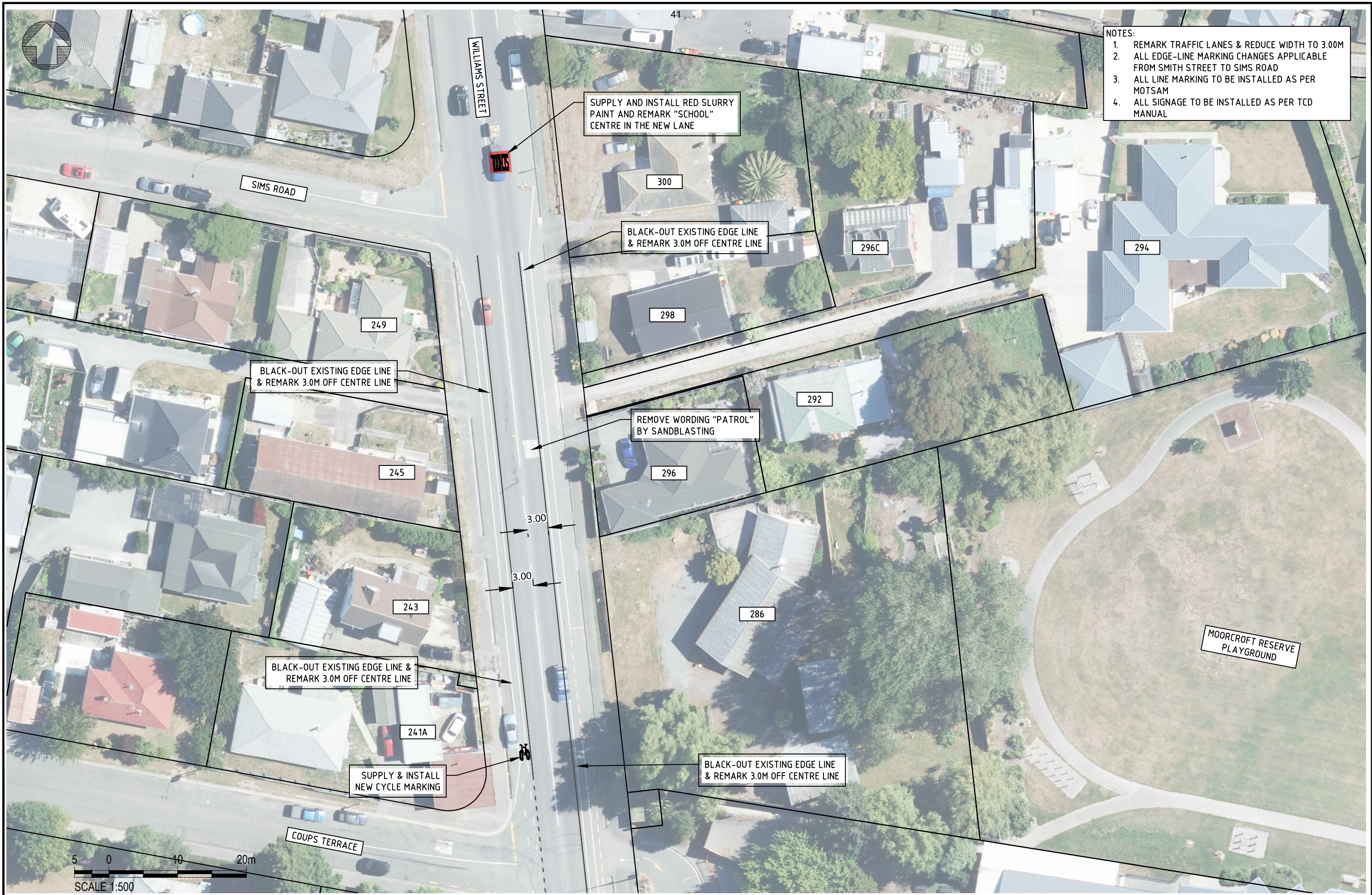
SURVEYED	---	---/---/2020	PROJECT No	PD001696
DRAWN	SS	12/10/2023	CON No	CON2020---
DRAWING CHKD	KS	08/11/2023	SCALE (A3)	1:500
DESIGNED	SS	12/10/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	08/11/2023	HORIZONTAL	NZTM GD2000
APPROVED	---	---/---/2020	VERTICAL	



PROJECT
**WILLIAMS STREET
 KAIAPOI
 NEW LINE MARKING**

SHEET TITLE
**WILLIAMS STREET - COUPS TERRACE
 INTERSECTION**

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4414
SHEET	REVISION
A	02



- NOTES:
1. REMARK TRAFFIC LANES & REDUCE WIDTH TO 3.00M
 2. ALL EDGE-LINE MARKING CHANGES APPLICABLE FROM SMITH STREET TO SIMS ROAD
 3. ALL LINE MARKING TO BE INSTALLED AS PER MOTSAM
 4. ALL SIGNAGE TO BE INSTALLED AS PER TCD MANUAL



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	PRELIMINARY DESIGN	SS	KS	---	08/11/2023

SURVEYED	---	---/---/2020	PROJECT No	PD001696
DRAWN	SS	12/10/2023	CON No	CON2020---
DRAWING CHKD	KS	08/11/2023	SCALE (A3)	1:500
DESIGNED	SS	12/10/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	08/11/2023	HORIZONTAL	NZTM GD2000
APPROVED	---	---/---/2020	VERTICAL	



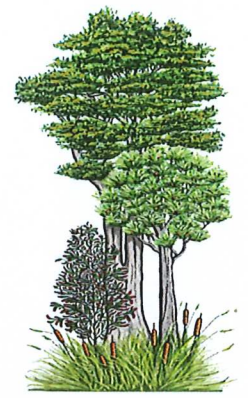
PROJECT
**WILLIAMS STREET
 KAIAPOI
 NEW LINE MARKING**

SHEET TITLE
**WILLIAMS STREET - SIMS ROAD
 INTERSECTION**

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4414
SHEET	REVISION
A	03



Te Kura o Rūataniwha⁴²
Kaiapoi North School
Striving for Personal Excellence



Striving for Personal Excellence

21 August, 2023

Shane Binder
Senior Transportation Engineer
Roading
Waimakariri District Council

Dear Shane

We are writing to you to express our concern at the lack of progress so far in making the pedestrian crossing on Williams Street outside our school safe for all users, particularly our children and the mobility impaired. We have had regular reports from our principal Jason Miles regarding your correspondence with him about improving the safety of this crossing. Your most recent reply about the funds not being accessible for a number of years has prompted this letter from the Board of Trustees.

We believe that you, the Council are neglecting your duty of care to the public in allowing this situation to drag on with no resolution creating unnecessary risk for all people using the crossing. Currently the east end of the crossing is noncompliant, it is just too steep to be usable for anyone using a mobility aid of any kind, or who have young children in prams, pushchairs or strollers, to use. It is hazardous just to walk down, especially in damp & frosty conditions. As our principal has shared with you, **our preferred course of action is to install a new compliant ramp on the east side which will reduce the gradient allowing all users to safely access the pedestrian crossing.**

We do not see the WDC's alternative solution of relocating the pedestrian crossing further north on Williams Street as viable for the following reasons;

- the current location of the crossing is on a bend in the street which gives good visibility/sight lines from both directions for both pedestrians and motorists. Moving it could impact safe stopping distances for drivers as they come around the bend when there are people using the crossing.
- Locating the crossing to the north of Williams Street would place the crossing opposite Coups Terrace, a street which exits onto Williams Street towards the east which is always a busy intersection at school drop off & pick up times.
- There is a commercial business that operates on the intersection of Coups Terrace and Williams Street which will be negatively impacted by the increased pedestrian activity during drop off & pick up times.
- Relocation of the bus stop further north will need to be carried out and this will impact the proximity to the school, meaning students will have to walk further to and from the bus stop. This bus stop is used frequently during drop off and pick up times to service the community.

The safety of our whole school community is paramount and hence we urge the importance of resolving this issue in a timely manner. In the event of an accident on the crossing in either location, who would be held liable while the school crossing patrols are out?

We will not rule out getting public support to call for action from the WDC, including directly to the mayor and local MP. We trust that you will treat our concerns with the utmost urgency, and look forward to a timely reply in the near future.

Yours sincerely



Gregory Thompson,
Chairperson of the KNS Board of Trustees.

Attachment iii

Williams Street Pedestrian Crossing Improvements – Issues created by Williams Street geometry.

Photo 1: No. 274 Williams Street

Image below shows the cross-fall on the road shoulder, outside No. 274 Williams Street



Photo 2: No. 274 Williams Street

Image below shows the cross-fall on the road shoulder, outside No. 274 Williams Street and rubber deposits left following a vehicle that became stuck on the road due to the excessive cross-fall



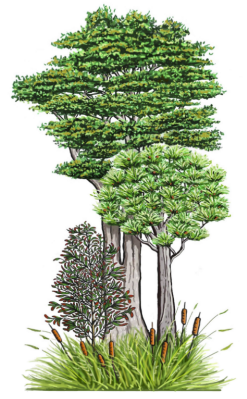
Photo 3: (Street-view)

Image below shows motor vehicles parked within the cycle lane to avoid the steep cross-fall outside No. 274 Williams Street





Te Kura o Ruataniwha
Kaiapoi North School
Striving for Personal Excellence



Striving for Personal Excellence

7th November, 2023

Shane Binder
Senior Transportation Engineer
Roading
Waimakariri District Council

Dear Shane

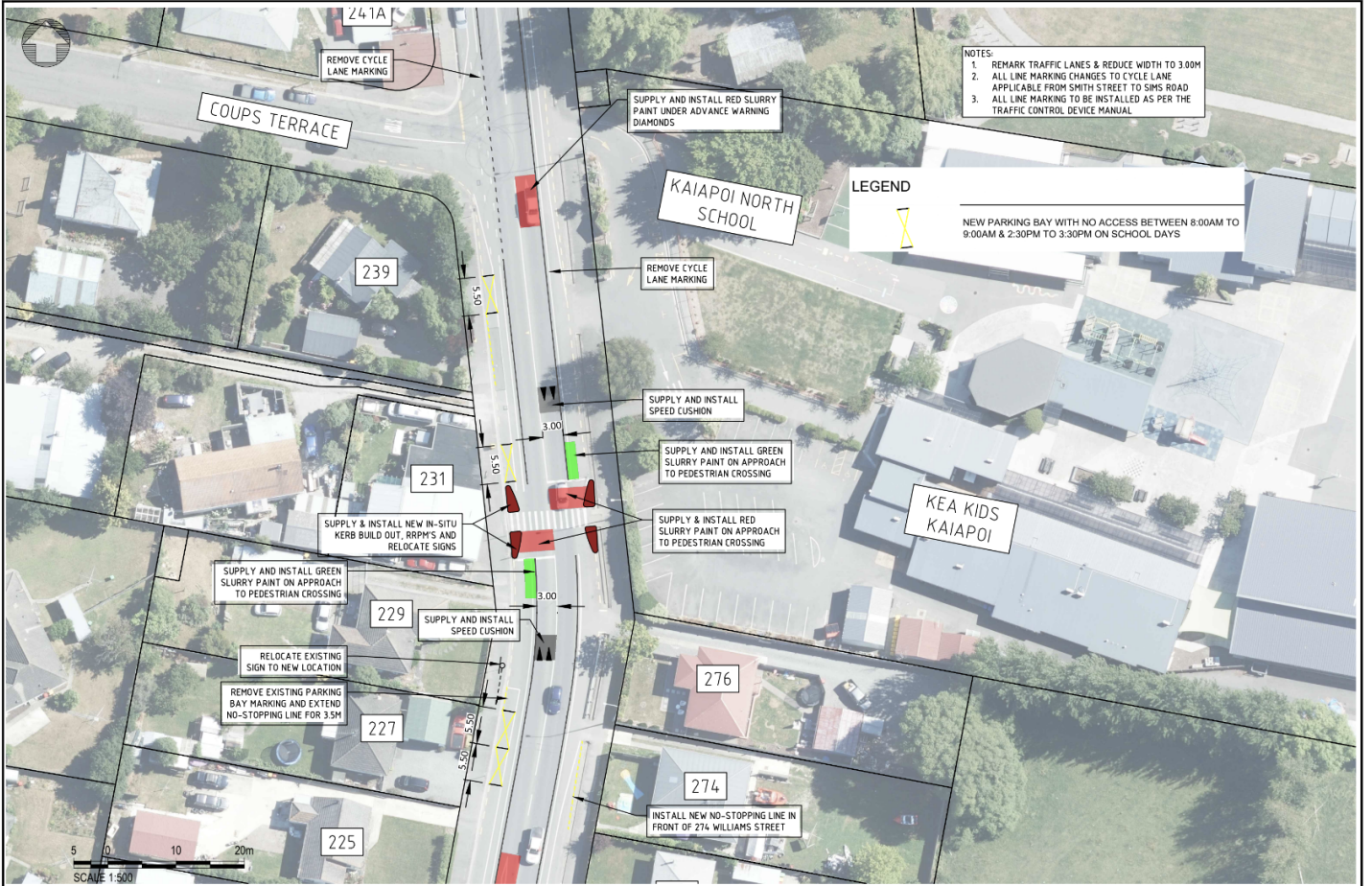
Thank you for meeting with us regarding our concerns laid out in [our letter to you on August 23, 2023](#) about the safety of the pedestrian crossing on Williams Street outside our school. Our concerns are for all users, particularly our children and the mobility impaired. Currently the east end of the crossing is non-compliant, the “ramp” is just too steep to be usable for anyone using a mobility aid of any kind, or those who have young children in prams, pushchairs or strollers. It is hazardous just to walk down, especially in damp & frosty conditions. As our principal has shared with you, **our preferred course of action is to install a new compliant ramp on the east side which will reduce the gradient allowing all users to safely access the pedestrian crossing.** Your preliminary plans to rectify this look good, however we are very concerned that you have outlined you have no funding allocated to this project as yet. Our Board of Trustees look forward to discussing this urgent safety matter with you in the near future.

We do however support your proposal scheme that you are proposing for the road on the Williams St crossing in front of Kaiapoi School. Your focus on improving the conspicuity of the crossing and bringing it up to standard with proper kerb extensions, signage, speed humps, and markings will improve the safety for all pedestrians. We support your wish for approval from the Kaiapoi Tuahiwi Community Board and would appreciate a deputation from our school being able to attend the Community Board meeting to support improvements to visibility and reducing driver speed at the crossing to support students walking and cycling to/from school.

The safety of our whole school community is paramount and hence we urge the importance of improving the visibility of the crossing and resolving the issue of a non-compliant and unsafe ramp in a timely manner. In the event of an accident on the crossing or exit, who would be held liable while the school crossing patrols are out?

We trust that you will treat our concerns with the utmost urgency, and look forward to a timely reply in the near future.

Yours sincerely
Gregory Thompson,
Chairperson of the KNS Board of Trustees.



<table border="1"> <thead> <tr> <th>REV.</th> <th>REVISION DETAILS</th> <th>DRN.</th> <th>CHK.</th> <th>APP.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>PRELIMINARY DESIGN</td> <td>SS</td> <td>--</td> <td>--</td> <td>25/10/2023</td> </tr> </tbody> </table>				REV.	REVISION DETAILS	DRN.	CHK.	APP.	DATE	A	PRELIMINARY DESIGN	SS	--	--	25/10/2023	<table border="1"> <tbody> <tr> <td>SURVEYED</td> <td>--</td> <td>--</td> <td>13/10/2023</td> <td>PROJECT No</td> <td>PODC1690</td> </tr> <tr> <td>DRAWN</td> <td>SS</td> <td>SS</td> <td>13/10/2023</td> <td>CON No</td> <td>CON2023--</td> </tr> <tr> <td>DRAWING CHKD</td> <td>--</td> <td>--</td> <td>13/10/2023</td> <td>SCALE</td> <td>A3</td> </tr> <tr> <td>DESIGNED</td> <td>SS</td> <td>SS</td> <td>13/10/2023</td> <td>DATUM ORIGIN</td> <td>1300</td> </tr> <tr> <td>DESIGNED CHKD</td> <td>--</td> <td>--</td> <td>13/10/2023</td> <td>HORIZONTAL NZTM</td> <td>GD0000</td> </tr> <tr> <td>APPROVED</td> <td>--</td> <td>--</td> <td>13/10/2023</td> <td>VERTICAL</td> <td></td> </tr> </tbody> </table>				SURVEYED	--	--	13/10/2023	PROJECT No	PODC1690	DRAWN	SS	SS	13/10/2023	CON No	CON2023--	DRAWING CHKD	--	--	13/10/2023	SCALE	A3	DESIGNED	SS	SS	13/10/2023	DATUM ORIGIN	1300	DESIGNED CHKD	--	--	13/10/2023	HORIZONTAL NZTM	GD0000	APPROVED	--	--	13/10/2023	VERTICAL		<p>WAIMAKARIRI DISTRICT COUNCIL</p>		<p>PROJECT</p> <p>WILLIAMS STREET KAIAPOI NEW LINE MARKING</p>		<p>SHEET TITLE</p> <p>WILLIAMS STREET - COUPS TERRACE INTERSECTION</p>		<p>PRELIMINARY NOT FOR CONSTRUCTION</p> <p>DRAWING 4414</p> <p>SHEET A REVISION 03</p>	
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1 **REPORTS**

1.1 **Kaiapoi North School – Proposed Pedestrian Crossing Improvements – K Straw (Civil Project Team Leader), S Binder (Senior Transportation Engineer) and J McBride (Roading and Transport Manager)**

K Straw highlighted staff were seeking approval of part one of the design for improving visibility and speed reduction around the pedestrian crossing outside the Kaiapoi North School. The current stage of works was included in existing budgets. Staff were looking at seeking additional budget in the 2024/25 financial year to address deficiencies in the raised crossing. This report was seeking reduction of the lane size, installation of new curb buildouts which would allow for signs to be relocated and the installation of a speed cushion. In addition to those works staff were also looking to formalise the unrestricted parking on the northern side of the crossing and would amend the length of the parking bays to be more suited to standard vehicle lengths. A short length of no stopping lines would also be installed where the shoulder was too steep for vehicles to park. A detailed design of the second stage was yet to be developed however survey had been done and the height of the ramp was around 700mm which would result in the ramp needing to extend eight metres.

N Atkinson sought clarification on if the ramp would extend eight metres in both directions.

K Straw clarified it would need to extend in both directions.

J Watson asked if the works were done in part two would affect the work that had already been completed in part one. K Straw answered the two stages would not affect each other as they addressed different issues and would complement each other.

N Atkinson questioned if the speed cushions had been consulted on with the immediate residents. K Straw responded they had not consulted with residents however they could prior to installation. J Watson sought information on when part two would occur and K Straw replied the budget would be received in July 2024 and subject to staff resourcing would likely happen by November 2024.

T Bartle wondered how long the ramp had been this way and if anything happened to result in it being noncompliant. K Straw noted it had always been noncompliant.

N Atkinson questioned if the budget for part two was already allocated. K Straw stated he did not control the minor works budget however it was J McBride's intention to put \$50,000 towards the project which would come to the Board and the Utilities and Roading Committee for approval.

R Keetley asked if all improvements were costed against relocating the crossing. K Straw stated staff met with the school and discussed that option however it was not the best option for the school. Due to the number of side streets the main safety concern was for road patrollers to be able to see a certain distance down the road and ensure it was safety of students when crossing the road.

Moved: N Atkinson

Seconded: J Watson

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 231011161371.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Utilities and Roading Committee:

- (b) **Approves** the design as per section 4.2.1 of the report, and attachment i of this report.
- (c) **Approves** the implementation of no stopping signage outside No. 227 Williams Street (south of the pedestrian crossing) during the hours of 8:00am – 9:00am and 2:30pm – 3:30pm School Days.

- (d) **Approves** the implementation of no stopping signage outside No. 231 Williams Street to Sims Road (north of the pedestrian crossing) during the hours of 8:00am – 9:00am and 2:30pm – 3:30pm School Days.
- (e) **Approves** the installation of 13m no-stopping lines on Williams Street, outside No. 274 Williams Street.
- (f) **Approves** the extension of existing no-stopping lines outside No. 239 Williams Street by five metres.
- (g) **Approves** the extension of existing no-stopping lines outside No. 229 Williams Street by three metres.
- (h) **Notes** that the installation of no-stopping lines as per recommendation (e) was due to the road shoulder camber being unacceptable for roadside parking that resulted in motor vehicles unable to access the road shoulder, and therefore parking within the adjacent cycle lane.
- (i) **Notes** that the extension of the existing no-stopping lines as per recommendations (f) and (g) was to adjust the parking bay length to ensure it accommodated full car lengths. This avoided excess space that may encourage vehicles to squeeze into left over space which may result in encroachment into the no-parking area and obstruct visibility to the crossing.
- (j) **Notes** that there was budget allocated for minor safety improvements in the current financial year for this project, as this was a carryover project from 2022/23.
- (k) **Notes** that the Utilities and Roading Committee approved this project as part of an overall programme of minor safety improvements on 19 July 2022.
- (l) **Notes** that following the works, the steps to the pedestrian crossing would remain and that this would be added to the future minor improvement programme for 2024/25.
- (M) **Requests** that neighbouring residents are consulted prior to the “speed cushions” being installed.

CARRIED

N Atkinson stated this had been an ongoing issue for many years and needed safety improvements. There were many more people coming from the north than before, and the location of the pedestrian crossing gave the best view of oncoming vehicles. He hoped funding for part two would come through quickly as it was needed.

J Watson concurred and was glad the project was in progress and would not have to wait for many more years for all the works to be complete.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-32-16-07 / 231124188939(V3)

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 13 March 2024

AUTHOR(S): Kieran Straw – Civil Projects Team Leader
Joanne McBride – Roothing and Transportation Manager

SUBJECT: Approval to Install No Stopping Restrictions associated with Pedestrian Refuge Islands – UPDATED FOR MARCH 2024 MEETING

ENDORSED BY:
(for Reports to Council, Committees or Boards)


 General Manager


 Chief Executive pp

1. SUMMARY

- 1.1. This report seeks a Board recommendation to the Utilities and Roothing Committee for approval to install no-stopping restrictions associated with pedestrian refuge islands at the following locations:
- 1.1.1. West Belt, mid-block, between Milesbrook Close and Harrod Place.
 - 1.1.2. Ivory Street, immediately north of Thorne Place (outside Bainswood retirement home)
- 1.2. A further Pedestrian Refuge Island on Ivory Street is planned north of Doggett Place; however this crossing location will have no impact to the on-street car parking as there is already no-stopping installed at this location.
- 1.3. Pedestrian Refuge Islands are important to our community as they provide a safe crossing location, which is particularly important on busy roads such as West Belt and Ivory Street that have an average daily traffic count of 4,700 and 13,000 respectively. Pedestrian refuges allow pedestrians to cross the road in a staged approach, and provide an area to wait as they cross.
- 1.4. The need to remove on-street parking is due to the refuge island being in the centre of the road, which results in the traffic lane moving towards the parking lane, and also to ensure that there are clear sight lines for pedestrians to determine that the road is clear before proceeding to cross the street.
- 1.5. The Ivory Street and West Belt pedestrian refuge islands are included within the Minor Improvement Programme, approved by Utilities and Roothing in June 2023.

Attachments:

- i. West Belt Plan (including Tracking Curves) (Trim No. 240131013810 (V2))
- ii. Ivory Street (Bainswood Retirement Home) Plan (Trim No. 240131013811)
- iii. Ivory Street (north of Doggett Place) Plan (Trim No. 240131013831)
- iv. Parking Observations at No. 48 West Belt (Trim No. 240119007025)
- v. WSP Technical Note on the suitability of refuge islands at these sites. (Trim No. 240223027986)
- vi. Redacted Email from No. 58 West Belt (Trim No. 240228031085)
- vii. Site Location Plans (Trim No. 240305033609)

2. **RECOMMENDATION**

THAT the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 231124188939[v03].
- (b) **Endorses** the installation of the proposed pedestrian refuge islands at West Belt and Ivory Street.

AND

THAT the Rangiora Ashley Community Board recommends the Utilities and Roothing Committee:

- (c) **Approves** the associated no stopping restrictions at each site.
- (d) **Approves** the installation of no-stopping restrictions at the following locations to install a pedestrian refuge on West Belt, mid-block between Milesbrook Close, and Harrod Place:
 - i. Outside No. 55 West Belt (approximately 30m long).
- (e) **Approves** the installation of a 10m kerb build-out in front of No. 48 West Belt.
- (f) **Approves** the installation of no-stopping restrictions at the following locations to install a pedestrian refuge on Ivory Street immediately north of Thorne Place:
 - i. Outside No. 34 Ivory Street (approximately 30m long).
 - ii. Outside No. 29 and 35 Ivory Street (approximately 40m long).
- (g) **Notes** that to retain two on-street parking spaces outside No. 48 West Belt, that proposed refuge island has been off-set to the west, and a kerb build out is proposed on the eastern side of West Belt.
- (h) **Notes** that there is a pedestrian refuge island proposed for Ivory Street, immediately north of the Doggett Place intersection, however there is already no-stopping restriction through this length, and therefore no changes to the parking are required at this location.

3. **BACKGROUND**

- 3.1. West Belt is a Primary Collector that carries 4,700 vehicles per day. There are currently no formal pedestrian refuge crossing locations between Johns Road and High Street. This distance is over 800m.
- 3.2. Service Request RD2101824 was received following an incident where a mobility scooter user fell off his scooter on West Belt. This fall was attributed to lack of available crossing locations, which had resulted in the mobility scooter user negotiating a vehicle crossing cut-down that was not suitable for the purpose.
- 3.3. Ivory Street is an arterial road that carries 13,000 vehicles per day. The Bainswood retirement home is located on the western side of Ivory Street, and the rest home residents often walk to the Countdown supermarket located on the eastern side of Ivory Street.
- 3.4. In March 2023 a pedestrian was fatality struck on Ivory Street at the Queen Street intersection while crossing Ivory Street.
- 3.5. In June 2023 the Utilities and Roothing Committee approved the Minor Improvement Programme which included provision to install pedestrian refuge facilities in Ivory Street, Rangiora.
- 3.6. In February 2024, this report (Version 1) was presented to the Board and held on the table due to a late change associated with the West Belt refuge. The Board had not had a chance to see the revised plan and raised concerns that neighbouring residents had not been made aware of these changes. In addition, concerns were raised in regards to the location of both Ivory Street refuge locations.

- 3.7. Following the February board meeting, staff have made additional visits to the neighbouring properties, with the revised plan. Neighbouring residents also provided negative feedback, resulting in staff further refining an option that goes some way to address all concerns raised.
- 3.8. Staff also sought independent safety advice in the form of a Technical Note from WSP, who provide specialist Roading Professional Services for Council. This technical note is included as Attachment v. of this report.
- 3.9. In addition to this, the Waimakariri Access Group was also invited to provide feedback, their feedback is included within section 5.2 of this report.

4. **ISSUES AND OPTIONS**

- 4.1. When identifying locations for pedestrian refuge islands, consideration has been given to the volume of both motor vehicles and pedestrians, pedestrian safety and desire lines, destinations, proximity to bends and intersections, proximity to vehicle entrances, and location of existing crossing locations.

- 4.2. West Belt

The recommend location of the proposed West Belt refuge island is ideally located approximately half-way between the two existing crossing locations at the intersection of High St (to the north) and Johns Rd (to the south). The introduction of this refuge will reduce the spacing to approximately 400m between refuge islands. In addition to this, the refuge is located adjacent to the walkway to the Acacia Ave reserve, which is a destination for pedestrians.

West Belt has several large land parcel properties, and therefore there are multiple locations that can physically fit the proposed refuge island without obstructing adjacent vehicle entrances.

However, to the north of the recommended location, alternative locations are undesirable due to the location of street trees in the berms that clash with the locations of pedestrian cut-downs, and another site would result in a drainage sump within the pedestrian cut-down.

To the south of the recommended location, there is approximately three alternative locations all considered to be suitable. None of these however have the benefit of locating the refuge directly under a streetlight and are all away from the desire line to the Acacia Ave reserve.

The West Belt site has gone through considerable stakeholder engagement, with each iteration of the design having a trade-off for other residents. A summary of the design progression is described below.

- Initial design included a centrally located pedestrian refuge, with no on-street parking retained outside either No. 55 or No. 48 West Belt
- In order to achieve a single parking space outside No. 48 West Belt, staff investigated the option of relocating the refuge island to the north by approximately 4m. This obstructed the left turn from No. 58 and No. 60 West Belt at times residents may be towing trailers.
- To resolve this issue, staff repositioned the refuge to the western side of the road and sought to replace the no-stopping on the east with a kerb build out. This off-set pedestrian refuge island design reinstated the full turning requirements for vehicles towing trailers exiting No. 58 and No. 60 West Belt but raised concerns for when these same vehicles have to turn right into their driveway.

- The final and recommended design locates the pedestrian refuge island to be offset to the western side of West Belt, but in the original longitudinal location. This option, along with the kerb build out provides for the on-street parking demand of No. 48 West Belt, while allows towing vehicles to exit left into West Belt from both No. 58 and No. 60 West Belt. As the refuge is located 6m to the south of this vehicle entrance, there is also sufficient space for a vehicle to pull into the painted median and allow following vehicles to pass on the inside of a vehicle turning into these properties. This option does have an increased length of no-stopping on the western side of West Belt, however, does not impact on No. 61 West Belt, the next property to the north of No. 55.

- 4.3. Ivory Street is adjacent to the Rangiora Town Centre and has the Bainswood retirement home to the south. It has a much higher number of pedestrians and vehicles using the road, and therefore requires more frequent pedestrian crossing locations to allow for safe crossing.

The location of the proposed pedestrian refuge outside the Bainswood retirement home is 100m south of an existing crossing location, however, provides good connectivity for the residents of Bainswood, and provides an additional option for residents to the south of Ivory Street.

The location of the proposed pedestrian refuge to the north of Doggett Place is to be located as far north as possible to minimise the impact on right turn stacking from Ivory Street into Queen Street. However, the driveways to KFC and the vegetable shop have also been considered.

Tracking curves have been used to check the location of the crossing, and all turning manoeuvres remain unimpeded. The KFC exit is left turn out only and as such the location does not impact the exit.

- 4.4. Staff have carried out targeted consultation as noted under section 5 below.
- 4.5. The Rangiora Community Board have the following options available to them.

4.5.1. Option One (Endorse the Refuge Island Locations)

This option would endorse the installation of the three proposed pedestrian refuge islands as shown in the attachments of this report, noting that the proposed West Belt location has been re-positioned to the western side of the road to address concerns raised by residents

This is the recommended option.

4.5.2. Option Two (Request further work be done on proposed refuge locations)

Decline the recommendations of this report and instruct staff to investigate alternative locations along West Belt and Ivory Street to further improve the crossing spacing from existing crossing locations.

This is not the recommended option as staff have reviewed the full length of Ivory Street and determined there is few alternative locations available that do not impact on existing vehicle entrances.

There are alternative locations available on West Belt, however they offer no advantages over the site chosen, and with the expected traffic volumes, the proposed 400m between crossing locations is considered acceptable.

Significant work has already been undertaken to assess possible locations for a refuge and this location is considered to have the most benefits. There are also likely to be the same issues regardless of where the refuges are proposed, as property accesses are located along the full length of the road.

4.5.3. Option Three (Status Quo)

Decline the recommendations of this report and do not install the refuges.

This option is not recommended as it would result in poor safety outcomes for pedestrians who are trying to cross busy roads within the district.

Providing safe crossing locations is important for all pedestrians, but especially vulnerable members of our community. Safe crossing points also encourage people to participate in active transport modes.

4.6. Implications for Community Wellbeing.

There are implications on community wellbeing by the issues and options that are the subject matter of this report.

The installation of the pedestrian refuge islands (and subsequent no-stopping restrictions) improves road safety for our most vulnerable members of our community by provide them with safe crossing locations on two of our busy urban streets.

4.7. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

The Bainswood rest home residents have in the past made several requests for additional crossing locations along the length of Ivory Street.

A letter drop has been carried out to all properties that are in proximity to all three proposed crossings. This includes all the affected residents of the Bainswood residential units. The information included mention of the no stopping lines.

In addition, KFC, the Produce Shop, and other nearby businesses have been directly spoken to, and they support the proposal.

The Rest home has been sent information on the proposed refuge island and subsequent parking removal. They have not provided feedback in response to this consultation.

Prior to the February board meeting, staff met with the residents at 34 and 35 Ivory St, and at 48 West Belt, who have the proposed refuges located directly outside their properties. No. 55 West Belt is not contactable. They had the following comments:

- No. 34 Ivory Street: Concerns raised about loss of parking, however there was an acceptance that the refuge was beneficial for the wider community.
- No. 35 Ivory Street: No concerns raised.
- No 29 Ivory St: This is a small block of units with internal parking – these units were approached as part of the letter drop.
- No. 48 West Belt: Concerns raised about loss of parking and questions the benefit of installing refuge islands. The owner claims that no one crosses the road here, and that the adjacent walkway to Acacia Reserve is rarely used.
- No. 55 West Belt: The property owner is not contactable.

Following the February board meeting, staff have carried out further targeted engagement with the residents of 58 and 60 West Belt. These two properties were called out at the Board meeting as potentially being impacted by the proposed change in design by obstructing their vehicle entrances, particularly while towing boats, or trailers. Staff met with the residents of these properties, and confirmed by way of vehicle tracking software that the placement of the refuge will prevent towing vehicles from exiting their driveway and turning south. They had the following comments:

- No. 58 West Belt: The owner of No. 58 West Belt had no concerns with the initial proposal, however the revised proposal that locates the refuge to the north will impact on their ability to turn left out of their driveway while towing. Frustration was expressed due to changing the design to accommodate one resident while impacting on others. Their submission is included as attachment vi. of this report.
- No 60 West Belt. The owners of No. 60 West Belt are currently on extended holiday. However their neighbour advised that they too have a trailer and that the updated location will also adversely impact them, and their ability to turn south out of their driver way. They did receive the initial information notice.

Staff are not able to contact the owner of No. 55 West Belt. A further addressed letter was sent to the property to contact next of kin, however no reply has been received.

The day of the February Board meeting, staff met with the property owner of No. 48 West Belt. As a direct result of this, the recommended location outside this property was adjusted slightly to accommodate a single on-street car parking space.

The owner remains opposed to this location, and requested staff consider alternative locations, however the alternative locations provide no advantage over the proposed location, and they had increasing disadvantages due to increasing distance from the Acacia Drive walkway.

Due to the concerns raised by the owner of No. 48 West Belt, staff have considered alternative locations as discussed in section 4.2 of this report.

In addition, parking observations have been carried out at various times to determine the parking demand outside No. 48 and 55 West Belt. These observations are included as attachment iv and demonstrate a very low on-street parking demand.

The Waimakariri Access Group has an interest in improving the footpaths throughout the district and improving accessibility for the aging and mobility and / or vision impaired. They have provided some general feedback in regard to the importance of these facilities. Specifically they noted that we all need choice in how we get around and not everyone drives. They also reinforced the need for good visibility in both directions so that people know there is enough time for you to get across to and from the refuge. Completing the crossing in two halves makes finding a break in the traffic much easier, especially for people that are physically slower. They stressed that for some people with disabilities it can be difficult to walk or wheel too far so and island gives them some safety and more time as they only have to cross one lane of traffic at a time.

The Waimakariri Access Group support the refuge island locations, and in particular, the location outside KFC was noted that having an island is considered safer than using the median without the refuge, and some of their members would prefer the refuge option to the signalised crossing at High St due to the short time available to complete the crossing manoeuvre. They also suggested that if there is demand from the rest home, that a formal pedestrian crossing would be a better option.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

Residents and businesses immediate adjacent to, and / or impacted by parking loss have received notification of these refuge islands.

Improvements in walking facilities have a positive impact on the wider community as they provide safe spaces for pedestrians to wait while crossing the road in stages, where crossing a busy road can be challenging and present a real barrier to some members of the Community.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report.

This budget associated with the delivery of the Minor Improvement Programme is included in the Annual Plan.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts.

Improving pedestrian facilities encourages more sustainable travel mode choices, such as walking as well as safety benefits.

6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report.

The installation of no-stopping lines reduces the space available for on-street parking. All impacted residents have been informed of the proposal and actions taken to address their concerns wherever possible.

The desire to retain on-street parking has had knock-on impacts, and raised further risks associated with property ingress and egress, particularly for towing vehicles. These risks have been designed out, however it is necessary to balance impacts when planning for pedestrian facilities.

6.3 **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report.

Installation of pedestrian refuge islands are important to improve pedestrian safety to minimise the likelihood of incidents such as the fatality on Ivory Street in March 2023, and the prior incident in West Belt where a mobility scooter tipper over, injuring the rider.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

Section 2 of the *Land Transport Rule: Traffic Control Devices 2004* requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices".

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

There is a safe environment for all:

- Harm to people from natural and man-made hazards is minimised.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

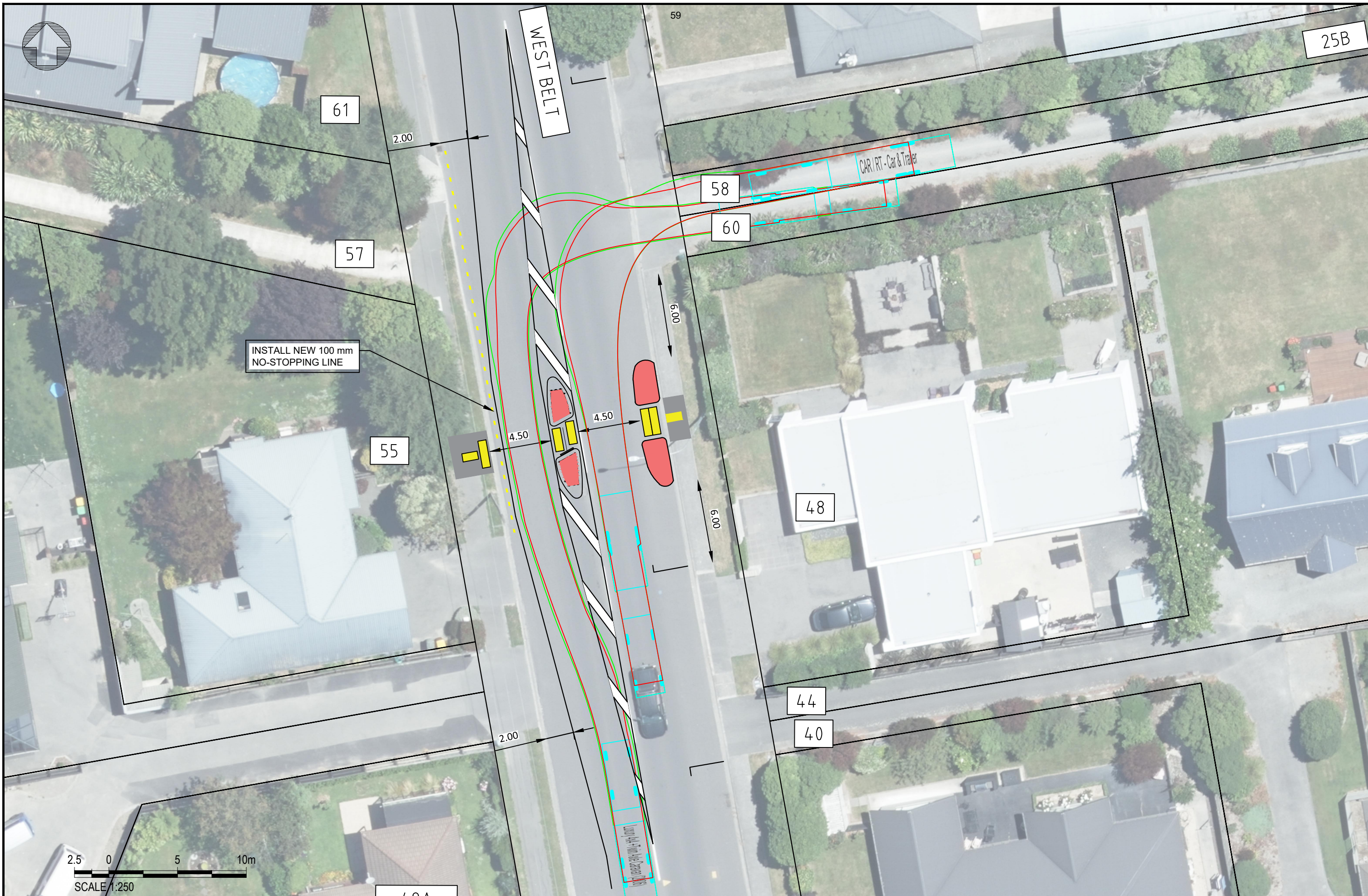
Transport is accessible, convenient, reliable and sustainable:

- The standard of our District's roads is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other, and Christchurch is readily accessible by a range of transport modes.

7.4. **Authorising Delegations**

As per Part 3 of the WDC *Delegations Manual*, the Community Board has the delegated authority to approve traffic control and constraint measures on streets within its ward area.

The Utilities and Roading Committee is responsible for roading and transportation activities, including road safety, multimodal transportation, and traffic controls.



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	TENDER DRAWINGS	SS	KS	KS	20/10/2023

SURVEYED	---	---/---/2020	PROJECT No	PD001990
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DRAWING CHKD	---	---/---/2020	SCALE (A3)	1:250
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DESIGNED CHKD	KS	20/10/2023	HORIZONTAL	NZTM GD2000
APPROVED	KS	20/10/2023	VERTICAL	NZVD 2016



PROJECT	KERB AND CHANNEL RENEWALS 2023/2024
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SHEET TITLE	WEST BELT PEDETRIAN REFUGE ISLAND
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FOR APPROVAL NOT FOR CONSTRUCTION	
DRAWING	4422
SHEET	REVISION
1	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	IVORY STREET PEDESTRIAN REFUGE	KG	---	---	16/02/2022
B	TENDER DRAWINGS	KG	DM	JM	15/11/2023
C	FOR CONSTRUCTION	SS	KS	JM	12/01/2024
D	REDUCTION OF NO-STOPPING LINES	SS	KS	KS	17/01/2024

SURVEYED	---	---/---/2020	PROJECT No	PD001990
DRAWN	KG	16/02/2022	CON No	CON202346
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DESIGNED	KG	16/02/2022	DATUM ORIGIN	
DESIGNED CHKD	DM	15/11/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	---/---/2020	VERTICAL	



PROJECT	KERB AND CHANNEL RENEWALS 2023/2024
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SHEET TITLE	IVORY STREET REFUGE ISLAND
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FOR APPROVAL NOT FOR CONSTRUCTION	
DRAWING	4272
SHEET	REVISION
1	D



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	TENDER ISSUE	SS	KS	---	29/11/2023

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DESIGNED	SS	24/11/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	29/11/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	---/---/2020	VERTICAL	



PROJECT	PEDESTRIAN REFUGE ISLAND
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SHEET TITLE	IVORY STREET OPPOSITE KFC RANGIORA EXTENT OF WORKS
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FOR TENDER NOT FOR CONSTRUCTION	
DRAWING	4436
SHEET	REVISION
A	1

Location	Spaces Available	Friday 19th January	Monday 22nd January	Tuesday 23rd January		Wednesday 24th January	Thursday 25th January		Saturday 26th January	Sunday 27th January
		7:15	20:30	6:45	17:30	23:30	7:30	20:30	20:00	21:00
55 West Belt	4	0	0	0	0	0	0	0	0	0
48 West Belt	3	1	0	0	0	0	0	0	2	0

Note:

Count figures are no. of vehicles parked, not number of available spaces

Parking space based on District Plan and 1m clearance from vehicle entrances



Memorandum

To	Kieran Straw - Civil Projects Team Leader
Copy	Hayden Muir
From	Steph Hautler – Engineer -Transport
Office	Christchurch
Date	29 February 2024
File/Ref	6-DHLHH.01/70000
Subject	Waimakariri District Council - Technical Review Memo of Proposed Pedestrian Refuge Locations

1 Background

WSP has been engaged by the Waimakariri District Council to provide an independent technical review of three proposed pedestrian refuge locations to determine the suitability of facility selected and location at the following sites:

- Ivory St, immediately north of Thorne Place (outside Bainswood retirement home.
- Ivory St, opposite KFC Rangiora
- West Belt, mid-block between Milesbrook Close and Harrod Place

The review was carried out using the Waka Kotahi Pedestrian Network Guide Crossing Selection Process to determine the crossing selection type. This technical memo is an independent review of a proposed transport project to identify any safety concerns that may affect performance and identify road safety issues or opportunities for improvement.

Any recommended mitigation of an identified safety concern is intended to be indicative only, and to focus the design team on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of improving the road safety or operational problems identified should also be considered.

The following information was supplied:

Document	Revision	Date
Ivory Street Refuge Island 4272 Sheet 1 (north of Thorne PI)	0	17/01/2024
Ivory Street Refuge Island 4436 Sheet A (Opposite KFC)	1	29/11/2023
West Belt Plan Pedestrian Refuge Island Sheet 1	B	12/01/2024
WDC Report for Decision: Approval to Install No Stopping Restrictions associated with Pedestrian Refuge Islands		14/2/2024

2 Site Data

The following contextual data and/or assumptions have been made:

2.1 Ivory Street (immediately north of Thorne Place)

Variable/Condition	Details	Data Source
Street Function	Ivory St is categorised as an Urban Collector under the One Network Framework: To provide efficient movement of people and goods from A to B.	MegaMaps
Traffic Volume	13,147 vpd	MegaMaps
Vehicle operating speeds	48 km/hr (free flow speed not 85%)	MegaMaps
Posted Speed Limit	50km/hr	MegaMaps
Safe and Appropriate Speed	40km/hr	MegaMaps
Who is expected to use the crossing	Elderly residents of the Bainswood residential units and retirement facilities on the west side of Ivory St cross Ivory St to access the Woolworths Supermarket located to the north on the eastern side of Ivory St.	Desktop Study
Road Layout	<p>The road layout is currently one lane northbound and one lane southbound with marked parking on both sides. The road is straight and flat with good visibility. Approximate kerb to kerb width is 14.5m.</p> <p>There is a pedestrian refuge crossing facility approximately 105m to the north of the proposed location and no observed crossings facilities to the south.</p>	Desktop Study
Surrounding Land Uses/Place Value	This section of Ivory Street is a mix of residential properties with multi property accessways and a supermarket frontage to the north.	Desktop Study
What is the best location of the crossing to match pedestrian desire lines.	<p>We anticipate that the most desired crossing line is in front of or close to the accessways into the Bainswood retirement facilities.</p> <p>The proposed location would enable residents and visitors to cross Ivory St and then walk along the east side of Ivory to access the supermarkets internal footpath system without having to cross any additional roads.</p> <p>A location to the south of Thorne PI was considered however 'back tracking' is not desirable and would also result in pedestrians having to also cross Thorne PI to access the supermarket.</p>	Desktop Study

Crashes	There were three crashes in the last 10 years between Northbrook and Buckham St with one involving a 16 year old on a scooter being hit by a car while crossing. The crash was slightly to the north of the proposed pedestrian refuge location and occurred when attempting to cross from the west side of Ivory to the east.	CAS
Ped Count Movement	It is likely that pedestrian demand is suppressed as there will be elderly pedestrians who do not attempt to cross with the high traffic volumes on Ivory St.	

2.2 Ivory Street (opposite KFC Rangiora)

Variable/Condition	Details	Data Source
Street Function	Ivory St is categorised as an Urban Collector under the One Network Framework: To provide efficient movement of people and goods from A to B.	MegaMaps
Traffic Volume	12,767 vpd	MegaMaps
Vehicle operating speeds	45 km/hr (free flow speed not 85%)	MegaMaps
Posted Speed Limit	50km/hr	MegaMaps
Safe and Appropriate Speed	40km/hr	MegaMaps
Who is expected to use the crossing	Pedestrians wanting to access the town centre from the east.	Desktop Study
Road Layout	<p>The road layout is currently one lane northbound and one lane southbound with marked cycle lanes on both sides and an indented parking bay to the north on the east side. The road is straight and flat with good visibility. Approximate kerb to kerb width is 12.7m.</p> <p>The nearest pedestrian crossing point to the north is 225m at the signalised intersection with High Steet and a pedestrian refuge crossing facility approximately 130m to the south of the proposed facility.</p>	Desktop Study
Surrounding Land Uses/Place Value	This section of Ivory Street is a mix of commercial frontages and accessways on the west side and residential properties on the east side.	Desktop Study
What is the best location of the crossing to match pedestrian desire lines.	<p>We anticipate that the most desired crossing line is in front of or close to KFC Rangiora, prior to the intended parking where the crossing distance increase.</p> <p>The proposed location would enable residents to cross Ivory St with minimal disruption on access to property and business</p>	Desktop Study

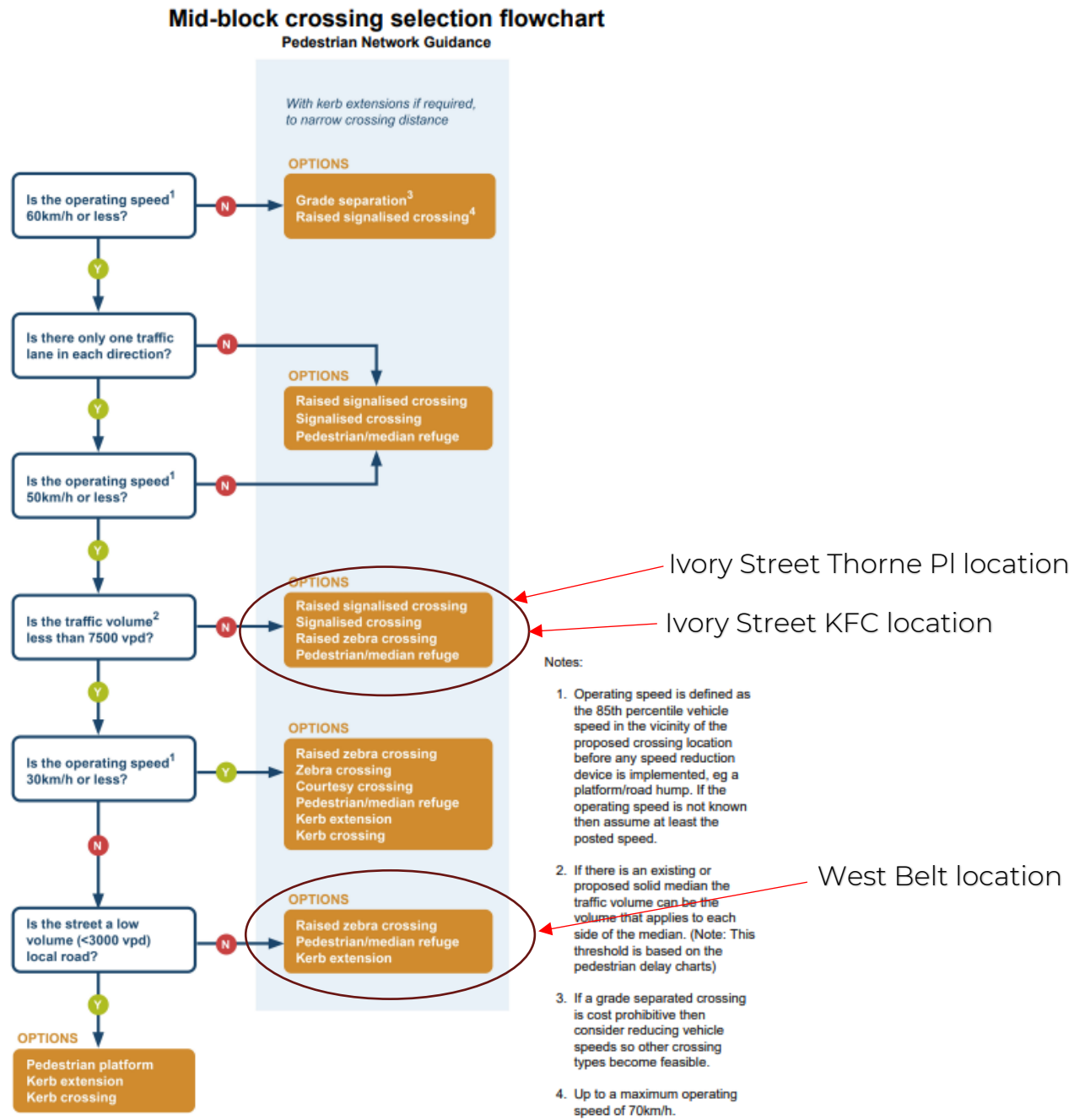
Crashes	There were three crashes in the last 10 years between Queen St and Collins St with two involving pedestrians being hit by a car while crossing Ivory St. One resulted in a fatal injury.	CAS
Ped Count Movement	The pedestrian count data in this area is unknown.	

2.3 West Belt (between Milesbrook Close and Harrod Place)

Variable/Condition	Details	Data Source
Street Function	West Belt is categorised as an Urban Collector under the One Network Framework: To provide efficient movement of people and goods from A to B.	MegaMaps
Traffic Volume	4,587 vpd	MegaMaps
Vehicle operating speeds	50 km/hr (free flow speed not 85%)	MegaMaps
Posted Speed Limit	50km/hr	MegaMaps
Safe and Appropriate Speed	40km/hr	MegaMaps
Who is expected to use the crossing	Local residents wanting to cross West Belt. Pedestrians using the North Brook Walkway to Acacia Ave.	Desktop Study
Road Layout	The road layout is currently one lane northbound and one lane southbound. The road is straight and flat with good visibility. Approximate kerb to kerb width is 12.6m.	Desktop Study
Surrounding Land Uses/Place Value	The surrounding area is primarily residential properties with some multi property accessways.	Desktop Study
What is the best location of the crossing to match pedestrian desire lines.	There are currently pedestrian refuges in the splitter islands at the roundabout to the north at West Belt/Oxford/High and to the south at West Belt/Johns. These facilities are approx. 800m apart. The proposed location is approx. midway between the two existing crossing facilities and adjacent to the walkway to Acacia Ave. Moving the location north of the walkway would require the removal of an established tree.	Desktop Study
Crashes	There has been two crashes in the 800m length over the past 10 years. They did not involve pedestrians. An incident occurred where a mobility scooter user fell off their scooter when attempting to cross West Belt. Injuries from this crash are unknown.	CAS WDC Report to R-A Community Board
Ped Count Movement	No data available.	

3 Mid-Block Crossing Selection Flowchart

Using the above contextual data and the Pedestrian Network Guide Mid-Block Crossing Selection Flowchart we arrived with the following treatment options for each of the crossing locations:



4 Discussion and Conclusion

Pedestrian refuges provide a convenient choice for pedestrians of varying mobility to cross a road where priority pedestrian crossing points are not warranted or appropriate. As crossing points focus pedestrian movements to specific locations, the location of crossings is important.

Pedestrian crossing points require regular spacing and frequency along a road depending on the street type, land use, environment, and pedestrian desire lines. For at grade crossings research suggests that crossings should be provided every 80 to 100m in urban environments¹, and the extent of no stopping at all times marking is critical to ensure adequate sight lines are obtained for gap selection.

The suitability of facility selected, and location are discussed below for each site;

4.1 Ivory Street (immediately north of Thorne PI)

The flowchart gives us the four options of crossing facility: raised signalised, signalised, raised zebra and median refuge.

The high traffic volumes combined with the low to medium pedestrian demand fits the parameters for a pedestrian/median refuge.

Using the Waka Kotahi Crossing Context table a pedestrian/median refuge crossing in this situation with operating speeds over 30km/hr would be a supporting safe system treatment.

The key benefits to users of a pedestrian/median refuge are in reducing the crossing distance for pedestrians and simplifying the gap selection task by splitting the crossing movement into two stages, thereby allowing pedestrians to wait in the relative safety of the median refuge for a gap in traffic for the stage of the crossing. The provision of a crossing facility may encourage local residents with mobility issues to access their local community. The pedestrian/median refuge can also assist with reducing vehicles speeds in the area by narrowing the traffic lanes.

Under the Safe System we believe that a pedestrian/median refuge is the best option using the Mid-block Crossing Selection Flowchart. With the known demographic of elderly pedestrians we believe that consideration should be given to the addition of kerb buildouts to reduce the crossing distance for users. This would also allow for better sight distance for users and in turn enable WDC to reduce the length of the proposed no stopping at all times marking, in particular on the departure side in the north bound direction. Through vehicle lanes of 4.2m (minimum) widths to cater for vehicles and cyclists need to be maintained.

Of note for this location: Particular care has to be taken when designing the pedestrian/median refuge to ensure that it has the width and depth capacity to comfortably hold two mobility type vehicles.

4.2 Ivory Street (opposite KFC location)

The flowchart gives us the four options of crossing facility: raised signalised, signalised, raised zebra and median refuge.

The high traffic volumes combined with the low to medium pedestrian demand fits the parameters for a pedestrian/median refuge.

Using the Waka Kotahi Crossing Context table a pedestrian/median refuge crossing in this situation with operating speeds over 30km/hr would be a supporting safe system treatment.

¹ Global Designing Cities Initiative. (n.d.). Designing Streets for People from Global Street Design Guide

The key benefits to users of a pedestrian/median refuge are in reducing the crossing distance for pedestrians and simplifying the gap selection task by splitting the crossing movement into two stages, thereby allowing pedestrians to wait in the relative safety of the median refuge for a gap in traffic for the stage of the crossing. As there is no on street parking at this location there are clear sight lines for gap selection. The provision of a crossing facility may encourage local residents with mobility issues to access their local community. The pedestrian/median refuge can also assist with reducing vehicles speeds in the area by narrowing the traffic lanes.

The crash history identifies that there is an issue in this location with safely crossing Ivory Street. Under the Safe System we believe that a pedestrian/median refuge is the best option using the Mid-block Crossing Selection Flowchart.

4.3 West Belt (between Milesbrook Close and Harrod Place)

The flowchart gives us the three options of crossing facility: raised zebra, pedestrian/median refuge and kerb extensions.

The medium traffic volumes combined with the low to medium pedestrian demand fits the parameters for a median refuge.

Using the Waka Kotahi Crossing Context table a pedestrian/median refuge crossing in this situation with operating speeds over 30km/hr would be a supporting safe system treatment.

The key benefits to users of a pedestrian/median refuge are in reducing the crossing distance for pedestrians and simplifying the gap section task by splitting the crossing movement into two stages, thereby allowing pedestrians to wait in the relative safety of the median refuge for a gap in traffic for the stage of the crossing. No stopping at all times marking is required to ensure that adequate sight lines are obtained for gap selection. The pedestrian/median refuge can assist with reducing vehicles speeds in the area by narrowing the traffic lanes.

Under the Safe System we believe that a pedestrian/median refuge crossing is the best option using the Mid-block Crossing Selection Flowchart. The location midway between two existing crossing facilities and adjacent to the walkway to Acacia Ave looks logical.

Note: The Austroads Pedestrian Facility Selection Tool was not used in this review.

Srinath Srinivasan

From:
Sent: Wednesday, 28 February 2024 11:50 AM
To: Srinath Srinivasan
Subject: West Belt Pedestrian Refuge

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: [THIS EMAIL IS FROM AN EXTERNAL SOURCE] DO NOT CLICK links or attachments unless you recognise the sender email

Hi Srinath

Thank you for calling in yesterday to discuss the proposed pedestrian refuge on West Belt. It is very helpful now that you have put the paint dots on the road showing the proposed location. I just want to send this email to you to make sure my comments and concerns are recorded. I will be forwarding this to our Community Board members too, so that they can be fully informed prior to making any decisions.

While I support the concept of installing this to improve both pedestrian and motorist safety I have concerns regarding the new location being proposed, particularly now that we can see the dots on the road indicating its size and proximity to our driveway. My understanding was that originally the refuge would have been installed slightly further south, which while potentially having made access in and out of our property more difficult it would have still been possible. The new location however will mean that we, and our neighbours at #60 will be unable to turn left out of our driveway while towing a trailer or boat. Our ability to turn in from the northbound lane will be severely restricted while towing a small trailer in a standard vehicle, and potentially impossible while towing a larger trailer or boat. Even turning in and out while not towing will be difficult in larger vehicles.

I have been able to test this in our smaller vehicle but as yet haven't been able to try it with the boat on the back of my 4wd. The result was that when travelling north and turning right in to our driveway we would be forced to stop in the northbound lane if we have to give way to any southbound traffic. Given the width of the refuge there would be insufficient room for northbound traffic to manoeuvre around us without mounting the kerb, meaning we would be bringing the entire northbound lane to a standstill whenever we want to enter our drive from the south. This turn is very tight in a small car, let alone in a 4wd that has a manufacturers rated turning circle of 12m, and that is before adding a trailer! If the refuge had however been located as originally suggested, centred outside 48/55 West Belt then I suspect there would be enough space for us to safely sit a small vehicle just north of the refuge while waiting to turn in. This would potentially have made this manoeuvre safer for us and other motorists. Obviously when towing we would still be forced to block the northbound lane, but at least this would only be occasionally rather than every time.

The only advantage I can see to the new proposal is that it creates one parking spot outside #48 however this is really only beneficial to that property (a property that already has off street parking for approximate 5 vehicles). It does not allow for the same benefit to the residents at #55 who have far less off street parking. I do see a potential safety issue with this single parking spot however, in that any southbound traffic would have to focus on avoiding the pedestrian refuge on their right, then quickly veering to the right to avoid any car parked outside #48. The focus on achieving this manoeuvre could potentially distract drivers from what the refuge is designed to do, which is making pedestrians more obvious and safer. Given there is ample parking on both sides of the road both north and south of this area I feel that the potential risks combined with the restrictions it will put on us and our neighbours at #60, mean this attempt to create one parking space cannot be justified.

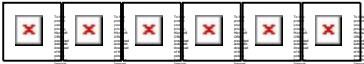
After our discussion I thought about something you had said around community meetings. Am I correct in thinking from what you said that there had been a meeting already to discuss this proposal? If so then why, as effected

residents, were we not invited to this? Can I request that if there are any meetings regarding this project that we are notified early about them so that we can make sure our perspective is represented. As I mentioned to you our neighbours at #60 are not contactable currently. I would expect that no decisions are made without full consultation with all parties effected.

So to summarise while I still support the concept of a pedestrian refuge being installed I cannot support the new proposed location due to the unsatisfactory restrictions it will put on us and the residents of #60, as well as the safety concerns I have highlighted above. The fact that this new location has even been considered, just to allow one carpark, is shocking to me.

Thank you again for your time and I look forward to seeing an updated proposal that is more satisfactory and achieves the desired safety outcomes for the public.

Regards



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Legend

- Refuge Island Location
- Properties < 1 ha
- Related Address
- Property Boundaries with Attributes
- Current Property
- Deposited Land Parcels
- Road Names

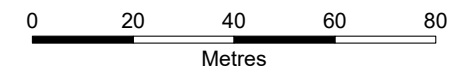
srinath.srinivasan@wmk.govt.nz

Waimakariri District Council

Date: 4/03/2024

Scale 1:1,500

Original page size: A4



Disclaimer:

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