

WAIMAKARIRI DISTRICT COUNCIL

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

PRESENT

Councillors P Williams (Chairperson), R Brine, N Mealings, P Redmond, J Ward, and Mayor D Gordon (arrived 10:15am).

IN ATTENDANCE

Councillors B Cairns and T Fulton.

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roding), K Simpson (3 Waters Manager), J McBride (Roding and Transportation Manager), K Straw (Civil Projects Team Leader) and C Fowler-Jenkins (Governance Support Officer).

1 APOLOGIES

Moved: Councillor Mealings

Seconded: Councillor Redmond

THAT an apology for lateness be received and sustained from Mayor Gordon, who arrived at 10:15am.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roding Committee held on Tuesday, 20 February 2024

Moved: Councillor Redmond

Seconded: Councillor Ward

THAT the Utilities and Roding Committee:

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

CARRIED

3.2 Notes of the meeting of the Utilities and Roding Committee held on Tuesday, 20 February 2024

Moved: Councillor Mealings

Seconded: Councillor Brine

THAT the Utilities and Roding Committee:

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

CARRIED

3.3 **Matters Arising (From Minutes)**

Nil.

4 **DEPUTATION/PRESENTATIONS**

Nil.

5 **REPORTS**

5.1 **July 2023 Flood Recovery Progress Update – K Simpson (3 Waters Manager), J McBride (Roading and Transport Manager) and P Towse (Flood Team Lead)**

K Simpson provided an update on the ongoing Flood Recovery Work Programme. He noted that the staff had completed approximately 79% of the investigation work and was hoping to have it completed by the end of April 2024. The implementation of maintenance actions was 98% complete. K Simpson highlighted the following in terms of key focus areas:

- Cam River / Ruataniwha - Environment Canterbury (ECan) had completed the maintenance work, including tree felling and vegetation clearance, on the lower Cam River from the Kaiapoi River up to Bramleys Road.
- Tuahiwi area – The Council had completed heavy maintenance work at the Tuahiwi Stream, including trimming vegetation from the banks and removal of sediment from the bed along the main channel of the stream between Church Bush Road to the Cam River. Staff had identified the need to upgrade the diversion drain which ran from the corner of Te Pouapatuki Road and Greens Road out to the Cam River. These works were planned to be undertaken before winter.
- Waikuku Beach – Staff were addressing several smaller projects in this area. Detailed assessment was underway to determine the cause of flooding from the Taranaki Stream, which was higher than expected, although it would take some months to complete. The causeway between Pegasus and the beach had been identified as potentially stopping the use of some of the floodplain within the coastal area.

G Cleary noted that the catchment area had been extensively investigated as part of the modelling for the Taranaki Stream. The Infrastructure Strategy identified some funding for a major upgrade; however, this was outside the 2024-34 Long Term Plan timeframe. Staff had added the Taranaki Stream to one of the key areas that they would monitor.

Councillor Mealings questioned whether any of the planned stopbank improvement work in the Cam River would be near the Arohatia te Awa planting project. K Simpson noted that the Council was proposing improvements to several sections of the upper Cam River/Ruataniwha stopbank. Two of the sections located upstream from Bramleys Road were currently being programmed for construction and ECan would be undertaking work on two sections downstream. Staff were aware of the stopbank overtop near the motorway bridge. However, there were no immediate upgrades planned in this area.

In response to a further question from Councillor Mealings, K Simpson confirmed that the tender for the proposed work in Wilson Drive, Ohoka, had not yet been awarded.

Councillor Ward enquired if it would be better if ECan made the Ashley River outlet straight into the sea at Waikuku Beach. G Cleary explained that during the July 2023 flood event, the Ashley River breached its banks and carved out a new river mouth, which was a natural occurrence. To ensure that the Ashley River was routed to always flow straight into the sea would be a challenge because you would effectively be constantly trying to defy nature. G Cleary further noted that ECan had identified \$15 million in its draft 2024-34 Long Term

Plan for works on the Ashley River. Part of that work would be investigating the Ashley River's capacity. He expected that ECan would identify upgrades to stopbanks and potentially secondary stopbanks requirements. In terms of containing the Ashley River itself, it would be part of consideration.

In response to a question from Councillor Williams, K Simpson noted that 98% of the required maintenance actions had been identified and passed on to the Council's maintenance contractors. The maintenance contractors were currently very busy working on that package of work. However, he understood that they had more capacity if required. Staff was, therefore, confident that work would be completed before the winter. K Simpson confirmed that there was adequate budget for the works.

Councillor Fulton asked if the assessment of the backflow included the impact of housing growth. K Simpson explained that staff were undertaking modelling as part of the Taranaki Stream work, and ECan was also doing modelling as part of the Cam River Scheme Design. Both of the scenarios would consider the changes with additional development occurring in the catchment areas over the next 20 to 30 years.

Moved: Councillor Mealings

Seconded: Councillor Ward

THAT the Utilities and Roothing Committee:

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

CARRIED

6 **CORRESPONDENCE**

Nil.

7 **PORTFOLIO UPDATES**

7.1 **Roothing – Councillor Philip Redmond**

- As we head into autumn, some activities were starting to draw to a close, a number of construction projects were progressing well, and two new projects were about to start. Autumn leaf fall was just starting and would become a key area of focus over the next couple of months.
- Staff were continuing to work with the Selwyn District Council on the Waimakariri Gorge Bridge Deck Replacement Project. Fulton Hogan had been awarded the contract. Scaffolding would be installed from 25 March 2024, and night works to replace the deck would begin straight after Easter.
- The resealing and Pavement Rehabilitation Programmes were continuing; however, they would largely be complete by early April 2024.

- The River Road Upgrade Project had been awarded to Stopforth Construction and was commencing this week.
- Higgins Ltd had commenced the Island and Ohoka Roads Intersection upgrade, with the widening areas and preparing for the first kerb pour. The first of the signal pole foundations had been poured.
- The Kerb and Channel Renewal Contract was continuing. Pidgeon Contracting had completed the work on Edward Street and had now moved into Geddis Street.
- The Palmer Street Upgrade contract had been awarded to EDR Contracting. Work started on site in late February 2024 and included kerb and channel renewal, water main, stormwater, and footpath renewals.
- Doubledays Footbridge was currently closed while repairs were being agreed upon and priced. The repairs would be completed before the bridge was reopened to the public, which was expected to take around three weeks.
- Pavement rehabilitation work on Tram Road was now complete. The Council had one failed area in the tie-in between the old and new pavements. Corde identified this early and repaired it very quickly; however, it would be monitored.
Councillor Williams asked if staff knew what caused the resealing on Tram Road to fail. J McBride noted that she still had to be briefed by Corde, and the Council had yet to establish the cause. If the contractor had to repair it due to workmanship, it was done at the contractor's cost.
- Pavement rehabilitation was also underway on the western end of South Eyre Road, which was the last site to be completed this construction season.
- Resealing had been completed on Ashley Gorge Road and Rangiora Woodend Road.
- The installation of new sewer mains in Rangiora along King Street was continuing. King Street was closed southbound from Blackett to High Streets. Also, the King Street / High Street roundabout was being closed overnight for reconstruction and resurfacing.
- Smith Street remained closed to eastbound traffic between Charles and Cass Streets for the installation of a new water trunk main.
- Remarking the road markings was underway in Rangiora, and the Council would be remarking in Kaiapoi next.
- South Belt would be closed at the Pentecost Road intersection for three weeks while the intersection was upgraded, and the water main was extended through this area. There would be a one-way section from Rowse to Martyn Street. South Belt was expected to reopen to eastbound traffic from Townsend Road after three weeks.
- The RYDA Road Safety Programme was recently delivered to a group of Rangiora High School students and this popular programme was well received. The programme aimed to provide students with the tools and understanding they need to see themselves as active, responsible road citizens.

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

Water:

- The UV treatment installation project continued to progress well. There would be a number of shutdowns over the coming months as works to enable the installation of new pipework to connect up the UV units. The shutdowns were expected to typically last for four to eight hours, and customers would be advised in advance.

Wastewater

- There had been a decrease in the number of bird deaths from Avian Botulism, indicating that the outbreak was over. The numbers were less than in other years when there were outbreaks.

Drainage

- There would be a 2024-34 Long Term Plan drop-in session focussing on the Mandeville Resurgence Channel Upgrade project at 7pm on 11 April 2024, at the Ohoka Domain Pavilion. Letters had been sent to the residents who submitted during the consultation last year, and a letter drop would be undertaken to residents along the route of the Stage 1 works. The purpose is to inform residents of the proposed works and budgets included in the draft LTP.
- The next round of Drainage Advisory Group meetings was currently underway. There was a push to complete drain maintenance works prior to winter.

7.3 **Solid Waste– Councillor Robbie Brine**

- Kerbside Standardization had been implemented, and to date, the Council appeared to comply with the Ministry for the Environment's requirements by updating its website to itemize the changes and provide links to the relevant pages. Eco Educate staff continued to talk about the changes to groups of residents and to people at supermarkets, aquatic centres, libraries, service centres, some markets, and the Volunteer Expo.
- The Council had postponed the re-starting of kerbside bin audits until after Easter owing to staff being on leave through March 2024.
- Staff would be meeting with Ecogas, the company building the Christchurch City Council's new organics processing plant, in early April 2024. It was anticipated that the plant would be a biodigester for the food scraps, which not only would generate heat and energy, the liquid 'digestate' was a liquid fertilizer. This plant would include a process to shred and dry the woody portion of the organics bins to create a biofuel which could be used in boilers, replacing coal.
- Staff met online with a representative from Tetrapak and Saveboard to ascertain if it would be feasible for the Council to have liquid paperboard carton drop-off boxes in the District. The best product was received when the staff was present to oversee the process. The most contamination was seen at transfer stations where there was sporadic staff oversight of the drop-box. However, staff would continue to investigate various options. Saveboard was used in the manufacturing of building products that were used to line the inside of houses.
- Kaiapoi now had a plastics recycling drop-off at the new Woolworths, which was good to hear.

Councillor Fulton asked what the Council currently did with its wood waste. Councillor Brine noted that it would depend on who was doing the work. If it was taken to the transfer station and applied as green waste, it would be sent to Canterbury Landscapes for composting. G Cleary explained that all organics that were collected at kerbside went to the facility in Bromley and, in future, would go to the energy centre. As part of that process, one of their products would be a wood chip to be used instead of coal. If the Council was removing trees, the waste was managed in an appropriate way depending on the project. A lot of it was chipped and then put to use.

7.4 **Transport – Mayor Dan Gordon**

Mayor Gordon was not present to provide an update.

8 MATTERS REFERRED FROM THE COMMUNITY BOARDS

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

K Straw noted that the report was presented to the Kaiapoi-Tuahwi Community Board in November 2023. The report sought approval for changes to the existing pedestrian crossing and line marking on Williams Street outside Kaiapoi North School. He explained that the school had raised concerns regarding safety, visibility, and speeding past the school, and the community had raised concerns regarding the accessibility to a safe pedestrian crossing of Williams Street. The report referred to two stages of work, one in the current financial year, to address the line markings, speed and safety outside the school. In the next financial year, staff intended to do some work to improve the accessibility of the pedestrian crossing. At this stage, staff was looking at combining the work, carrying over the budget, and doing it all in the next financial year.

Councillor Williams questioned whether the Council could assist in designing a pedestrian crossing that is accessible to users in wheelchairs, prams, mobility scooters, or less mobile residents. K Straw advised that the design had not yet been done. However, the current plan was to install a small retaining wall on the boundary and build the path up; that way, a 1/12 grade could be achieved from the footpath to the edge of the current grade, and a 1.2-metre level platform would be needed before you come to the pedestrian crossing.

Moved: Councillor Redmond

Seconded: Councillor Brine

THAT the Utilities and Roading Committee:

- (a) **Approves** the design to improve the conspicuity of the pedestrian crossing and reduce vehicle speeds outside the school (Trim 231011161371).
- (b) **Approves** the implementation of no-stopping signage outside 227 Williams Street, Kaiapoi (south of the pedestrian crossing) during the hours of 8:00 am to 9:00am and 2:30pm to 3:30pm School Days.
- (c) **Approves** the implementation of no-stopping signage outside 231 Williams Street to Sims Road, Kaiapoi (north of the pedestrian crossing) during the hours of 8:00am to 9:00am and 2:30pm to 3:30pm School Days.
- (d) **Approves** the installation of 13 meters of no-stopping lines on Williams Street, Kaiapoi, outside 274 Williams Street.
- (e) **Approves** the extension of existing no-stopping lines outside 239 Williams Street, Kaiapoi, by 5 meters.
- (f) **Approves** the extension of existing no-stopping lines outside 229 Williams Street, Kaiapoi, by 3 meters.
- (g) **Notes** that the installation of no-stopping lines as per recommendation (e) is due to the road shoulder camber being unacceptable for roadside parking that results in motor vehicles being unable to access the road shoulder and, therefore, parking within the adjacent cycle lane.
- (h) **Notes** that the extension of the existing no-stopping lines, as per recommendations (f) and (g), involves adjusting the parking bay length to ensure it accommodates full car lengths. This avoids excess space that may encourage vehicles to squeeze into left-over space, which may result in encroachment into the no-parking area and obstruct visibility to the crossing.

- (g) **Notes** that a budget has been allocated in the Minor Safety Improvements Programme for this project in the current financial year, as it is a carryover project from the 2022/23 financial year.
- (h) **Notes** that the Utilities and Roading Committee approved this project as part of an overall programme of minor safety improvements on 19 July 2022.
- (i) **Notes** that the steps to the pedestrian crossing will remain following the works and that this will be added to the future minor improvement programme for 2024/25 financial year.

CARRIED

Councillor Redmond commented that the proposed changes to the existing pedestrian crossing and line marking on Williams Street were discussed at the Kaiapoi-Tuahiwi Community Board meeting, and they were unanimous on the final decision. He noted that there had been some chatter on social media about the pedestrian crossing outside Kaiapoi North School and concerns from the school. These proposed works were intended to make the corner much safer.

8.2 **Approval to Install No Stopping Restrictions associated with Pedestrian Refuge Islands – K Straw (Civil Projects Team Leader) and J McBride (Roading and Transportation Manager)**

K Straw explained that approval was being sought for the approval for the installation of three pedestrian refuge islands and the associated no-stopping lines. He clarified that the two Ivory Street refuge islands had already been priced at \$34,000, and the West Belt refuge island was priced at \$19,000, which excluded the cost of the proposed build-out. The matter was extensively debated at the Rangiora-Ashley Community Board meeting held on 13 March 2024, with members suggesting that staff develop a policy framework to guide any future installation of pedestrian refuge islands.

K Straw noted that the proposed sites were:

- On Ivory Street, immediately north of Thorne Place outside the Bainswood Rest Home, some of the Community Board members were concerned about the short distance between the proposed refuge island and the existing refuge island on Buckham Street, which was approximately 150 meters apart.
- On Ivory Street, north of Doggett Place, outside the Kentucky Fried Chicken (KFC), the Community Board raised concerns that the location would negatively impact the traffic flow on Ivory Street. Also, the proposed refuge island could potentially place pedestrians in danger due to conflicts with turning traffic. There was a suggestion from the Community Board that it may be better to signalize the Queen Street intersection rather than install a pedestrian refuge.
- On West Belt, mid-block, between Milesbrook Close and Harrod Place, some Community Board members questioned whether the facility was needed. However, following the concerns raised by the Community Board in February 2024, staff engaged WSP to provide an independent technical report on the proposed locations and suitability, which was included in the report.

In response to a question raised by Councillor Redmond, K Straw confirmed that the Council currently did not have a policy pertaining to pedestrian refuges. However, the Council was receiving many requests for the installation of pedestrian refuges and tried to prioritise them.

Councillor Redmond further asked where the requests originated. J McBride explained that some were received via service requests for safe pedestrian crossings. If the Council became aware of any injuries to a pedestrian, they would record it in the Deficiency Database and investigate the options for ensuring safe pedestrian crossings. In terms of

West Belt, there were no crossing facilities for the entirety of the road.

Councillor Redmond enquired if the Council had data on the number of pedestrians or mobility scooter operators who wanted to cross the roads at these points. J McBride noted that staff had not done specific surveys. However, they investigated what pedestrian facilities were available in these areas. On West Belt, there was a street-to-street walkway adjacent, which encouraged pedestrians. Hence, staff tried to locate the pedestrian refuge island as close to the street-to-street walkway as possible. On Ivory Street, there were no pedestrian facilities between Queen and Alfred Streets, and pedestrians were crossing backwards and forwards to KFC and the Produce Market.

Councillor Ward noted that this matter had been widely discussed at the March 2024 Rangiora-Ashley Community Board meeting. She asked if the Community Board supported the recommendation. J McBride confirmed that the board passed all the recommendations.

Councillor Williams noted that the pedestrian refuge island outside Auto Tech was removed because it was close to businesses, and motorists could not turn in properly. He asked what the difference was between that refuge island and the one proposed outside KFC. J McBride explained that staff had done extensive work on the location of the proposed refuge island to ensure the necessary turning curves and that truck access to the Produce Market was not negatively impacted. Staff had spoken with the Produce Market, and they were very supportive of the proposal.

Moved: Councillor Ward

Seconded: Councillor Brine

THAT the Utilities and Roading Committee:

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

CARRIED

3/2

A Division was called:

For: 3 Councillors Brine, Mealings and Ward.

Against: 2 Councillors Redmond and Williams.

Councillor Ward appreciated that the staff had listened to all the residents and business owners. She thoroughly approved of the conclusions the staff had reached. She commented that it was not safe to try to cross Ivory Street, and the proposed pedestrian refuge islands would provide some protection for pedestrians.

Councillor Brine commented that the matter led to a very contentious discussion at the Rangiora-Ashley Community Board meeting. Hence, the recommendations were considered in sections after three divisions were called motion passed.

Councillor Redmond supported the suggestion of developing a policy for the installation of pedestrian refuge islands. He noted that pedestrians had a choice where they wished to cross the road; however, businesses and property owners did not, as they were in fixed locations. Councillor Redmond was concerned that some of the proposed refuge islands would have a significant negative impact on residents, and he, therefore, did not support the motion.

Councillor Mealings noted that the motion was well-traversed and discussed at the Community Board level. She also noted that she had been approached by residents on West Belt requesting safe pedestrian crossings. West Belt was a wide, busy road with no place for pedestrians to cross safely. She, therefore, believed that the pedestrian refuge island would be a welcome addition. Regarding Ivory Street, she had faith that the staff had thoroughly investigated the placement of the refuge islands, and the Council was required to obtain a safety audit. Hence, Councillor Mealings supported the motion.

Councillor Williams did not support the motion because the West Belt residents consulted about the pedestrian refuge island did not support the project. He could not understand why residents from the Bainswood Rest Home would wish to cross Ivory Street at the proposed location, as there were already two refuge islands there, one on each side of Countdown. Councillor Williams commented that pedestrian refuge islands were disrupting traffic and leading to accidents. He thought that the Council would be worsening the situation, particularly with the proposed refuge island outside the KFC and Produce Market. This part of Ivory Street dealt with a high volume of traffic, including trucks turning in and out of the Produce Market. Installing a refuge island in this location would cause a backup of traffic along Ivory Street.

In her right of reply, Councillor Ward stressed that the pedestrian refuge islands were necessary, and their proposed locations had been well thought out. Many people with limited mobility who lived at the Bainswood Rest Home wanted to be able to safely access Rangiora. She also believed the proposed refuge island outside KFC was necessary as it ensured safe passage in the middle of the road.

9 QUESTIONS UNDER STANDING ORDERS

Nil.

10 URGENT GENERAL BUSINESS

Nil.

11 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

Moved: Councillor Williams

Seconded: Councillor Mealings

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

11.1 Confirmation of Minutes from 20 February 2024.

11.2 Report from Management Team Operations 26 February 2024.

The general subject of each matter to be considered while the public was 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 were as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
12.1	Confirmation of Minutes from 20 February 2024	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section 7(2)(i).
12.2	Report from Management Team Operations 26 February 2024	Good reason to withhold exists under Section 7	As per Section 7(h) of the Local Government Official Information and Meetings Act; "enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities".

CARRIED

CLOSED MEETING

The public excluded portion of the meeting commenced at 10:11am to 10:13am.

OPEN MEETING

NEXT MEETING

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

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 11.24AM.

CONFIRMED



Signed
Chairperson
Councillor Paul Williams

16 April 2024
Date