

Waimakariri District Council

Utilities and Roading Committee

Agenda

Tuesday 18 July 2023

9am

Council Chambers
215 High Street
Rangiora

Members:

Cr Niki Mealings (Chairperson)

Cr Robbie Brine

Cr Philip Redmond

Cr Joan Ward

Cr Paul Williams

Mayor Dan Gordon (ex officio)

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A MEETING OF THE UTILITIES AND ROADING COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON 18 JULY 2023 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 June 2023.**

7-15

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 20 June 2023, as a true and accurate record.

3.2 **Matters arising (From Minutes)**

3.3 **Notes of the workshop of the Utilities and Roading Committee held on Tuesday 20 June 2023.**

16-17

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Receives** the circulated notes of the workshop of the Utilities and Roading Committee held on 20 June 2023.

4 **DEPUTATION/PRESENTATIONS**

Nil.

5 REPORTS

5.1 Stimulus Programme Close Out Report – Rob Kerr (Stimulus Programme Delivery Manager)

18-25

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 230324040945.
- (b) **Acknowledges** the successful completion of the Three Waters Stimulus Programme of works.
- (c) **Circulates** this report to all Community Boards for information.

5.2 Zone Implementation Programme Addendum Capital Works Programme – 2023-24 – Sophie Allen (Water Environment Advisor)

26-34

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Receives** report No. 230623094211.
- (b) **Approves** the proposed 2023-24 Waimakariri District Council capital expenditure work programme, based on the Zone Implementation Programme Addendum (ZIPA) recommendations.
- (c) **Circulates** this report to all Community Boards, WDC-Rūnanga liaison meeting and the Waimakariri Water Zone Committee for their information.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 Roothing – 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 RANGIORA-ASHLEY COMMUNITY BOARD

8.1 River Road Upgrade - Approval of Scheme Design

35-44

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Approves** the River Road Upgrade Scheme Design (as per Trim No. 230412051155).
- (b) **Approves** proceeding with Option Three – Upgrading from Riverview Road to No. 61 River Road, on the south side of River Road.
- (c) **Approves** the installation of no stopping restrictions as per the following table.

Town	Street Name	Side of Road	Location	Length (m)
Rangiora	River Road	South	Ashley Street to Riverview Road	175
Rangiora	River Road	South	Riverview Road to Cones Road	285
Rangiora	Riverview Road	East	River Road going South	10
Rangiora	Riverview Road	West	River Road going South	10
Rangiora	River Road	North	Both sides of each Park and Ride entranceway	18

- (d) **Notes** that should Council wish to complete the remainder of the upgrade work along River Road, then budget would need to be allocated in a future year at an estimated cost of \$300,000. This will be considered as part of the next Long Term Plan.
- (e) **Notes** that there is currently no formal on-street parking on River Road, and that there is a lack of on-street parking. It is noted that the residential land use on the southern side of the road, with the addition of community facilities and recreational areas on the northern side of the road has created more parking demand in the area. The creation of formalised parking areas therefore fits with the surrounding land use.
- (f) **Notes** that staff will proceed to detailed design and tender stage following approval of the Scheme Design.
- (g) **Notes** that the recommended option has been through an independent Road Safety Audit and any changes to the design have been completed.
- (h) **Notes** that a budget of \$40,000 was available in 2022/23 for design and \$485,000 is available in 2023/24 to complete this first stage of the work. The budget is therefore \$525,000 across both years.

9 MATTERS REFERRED FROM KAIAPOI-TUAHIWI COMMUNITY BOARD

9.1 Request Approval of No-Stopping Restrictions in Heywards Road

RECOMMENDATION

45-49

THAT the Utilities and Roading Committee:

- (a) **Approves** installation of the following no-stopping restriction:
 - i. On the east side of Heywards Road from the intersection of Tram Road for 125m, to the south of the Clarkville Community Hall.

10 QUESTIONS UNDER STANDING ORDERS

11 URGENT GENERAL BUSINESS

12 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

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

Item 12.1 Public Excluded Minutes Utilities and Roothing Committee meeting
20 June 2023

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:

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
12.1 Public Excluded Minutes Utilities and Roothing Committee meeting 20 June 2023	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a)).

CLOSED MEETING

See Public Excluded Agenda (separate document)

OPEN MEETING

NEXT MEETING

The next meeting of the Utilities and Roothing Committee will be held on Tuesday 15 August 2023 at 9am.

Workshop

- Mandeville Resurgence Drop-in Session Advertising Strategy – Jason Recker (Stormwater and Waterways Manager) 45mins

MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON TUESDAY 20 JUNE 2023 AT 9AM.

PRESENT

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

IN ATTENDANCE

Councillors B Cairns and T Fulton.

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transport Manager), K Simpson (3 Waters Manager), J Recker (Stormwater and Waterways Manager) and E Stubbs (Governance Support Officer).

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

There were no conflicts declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roading Committee held on Tuesday 23 May 2023.

Moved: Councillor Redmond

Seconded: Councillor Williams

THAT the Utilities and Roading Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 23 May 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 Mandeville Resurgence and Channel Diversion Upgrade Project – Public Consultation – S Murphy (Senior Civil Engineer) and J Recker (Stormwater and Waterways Manager)

J Recker and K Simpson presented the report which sought approval from the Council to undertake consultation on options for the Mandeville Resurgence and Channel Diversion Upgrade Project. Previous project work had determined two stages of work required and this had been recently assessed with three potential options for Stage 1 and two potential options for Stage 2 identified.

If the Council approved, staff would undertake public consultation on the potential options including a drop-in session at the Mandeville Sports Ground on 10 July 2023 with advertising in June. Utilities and Roading staff would consult with the Communications and Engagement team to determine the most effective communications strategy. Project information regarding the potential

solutions and cost estimates would be provided at the drop-in session and staff would talk directly with residents.

Councillor Williams was pleased to see the report as Mandeville residents had been waiting a long time for a viable solution. He enquired if it was possible for Stage 1 and 2 to be completed together. J Recker advised that was a potential option.

Councillor Redmond noted that none of the proposed work would assist residents this winter and asked if there were any solutions that could mitigate issues in the short term. J Recker replied that there were options such as raising bunds or rock armouring that were being looked at over the next couple of weeks.

Mayor Gordon agreed with Councillor Redmond regarding the need for short term solutions. He suggested staff be prepared with responses to the 20-30 action points Mandeville residents would like to see addressed for the drop-in session. J Recker noted that the main focus of the drop-in session was the proposed future options however staff would be able to address any specific questions also.

Mayor Gordon referred to the poor communications for the Cust chlorine exemptions consultation and enquired how residents would be made aware of the Mandeville drop-in session. J Recker noted staff would reach out via email to the Drainage Advisory Group, use social media including the Mandeville Residents Association Facebook group as well as a flyer drop. Mayor Gordon requested that the communications plan be circulated to Committee members.

Councillor Fulton asked about associated infrastructure works for Stage 2 diversion options. J Recker advised that for both diversion options there would be upgrades of driveway culverts.

Councillor Mealings referred to Stage 1 options and enquired about consideration of downstream effects. J Recker advised staff had completed modelling analysis and the calculated one cumec through the diversion would not have adverse impacts. There would be some upgrades downstream. K Simpson commented that the best way of looking at the Stage 1 upgrades was that the current infrastructure was not containing flow and therefore creating issues. Bradleys Road drain did have capacity so upgrades were effectively extending what had been done previously. It was not increasing the flow heading toward Ohoka as with the diversion it was changing where water was going.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Receives** report No. 230511067733.
- (b) **Authorises** that consultation would be undertaken with those affected or interested in this project by holding an informative drop-in session at the Mandeville Sports Ground on 10 July 2023.
- (c) **Notes** that Utilities and Roading staff would develop consultation documentation and information to be presented at the drop-in session in conjunction with Council's Communications team.
- (d) **Notes** that a workshop would be scheduled with the Utilities and Roading Committee following the consultation period. Feedback from the consultation process would be analysed and summarised in a further report which would be presented at this workshop.
- (e) **Notes** that staff would continue to refine estimated costs referred to in attachment iii of the report to enable budgets to be set for the 2024/34 Long Term Plan (LTP).

- (f) **Notes** that following the Utilities and Roothing Committee workshop it was intended that a preferred solution would be adopted. If required, Council staff would then be requesting additional budget as part of the 2024/34 Long Term Plan.
- (g) **Circulates** this report to the Oxford-Ohoka Community Board for information.

CARRIED

P Williams was pleased to see the project being brought forward as residents had been waiting a long time for the flooding issues in the area to be addressed.

Councillor Redmond commented it was very good to receive the report and residents would be relieved. He still felt it was an 'ambulance' and catch-up scenario. Locals had known this was an issue before the subdivisions had been developed.

Mayor Gordon supported the direction of the report which had been a long-time coming and would provide a degree of relief to residents. It was important the program had a clear plan to reduce long-standing issues. It was also important to ensure communications were right so that all affected residents were aware of what was happening.

Councillor Fulton was supportive of the recommendation for further consultation and noted this issue had been on the Council table for some years and there was growing impatience in the community. He commented on the importance of modelling when considering any further intensification.

Councillor Mealings commented it was great to see the report finally coming to the Council as residents had been approaching the Council for a long time regarding the issues. She thanked staff for getting the project moving.

5.2 July 2022 Flood Response Update – K Simpson – (3 Waters Manager), J McBride (Roothing and Transport Manager) and R Kerr (Flood Recovery Programme Manager)

R Kerr noted the service requests following the July 2022 flood event had been distilled into 143 investigations and 321 maintenance actions. These had been worked through steadily and aside from a portion of fieldwork all investigations had been completed. All maintenance actions had been started and 245 had been completed. The majority of capital expenditure work had been completed with \$385,000 proposed to be carried forward. Staff were looking to close out projects and return this type of work to Business as Usual.

Councillor Redmond requested clarification of the \$1.5 million scope of work for the diversion of the lower Kaikainui Stream. R Kerr provided further information on the location and advised that during flood events water flowed across farmland toward the Courtenay Stream and staff were looking at a potential project to improve how the lower section of the Kaikainui flowed.

It was asked how the Rural Drainage for Ashley Gorge Road was funded with Environment Canterbury (ECan). K Simpson replied that it was not a river within one of the rural rating areas and was an area ECan engineers had also been considering. The stream could have high erosion damage. A solution had been implemented between the Roothing team, Drainage team and ECan engineers with the work to be carried out by the Roothing team. Councillor Fulton asked if it reflected gaps in the funding system. K Simpson replied yes potentially, however it also indicated that two Councils were involved in the management of waterways and the importance of a good working relationship. In this situation a practical approach had been taken for resolving and funding the issue between the Councils.

Councillor Williams asked about progress on Mt Thomas Road and were the residents still being encouraged to complete works. K Simpson advised that the abatement notice issued by ECan had been withdrawn as it required additional information and ECan was not confident in its position to defend the notice if it was reviewed. A meeting would be held with landowners to discuss the next steps which would not be easy or straightforward. It was hoped a representative from ECan would also attend.

Councillor Mealings asked for clarification on the Wilson Drive project and if it had been included in the 2023/24 Annual Plan. K Simpson advised that was correct.

Moved: Councillor Brine

Seconded: Councillor Williams

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 23607083123.
- (b) **Notes** that investigations, funded physical works and maintenance actions arising from the July 2022 floods were well advanced, with the majority expected to be completed prior to end of winter 2023.
- (c) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Williams commented it was a good report showing a lot of work had been completed. He hoped weather in 2023 would not result in the need for a similar report.

Councillor Mealings commented it had been a herculean effort from staff to progress this far through the a years' worth of service requests received in three and a half weeks. The triaging of issues was commendable.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 Roading – Councillor Philip Redmond

- Preparation of the Speed Management Plan was ongoing – note Council workshop following this meeting.
- Confirmation of the Resealing Programme for 2023/24.
- Continuing with unsealed road inspections with Corde.
- Work continuing on Transport Choices programme including Woodend to Ravenswood path and Marsh/Dunlops Road rail crossings.
- Construction of Tuahiwi gritted path to be carried out in two stages.
- Traffic signals and road marking on Southbrook road completed and post-construction safety audit underway.
- Kerb and channel contract now completed.
- Butchers Road culvert – all work now completed except for taller permanent posts for guardrail.
- Footpath renewals were complete on Blckett Street and a short section of new path had been installed between Williams Street Bridge and Hakarau Road.
- During May approximately 8,000m³ of unsealed road remetalling had been completed on 11 roads. Remetalling would continue through June and July.
- Drainage works were underway on Upper Sefton Road to address scour.
- Ice gritting was underway.
- Winter driving advertising was underway.
- Ice scrapers and window cloths were available at service centres.

- There had been a concerning number of crashes around the district over the last two weeks resulting in serious injuries and fatalities sadly.
- Consultation on Riverside Road was underway.
- Consultation on Transport Choices funding remained on hold.

G Cleary advised that the Butchers Road culvert hydraulic capacity had increased from 6.94 m³/s to 16.7 m³/s. The bottom section of the 3x3m² box culvert was in-ground below channel which was required for fish passage and 0.5m of freeboard was also required.

P Williams referred to community concerns regarding humming from the new lights at Southbrook. J McBride advised staff were currently investigating this with the installers.

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

- Disappointed at conditions of drains coming into winter. Ratepayers had expressed concern regarding drains that had not been cleared.
- Disappointed at continued push by regulators for chlorination of Waimakariri water which had been acknowledged to be a very good quality. The health consequences of chlorination needed to be understood.
- Noted a number of the Council sewerage consents were due to expire soon.
- Oxford No.1, McPhedrons Road well had stabilised and the Boil Water Notice lifted. Noted the workshop on the issue at end of meeting today.
- Final version of the Cust Residual Disinfection Exemption application Decision Report expected from Taumata Arowai later in the week.
- Mandeville storage reservoir was now operational.
- Mandeville Resurgence Channel project drop-in session planned for Monday 10 July at Mandeville Sports Ground.
- Better Off Funding for Drainage Maintenance and Capacity Improvements with a list being collated by staff.
- McIntosh Drain Pump Station – pumps were now onsite and being connected up. Commissioning of the pumps was expected to be completed early next week. Opening date currently confirmed for mid-July 2023.
- Water Services Entities Amendment Bill was introduced to Parliament last week.

7.3 Solid Waste– Councillor Robbie Brine

- The second round of kerbside recycling bin audits were near completion. 45 bins had been added to the removal list with nine removed.
- The change in collection days for Ravenswood had been made with few issues, however there was still an issue with the text alert system.
- Solid Waste and Business Support Team were working on a solution to the waste and recycling bins and commercial cages and skips on Good Street.
- Regional waste staff had met to discuss applications to the Canterbury Waste Joint Committee waste minimisation fund, 15 applications had been received.
- Regional waste staff had also discussed a number of other topics including event waste management plans, the need for a regional waste management and minimisation plan, and the potential need for regional waste/minimisation infrastructure.
- The Ministry for the Environment (MfE) have confirmed that they required all councils to collect the same products at kerbside from 1 February 2024. Standardization would mean the Council could no longer accept paper or cardboard in organic bins.

- The MfE were also banning specific single use plastic products from 1 July 2023 including produce bags, plastic tableware, drinking straws and produce labels.
- Attended waste minimisation conference in Hamilton and had been somewhat disappointing by content but the networking was important. A report would follow.

Councillor Mealings asked about the stopping of cardboard and paper in the organic bins and G Cleary advised MfE were concerned about chemicals from print going into the organics chain. Staff had requested further information to explain change to the community. It was apparently still acceptable to line organic bins with newspaper although clarity was being sought. Staff believed the change would cause some confusion to the community.

Councillor Cairns asked if there was an ongoing education programme regarding recycling to help residents get their recycling correct. Councillor Brine advised flyers were available. If there was a particular community that required further education Solid Waste staff could help. With the upcoming MfE changes the education collateral (flyers etc) would require updating and more education would be required.

Councillor Redmond asked with the need for standardisation would there be education support from a national level. G Cleary commented that had not been confirmed, Canterbury Solid Waste officer would work together to standardise throughout Canterbury.

Councillor Fulton asked about plans for remote recycling sites. Councillor Brine commented it had been expected there would be submissions from local communities like Sefton or North Loburn for a site like at Cust however nothing had come through the Annual Plan.

7.4 Transport – Mayor Dan Gordon

- From a regional transport perspective, a number of Councils were experiencing challenges with Kiwirail particularly around cycleway planning. It was difficult when a Government funded organisation had unreasonable requirements.
- Regarding the conversation with Waka Kotahi the previous week the Council were now waiting what communications came back. They were also awaiting a response regarding the Woodend Safety Improvement project.
- Commented on the unfortunate vehicle accidents over the weekend, Councillor's thoughts were with the families. They were awaiting the results of the Police investigation.

Councillor Mealings noted that in the Northern Biosecurity meeting concern had been raised about gorse and broom weed in the rail corridor. Kiwirail were not spraying and were not allowing others to enter the corridor to control. Mayor Gordon would follow up.

8 MATTERS REFERRED FROM OXFORD-OHOKA COMMUNITY BOARD

8.1 Proposed Roothing Capital Works Programme for 2023/24

Items 8 – 11 were introduced by J McBride and dealt with as one item.

There were no questions from Councillors

Moved: Councillor Redmond

Seconded: Councillor Brine

THAT the Utilities and Roothing Committee:

- (a) **Approves** the attached 2023/24 Proposed Roothing Capital Works Programme (TRIM No. 230306030136).
- (b) **Authorises** the Roothing and Transport Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes included in Quarterly Financial reporting.
- (c) **Endorses** the indicative Roothing Programme for the 2024/25, 2025/26 and 2026/27 years.

CARRIED

9 MATTERS REFERRED FROM WOODEND-SEFTON COMMUNITY BOARD

9.1 Proposed Roothing Capital Works Programme for 2023/24

Moved: Councillor Redmond

Seconded: Councillor Brine

THAT the Utilities and Roothing Committee:

- (a) **Approves** the attached 2023/24 Proposed Roothing Capital Works Programme (TRIM No. 230306030136).
- (b) **Authorises** the Roothing and Transport Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes included in Quarterly Financial reporting.
- (c) **Endorses** the indicative Roothing Programme for the 2024/25, 2025/26 and 2026/27 years.

CARRIED

10 MATTERS REFERRED FROM RANGIORA-ASHLEY COMMUNITY BOARD

10.1 Proposed Roothing Capital Works Programme for 2023/24

Moved: Councillor Redmond

Seconded: Councillor Brine

THAT the Utilities and Roothing Committee:

- (a) **Approves** the attached 2023/24 Proposed Roothing Capital Works Programme (TRIM No. 230306030136).
- (b) **Authorises** the Roothing and Transport Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes included in Quarterly Financial reporting.
- (c) **Endorses** the indicative Roothing Programme for the 2024/25, 2025/26 and 2026/27 years.

CARRIED

11 MATTERS REFERRED FROM KAIAPOI-TUAHIWI COMMUNITY BOARD

11.1 Proposed Roothing Capital Works Programme for 2023/24

Moved: Councillor Redmond

Seconded: Councillor Brine

THAT the Utilities and Roothing Committee:

- (a) **Approves** the attached 2023/24 Proposed Roothing Capital Works Programme (TRIM No. 230306030136).
- (b) **Authorises** the Roothing an Transport Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes included in Quarterly Financial reporting.
- (c) **Endorses** the indicative Roothing Programme for the 2024/25, 2025/26 and 2026/27 years.

CARRIED

Councillor Redmond noted the proposed rooothing Capital Works Programme had been discussed at the Community Board level and he was not aware of any changes.

12 MATTERS FOR INFORMATION

12.1 Waikuku Beach Drainage Investigations Update – Jason Recker (Stormwater and Waterways Manager)

(Report No. 230531080636 to the Woodend-Sefton Community Board meeting of 12 June 2023).

Moved: Councillor Redmond

Seconded: Councillor Williams

THAT the Utilities and Roothing Committee

- (a) **Receives** the information in Item 12.1.

CARRIED

13 QUESTIONS UNDER STANDING ORDERS

Nil

14 URGENT GENERAL BUSINESS

Nil.

15 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

Moved: Councillor Ward

Seconded: Councillor Redmond

1. That the public be excluded from the following parts of the proceedings of this meeting:
 - Item 15.1 Public Excluded Minutes Utilities and Roothing Committee meeting 23 May 2023
 - Item 15.2 Report from Management Team meeting of 23 May 2023

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:

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
15.1 Public Excluded Minutes Utilities and Roading Committee meeting 23 May 2023	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a)).
15.2 Report from Management Team meeting of 23 May 2023	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).

CARRIED

CLOSED MEETING

The public excluded portion of the meeting commenced at 10.09am and concluded at 10.11am.

OPEN MEETING

Moved: Councillor Mealings

Seconded: Councillor Ward

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

CARRIED

NEXT MEETING

The next meeting of the Utilities and Roading Committee will be held on Tuesday 18 July 2023 at 9am.

Workshop

- Turbidity Issues on the Oxford No.1 Water Supply – *Caroline Fahey (Water Operations Team Leader) 30mins*

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 10.12AM.

CONFIRMED

Chairperson

Date

NOTES OF A WORKSHOP OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBERS, 215 HIGH STREET, RANGIORA ON TUESDAY, 20 JUNE 2023, AT 10.15AM.

PRESENT

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

IN ATTENDANCE

Councillors B Cairns and T Fulton.

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roding), J McBride (Roding and Transport Manager), K Simpson (3 Waters Manager), J Recker (Stormwater and Waterways Manager) and E Stubbs (Governance Support Officer).

APOLOGIES

There were no apologies.

1. **Turbidity Issues at Oxford Rural No.1 Water Supply** – C Fahey (Water and Wastewater Asset Manager) and K Simpson (3 Waters Manager)
PowerPoint (Trim 230622092792)

Key points:

- Background provided on high turbidity water quality incident in source water at McPhedrons Road WTP. Boil water notice put in place 31 May – 13 June 2023. After a few days of flushing turbidity returned normal levels.
- High turbidity indicates well required re-development. To allow for this a backup water supply source was required. The secondary well for Oxford Rural No.1 was insufficient to supply scheme.
- Work was being carried out to bring Rockford Road river source backup into operation and recommended to bring budget for 2nd McPhedrons Road well forward to 23/24 and 24/25 while monitoring and managing future turbidity issues.

Questions:

- Was the Rockford Road river backup a permanent contingency?
It would be retained for emergencies, there was more work to bring back online than expected. The source was not easy to manage, was operationally challenging to run and still required a boil water notice (protozoa risk) which was why provision had been made for the 2nd McPhedrons Road well.
- How long had it been known that there was effectively no backup option for Oxford Rural No.1?
The Activity Management Plan had always had the Rockford Road river intake as the emergency source. Staff were aware pumps were not operational, however, that had not been addressed in an urgent manner and it had not been until the pumps were lifted the extent of work required was understood. There were definitely learnings to be gained. There had been provision for an improved backup system in the LTP with the second well. Staff highlighted Mandeville and Waikuku Beach as two other schemes that potentially required consideration of backup sources.
- Had turbidity issues been present in the well previously?
It was the first time there had been issues to this degree where turbidity was above DWS. Sand in the system had also been an indicator that the structure around the well had changed.

- What was meant by well redevelopment?
Turbidity indicated that the geological structure around the well had collapsed drawing finer material into the well. By pumping at a high flow for a certain period the required geological structure could be re-established.
- What was the cost of bringing the neighbouring farm well up to DWS?
The neighbouring well, did not match pipe pressures etc, it could also not be used during summer, these were important factors when considering this option.
- Considering the Rockford Road river intake required a boil water notice, was it better to bring the second well on as quickly as possible and not carry out repairs at Rockford Road.
G Cleary advised this had been considered, however it would take too long to get the second well online (including applying for Resource Consent and drilling) such that it was not prudent management to take a risk of that level. Other options had also been considered, for example overland pipe connection. G Cleary had approved the Rockford Road river intake work exercising delegations for emergency expenditure.
- How long had the McPhedrons Road bore been operational?
Since 2018, the issue was not related to wear and tear, it was change in geology around the well.
- Would the second McPhedrons Road bore have the same turbidity issues?
The first step would be to receive hydrological advice on location of second bore. The issue regarding turbidity was localised to the bore wall and staff would ensure that the other well was developed appropriately to reduce any chance of turbidity.
- What was the nature of damage to the well head and the current public safety risk?
Running sand/silt through the pump shortened the life span of the pump, in terms of public health and safety it was not an issue. The boil water was a precaution and testing had shown no indication of biological contamination.
- It was requested that staff provide an update to the Oxford-Ohoka Community Board.
- How long did well development take?
Around 2-3 weeks.
- What would happen if the well failed today?
Every situation would be managed as it unfolded, an operation team would be assembled to look at options. It was likely a boil water notice would be issued and restrictions put in place, decisions would depend how quickly emergency sources could be supplied. Tanker water was an option. The biggest concern would be summer months for stockwater.
- *Staff provided technical information around issues with well development, sand and pumping.*

THERE BEING NO FURTHER BUSINESS THE WORKSHOP CONCLUDED AT 11.00AM

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: IFR-14-02 / 230324040945

REPORT TO: UTILITIES AND ROADING COMMITTEE

DATE OF MEETING: 18 July 2023

AUTHOR(S): Rob Kerr, Stimulus Programme Delivery Manager

SUBJECT: Stimulus Programme Close Out Report

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



General Manager



Acting Chief Executive

1. SUMMARY

- 1.1. As part of the three waters reform process and Covid19 economic stimulus programme, in 2020 the Crown granted \$8.02 million for the Council to upgrade three waters infrastructure. This report provides a close out summary of the completed Stimulus Programme of works.
- 1.2. The programme spent \$8.02 million granted from the Crown plus a further \$2.29 million from the Council (rates and development contributions). The Three Waters stimulus funding has delivered ten physical works projects and five investigation projects and led to material improvements in the operation of the three waters system in the district.
- 1.3. In particular, it has allowed resolution of long-standing issues for some small schemes that had not been in a position to afford the necessary works due to the small rating base. Through these projects, the following range of benefits were delivered:
- Improved environmental compliance from wastewater discharge
 - Increased wastewater network capacity
 - Demolition and diversion from two underperforming wastewater plants
 - Improved drinking water quality and safety:
 - The final upgrade was completed to bring all supplies into compliance with the now superseded Drinking Water Standards for New Zealand.
 - Enhanced community resilience and affordability
 - Provision of water supply storage for several rural residential settlements
 - Material savings to wastewater rates to residents in several rural schemes with high and increasing rates relative to other schemes.
 - Informed consideration of Three Waters Reform
 - Supporting development of Maori Reserve 873
 - Relief of infrastructure constraints to hapū development in Maori Reserve 873 (Tuahiwi)
 - Enhanced management of assets
 - Improvement of asset management data across district
 - Improved monitoring and data accuracy of infiltration in Oxford
 - Reduction in inflow and infiltration in Tuahiwi and Oxford wastewater networks
- 1.4. Lessons learnt from delivery of the programme include:
- Careful selection of projects that enable accelerated delivery is critical to the success of the programme.

- Allowance for contingency projects in the event that projects are delivered for less than the estimated amounts, or a primary project is unable to be delivered within the required timeframes.
- Dedicated staffing and leadership who are accountable for delivery is also essential to maintain momentum.
- Adequate investment into community consultation to ensure sufficient community buy-in, despite the short delivery timeframes.
- Some tolerance of risk, and the consequential losses or increased cost is required to enable compression of timeframes.
- Consideration to advanced principal procurement of materials.
- The nationwide stimulus programme had some perverse outcomes on the contractor market at times and led to some instances of cost increases and challenging procurement. Consideration of this should be given in the event of a similar programme being rolled out in the future.

1.5. The total expenditure is summarised in the table below:

3-Waters Stimulus Expenditure	Actual Approval	Actual	Percentage Delivered
3-Waters Stimulus Funding	\$8.02 million	\$8.02 million	100%
Council Co-Funding	\$2.33 million	\$2.90 million	124%
Total	\$10.35 million	\$10.92 million	106%

2. RECOMMENDATION

THAT the Utilities and Roding Committee:

- Receives** Report No. 230324040945.
- Acknowledges** the successful completion of the Three Waters Stimulus Programme of works.
- Circulates** this report to all Community Boards for information.

3. BACKGROUND

- 3.1. As part of the three waters reform process and Covid19 economic stimulus programme, the Crown granted \$8.02 million for the Council to upgrade three waters infrastructure. On 03 November 2020 (Trim Ref: 201021141501), Council agreed to the scope, budget and procurement mechanism for the spending of this grant, with an additional of \$1.98 million funded through development contributions, and \$910,000 of scheme contributions.
- 3.2. This is known as the Three Waters Stimulus programme and had an original total budget of \$10.35 million, and a total value of funding sources of \$10.92 million. In addition, to maintain equity between the two wastewater schemes connecting to EDSS and the existing ratepayers, the approved funding proposal allowed for benefiting schemes to contribute some funding back to the wider rating base. The initial forecast contribution from Loburn Lea and Fernside was \$560,000.
- 3.3. The programme of works under the stimulus programme comprise ten separate construction contracts and further five operational projects. Council approved some amendments to the programme budgets in March 2021 (Trim Ref 210211022639) including some part funding of the upgrade to the Cust Headworks and aligning project budgets with the 'unders and overs' of the ten capital projects in the programme. Further adjustments were made in August 2021 (Trim Ref 210718117166v1) to the Tuahiwi wastewater and Loburn Lea wastewater scope and budgets. This increased the total budget to \$10.92 million.

4. **ISSUES AND OPTIONS**

4.1. Structure of this section

4.1.1. This report provides a summary of the completed programme of works and final expenditure, and addresses:

- How much was spent?
- What was delivered?
- What benefits were achieved?
- How safe we were?
- What were the lessons?

4.2. How much was spent?

4.2.1. The Three Waters stimulus funding has delivered ten physical works projects and five investigation projects and led to material improvements in the operation of the three waters system in the district. In particular, it has allowed resolution of long-standing issues for some small schemes that had not been in a position to afford the necessary works due to the small rating base.

3-Waters Expenditure	Stimulus	Actual Approval	Actual	Percentage Delivered
3-Waters Stimulus Funding		\$8.02 million	\$8.02 million	100%
Council Co-Funding		\$2.33 million	\$2.90 million	124%
Total		\$10.35 million	\$10.92 million	106%

4.3. What was delivered

Budget Name	Budget Type	Base Budget	Forecast Final Cost	Description
Fernside Sewer Upgrade	LOS (Stimulus)	\$670,500	\$ 808,800	Remove non-complying wastewater treatment plant and installed new reticulation system for 21 properties and transfer to Rangiora, reducing overall costs to customers and increasing operational efficiency. Allowance made for future connections so that over time more properties can transition from septic tanks to reticulated wastewater systems.
	Growth	\$125,000	\$ 163,150	
Poyntzs Road Water Source Upgrade	LOS (Stimulus)	\$1,163,500	\$ 930,032	Resolve non-complying water supply scheme with DWSNZ by installing new pumping station and water storage to connect this scheme to an existing compliant scheme.
	Growth	\$ 73,100	\$ 73,100	
Loburn Lea Sewer Upgrade	LOS (Stimulus)	\$1,877,000	\$1,790,558	Remove non-complying wastewater treatment plant and installed new trunk reticulation system for 44 properties to transfer to Rangiora, reducing overall costs to customers and increasing operational efficiency. Allowance made for future connections so that over time more properties can transition from septic tanks to reticulated wastewater systems, and to allow continued growth in the district.
	Growth	\$1,215,000	\$2,089,439	
Tuahiwi Water Extension Greens Road	LOS (Stimulus)	\$ 488,750	\$ 367,359	Extend water supply to properties within Maori Reserve 873 to provide alternative to shallow wells
	Growth	\$ 166,250	\$ 10,852	
Tuahiwi Water Extension Tuahiwi Road	Growth	\$ 133,000	\$ 133,000	

Budget Name	Budget Type	Base Budget	Forecast Final Cost	Description
Tuahiwi Sewer Extension Greens Road	Growth	\$ 140,000	\$ 136,000	Replace existing system which has excessive I/I with new pressure sewer network, allowing extension to additional properties and allow for future development of Maori owned land.
	LOS (Stimulus)	\$ 136,000	\$ 187,776	
Tuahiwi Sewer Extension Tuahiwi Road	Growth	\$ 128,000	\$ 128,000	
Central Tuahiwi Sewer Upgrade	LOS (Stimulus)	\$2,170,500	\$2,379,509	
West Eyreton and Summerhill Storage Upgrade	LOS (Stimulus)	\$ 140,500	\$ 151,016	Additional water supply storage for two rural water supply schemes
Central Rangiora Capacity Upgrade Stage 5A	LOS (Stimulus)	\$ 246,000	\$ 231,975	Upgrade of Rangiora wastewater network as part of a larger programme of works to future proof the township and reduce overflows, and improve level of service.
Ohoka Water Storage Upgrade	LOS (Stimulus)	\$ 186,000	\$ 214,222	Additional water supply storage for a rural water supply scheme
Oxford Sewer Operational Improvements	OPEX (Stimulus)	\$ 79,000	\$ 80,207	Undertake a range of actions to investigate and improve the performance of the Oxford Wastewater Treatment Plant as reduce infiltration in the system.
Oxford Sewer I&I Investigations	OPEX (Stimulus)	\$ 300,000	\$ 139,636	
Three Waters Reform Investigations	OPEX (Stimulus)	\$ 110,000	\$ 144,176	Contribute to regional wide study
Drainage and Waterways Manager	OPEX (Stimulus)	\$ 200,000	\$ -	Not able to be recruited.
Headworks Asset Data Management Improvements	OPEX (Stimulus)	\$ 240,000	\$ 234,633	Improve asset data of system
Stimulus Programme Management	OPEX (Stimulus)	\$ 141,000	\$ 195,881	Provide overall management of programme
Cust Headworks Upgrade	LOS (Stimulus)	\$ 220,900	\$ 234,743	Contribution to construction of a new headworks for Cust, including new building, pump and related infrastructure following detection of <i>E. coli</i> in the water supply.
Oxford Wastewater Treatment Plant Monitoring Upgrades	LOS (Stimulus)		\$ 98,356	Improved understanding of performance of Oxford WWTP to inform operational improvements.
Sub-Total	-	\$ 10,350,000	\$ 10,922,420	

4.4. What was achieved?

4.4.1. The following benefits from the programme have been identified:

- Improved environmental compliance from wastewater discharge
 - Increased wastewater network capacity
 - Demolition and diversion from two underperforming wastewater plants
- Improved drinking water quality and safety:
 - The final upgrade was completed to bring all supplies into compliance with the now superseded Drinking Water Standards for New Zealand.
- Enhanced community resilience and affordability
 - Provision of water supply storage for several rural residential settlements
 - Material savings to wastewater rates to residents in several unaffordable rural schemes
 - Informed consideration of Three Waters Reform

- Providing opportunities for growth within the district.
- Supporting development of Maori Reserve 873
 - Relief of infrastructure constraints to hapū development in Maori Reserve R873 (Tuahiwi)
- Enhanced management of assets
 - Improvement asset management data across district
 - Improve monitoring and data accuracy of infiltration in Oxford
 - Significant reduction in inflow and infiltration in Tuahiwi and Oxford wastewater networks
 - Boosting the local economy, creating jobs, and enhancing overall wellbeing of residents within the district and wider region who may be involved in the delivery of these projects.

4.5. How many jobs were created?

Over 62,000 direct hours of labour were utilised and recorded. This translates to approximately 42 FTE workers, if measured in person-years of labour input. This compares favourably with the 27 FTEs forecast in the Delivery Plan.

4.6. How was the safety record?

Site Specific Health and Safety Management Plans	All completed
Lost Time Injuries	None reported

4.7. What did we learn?

4.7.1. Lessons learnt from delivery of the programme include:

- Careful selection of projects that enable accelerated delivery is critical to the success of the programme.
- Allowance for contingency projects in the event that projects are delivered for less than the estimated amounts, or a primary project is unable to be delivered within the required timeframes.
- Dedicated staffing and leadership who are accountable for delivery is also essential to maintain momentum.
- Adequate investment into community consultation to ensure sufficient community buy-in, despite the short delivery timeframes.
- Some tolerance of risk, and the consequential losses or increased cost is required to enable compression of timeframes.
- Consideration to advanced principal procurement of materials.
- The nationwide stimulus programme had some perverse outcomes on the contactor market at times, and led to some instances of cost increases and challenging procurement. Consideration of this should be given in the event of a similar programme being rolled out in the future

4.7.2. The programme was adapted to meet the following challenges;

Challenge	Caused by	Leading to
Increasing cost of construction	Stimulated construction market, resource constraints and supply chain pressures	<ul style="list-style-type: none"> ○ Some changes in scope ○ Substitution of projects ○ Changes in procurement strategy
Delay in delivery	Significant supply chain delays	Some delays in delivery
Resource constraints	Inability to recruit specialist staff	Changed procurement method
Potential lack of community buy-in	Feeling from community that projects are being fast tracked without their input being sought.	Public meetings and information sessions held early in the process to gain buy-in, despite condensed timeframes.

Implications for Community Wellbeing

- 4.8. Community wellbeing was materially enhanced through the delivery of the projects outlined in this report.
- 4.9. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Consultation

Consultation was undertaken with all key communities where significant projects are proposed. This includes Fernside, Loburn, Tuahiwi, Poyntzs Road and Cust.

In addition to the scheme wide consultation, targeted engagement was carried out with affected properties in conjunction with the project specific works.

5.2. Mana whenua

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

Council closely communicated with representatives in Tuahiwi and MKT throughout the project stages.

5.3. Groups and Organisations

There are no groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.4. Wider Community

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

6.1.1. The financial implications are discussed in the main body of the report.

6.2. Sustainability and Climate Change Impacts

6.2.1. The recommendations in this report do not have sustainability and/or climate change impacts. Many of the projects will support greater resilience for communities as the climate changes.

6.3. Risk Management

6.3.1. There are no risks associated with this report

6.4. Health and Safety

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

The stimulus projects include normal health and safety risks, designs have been subject to a safety in design review and residual risks drawn to the attention of tenderers as part of the tender process. The successful tenderers were required to provide pre-start deliverables including but not limited to the site specific safety plans.

No lost time injuries were reported during the programme.

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, given the value of works proposed.

7.2. Authorising Legislation

The following legislation is relevant in this matter:

Local Government Act 2002

- Subpart 5 (Sections 197 through 211) relates to Development Contributions.
- Section 198 provides for Councils to levy Development Contributions.

Health (Drinking-water) Amendment Act

7.3. Consistency with Community Outcomes

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

This report relates to the following community outcomes:

- There is a safe environment for all.
- There is a healthy and sustainable environment for all;
- Core utility services are provided in a timely and sustainable manner.

7.4. Authorising Delegations

The Utility and Roading Committee has the mandate to oversee Utilities expenditure and programmes on behalf of Council

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: WAT-10-14 / 230623094211

REPORT TO: UTILITIES AND ROADING COMMITTEE

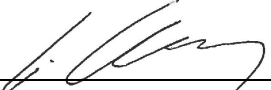
DATE OF MEETING: 18 July 2023


AUTHOR(S): Sophie Allen – Water Environment Advisor

SUBJECT: Zone Implementation Programme Addendum Capital Works Programme – 2023-24

ENDORSED BY:

(for Reports to Council,
Committees or Boards)


General Manager


Chief Executive

1. SUMMARY

- 1.1 This report details the proposed Waimakariri District Council (WDC) capital works programme for 2023-24 as developed from the Zone Implementation Programme Addendum (ZIPA), including;
- i. Fish passage improvements on the North Brook tributary at Cotter Lane in Rangiora.
 - ii. Biodiversity and amenity improvements for the South Brook at Townsend Fields, Rangiora.
 - iii. Terrestrial planting along the Kaiapoi River.
 - iv. Improvements to inanga (whitebait) spawning areas located on land owned by Waimakariri District Council along the McIntosh Drain, Benzies Creek (a tributary of Saltwater Creek, and Courtenay Stream.
 - v. Native planting and installation of walkway culverts for a recreational esplanade strip along the North Brook, Rangiora (North Brook Trail project).
 - vi. Riparian planting at Taranaki Stream Reserve, Waikuku Beach.
- 1.2 There is a capital expenditure allocation of \$100,000 per annum from 2021-31 in the Long Term Plan, from the Zone Implementation Programme Addendum (ZIPA) budget from the general rate.
- 1.3 Capital expenditure ZIPA projects have been scoped and presented to the Land and Water Committee, subsequently the Utilities and Roading Committee from 2023-24, ideally prior to the commencement of each financial year.

2. RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Receives** report No. 230623094211.
- (b) **Approves** the proposed 2023-24 Waimakariri District Council capital expenditure work programme, based on the Zone Implementation Programme Addendum (ZIPA) recommendations.
- (c) **Circulates** this report to Council, Community Boards, WDC-Rūnanga liaison meeting and the Waimakariri Water Zone Committee for their information.

3. BACKGROUND

- 3.1 A report was presented on 29 January 2019 to Council, seeking a decision on the role of WDC in ZIPA implementation, staff resourcing, and funding of projects (refer to TRIM 181217148924).
- 3.2 A total of \$100,000 per annum for capital works was approved by Council for 2019-21 on 28 May 2019 (refer to TRIM 190501061992).
- 3.3 A ZIPA role and budget allocation review was carried out in 2021 for the Long Term Plan 2021-31, which was presented to the Land and Water Committee at the 20 July 2021 meeting.

4. ISSUES AND OPTIONS

- 4.1. \$100,000 is allocated to capital expenditure (CAPEX) projects in the 2021-31 Long Term Plan (see Table 1),

Table 1: Summary of capital expenditure proposed for 2023-24 for WDC ZIPA works

CAPEX project	ZIPA recommendation	Budgeted amount
Fish passage improvements – Rock ramp on the Northbrook tributary at Cotter Lane in Rangiora	1.8	\$10,000
Biodiversity and amenity improvements in Waimakariri River tributaries – South Brook Townsend Fields project	1.26	\$10,000 (Environment Canterbury providing an additional 500 native plants and plant guards)
Terrestrial riparian plantings along the Kaiapoi River	1.27	\$10,000 (Environment Canterbury providing an additional 500 native plants and plant guards)

McIntosh Drain inanga spawning habitat improvements – bank rebattering and planting to the north of the newly-installed pump station.	2.11	\$20,000 (An additional \$5,575 provided by Environment Canterbury)
Courtenay Stream inanga spawning area improvements - willow regrowth removal	2.11	\$5,000
Benzies Stream - inanga spawning area improvements - willow poisoning and raspberry removal	2.11	\$10,000
Taranaki Stream Reserve – riparian planting	1.21	\$5,000
Northbrook Trail culvert installation and planting	1.26	\$30,000
TOTAL		\$100,000

Fish Passage

- 4.2. A concrete apron structure on a tributary of the North Brook (corner of Cotter Lane and Northbrook Road) is proposed to have a rock ramp installed below it (placement of loose cobbles and boulders) which will create a pooled area above the concrete apron where there is currently a shallow, fast-flowing drop (see Figure 1). This concrete apron is believed to prevent some migratory species such as Inanga from being able to move upstream, based on survey data from Aquatic Ecology Ltd and spotlighting data from WDC staff. An example of a constructed rock ramp is shown in Figure 2.



Figure 1: Likely partial fish passage barrier on a North Brook tributary – Corner of Cotter Lane and Northbrook Road

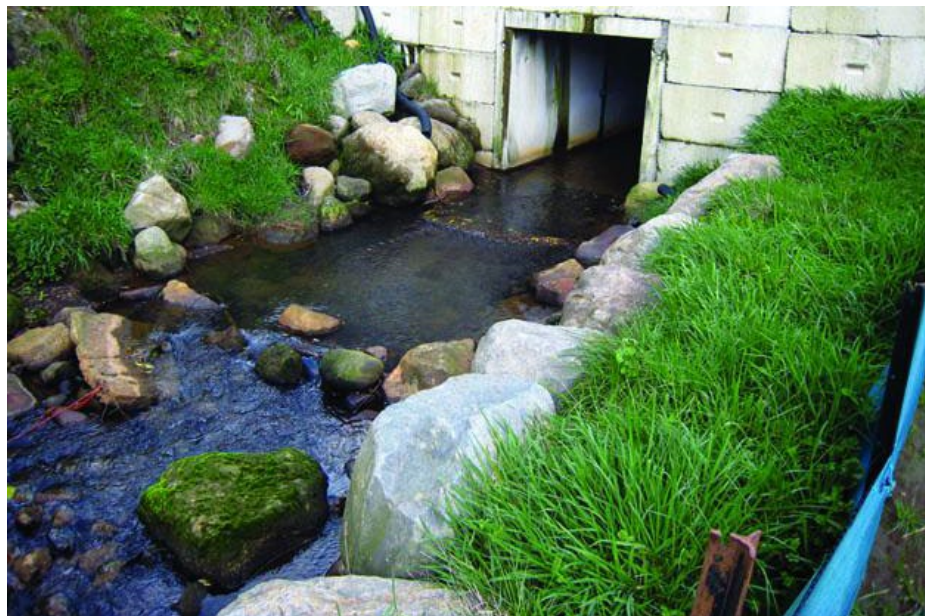


Figure 2: A rock ramp constructed to enable fish passage through a culvert by creating a pool downstream. (Photo credit: NIWA)

Biodiversity and amenity – South Brook Townsend Fields

- 4.3. WDC staff have been working in this area since 2019 on improving a WDC-owned esplanade reserve on the South Brook beside the Townsend Fields Stormwater Management Area (see Figure 3). It is recommended to continue planting with eco-sourced indigenous plants directly upstream of current plantings, and to install signage that informs users that the area is WDC esplanade reserve with public access. This work

will continue to be led by the WDC Greenspace Team and rangers in 2023-24. Environment Canterbury has donated 500 native plant seedlings and plant guards to this site, which is in addition to the WDC budget allocation.

- 4.4. The surrounding area is undergoing development of urban housing, including the placement of a nearby retirement village. The area on the south side was cleared of willows in August 2019, with some of the areas planted with native plants in 2019-21. An area on the northern bank was recently cleared of exotic trees, and will be planted in natives this winter. The planting areas are suitable terrain for community planting events to be held.
- 4.5. Budget for plant maintenance, such as weeding around plants and weed control (e.g. blackberry) is available under the ZIPA operational budget for 2023-24.



Figure 3: Existing native planting along the South Brook beside the Townsend Fields Stormwater Management Area (April 2022)

Terrestrial plantings on the Kaiapoi River

- 4.6. The Greenspace team has produced a Kaiapoi River spatial planting plan, which incorporates both terrestrial and aquatic tidal plantings. This plan takes into consideration Kaiapoi town planning, Kaiapoi Regeneration Zone planning, and Environment Canterbury priorities.
- 4.7. \$10,000 is proposed be allocated in the 2023-24 year to Kaiapoi River riparian planting. Environment Canterbury has also donated 500 native plant seedlings and plant guards to this site, which is in addition to the WDC allocated budget.
- 4.8. WDC staff and Environment Canterbury (as landowner) have been progressively planting native species along the riparian margins and also intertidal flats of the Kaiapoi River since the Canterbury earthquake sequence as part of earthquake recovery, as well as for biodiversity and amenity improvements. The intertidal planting been completed by WDC staff, with existing plantings predicted to spread in size and distribution over time. Therefore there is only requirement for further terrestrial plantings, with no further intertidal plantings.

McIntosh Drain, Courtenay Stream, Benzies Creek - Inanga spawning habitat improvements

- 4.9. There are significant inanga spawning sites located on WDC land, such as at Taranaki Stream, Courtenay Stream and McIntosh Drain. These sites have received ZIPA in previous years for inanga habitat improvements to increase spawning success, as recommended by Aquatic Ecology Ltd. Benzies Creek (a tributary of Saltwater Creek) and Courtenay Stream works for 2023-24 are on Waka Kōtahi and private land respectively, however are also proposed for ZIPA funding as they will give the best ecological outcomes for financial input.
- 4.10. Aquatic Ecology Ltd (AEL) reviewed inanga spawning sites and quality of habitat in the Waimakariri District in reports from 2017, 2019, 2021 and 2023, with recommendations for management.
- 4.11. Rebattering and native planting works are proposed to be carried out, following recommendations from AEL, at McIntosh Drain (Figure 4) directly upstream of a newly-commissioned pump station. There is a proposal under discussion to widen the length of McIntosh Drain from Beach Road downstream to the pump station. These inanga spawning habitat works would likely be consistent with any further drain widening works.



Figure 4: The location of the proposed bank re-grading, followed by native planting on the McIntosh Drain, north of a newly-commissioned pump station.

- 4.12. Co-funding for the McIntosh Drain project has been secured from the Environment Canterbury Regional Fish Habitat Fund for \$5,575 (excluding GST) towards the cost of bank regrading to at least a 1:3 ratio, and planting of native inanga spawning grasses (such as *Carex virgata* and *Cyperus ustulatus*). This is in addition to the WDC budget of \$20,000.

- 4.13. Initially bank regrading and planting was proposed from ZIPA budget in 2019-20, however was paused due to unconfirmed plans for the area as part of the Kaiapoi flood improvements project i.e. 'Shovel Ready' project for the McIntosh Drain. With finalised Shovel Ready plans excluding re-battering and planting of the bank to the north of the pump station, this is now proposed again to be provided from ZIPA budget in 2023-24. The Shovel Ready project has re-battered and planted natives along the inlet to the pump station, as required by resource consent conditions.
- 4.14. Courtenay Stream has willow re-growth on the true right bank above the floodgate. AEL has recommended that this is removed to prevent shading of inanga spawning habitat before the willows become large. This land is in private ownership. The owner has confirmed permission that willow removal works may be carried out. WDC Rangers will likely complete this work with removal of the willow tops and poisoning of the stumps *in situ* this spring/summer.
- 4.15. Benzies Stream (a tributary of Saltwater Creek) has willows along the inanga spawning reach. AEL has recommended that these are removed to prevent shading of inanga spawning habitat. This land is owned by Waka Kōtahi, who will be approached for permission for the willow removal works to be carried out by WDC. The works are setback from the road corridor (see Figure 5). WDC Rangers will likely complete this work by drilling holes into the trunks for herbicide application this spring/summer, with the willows left *in situ* to die. There is also some blackberry included for removal and/or poisoning with herbicide.



Figure 5: Location of the willows at the Benzies Stream inanga spawning area for removal or poisoning *in situ*.

Taranaki Stream Reserve riparian planting

- 4.16. Taranaki Stream Reserve has been progressively planted with natives along the true left above the floodgate by Greenspace and the local reserve committee members. A \$5,000 budget is proposed in addition to the annual \$2,000 Greenspace budget to assist with continued planting in this area.

Northbrook Trail culvert installation and planting

- 4.17. The Spark family and Waimakariri Landcare Trust have initiated a project for a trail along a section of the North Brook, which was endorsed by the WDC Land and Water Committee on 16 November 2021 for support (TRIM211027173045). The first step to create the trail requires installation of 3 or 4 small culverts over drains that feed into the North Brook. Legal access for the general public has not yet been finalised as an esplanade strip, however would be required by WDC staff as a condition for release of the \$30,000 budget for culvert installation. WDC staff have proposed to design and install the culverts under consent CRC195065 for Maintenance and Minor Works in Waterways.
- 4.18. Native riparian planting commenced in 2022 along the Northbrook Trail. Any remaining funds after culvert installation would be allocated to the existing native riparian planting programme managed by the Waimakariri Landcare Trust.

Alignment with the Waimakariri Water Zone Committee Action Plan 2021-24

- 4.19. The Capex projects proposed in this report align with the WWZC Action Plan goals of:
- 4.19.1. Increased indigenous biodiversity in the zone.
 - 4.19.2. Protection and enhancement of recreation in the zone.
 - 4.19.3. Improved mahinga kai within the Waimakariri Water Zone.

Implications for Community Wellbeing

- 4.20. There are implications on community wellbeing by the issues and options that are the subject matter of this report. The ZIPA recommendations and budget allocations are to meet targets in the Canterbury Water Management Strategy for recreation and amenity, biodiversity and mahinga kai provision for example.
- 4.21. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report. Ngāi Tūāhuriri representatives of the Waimakariri Water Zone Committee will be circulated this report, and it will be circulated at a WDC- Rūnanga monthly meeting.

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.

- 5.2.1. Waimakariri Water Zone Committee – Updates on the progress of ZIPA projects are presented to the Waimakariri Water Zone Committee for comment and discussion.

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. The wider community was consulted on the role of WDC and budget allocation for the ZIPA in the draft Annual Plan public consultation in March-April 2019.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are no financial implications of the decisions sought by this report. Budget has already been approved in the Long Term Plan for 2021-31. This report is for more detailed specifics of the proposed projects for 2023-24.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. The projects for planting of trees will help to sequester carbon. Fish passage remediation will aid the sustainable future of local fish populations that are migratory species.

6.3 **Risk Management**

There are no risks arising from the adoption/implementation of the recommendations in this report.

ZIPA capex spend is reported on quarterly in a summary capital expenditure report to the Audit and Risk Committee. This provides governance with information of any risk of an under or overspend.

Health and Safety

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

ZIPA capital expenditure project implementation will follow established health and safety processes. There are no new health and safety risks or hazards that have been identified.

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**

Resource Management Act (1991). All capital expenditure works requiring consent are anticipated to be covered by the 'Maintenance and Minor Works in Waterways' global consent (CRC195065, CRC195066, CRC195067) that WDC has been granted from Environment Canterbury, and the Waimakariri District Council consent RC19143 for works beside waterways.

7.3. **Consistency with Community Outcomes**

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

7.4. **Authorising Delegations**

The Utilities and Roading Committee hold the delegation for the allocation of the ZIPA budget.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: CON202237-01 / 221014179364

REPORT TO: Rangiora-Ashley Community Board

DATE OF MEETING: 12 July 2023

FROM: Joanne McBride, Roding and Transport Manager
Glenn Kempton, Senior Project Engineer

SUBJECT: River Road Upgrade - Approval of Scheme Design

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


General Manager


Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to seek approval for the scheme design for the upgrade of River Road, Rangiora as shown below.
- 1.2 The full scope of the project is to urbanise the southern side of River Road, between Ashley Street and Cones Road, which includes the following:
- i. Construction of kerb and channel;
 - ii. Upgrade existing unsealed footpath to a 2.5m wide shared path (asphalt surfacing) to link to the Park and Ride site;.
 - iii. Installation of soakage pits every 90m;
 - iv. Installation of street lighting to V4 Category on River Road, from Ashley Street to no. 61 River Road;
 - v. Installation of street trees as per the Engineering Code of Practice, where space allows.
- 1.3 Staff have been working through the design for River Road upgrade and have been out for early engagement on the proposed upgrade. The main area of feedback received was around on-street parking.
- 1.4 While there is no provision for on-street parking within the existing River Road layout, the design identified areas where this may be achieved and includes options to install car parking spaces along River Road, where practicable.
- 1.5 Through the further development of the scheme design it has become clear that there is insufficient budget to deliver the full upgrade from Ashley Street to Cone Street within current funding. This was due to a number of factors not having been included in the original budget including street lighting, on street parking areas and an increase in costs across the construction sector related to fuel, material and labour.

- 1.6 As such Four options for the timing / staging of the upgrade work have been considered and these are outlined in section 4.3 of this report. It is recommended that Option Three be progressed which allows for two stages of construction, and will require further funding in the future.
- 1.7 As part of the Annual Plan process additional unsubsidised budget of \$125,000 was requested, noting that it was recommended that a staged approach be taken to the upgrade, with the Cones Road to Riverview Road section being undertaken in 2023/24.

Attachments:

- i. River Road Upgrade Scheme Design (TRIM No. 230412051155)
- ii. Draft No-stopping Schedule (TRIM No. 221109195601)

2. **RECOMMENDATION**

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 221014179364.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roothing Committee:

- (b) **Approves** the River Road Upgrade Scheme Design (as per Trim No. 230412051155).
- (c) **Approves** proceeding with Option Three – Upgrading from Riverview Road to No. 61 River Road, on the south side of River Road.
- (d) **Approves** the installation of no stopping restrictions a as per the following table.

Town	Street Name	Side of Road	Location	Length (m)
Rangiora	River Road	South	Ashley Street to Riverview Road	175
Rangiora	River Road	South	Riverview Road to Cones Road	285
Rangiora	Riverview Road	East	River Road going South	10
Rangiora	Riverview Road	West	River Road going South	10
Rangiora	River Road	North	Both sides of each Park and Ride entranceway	18

- (e) **Notes** that should Council wish to complete the remainder of the upgrade work along River Road, then budget would need to be allocated in a future year at an estimated cost of \$300,000. This will be considered as part of the next Long Term Plan.
- (f) **Notes** that there is currently no formal on-street parking on River Road, and that there is a lack of on-street parking. It is noted that the residential land use on the southern side of the road, with the addition of community facilities and recreational areas on the northern side of the road has created more parking demand in the area. The creation of formalised parking areas therefore fits with the surrounding land use.

- (g) **Notes** that staff will proceed to detailed design and tender stage following approval of the Scheme Design.
- (h) **Notes** that the recommended option has been through an independent Road Safety Audit and any changes to the design have been completed.
- (i) **Notes** that a budget of \$40,000 was available in 2022/23 for design and \$485,000 is available in 2023/24 to complete this first stage of the work. The budget is therefore \$525,000 across both years.

3. **BACKGROUND**

- 3.1. River Road currently has a semi-rural feel being on the edge of Rangiora Township.
- 3.2. Development of the wider area including the Milton Avenue dog park, and the Croquet Club has seen an increase in people using the area, there is also a high recreational demand in this area for people choosing to walk and cycle. As such, River Road fits within the Council's Walking and Cycling Network Plan which proposes River Road as a Grade 1 facility.
- 3.3. Added to this, a Park and Ride site has been established on River Road and this is serviced by both the Metro No.1 bus (Rangiora/Cashmere) as well as the 91 Rangiora/City direct buses. This makes this stop a popular location for residents to catch the bus and a good location to connect to with a shared path. The Park and Ride site has bicycle facilities to support alternate modes of transport.
- 3.4. The current road layout in River Road includes a 1.5m unsealed footpath, and a 6.0m carriageway, separated by a narrow grass berm. There is no provision for drainage, and car parking on the grass berm damages the berm and path, creates a hazard to pedestrians and further prevent stormwater from discharging appropriately.
- 3.5. MainPower service poles are located in the berm on the northern side of River Road. The offset from the edge of seal varies between 1.9-3.5m. The presence of these poles prevents significant changes to the carriageway cross section.

4. **ISSUES AND OPTIONS**

- 4.1. A full-length scheme design has been developed and includes the following improvements:
 - Kerb and channel on the southern side of River Road between Ashley Street and Cones Road.
 - Construction of a 2.5m wide asphalt shared path from Ashley Street to Cones Road.
 - Installation of a 0.7m berm separating the shared use path, and the adjacent traffic lanes.
 - Installation of high-capacity urban soak pits every 90m.
 - Installation of street lighting, to a V4 lighting category.
 - Installation of 390m of no stopping lines for the length of new kerb & channel on the southern side, due to width constraints.
 - The scheme design maintains a 6.0m carriageway width, which allows for two 3.0m traffic lanes.
 - Parking bays have been allowed for where space allows.
 - Minor carriageway widening is proposed along the northern side of River Road in order to accommodate the proposed changes, however the parking will remain unchanged.
 - Potential for the installation of street trees and/or low plantings where space and sight distances allow. Council staff will engage with Greenspaces following confirmation of the recommended option from Utilities and Roading.

- 4.2. The existing road layout at River Road currently has no formal on-street parking on River Road. There is residential land use on the southern side of the road, with the addition of community facilities and recreational areas on the northern side of the road, plus a Park and Ride facility. As such the creation of formalised parking areas would fit with the surrounding land use.
- 4.3. Along the southern side of River Road there is an opportunity to create a total of ten on-street parking spaces as follows:
- Five of these are located between Ashley Street and Riverview Road, outside No. 9 River Road which is a larger residential property that also operates a gym from the property. The property owner has verbally offered a strip of land from this property to the Council, for the purposes of creating car parking spaces, however this is not considered necessary as a recessed parking bay can be accommodated within the existing road reserve.
 - The remaining five on-street parking spaces are located west of Cones Road and involve carriageway widening and realignment. As this section of River Road is frequented by heavy vehicles, staff have designed the carriageway to ensure a minimum of 3.3m lane widths can be achieved through this section.
- 4.4. During times of occasional high demand when events are held at the A&P Showgrounds (such as Muscle Car Madness), it is noted that cars will still be able to park on the grass berm on the northern side of River Road.
- 4.5. It is also noted that no additional parking is currently proposed on the northern side of River Road.
- 4.6. There are four options available for the Utilities and Roading Committee; each with a sub-option if parking (as per Section 4.2) is to not be included within the scope. Note that option three and four are inclusive of full street lighting costs (approximately \$100,000.00), additional Preliminary and General costs and higher estimated rates therefore the total does not align with Option Two. If Option Three or Four were to proceed, the Street Lighting cost would not be applicable for the second stage.

4.6.1 Option One – Do Nothing

This option retains the status quo. This option would result in works not progressing and as such is not recommended. Not progressing with this project within the current National Land Transport Plan (NLTP) funding cycle would result in co-funding being lost.

4.6.2 Option Two – Full Length

This option allows for the upgrading of the southern side of River Road for the full urban length, between Ashley Street, and the western boundary of no. 61 River Road. This option has an estimated construction cost of \$700,000 and includes provision for 10 car parking spaces fitted along the length where width allows.



4.6.3 Option Three – Riverview Road to No. 61 River Road (Recommended Option)

This option provides a staged approach and allows for upgrading of the southern side of River Road, between Riverview Road and No. 61 River Road. This would address considerable drainage and maintenance issues which are more frequent in this section of River Road and have a significant impact on pedestrians and cyclists. This option has an estimated construction cost of \$525,000 and includes provision for 5 car parking spaces fitted along the length where width allows.



4.6.4 Option Four – Ashley Street to Riverview Road

This option allows for upgrading the southern side of River Road, between Ashley Street, and Riverview Road. Drainage and roadside maintenance issues are not as frequent in this section of River Road however parking demand appears to be higher. This option has an estimated construction cost of \$450,000. and includes provision for five car parking spaces fitted along the length, where width allows.



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 Implications for Community Wellbeing

This report has implications on community wellbeing as the primary purpose of this project is to improve pedestrian and cyclist connectivity to the Park and Rode site, as well as the nearby recreational areas. This project is therefore a safety improvement for all modes of transport that utilise River Road and cater for future growth.

5.3 Groups and Organisations

An initial information notice will be prepared and circulated to all stakeholders and residents. This will include the Rangiora Hospital, the Department of Conservation, and the Rangiora Croquet Club.

5.4 Wider Community

An information notice will be circulated to the stakeholders and residents. Upon tender acceptance an additional start work information notice will be circulated notifying stakeholders and residents of the proposed work programme and associated construction impacts.

The wider community have not been specifically consulted on the project but will be informed through online channels and the local newspapers.

During construction, delays to travel times may be incurred, however these will be communicated to the public and surrounding residents / businesses.

6 IMPLICATIONS AND RISKS

6.1 Financial Implications

The Engineers Estimate for the recommended option is \$525,000, including a 15% contingency. This includes design and construction costs.

There was a design budget in 2022/23 of \$40,000 which is being carried forward as this is a multi-year project.

The budget for the 2023/2024 financial year is \$485,000 Both budgets are included in PJ 101877.000.5135.

As such this is a total budget over the two-year period of \$525,000.

6.2 Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. Improving pedestrian and cycle safety will encourage more active modes of travel and reduce overall emissions and maintenance costs.

6.3 Risk Management

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

Due to carriageway constraints, construction is likely to require a detour around River Road which may cause some traffic delays, constant updates and communication to surrounding residents will be carried out throughout the project.

The installation of a shared path outside residents' properties may receive negative public comment. The overall benefits are considered to outweigh these concerns.

6.4 **Health and Safety**

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

All contractors will be required to be SiteWise accredited (or equivalent) with a minimum score.

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**

Land Transport Management Act.

7.3 **Consistency with Community Outcomes**

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

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

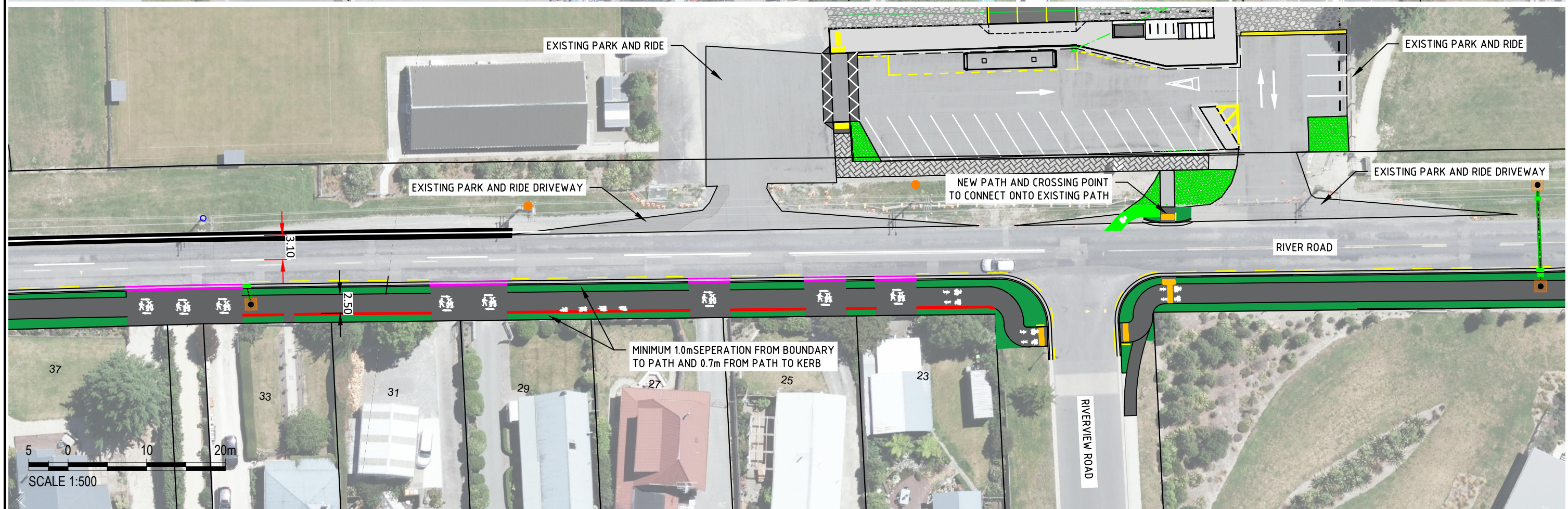
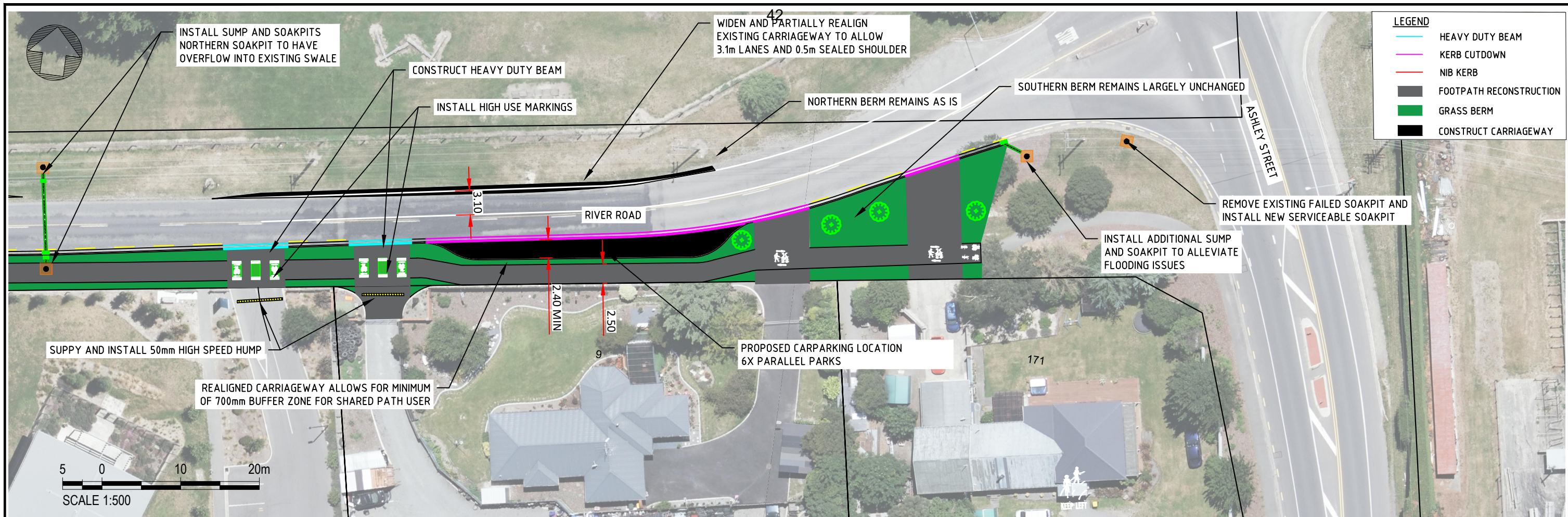
There is a safe environment for all

- 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.

7.4 **Authorising Delegations**

The Rangiora-Ashley Community Board has the authority to make recommendations to the Council and Standing Committees on local implications of such policies, projects and plans, which have district-wide impacts and are referred to the Board for comment.

The Utilities & Roading Committee has delegated responsibility for activities related to Roading and Transportation (including road safety, multimodal transportation and traffic control).



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	GK	KS	---	10/10/2022

SURVEYED	---	---/---/2020	PROJECT No	PD001888
DRAWN	GK	10/10/2022	CON No	CON202237
DRAWING CHKD	KS	---/---/2022	SCALE (A3)	AS SHOWN
DESIGNED	GK	10/10/2022	DATUM ORIGIN	
DESIGNED CHKD	---	---/---/2020	HORIZONTAL	NZTM GD2000
APPROVED	---	---/---/2020	VERTICAL	



PROJECT

**RIVER ROAD
URBANISATION**

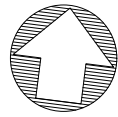
SHEET TITLE

**SCHEME DESIGN
WITH PARKING**

PRELIMINARY
NOT FOR CONSTRUCTION

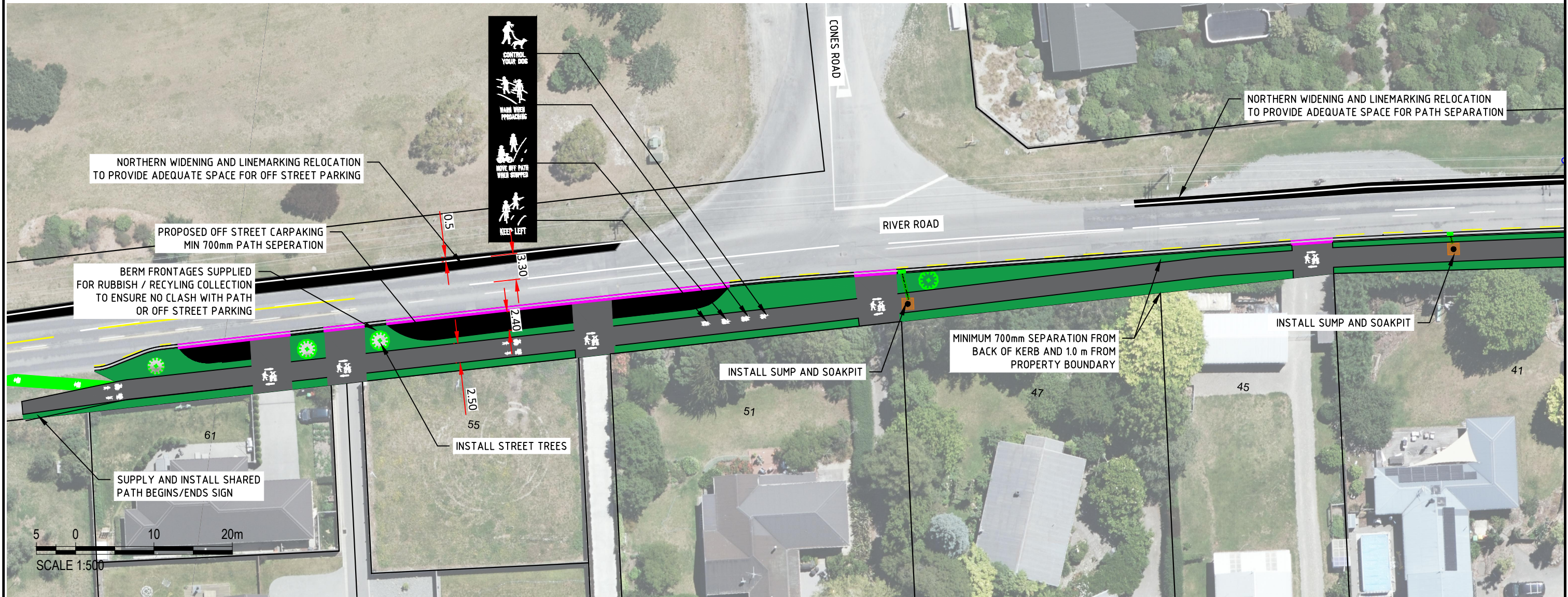
DRAWING **4322**

SHEET 01 REVISION A



LEGEND

- KERB CUTDOWN
- FOOTPATH RECONSTRUCTION
- GRASS BERM
- CONSTRUCT CARRIAGEWAY



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	GK	KS	---	10/10/2022

SURVEYED	---	---/---/2020	PROJECT No	PD001888
DRAWN	GK	10/10/2022	CON No	CON202237
DRAWING CHKD	KS	---/---/2022	SCALE (A3)	AS SHOWN
DESIGNED	GK	10/10/2022	DATUM ORIGIN	
DESIGNED CHKD	---	---/---/2020	HORIZONTAL	NZTM GD2000
APPROVED	---	---/---/2020	VERTICAL	



PROJECT
**RIVER ROAD
URBANISATION**

SHEET TITLE
**SCHEME DESIGN
WITH PARKING**

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING 4322	
SHEET 02	REVISION A

Waimakariri District Council: No-Stopping Restriction Schedule associated with Southbrook Road / Torlesse Street Signalisation Project

Item	Locality	Street	Side of Street	Location	Distance [m]	No. of spaces impacted	Notes
	Rangiora	River Road	South	Ashley Street to Riverview Road		175	0 No existing parking lane or width to allow parking
	Rangiora	River Road	South	Riverview Road to Cones Road		285	0 No existing parking lane or width to allow parking
	Rangiora	Riverview Road	East	River Road going South		10	0 No existing parking lane or width to allow parking
	Rangiora	Riverview Road	West	River Road going South		10	0 No existing parking lane or width to allow parking
	Rangiora	River Road	North	Both sides of each Park and Ride entranceway		18	0 No existing parking lane or width to allow parking

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-28 / 230614088078

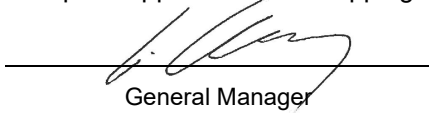
REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD

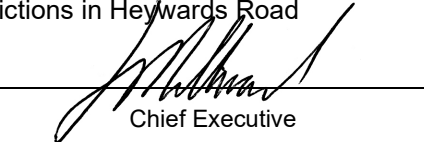
DATE OF MEETING: 17 July 2023

AUTHOR: Shane Binder, Senior Transportation Engineer
Joanne McBride, Roding and Transport Manager

SUBJECT: Request approval of No-Stopping Restrictions in Heywards Road

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report seeks approval to install no-stopping restrictions on the east side of Heywards Road from the intersection of Tram Road, for 125m to the south, joining up with the existing no stopping outside of the Clarkville Community Hall and Playcentre and extending to opposite the southern driveway of the school.
- 1.2. Staff received a request for no stopping from Clarkville Hall, following concerns being raised about cars stopping out into the moving lane to either pick up or drop off children going to Clarkville School.
- 1.3. This is a busy area and with an increasing role, there are increasing movements around school drop off and pick up times. There are also activities at the Community Hall and the school also utilises the hall for certain activities. As such it is important that there is good visibility around the school crossing point so this can operate safely.
- 1.4. Due to these safety concerns, it is recommended that stopping is prohibited at this location with markings and signs to reinforce that this area is not suitable for pick up and drop off.
- 1.5. Further to the installation of the proposed no stopping, staff will continue to work with the school and investigate options to improve safety around the school crossing point and the entry to the hall carpark. This would likely include physical changes and as such a concept design will need to be developed and budget allocated to carry out works.

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 230614088078.

AND RECOMMENDS

THAT the Utilities and Roding Committee:

- (b) **Approves** installation of the following no-stopping restriction:
 - i. On the east side of Heywards Road from the intersection of Tram Road for 125m, to the south of the Clarkville Community Hall.

3. BACKGROUND

- 3.1. Haywards Road is a local road in Clarkville that connects from Tram Road southwest to South Eyre Road, through an area with a high number of rural lifestyle blocks and agricultural land.

- 3.2. The Clarkville Hall and Clarkville School are at the northern end of the road, very close to the intersection with Tram Road. Heywards Road generally has a 6.5m carriageway width but it widens to 12.0m in the vicinity of the School and Hall.
- 3.3. Tram Road has a post speed of 80km/h and while there are school permanent warning signs in place and "School" marked on the road, speed from vehicles entering Heywards Road can be higher than desirable.
- 3.4. Clarkville School has a small off-road carpark for some staff and has on-road angled car parks for parents, visitors, and bus parking along the frontage on the western side of Heywards Road, starting about 40m south of the Tram Road intersection. A large, unmarked carpark also exists on the east side of Heywards Road, in front of Clarkville Community Hall. This carpark is owned by the Clarkville Community Hall, however, is also used for drop off and pick up for the school.
- 3.5. A crossing point in the middle of the carpark is used as a crossing point by the school during school drop-off and pick-up.
- 3.6. Most staff, parents, and students commute to Clarkville School by car due to its location. During school drop-off and pick-up, parents will use parking on both sides of Heywards Road, including the Clarkville Community Hall carpark. The vicinity of Clarkville School and Hall is shown on the next pages in Figures One and Two.
- 3.7. The school also utilises the Clarkville Community Hall, fields, and tennis courts during school times and therefore children will be crossing outside of pick up and drop off times.
- 3.8. Figure One: Locations of proposed no-stopping sites



3.9. Figure Two: Clarkville School and Hall vicinity



4. ISSUES AND OPTIONS

- 4.1. Staff have been made approached by the Clarkville Community Hall president and have met on site to discuss safety concerns in relation to parking activity in areas where there is insufficient width to safely park. This is resulting in cars parked into the moving lane when dropping off or picking up children from school.
- 4.2. Due to these safety concerns, it is recommended that stopping is prohibited at this location. It is noted that this recommended no-stopping length includes portions of existing no-stopping restrictions in front of the Hall carpark, so as to provide one cohesive length of no stopping along the frontage.
- 4.3. There is an opportunity to consider further safety improvements in this area. This could include options to improve safety around the school crossing point and the entry to the hall carpark.
- 4.4. Staff will continue to work with the school and the Clarkville Community Hall to investigate options. Any physical changes would first need consideration of design and budget to be allocated to carry out works. As such this will take time to work through.

Implications for Community Wellbeing

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

The proposed no stopping installation provides safety improvements around the Clarkville Community Hall and the Clarkville School.

- 4.5. 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.

Members of the Clarkville Community Hall Committee and Clarkville Playcentre have met with staff to discuss concerns around safety along with other site-specific issues. Staff have also contacted the school and advised that a report is being taken to the Community Board on this issue.

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; the impacts of roadside management are considered to be localised and minor in nature. It is noted that no public consultation has been carried out with any adjacent residents or the wider community.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. Installation of no-stopping road markings, no stopping signs and a sight rail will be carried out through the Road Maintenance contract from maintenance budgets and is estimated to cost approximately \$600.

This budget is included in the Annual Plan/Long Term Plan.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability or climate change impacts.

6.3 **Risk Management**

If the no-stopping restriction is implemented as recommended in this report, there is a minor risk that it may not be sufficient to fully address behavioural issues which are occurring outside the school gate. Staff will also discuss concerns with the Police and work with the school to see if messaging can be put into the school newsletter.

6.3 **Health and Safety**

There are minor health and safety risks arising from the adoption/implementation of the recommendations in this report. Physical works will be undertaken through the Road Maintenance contract. The Road Maintenance contractor has a Health & Safety Plan and a SiteWise score of 100.

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 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. 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.

7.4. Authorising Delegations

The Community Board has the delegated authority to approve traffic controls (Give Ways or Stop controls) and constraint measures on streets.

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