

Waimakariri District Council

District Planning and Regulation Committee

Agenda

Tuesday 20 February 2024

1pm

Council Chambers
215 High Street
Rangiora

Members:

Cr Al Blackie (Chairperson)

Cr Neville Atkinson

Cr Brent Cairns

Cr Tim Fulton

Cr Jason Goldsworthy

Mayor Gordon (ex officio)



WAIMAKARIRI
DISTRICT COUNCIL

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A MEETING OF THE DISTRICT PLANNING AND REGULATION COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 20 FEBRUARY 2024 AT 1PM.

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 District Planning and Regulation Committee held on Tuesday 19 September 2023

7-12

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the District Planning and Regulation Committee, held on 19 September 2023, as a true and accurate record.

3.2 Matters arising (From Minutes)

3.3 Notes of the workshop of the District Planning and Regulation Committee held on Tuesday 19 September 2023

13-14

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** the circulated notes of the workshop of the District Planning and Regulation Committee, held on 19 September 2023.

4 DEPUTATIONS

Nil.

5 REPORTS

5.1 Parking Restriction changes in the Kaiapoi Town Centre – Vanessa Thompson (Senior Advisor Business and Centres)

15-21

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 231103176324.
- (b) **Approves** the application of a P120 restriction to the Tom Ayers off-street carpark to support short-stay visitor parking for proximity businesses in this area, including for Paris for the Weekend Café.
- (c) **Approves** the entirety of the Kaiapoi Central park-and-ride (66 Charles Street) existing P120 carparks (x48) being converted to all-day park-and-ride parking.
- (d) **Approves** the addition of a 3-day maximum parking limit at the Kaiapoi Central park-and-ride (66 Charles Street) to support Waimakariri District Council parking enforcement at the site.
- (e) **Approves** the parking schedule being updated to reflect the Kaiapoi town centre parking restriction changes.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 District Planning – Councillor Tim Fulton

7.2 Civil Defence and Regulation – Councillor Jason Goldsworthy

7.3 Business, Promotion and Town Centres – Councillor Brent Cairns

8 MATTERS REFERRED FROM RANGIORA-ASHLEY COMMUNITY BOARD

8.1 Approval to Change the Victoria Street ‘Good Service Vehicles Only’ Sign to a ‘P15 Loading Zone’ Sign – Allie Mace-Cochrane (Transportation Engineer) and Shane Binder (Senior Transportation Engineer)

(Report No. 230926152076 to the Rangiora-Ashley Community Board meeting of 11 October 2023).

22-25

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Approves** changing the operation of the Victoria Street ‘Good Service Vehicles Only’ loading zone (adjacent to Coffee Culture) to a ‘P15 Loading Zone.’
- (b) **Notes** that this change only requires the installation of a new sign, and no amendments need to be made to the road marking.

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

(Report No. 230516070310 to the Rangiora-Ashley Community Board meeting of 8 November 2023).

26-64

RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Approves** the implementation of limited time parking on the eastern side of Marshall Street immediately outside the school (between angle parking and the Torlesse Street intersection), with restrictions applying “Monday to Friday” (including School Holidays, and between 8:00am – 6:00pm) as follows:
“P5 Pick Up / Drop Off Only Monday to Friday”
- (b) **Approves** the implementation of limited time parking on the western side of Marshall Street (No. 25 – 29), with restrictions applying during school days / hours as follows:
“P15 8:00am – 9am 2:30pm – 3:30pm School Days”
- (c) **Approves** the amendment of existing P5 parking restrictions on Denchs to include the morning pick-up / drop off times (currently restricted for afternoons only), with restrictions applying during school days / hours as follows:
“P5 8:00am – 9am 2:30pm – 3:30pm School Days
- (d) **Notes** that staff will update the Schedule of Parking Restrictions upon completion of the works.
- (e) **Notes** that there is an existing mobility park on Marshall Street outside Southbrook School that is not currently on the Schedule of Parking Restrictions. This will be added to the schedule in conjunction with the other proposed parking restrictions associated with this report.

9 QUESTIONS UNDER STANDING ORDERS

10 URGENT GENERAL BUSINESS

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

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

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

11.1 Report from Management Team Operations 24 April 2023.

11.2 Report from Management Team Operations 3 July 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:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
11.1	Report from Management Team Operations 24 April 2023	Good reason to withhold exists under section 7	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations, as per LGOIMA Section 7 (2)(i).
11.2	Report from Management Team Operations 3 July 2023	Good reason to withhold exists under Section 7	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations, as per LGOIMA Section 7 (2)(i).

NEXT MEETING

The next meeting of the District Planning and Regulation Committee will be held on 19 March 2024.

Workshop

- *National Policy Statement for Highly Productive Land – Wendy Harris (Planning Manager) 15 mins.*

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE MEETING OF THE DISTRICT PLANNING AND REGULATION COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY, 19 SEPTEMBER 2023, AT 2.03PM.

PRESENT:

Councillor Blackie (Chairperson), Deputy Mayor Atkinson, Councillors Cairns (via Teams), Fulton and Goldsworthy.

IN ATTENDANCE

Councillor Redmond.

J Millward (Chief Executive), K LaValley (General Manager Planning, Regulation and Environment), S Hart (General Manager Strategy, Engagement and Economic Development), G Maxwell (Senior Advisor, Business and Centres), I Carstens (Team Leader Resource Consents), B Charlton (Environmental Services Manager), and A Connor (Governance Support Officer).

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

Deputy Mayor Atkinson noted he would sit back from the table during item 5.1 due his role in the District Plan Hearings and this item dealt with heritage, which was included in the District Plan.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the District Planning and Regulation Committee held on Tuesday 21 March 2023

Moved: Deputy Mayor Atkinson

Seconded: Councillor Fulton

THAT the District Planning and Regulation Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the District Planning and Regulation Committee, held on 21 March 2023, as a true and accurate record.

CARRIED

3.2 Matters arising (From Minutes)

3.3 Notes of the workshop of the District Planning and Regulation Committee held on Tuesday 15 August 2023

Moved: Councillor Blackie

Seconded: Councillor Goldsworthy

THAT the District Planning and Regulation Committee:

- (a) **Receives** the circulated notes of the workshop of the District Planning and Regulation Committee, held on 15 August 2023.

CARRIED

4 DEPUTATIONS

Nil.

5 REPORTS

5.1 Applications to the Heritage Fund - Recommendations of Staff – G Maxwell (Project, and Support Coordinator) and I Carstens (Team Leader Resource Consents)

G Maxwell took the report as read highlighting the current balance of the heritage fund was \$61,700 and noted if both grants were awarded the remaining balance would be \$36,700.

Councillor Fulton enquired if there were any criteria which recognised land owners who had maintained their own buildings to a useable standard prior to applying for a grant. I Carstens replied there was nothing in the District Plan however staff did try to educate those with heritage buildings. G Maxwell noted there was nothing staff could use to enforce and ensure buildings were kept to a useable standard however when assessing applications they did consider the condition of the building. Staff tried to contribute to bringing up the standard of heritage buildings in the district and did not want to encourage people to let heritage buildings get below standard.

Moved: Councillor Fulton

Seconded: Councillor Goldsworthy

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 230718107579.
- (b) **Notes** the accumulated amount available in The Heritage Fund was currently \$61,700.
- (c) **Approves** from The Heritage Fund \$10,000 for the application received from C and L Smith for 1455 Cust Road, Cust.
- (d) **Approves** from The Heritage Fund \$15,000 for the application received from J Pearce for 57 Charles Street, Kaiapoi.

CARRIED

Councillor Fulton believed there was a role for Council in supporting costs for heritage buildings as it added value to the Council through tourism and heritage visits.

Councillor Goldsworthy was looking forward to seeing the view from Paris of the Weekend.

5.2 Annual Report to the Alcohol Regulatory and Licensing Authority 2022/2023 – B Charlton (Environmental Services Manager and District Licensing Secretary)

B Charlton took the report as read and highlighted that there were currently only five District Licensing Committee members and in the past 12 months there had been situations where it was a struggle to get the Committee together due to sickness and other factors. He sought direction from the Committee regarding the possibility of appointing more members to the District Licensing Committee.

Councillor Blackie noted District Licensing Committee members did not have to be elected members. Deputy Mayor Atkinson commented it was previously the Council's view that the District Licensing Committee be made up of elected members. B Charlton responded that he could bring the topic to a workshop prior to bringing a report to Council.

Councillor Blackie questioned if the decision to only have elected members be on the committee would affect current members who were no longer elected members. B Charlton replied it would not affect them as all Committee members were commissioners which held a five year term.

Councillor Redmond felt five members was not unworkable as there were not many applications received and having more members meant less opportunity for members to sit on a panel. It would require many more applications to make this a variable option. B Charlton clarified there were many applications received however, not many were opposed. With the recent change to the rules and regulations which allowed anyone in the country could object an application as opposed to only those within 1km radius of an establishment.

Moved: Councillor A Blackie

Seconded: Councillor J Goldsworthy

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 230814123599.
- (b) **Approves** the attached 2022/23 Report to the Alcohol Regulatory Licensing Authority (ARLA) (Trim: 230814123621).
- (c) **Circulates** a copy of this report to all the Community Boards for information, which included the Annual Report to Alcohol Regulator and Licensing Authority (ARLA), the annual survey to ARLA and the full list of On, Off and Club Licences to 30 June 2023 (also to ARLA).

CARRIED

Deputy Mayor Atkinson abstained as he was Chair of the District Licensing Committee

5.3 Annual Report on Dog Control 2022/2023 – B Charlton (Environmental Services Manager and District Licensing Secretary)

B Charlton noted this was an annual report and highlighted that staff were becoming busier in the animal control area due to the population growth which in turn resulted in a population growth of dogs. There were nearly 1,000 more dogs registered since July 2022 and were three years ahead of what was considered in the last Long Term Plan process. Staff were finding there was a lower number of people not registering their dogs than in previous years.

Councillor Fulton noted there had been an increase of roaming dogs and questioned why this was happening. B Charlton replied that it was due to the population growth and because there were more dogs in the district it therefore meant more dogs were found roaming.

Councillor Redmond noted he had sat on two dog classification hearing panels and had felt constrained that a dog could not be put on 'probation' or have its classification reviewed. He enquired if there was scope to put in place a graduated scale as currently there was no option to rehabilitate. B Charlton replied there was not scope in this process but suggested the Council could write to the Department of Internal Affairs however the Dog Control Act was a low priority for Government. He stated staff had to rely on the Animal Control Officers experience and advice. There currently was no appeal process however generally Animal Control Officers recommendations were usually correct.

Councillor Cairns sought information on how many roaming dogs were impounded and how many of the impounded dogs were collected by their owners. B Charlton answered that with majority of dogs being microchipped staff could identify the dogs and their owners immediately. The percentage of impounded dogs was low.

Councillor Cairns noted that when setting up for the Matariki event in Norman Kirk Park they had to pick up a bucket's worth of dog faeces and he queried if there was some way staff could combat that issue from occurring. B Charlton responded they were working through education and enforcement. He would discuss signage with the Greenspace staff and begin allocating more time to patrolling greenspace areas to have a presence. It would not be foolproof however making the Council presence known would help.

Councillor Blackie stated the Council's Dog Control Bylaw used the term when exercising a dog off leash it should be 'under continuous supervision and control' however the Pegasus Bay Bylaw used the words 'under effective control'. He wondered if both Bylaws should have the same wording. B Charlton would undertake to liaise with staff who were reviewing the Pegasus Bay Bylaw.

Moved: Councillor N Atkinson

Seconded: Councillor T Fulton

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 230814124157.
- (b) **Approves** the attached 2022/23 Annual Report on Dog Control to the Department of Internal Affairs (DIA) (Trim: 230814124162).
- (c) **Circulates** a copy of this report to all the Community Boards for information and publishes the report on the Council's Website.

CARRIED

Deputy Mayor Atkinson stated dog control had improved in the district. As a Councillor he was receiving very few reports of loose dogs. The service was very good and results were impressive. He did not agree that dogs should have a reviewal period as humans did and felt that because a human received probation it did not mean they would not reoffend. It would be very hard to prove a dog would never reoffend. People had died from dog attacks and he did not want to see that happen in this district.

Councillor Fulton noted roaming and dangerous animals were not wanted and could turn very serious. He congratulated the staff on all their hard work and the preciseness of the reporting.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 District Planning – Councillor Tim Fulton

- Staff were preparing a briefing to Council on rural consents.
- Bellgrove development was nearing completion. Was funded through the infrastructure acceleration fund.
- The freedom lifestyle villages were proceeding rapidly in Ravenswood.
- Sommerset Villages received engineering approval for Southbelt urbanisation.
- The next hearing stream for the District Plan was the Rural chapter. The pace of hearings had been challenging for staff. There had been expert opinion on noise related matters including the North Canterbury Clay Target Association.
- Staff were working through resourcing for Council's expert input for Three Waters and Roading for rural subdivisions.
- Central Government National Built Environment Transitional National Planning Framework Regulations were out for consultation. Council was considering submission.
- Three Waters were producing transitional Development Code and Practice Guides for Growth planning and Land Development. These would guide works with planning and land development. This could be impacted by national election results.
- Greater Christchurch Partnership Spatial Plan Hearings would take place in October and November 2023.
- Environment Canterbury Regional Policy Statement review process was underway.
- Public hearings for PC31 and Woodstock Quarries took place. Commend the Oxford-Ohoka Community Board Chair and Deputy Chair for the work put into their submission.
- Quality of public submission was very good with very challenging submissions for the experts. Two young boys submitted to the PC31 hearing on behalf of their parents who were unable to attend due to sickness which had a very big impact.
- PC31 hearings had just closed. Woodstock Quarry was set for a decision in December 2023.
- Mandeville Resurgence Channel drop-in session. District planning rules for rural intensification could affect work that was needed to be done. There was bound to be intersection with property owners with future intensification.

7.2 **Civil Defence and Regulation – Councillor Jason Goldsworthy**

- Staff were working on Council's submission for the Emergency Management Bill.
- There would be three Community Hub launches in next two months.
- Cadet's programme was running its first programme this term with the Scouts on the ten week course and church groups trying the day course.
- Slight trend upwards of overall complaints regarding regulation.
- The Building Unit was waiting on results from the court case on tiny homes.
- Building unit were experiencing more customer service requests compared to consents.

7.3 **Business, Promotion and Town Centres – Councillor Brent Cairns**

- Weather effected many events. Kaiapoi Food Forest sixth birthday was shut down as well as the Kaiapoi Spring Festival being postponed to October 2023.
- Kaiapoi business have had windows painted which was organised by All Together Kaiapoi.
- Rangiora Light Festival was happening in Victoria Park on the sixth and seventh of October 2023.
- Pegasus Residents Group were holding an election event on 20 September 2023.
- Oxford Light Festival was very successful.
- Held town garage sale in Oxford which also went very well.
- New Zealand Motor Camp Association had an increased number of visitors. It was putting Kaiapoi on the map.
- Ravenswood opening of commercial area. It was an opportunity to leverage events and keep people supporting local.
- All Promotions meetings were completed. All discussions were put together and would be presented to the Working Group.
- Good Street upgrade was amazing. Retailers were discussing holding small events and starting late night shopping.
- Collecting ideas while on holiday on how to make townships look amazing.
- Councillor Fulton noted costs of traffic management for town promotions was very large. Oxford Promotions were considering moving their Christmas Parade to Pearson Park to avoid needing traffic management however they were unsure if they would still receive the same funding for hosting the event. Councillor Cairns noted all the Promotions Associations spoke about the cost of traffic management and it was something staff were working through.
- Had created a map, physical and digital, for Kaiapoi showing businesses and activities. It was an incredible amount of work however when people looked at the map it showed them options of where to go to in the district. Should consider this for all towns in the district.
- Deputy Mayor Atkinson questioned if it was Council's responsibility to create things like these maps or if it was Promotions Associations as their prerogative was to promote their towns. Councillor Cairns stated there were different lanes people were meant to follow but there was also a lot of cross over. Staff would be speaking with Enterprise North Canterbury to make more effective.

8 **QUESTIONS UNDER STANDING ORDERS**

Nil

9 **URGENT GENERAL BUSINESS**

Nil.

NEXT MEETING

The next meeting of the District Planning and Regulation Committee will be held on the 21 November 2023.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 2.50PM.

CONFIRMED

Councillor A Blackie

Date

Workshop

- *Animal Control LOS Options – Billy Charlton (Environmental Services Manager and District Licensing Secretary)*

UNCONFIRMED

NOTES OF A WORKSHOP OF THE DISTRICT PLANNING AND REGULATION COMMITTEE HELD IN THE COUNCIL CHAMBERS, RANGIORA SERVICE CENTRE, ON TUESDAY 19 SEPTEMBER 2023 AT 2.50PM.

PRESENT:

Councillor Blackie (Chairperson), Deputy Mayor Atkinson, Councillors Cairns (via Teams), Fulton and Goldsworthy.

IN ATTENDANCE

Councillor Redmond.

J Millward (Chief Executive), K LaValley (General Manager Planning, Regulation and Environment), B Charlton (Environmental Services Manager and District Licensing Secretary), and A Connor (Governance Support Officer).

APOLOGIES

There were no apologies.

ANIMAL CONTROL LOST OPTIONS – B Charlton (Environmental Services Manager and District Licensing Secretary)

Key points:

- Currently had three full time staff who worked 40 hours a week Monday to Friday. Their hours were generally 8.30am to 5pm.
- There were previously two staff rostered onto the pound for two hours on Saturdays and Sundays to feed, water and exercise the dogs.
- Waimak Security was now contracted with the Council. They were a local company and since they had been contracted there had been a decrease in the number of complaints. They had also met all performance targets.
- Staff had begun patrolling sports grounds and playgrounds on weekdays during work hours however most complaints of dogs in these areas were on weekends.
- Other Councils completed door to door surveys to find unregistered dogs. It was estimated across New Zealand that 10-15% of dogs were unregistered.
- Complaints received:
 - Response times had improved however unless there were 20 animal control officers responding there would always be time delays.
 - Unable to get dog from the shelter, this had reduced slightly due to contractor being available on weekends.
 - Dogs on sports fields.
 - Time to resolve jobs.
 - Complaints to Councillors had diminished.
- Options moving forward:
 - Continue with current model and observe the outcome over a longer period of time.
 - Roster staff on weekends to cover sportsgrounds.
 - Enhance the current contract to include covering sportsgrounds on weekends.
 - Use a mix of staff and contractors for weekend work.
- All options could work however there would be different costs involved.

Questions/Issues:

- *Explanation given to complainants during after-hours was not adequate. Dogs barking at night was more of a disturbance to majority of people than during the day.*
Barking dogs was a growing complaint due to population growth of people and therefore dogs. There were also more people living closer together. The response today would not be the same as in the future.
- *Were people complying with leashed areas.*
Most people were good dog owners however dogs would be dogs. Greenspace did receive some complaints of dogs in areas they should not be. This could be minimised by having a larger presence in these areas but that would result in less of a presence in other areas. Staff had begun patrolling parks and educating people however it had not been a long enough period of time to know the impact.
- *Current system was working well with a good contractor. What was the arrangement for collecting a pet from the shelter outside of normal business hours.*

Currently the contractor had been given all the necessary tools and education to assist. They would continue trying to find the owner and would directly organise with them once they had been identified on when the dog could be picked up. They were at the shelter for a two-hour period on Saturday and Sunday. There was currently more opportunity for dogs to be collected. There was a small shelter fee associated however staff were invoicing rather than forcing owners to pay on pick up. Previously dogs were not being collected due to the shelter fee.

- *Did the contractor have a window on week nights where people were able to collect their dogs.*
Yes they did, the contractor was already there for security purposes for certain times of the night however that would not always work for some people as it could be between 10.30pm to 11pm at night. There was also someone there in the morning to clean, feed, water and exercise the dogs during which time dogs could be collected.
- *Would there be room in the budget to cover weekend patrols and remain as cost neutral as they were now.*
Could always be cost neutral as fee's could be put up to cover other charges.
- *Were there any changes proposed for dog tags that would result in a longer life as there had been many complaints about the colour rubbing off and the difficulty to get the tag on a dog's collar.*
The tags Council would receive next were designed with a small rubber ring in the hole to stop the noise of metal on metal. Whether the tag was scratched or not did not affect the usability of the scanning as the barcode was imbedded in the tag. The supplier was always looking for ways to improve the tags.
Communications needed to be done regarding these things as majority of people were unaware.
- *Were the tags used the same as Christchurch City Council and other authorities.*
Waimakariri did have the same tags as other authorities however they were different to Selwyn District Council.

Actions:

Come back in one year ahead of the Annual Plan with more information from the contractor and how things had been working.

THERE BEING NO FURTHER BUSINESS THE WORKSHOP CONCLUDED AT 3.18PM.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: BAC-03-98 / 240115003864

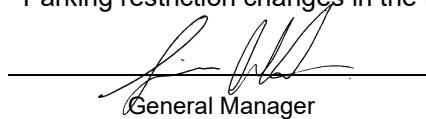
REPORT TO: DISTRICT PLANNING AND REGULATION COMMITTEE

DATE OF MEETING: 20 February 2024

AUTHOR(S): Vanessa Thompson, Senior Advisor Business and Centres
Shane Binder, Senior Transportation Engineer

SUBJECT: Parking restriction changes in the Kaiapoi town centre

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report seeks District Plan and Regulation Committee approval for some parking restriction changes in the Kaiapoi town centre as follows:
- (i) Tom Ayers Reserve Off-Street Carpark: the addition of P120 parking restrictions to the off-street carpark. Ten marked P120 parks and one mobility park are currently available at the site.
 - (ii) Kaiapoi Central Park-and-Ride: removal of the existing (x48) P120 restricted parks to increase the availability of all day park-and-ride carparking, meaning the total parking capacity of 93 parks will be solely available for park-and-ride services. The addition of a maximum 3-day parking limit at the site.
- 1.2. The Kaiapoi-Tuahwi Community Board approved the parking restriction changes at their meeting on 20 November 2023.

2. RECOMMENDATION

THAT the District Planning and Regulation Committee:

- (a) **Receives** Report No. 231103176324.
- (b) **Approves** the application of a P120 restriction to the Tom Ayers off-street carpark to support short-stay visitor parking for proximity businesses in this area, including for Paris for the Weekend Café.
- (c) **Approves** the entirety of the Kaiapoi Central park-and-ride (66 Charles Street) existing P120 carparks (x48) being converted to all-day park-and-ride parking.
- (d) **Approves** the addition of a 3-day maximum parking limit at the Kaiapoi Central park-and-ride (66 Charles Street) to support Waimakariri District Council parking enforcement at the site.
- (e) **Approves** the parking schedule being updated to reflect the Kaiapoi town centre parking restriction changes.

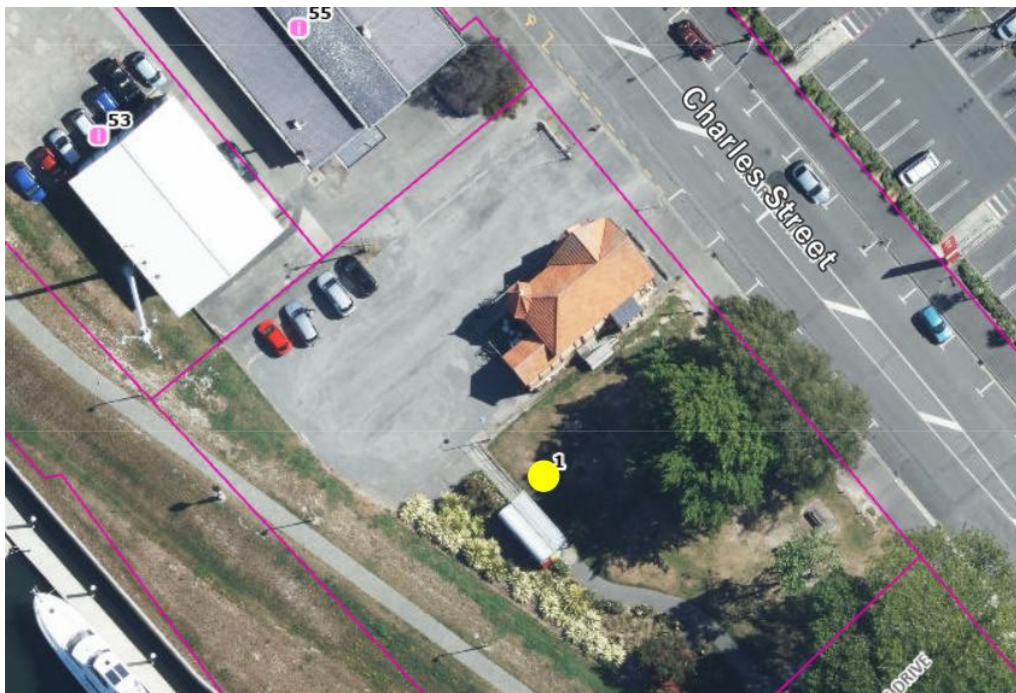
3. BACKGROUND

- 3.1. In September 2021, staff commissioned Abley to complete a review of parking restrictions in the Kaiapoi town centre. The purpose of the review was to assess the appropriateness of the parking restrictions within the wider town centre environment and especially after the introduction of the new park-and-ride lots on Charles Street (Kaiapoi Central) and Wrights Road (Southern Kaiapoi) in 2020. In September 2022, staff commissioned Abley to complete the biannual survey of parking in the Kaiapoi town centre to analyse supply and demand relationships as well as assess parking turnover (duration of stay). Alongside these formal analyses, staff also conducted weekly surveys of occupancy in the Kaiapoi park-and-ride lots to determine their ongoing utilisation and performance.
- 3.2. Transport engineers generally recommend that 80%-85% is the optimal occupancy range for parking. While it does mean higher circulation as motorists 'hunt' for an available park, it also means that valuable town centre land is not being underutilised by unoccupied parking lots. Higher than 85% denotes difficulties for motorists searching for a car park.
- 3.3. Key findings from the above three monitoring projects and their link to the proposed parking restriction changes, include:

Tom Ayers Reserve Off-Street carpark

- 3.4. The 2021 *Abley Kaiapoi Parking Restrictions Review* did not recommend updating the parking restriction from its current P120 status on the South side of Charles Street for the section between Williams and Jones Streets due moderate parking occupancy in this area. However, the 2022 Abley parking survey identified 60-79% average occupancy for the bulk of on-street parking on Charles Street between Williams Street and New World's eastern boundary, and an 80%+ average occupancy for the Tom Ayers Drive off-street carpark, indicating relatively high parking demand in this area.

Image 1: Tom Ayers Reserve off-street carpark on Charles Street



Kaiapoi Central Park-and-Ride Lot

- 3.5. The 2021 Abley *Kaiapoi Parking Restrictions Review* did not note any parking supply issues or recommend any changes to on-street parking on Charles Street outside of the park-and-ride lot. Although, it was noted that the on-street parking restrictions could be reduced to P90 or P60 on Charles Street for the section between Williams Street and New World’s eastern boundary, due to high demand in this specific area. The review did not assess the Kaiapoi Central park-and-ride lot.
- 3.6. The 2022 Abley parking survey identified average on-street occupancies of 10-30% on Charles and Sewell Street frontages (this block averaged 40-45% occupancy in the 2020 survey). It recorded high use in the park-and-ride lot (70%) and low use in the adjoining off-street P120 lot (<10%).
- 3.7. According to the weekly staff surveys of occupancy in the park-and-ride lot, and the adjoining P120 off-street lot, over a six-month period from May – October 2023 the park-and-ride side of the lot averaged 84% occupancy while the P120 side of the lot averaged 8% occupancy (although it’s not known if some or most of the P120 parking is attributed to park-and-ride use). The park-and-ride occupancy has been consistently increasing since the lot opened in 2021, while the P120 occupancy has not substantially changed.
- 3.8. Staff conducted a specific survey of the Kaiapoi Central park-and-ride lot on two consecutive Wednesdays in September 2023 to determine the percentage of occupancy attributed to park-and-ride use and the percentage used for other parking (P120 or unsanctioned all-day parking). Of the 93 total parks available at the site (48 x P120, 43 x PNR and 3 x accessible parks), 88 total parks were occupied on the first monitoring Wednesday with 88% attributed to park-and-ride use (x44 parks over the available park-and-ride supply at the site) and 2% for supermarket pick-ups. On the second Wednesday, 75 total parks were occupied with 97% attributed to park-and-ride use (x30 parks over the available park-and-ride supply at the site) and 3% for supermarket pick-ups.
- 3.9. Bus patronage data from Environment Canterbury shows increasing demand for public transport service from the park-and-ride since opening; refer to Figure 5 below. It is noted that the rate of growth in demand appears to have decreased from winter 2022 onward, which could be an indication of an artificial constraint due to the fixed number of dedicated commuter car parks at the park-and-ride lot.

Image 2: Public transport patronage at Kaiapoi Central park-and-ride (Metro)

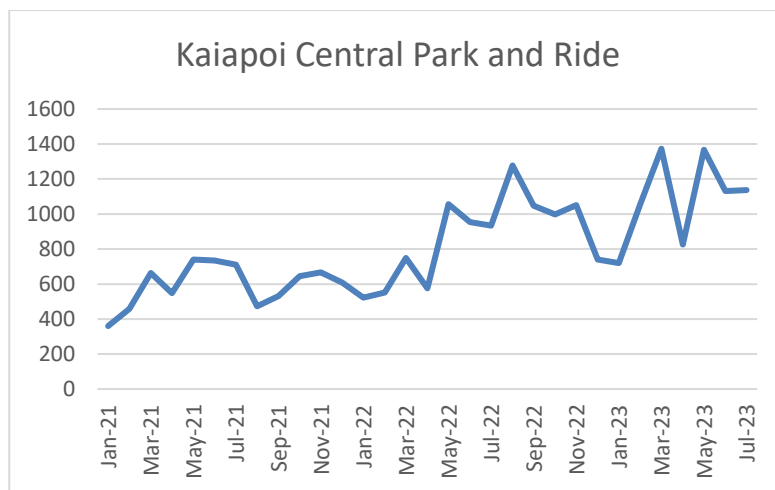
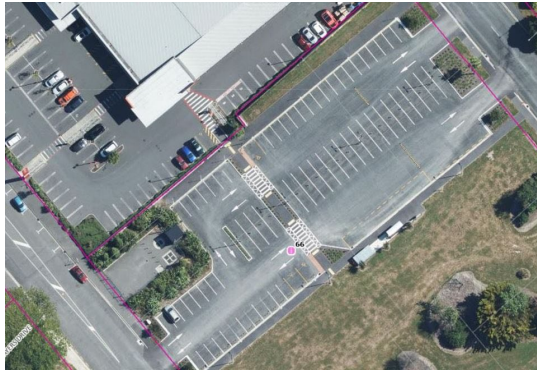


Image 3: Kaiapoi central park-and-ride lot at 66 Charles Street



4. ISSUES AND OPTIONS

4.1. Tom Ayers Reserve Off-Street Carpark

- 4.2. **Issue:** Paris for the Weekend (1 Tom Ayers Drive) – a request for P120 parking restrictions in the off-street parking lot adjacent to the Tom Ayers Reserve due to the site being widely used for long-term/all day parking. The developer responsible for lifting and moving the Paris for the Weekend Cafe has already upgraded the public carpark to include ten P120 parks and one mobility park.

Image 4: Tom Ayers Reserve public carpark



- 4.3. **Recommendation:** Given that the 2022 Abley parking survey identified high usage (80%+) of the Tom Ayers Drive off-street carpark (indicating high parking demand at this location) and feedback from over the past few years from the adjoining business Paris For the Weekend Café that the carpark is regularly used by town centre workers for all day parking, the recommendation is to add in P120 restriction signage to match the designation of the current ground signage located at the site.
- 4.4. Kaiapoi Central Park-and-ride Lot
- 4.5. **Issue:** Central Kaiapoi park-and-ride lot (66 Charles Street) – service requests around high demand for the park-and-ride lot and lack of sufficient supply of park-and-ride parks.
- 4.6. **Recommendation:** It is recommended that the entire P120 side of the Kaiapoi Central park-and-ride lot be converted from short-term parking to commuter parking for public transport service – a total of 48 parks (Image 5, orange and blue sections). The average occupancy of 3-4 vehicles in the short-term lot can easily be absorbed into the adjacent on-street frontages along Sewell and Charles Street. Parking surveys and monitoring in

the lot show an increasing high demand for park-and-ride parks and very low demand for P120 parking at this location.

- 4.7. Staff are also recommending the addition of a 3-day maximum parking limit restriction at the Kaiapoi Central park-and-ride to support Waimakariri District Council parking enforcement at the site.

Image 5: Kaiapoi Central Park-and-Ride Lot P120 Parking (66 Charles Street). 25 x parks (orange section) and 23 x parks (blue section). Total 48 P120 parks.



Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Improvements in parking within the town centre may support positive wellbeing outcomes by providing easy access to important services and businesses.

- 4.8. 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

Staff have consulted with Paris for the Weekend Cafe on their operational needs and the business owners are supportive of the proposed change.

No public consultation has been carried out with any other businesses or the community on the proposed changes to parking at Tom Ayers Reserve off-street carpark and the Kaiapoi Central park-and-ride lot.

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

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. The wider community may be interested in the proposed changes to the Tom Ayers off-street carpark and the Kaiapoi Central park-and-ride lot.

The proposed changes provide more park-and-ride parks which may be viewed favourably by those who currently use the service or wish to use it in the future. As P120 patronage is currently very low at the site (66 Charles Street), the impact on the wider community by the removal of P120 is considered low.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report. Installation of parking signs and markings will be carried out through the Road Maintenance Contract and is estimated to cost approximately \$3,000 from the sign's renewal budget.

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

6.2. Sustainability and Climate Change Impacts

The recommendations do have sustainability and/or climate change impacts. An increase in the available supply of park-and-ride carparks (in line with increasing demand) does support the community in making more sustainable travel choices while reducing transport emissions.

6.3. Risk Management

There are no major risks arising from the adoption/implementation of the recommendations in this report. However, some considerations are noted below:

- Tom Ayers Reserve off-street carpark: the move to P120 parking at this site would likely be approved by proximity businesses as it supports their activity by providing customers access to short-stay parking. However, some members of the community who have been using the carpark for all-day parking may deem the changes unfavourably. There is unrestricted parking on Charles Street (in front of the park-and-ride lot) and on Jones Street that is underutilised (less than 20% occupancy) and can support longer stay parking in this area.
- Kaiapoi Central park-and-ride lot: An increase to the available supply of park-and-ride parking is likely to be supported by those in the community who use the service or might potentially use the service in the future. As the site is not widely used for P120 parking and there will be new P120 parking available at the Tom Ayers Reserve off-street carpark, it is anticipated that the risks are low in making the recommended changes at the site.

6.4. Health and Safety

There are no 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**

Per Part 3 of the WDC Delegations Manual, the Community Board has the delegated authority to approve traffic control and constraint measures on streets.

Per Part 2 of the WDC Delegations Manual, the District Planning and Regulation Committee is responsible for parking enforcement.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-28 / 230926152076

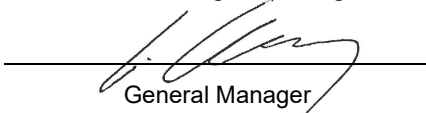

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 11 October 2023

AUTHOR(S): Allie Mace-Cochrane – Transportation Engineer
Shane Binder – Senior Transportation Engineer

SUBJECT: Approval to Change the Victoria Street ‘Good Service Vehicles Only’ Sign to a ‘P15 Loading Zone’ Sign

ENDORSED 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 from the Rangiora-Ashley Community Board to change the Victoria Street ‘Good Service Vehicles Only’ zone to a ‘P15 Loading Zone.’ The loading zone is located immediately adjacent to Coffee Culture Rangiora.
- 1.2. The reason for this change is because enforcement under the *Land Transport (Road User) Rule 2004* requires the Environmental Service Unit (ESU) to observe an unattended vehicle parked in the loading zone for five minutes before an infringement can be issued. Further, defining good service vehicles can be challenging to enforce.
- 1.3. This change has been proposed based on feedback from ESU staff, who have raised challenges in defining "goods vehicles" for purposes of enforcement as well as required observation times to issue an infringement. These challenges impact the ability of ESU staff to efficiently undertake their enforcement duties.

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230926152076.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the District Planning and Regulation Committee:

- (b) **Approves** changing the operation of the Victoria Street ‘Good Service Vehicles Only’ loading zone (adjacent to Coffee Culture) to a ‘P15 Loading Zone.’
- (c) **Notes** that this change only requires the installation of a new sign, and no amendments need to be made to the road marking.

3. BACKGROUND

- 3.1. There is a loading zone sign posted as ‘Good Service Vehicles Only’, immediately adjacent to Coffee Culture on Victoria Street, as shown below in Figure 1 and Figure 2. The purpose of this sign is to limit parking to good service vehicles in this allocated space.

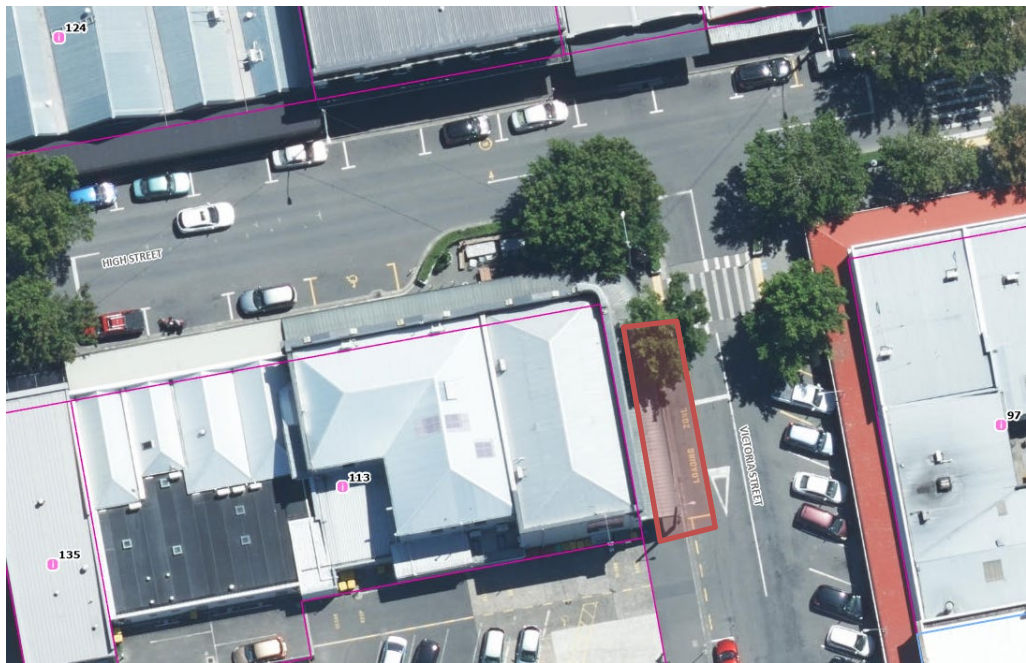


Figure 1. Location of the loading zone.



Figure 2. Street view of the sign and loading zone.

4. **ISSUES AND OPTIONS**

- 4.1. ESU staff have indicated that it is very challenging to enforce goods vehicles, due to the variability in vehicle types which are used to deliver goods. Furthermore, interpretation of the *Land Transport (Road User) Rule 2004* suggests that an ESU officer can only issue an infringement following five minutes observation of a vehicle being unattended in the loading zone. This period of time is generally not long enough for that officer to undertake other enforcement in the area, and therefore, impacts their ability to undertake their duties efficiently.
- 4.2. It is therefore recommended that the 'Good Service Vehicles Only' sign is changed to a 'P15 Loading Zone' sign. This will not result in a change in operation of the loading zone and instead will allow for easier enforcement.

- 4.3. Implications for Community Wellbeing
 - 4.3.1. There are not implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.4. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

- 5.1. **Mana whenua**
 - 5.1.1. 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**
 - 5.2.1. There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
 - 5.2.2. The change from a 'Good Service Vehicles Only' loading zone to a 'P15 Loading Zone' does not impact how the loading zone space will operate. The change is proposed to make enforcement of the loading zone easier for ESU staff.
- 5.3. **Wider Community**
 - 5.3.1. 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. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
 - 6.1.2. There are minimal costs associated with installing a new sign at the Victoria Street loading zone. The existing signpost can be reused; therefore, all that is required is the installation of the new sign. These costs can be accommodated within the Road Maintenance budget.
- 6.2. **Sustainability and Climate Change Impacts**
 - 6.2.1. The recommendations in this report do not have sustainability and/or climate change impacts.
- 6.3. **Risk Management**
 - 6.3.1. There are not risks arising from the adoption/implementation of the recommendations in this report.
- 6.4. **Health and Safety**
 - 6.4.1. There are health and safety risks arising from the adoption/implementation of the recommendations in this report.
 - 6.4.2. These risks are associated with the physical works required to replace the existing sign. Physical works will be undertaken through the Road Maintenance Contract, in which, the contractor has a Health and Safety Plan, and a SiteWise score of 100.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

7.2.1. 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."

7.2.2. Section 12.4 allows that "a Road Controlling Authority may restrict the parking of vehicles by designating an area of road as a loading zone to which a time restriction may also apply."

7.3. **Consistency with Community Outcomes**

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

7.3.2. There is a safe environment for all:

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

7.3.3. 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**

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

7.4.2. The District Planning and Regulation Committee have the delegated authority to approve timed parking traffic controls.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-32-79-05 / 230516070310


REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

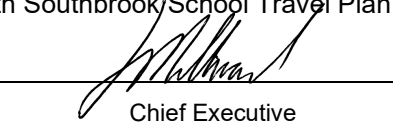
DATE OF MEETING: 8 November 2023

AUTHOR(S): Kieran Straw – Civil Project Team Leader
Don Young – Senior Engineering Advisor

SUBJECT: Marshall Street Changes associated with Southbrook School Travel Plan

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report is seeking approval of the design to improve pedestrian connectivity and Pick-up / Drop-off parking in Marshall Street, as recommended within the Southbrook School, School Travel Plan.
- 1.2. The proposed changes include:
 - 1.2.1. Installation of a footpath on the eastern side of Marshall Street to connect the two existing sections of footpath on the eastern side, immediately in front of the school.
 - 1.2.2. Installation of a “watts profile” speed hump outside No. 33 Marshall Street.
 - 1.2.3. Conversion of six on-street car parking spaces (between No. 25 – 29 Marshall Street) to P15 between the hours of 8:00am - 9:00am, and 2:30pm – 3:30pm on School Days. This is to ensure these spaces remain available for parents to use for Pick-up / Drop-off parking.
 - 1.2.4. Update the existing P5 signage on Denchs Road to be P5 which is currently restricted to 2:30 – 3:30pm only to be between the hours of 8:00am – 9:00am, and 2:30pm – 3:30pm on School Days
- 1.3. Two on-street car parking spaces in Marshall Street will need to be removed to accommodate the footpath connection north of the existing angle parking.
- 1.4. This work is in addition to the recent upgrades and changes in Denches Road that was completed as part of the Southbrook / Torlesse Street signals project.
- 1.5. The scheme design has been through a safety audit process and has been updated to include recommended changes as considered appropriate.

Attachments:

- i. School Travel Plan (Trim no. 220817141870)
- ii. Scheme Design (Trim no. 230821128425)
- iii. Letters to Resident - redacted (Trim no. 230905137472)
- iv. Correspondence with Southbrook School (Trim no. 230829133221)
- v. Request from Rangiora New Life (Trim no. 230908140380)

2. **RECOMMENDATION**

THAT the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 230516070310.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roothing Committee:

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

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the District Planning and Regulation Committee:

- (f) **Approves** the implementation of limited time parking on the eastern side of Marshall Street immediately outside the school (between angle parking and the Torlesse Street intersection), with restrictions applying “Monday to Friday” (including School Holidays, and between 8:00am – 6:00pm) as follows:
“P5 Pick Up / Drop Off Only Monday to Friday”
- (g) **Approves** the implementation of limited time parking on the western side of Marshall Street (No. 25 – 29), with restrictions applying during school days / hours as follows:
“P15 8:00am – 9am 2:30pm – 3:30pm School Days”
- (h) **Approves** the amendment of existing P5 parking restrictions on Denchs to include the morning pick-up / drop off times (currently restricted for afternoons only), with restrictions applying during school days / hours as follows:
“P5 8:00am – 9am 2:30pm – 3:30pm School Days
- (i) **Notes** that staff will update the Schedule of Parking Restrictions upon completion of the works.
- (j) **Notes** that there is an existing mobility park on Marshall Street outside Southbrook School that is not currently on the Schedule of Parking Restrictions. This will be added to the schedule in conjunction with the other proposed parking restrictions associated with this report.

3. **BACKGROUND**

- 3.1. The Innovating Streets trial with Waka Kotahi installed temporary crossing points along Marshall Street and painted roundabouts at intersections with Denchs Road and Torlesse Street. While no changes were made to traffic directions on Marshall Street, right turns from Denchs Road to Southbrook Road were banned under the trial.
- 3.2. The project to signalise the intersection of Southbrook Road and Torlesse Street also included provision to carry out school safety works on Denchs Road, and Marshall Street which resulted in a one-way movement these streets, exiting on to Torlesse Street.
- 3.3. The Road Safety Audit (RSA) for the traffic signal project recommended that a School Travel Plan (STP) be implemented for the Southbrook School.

- 3.4. Previous report (Trim 220808134686) sought approval of the School Travel Plan, and authorised staff to meet with the school to implement the plan, which was prepared by Abley Transportation consultants.
- 3.5. Previously, the Pick-up / Drop-off location for Southbrook School was located on Torlesse Street. To promote the use of the one-way system, this was temporarily relocated into Marshall Street while the permanent solution was developed.
- 3.6. Waka Kotahi's Transport Choices programme funding has been approved to support lower speeds and reduce conflicts and risk on streets around Southbrook School as part of the "Safe, Green and Healthy School Travel" category. The (estimated) \$100,000 project is intended to formalise some of the changes trialled with the Innovating Street programme, as well as separate and improve staff carparking, parent drop-off/pickup, and walking/cycling access to the school.
- 3.7. In addition to the works planned on Marshall Street, the Rangiora New Life School have submitted a service request relating to the existing restricted time parking in Denchs Rd. Staff have considered this request, and are seeking to implement the requested changes in conjunction with the Marshall Street works.

4. ISSUES AND OPTIONS

- 4.1. Staff, as part of the Southbrook School Travel Plan Working Group, considered the following options for the Pick-Up / Drop-off location for Southbrook School:

- 4.1.1. Railway Road (north of Torlesse Street).

This option is not recommended as Railway Road north of Torlesse Street is "no exit" and therefore would result in parents conducting "U-turns" in order to exit. There is also a high likelihood that parents would continue to use either Torlesse Street or Marshall Street rather than Railway Road.

Further to the above, there is limited space in Railway Road, and this option would require the piping of the open drain.

- 4.1.2. Torlesse Street (Marshall Street to Railway Road)

This option reinstates the original Pick-up / Drop-off area outside the school; however this was recommended to be relocated to Marshall Street to promote the use of Denches Rd and Marshall Street as a one-way circuit, and allows drivers easy access back to Southbrook Road via the traffic signals.

Reinstating the Pick-up / Drop-off on Torlesse Street does not promote the one-way circuit and would lead to parents either conducting "U-turns" to access Southbrook Road via the traffic signals, or continuing along Railway Road, and accessing Southbrook Road via the PAK'nSAVE Car park.

- 4.1.3. Marshall Street (retain interim solution)

As part of the Southbrook signalisation project, an interim Pick-up / Drop-off area was marked on Marshall Street behind the angle parking. To mitigate the concerns of the Pick-up / Drop-off behind the angle parking, the school have instructed their staff to use this parking, leaving the angle parking on Torlesse Street available for visitors. This reduces the likelihood of conflicts within the area behind parked vehicles.

This option however is still not recommended due to the potential conflict between reversing vehicles and vulnerable pedestrians, and the lack of footpath outside the school at this location.

- 4.1.4. Marshall Street Alternate Design (recommended option)

This option reduces the length of the Pick-up / Drop-off area on the eastern side of Marshall Street to eliminate the conflict area behind the angle parking. To help

off-set the reduction in area available for use, the proposed design allocates limited time parking on the western side of Marshall Street for those parents that wish to park and walk their child into the school.

The recommendations from the Abley School Travel Plan indicate 6 – 8 parks should be adequate for a Pick-up / Drop-off area. The proposed design allows for 6 x high-turnover Pick-up / Drop-off spaces (Parking for 5 minutes), and further 6 x P15 parking spaces for this purpose.

Further to this, the recommended option relocates the angle parking away from the school building to allow for a footpath connection, and also a new length of kerb and channel and footpath to connect to the existing footpath, north of the school.

- 4.2. There are implications on community wellbeing by the issues and options that are the subject matter of this report. The proposed changes help promote active transport options to the Southbrook School by providing additional footpaths to the school, while promoting safe driver behaviour within the designated children pick-up / drop-off area on Marshall Street.
- 4.3. 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 not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

The Southbrook School has representatives within the Southbrook School Travel Plan Working Group, and have provided feedback on the recommended option, which has been taken into consideration and changes made to the design.

For the changes on Denchs Road, there is no impacted residents, and this change will ensure these parks are kept free for pick and drop off associated with the school, and ensure parks are available for the pre-school during other times. There are no impacted residents on Denchs Rd.

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, however the residents directly opposite Southbrook School on Marshall Street were approached to seek their feedback in relation to the proposed restricted time parking outside their properties.

Two property owners did not have any concerns with the proposal, while the third was issued letters (attachment iii). The first letter provided a date to respond, and the owner did not made contact. A second follow-up letter was also issued.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

This project has a cost estimate of \$86,000.

There is budget of \$150,000 within PJ 102126.000.5133. There is sufficient budget for the works to proceed to tendering upon acceptance of the design.

6.2. Sustainability and Climate Change Impacts

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

The inclusion of the footpath extension will help to promote the use of active transport modes for children to walk to school.

6.3 Risk Management

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

Staff approached all impacted residents on Marshall Street to discuss the parking restrictions outside their properties. As a result of this, the length of restricted parking proposed was reduced.

There was a resident that staff could not get hold of. Staff sent two letters to this resident (attachments iii and iv) and still received no response.

6.3 Health and Safety

There are and safety risks arising from the adoption/implementation of the recommendations in this report as the existing interim Pick-up / Drop-off location is located behind the angle parking which poses a significant hazard to children who may be standing or walking behind parked vehicles. At present, this risk is mitigated by ensuring staff use this parking area so that there should not be manoeuvring vehicles during pick-up and drop-off times.

The proposed design separates the pick-up / drop off parking, removing it from behind the angle parking. Regardless, children may still be moving about these areas and as such there will be a remaining risk.

Staff, following discussions with Waka Kotahi, had proposed to update the angle parking to reversing in (rather than the current layout included within the scheme design for approval). Reverse angle-parking is considered to be much safer as drivers will have visually checked the parking space is clear before reversing into in, so they will know there is no children behind the vehicle. A driver reversing out of a park is less likely to have physically checked behind their vehicle before getting into their car and reversing out of a parking space, and instead rely on a reversing camera or mirror to check the space behind their vehicle which has significant safety drawbacks.

The school Principal and Board discussed this alternative and have advised they did not support this and would prefer the angle parking to remain as it is now, requiring drivers to reverse out of the parking space. The proposed design therefore retains the angle parking on the existing angle (i.e forwards in, reverse out).

It should be noted that the angle parking, and the issue of reversing in vs reversing out, was not raised within the independent Road Safety Audit.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Local Government Act 2002

7.3. Consistency with Community Outcomes

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

There is a safe environment for all

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

Transport is accessible, convenient, reliable, and sustainable.

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

7.4. Authorising Delegations

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

The Utilities and Roading Committee have the Delegations to accept this report, and approve the changes proposed outside Southbrook School, while the District Planning and Regulation Committee have the Delegations to accept this report and approve the time restricted parking zones.

School Travel Plan – Southbrook School

BOT Draft - 20 June 2022



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Appendix A. Travel Survey Template

School Travel Plan – Southbrook Primary School

Quality Assurance Information

Prepared for	Waimakariri District Council
Job Number	WMKDC-J111
Prepared by	Daisy-Bea Scrase, Graduate Transportation Planner
Reviewed by	Penny Gray, Principal Transportation Engineer

Date issued	Status	Approved by
3 June 2022	Draft	Penny Gray, Principal Transportation Engineer
22 June 2022	Draft BOT	Penny Gray

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1. Introduction

1.1 Why develop a school travel plan?

Travel plans encourage safe, healthy, and sustainable travel options. By reducing car travel, travel plans can improve health and wellbeing, free up car parking spaces, reduce congestion on the roads, and make a positive contribution to the community and the environment.

Southbrook Primary School have engaged with Waimakariri District Council and Abley to create a travel plan which will help the students use more active modes and reduce congestion around the school.

There are a number of roading works planned for the roads around Southbrook School that will significantly change how people access the school site. It is proposed that Torlesse Street / Southbrook Road will become a signalised intersection. This will create new signalised crossing points across Southbrook Road which will allow better crossing opportunities. It will also be easier for drivers to turn right out of Torlesse Street. As part of this upgrade, Denchs Road and Marshall Street will become one-way streets. This will change the circulation of vehicles around Southbrook School.

1.2 The Southbrook Road / Torlesse Street Intersection Project

Southbrook Road is the busiest road in Rangiora and the Waimakariri District Council are focused on improving safety for all road users along this corridor. The projects focus is on improving the safety for children and cyclists, managing traffic flow and improving access onto side streets.

To improve safety in the area the Southbrook Road, Torlesse and Coronation Street intersection, which is heavily used by school traffic, will change to a signalised intersection. The signalised intersection will allow traffic from Torlesse and Coronation Street to safely turn left and right onto Southbrook Road.

As part of this project Denchs Road and Marshall Street will become one way. This will change the flow of traffic around the school and allow more on-street parking. A new drop off and pick up (PUDO) area can be installed on Marshall Street on the school side. It is hoped that this zone will become an attractive drop off zone to use and the use of the Torlesse Street PUDO zone will decrease. A raised courtesy crossing will be installed across Marshall Street and Torlesse Street to help children safely cross the roads to school.

Key changes for Southbrook School include;

- Denchs Road and Marshall Street becoming one way.
- Removal of kea crossing on Southbrook Road. The signalised pedestrian crossings at the Torlesse St/Southbrook Road intersection will provide students with a safe place to cross.
- Raised courtesy crossing on Marshall Street near Torlesse Street intersection
- New PUDO created on Marshall St

1.3 Our School

Site Location

As shown in Figure 1-1, the school site is located in Southbrook, on the south side of Rangiora. The site is located south of South Belt; east of Southbrook Road; north of Torlesse Street and west of the railway line.



Figure 1-1 Site Context

1.4 Number of staff and students

Southbrook Primary has approximately 310 students from new entrants to year 8 and 29 staff on site. Figure 1-2 shows that the catchment area for the school, although out of zone enrolments are considered on an application basis. Due to the catchment area extending into the semi-rural areas it is expected that some students will travel along roads with limited pedestrian or cycle infrastructure.

Staff generally come from the wider Canterbury area.



Figure 1-2 School Catchment Area

2. Travel Choices

Walking / Cycling / Scooting to School

Walking, cycling and scooting to school are the healthiest and cheapest ways for children and accompanying adults to travel to school. Walking, scooting and cycling to school will be promoted through the travel plan. Due to the location of the school a number of children walking/cycling/scooting to school will need to cross busy roads with high traffic volumes. It is important that parents, caregivers and school staff educate children to have safe crossing practices.

The roads surrounding Southbrook School have mainly good footpaths for walking and scooting. The key roads are Southbrook Road, Denchs Road, Marshall Street and Torlesse Street as shown in Figure 2-1. There are marked cycle lanes on Southbrook Road but there are no other cycling facilities in the surrounding area. The cycle lanes on Southbrook Road would only be suitable for confident cyclists to use, given the high traffic volumes, parked cars and turning movements from the side roads. Additional cycle infrastructure for the interested but concerned cyclists would be better suited for encouraging primary school children to cycle to school.



Figure 2-1 Local pedestrian facilities

Southbrook School has four pedestrian access points as shown in Figure 2-2. The entrances off Marshall Street and Torlesse Street are the main entrances to the school. The entrance off Gefkins Road is mainly used by new entrants.

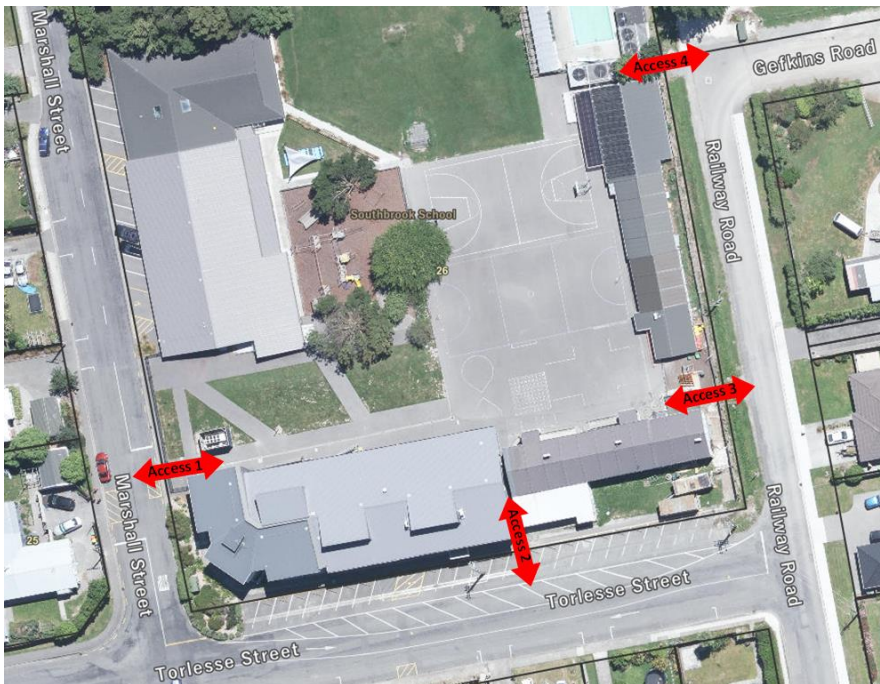


Figure 2-2 School Access for Pedestrians/Bicycles/Scooters

Cycle and Scooter Parking

Presently there is sufficient cycle and scooter parking at the school. In the future this may need to be reviewed if cycle and scooting significantly increases.

Car Parking/Vehicle Drop-off Provision

There is a dedicated PUDO zone on Torlesse Street that allows for informal drop off behind staff car parking, as shown in Figure 2-3. Marshall Street and the rest of Torlesse Street have on street parking with no time restriction and are used for school pick up and drop off.



Figure 2-3 Torlesse Street PUDO

With the changes to the surrounding road network a new PUDO can be created on Marshall Street. It is hoped that this new PUDO area will decrease the use of the Torlesse Street PUDO.

Buses

There is no school bus service to Southbrook School but there is one public bus, Route 1 which runs from Rangiora, down Southbrook Road to Christchurch (Figure 2-4). There is a bus stop on Southbrook Road approximately 300m from the school. However, school buses use this area as New Life School has school buses.

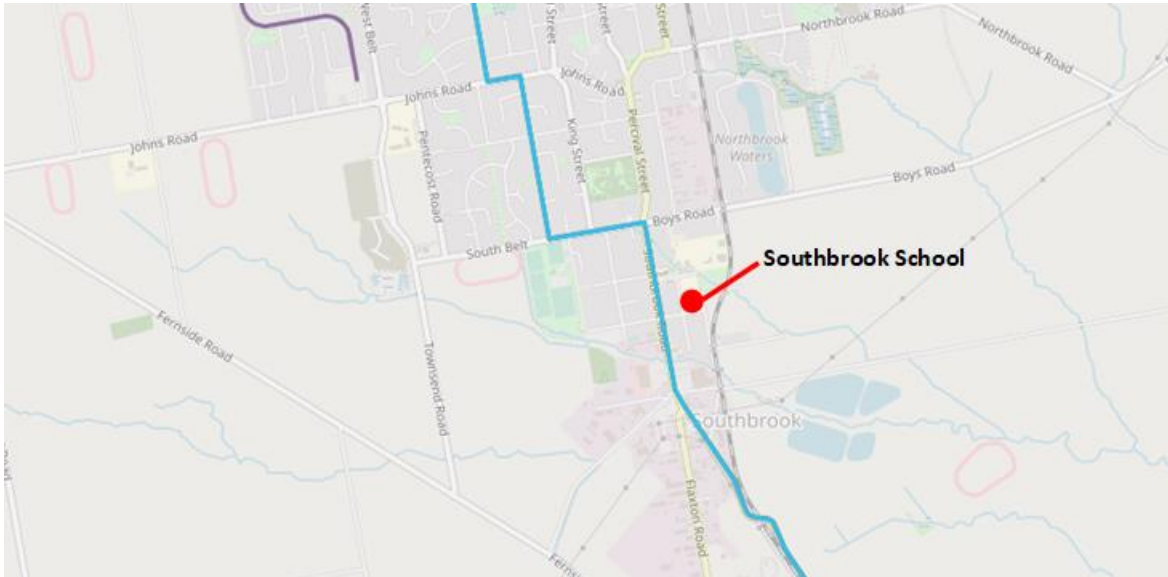


Figure 2-4 Bus routes near Southbrook School

Park and Walk

Creating a safe environment outside of the school entrance is paramount to encouraging more walking, scootering and cycling to the school. If children arrive by car, parents and caregivers should be encouraged to park further away from the school entrance and complete the journey on foot with their children walking, cycling or scooting. This has the benefits of avoiding driving and stopping around the school gates at the busiest times of the day while introducing physical activity in everyone's routine.

3. Travel Survey

3.1 How do we currently travel?

In May 2022 parents and caregivers were asked to partake in an online travel survey. A total of 57 people completed the survey accounting for 96 Southbrook School students (31% of school roll). Of the survey respondents there was relatively equal representation across the school year groups. All survey respondents were asked to indicate which area they live within. As seen in Figure 3-1 many students live in area 6 and out of zone to the north. This shows that many students have to cross South Belt or Southbrook Road on their way to and from school.

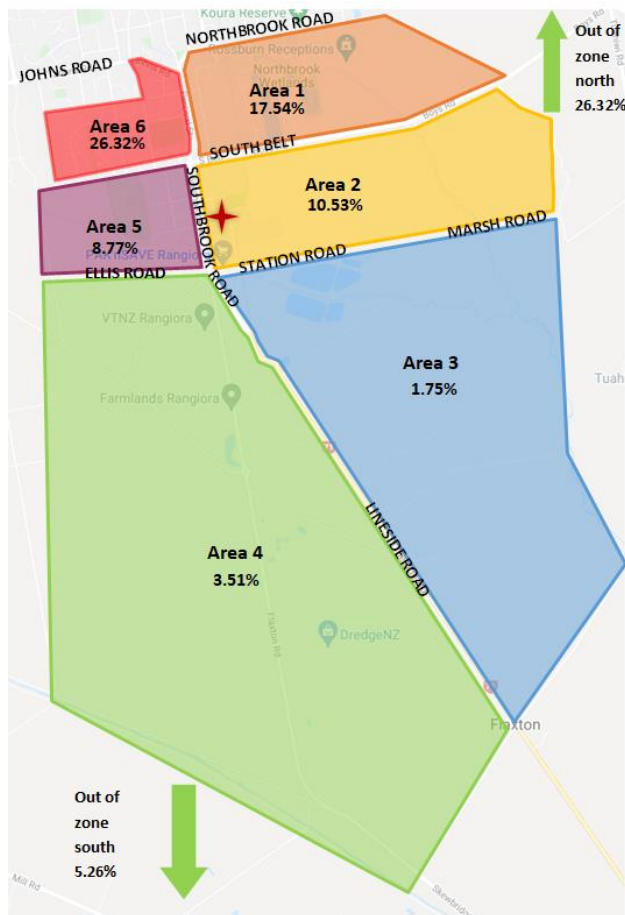


Figure 3-1 Where Southbrook School students live

3.2 Getting to and from school

Throughout the school week the mode of transport generally is the same for students at Southbrook, as shown in Figure 3-2.

The predominant transport mode to school is the car. The results show an average of 64% students get dropped to school by car each day. The results showed a good uptake in walking with an average of 17% of students walking each day. Public transport use is low which is to be expected for this size of town with limited public transport and the school age group.

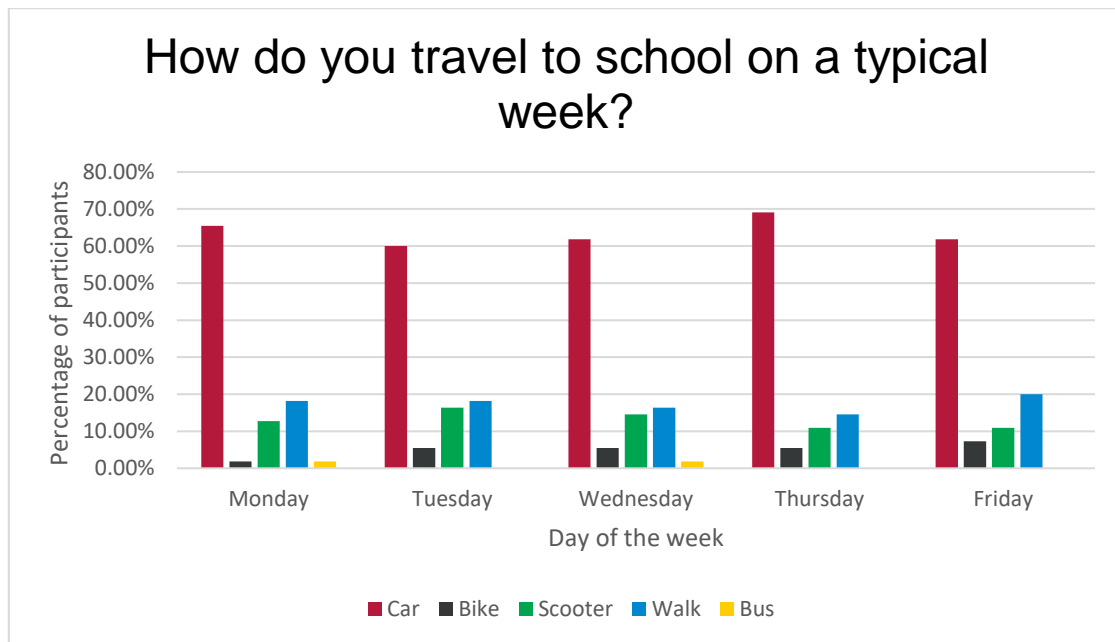


Figure 3-2 How Southbrook School students travel to school

From the survey results the mode split for the school can be estimated. Table 3-1 shows current mode split and the desired mode split. Increasing the number of students travelling to school by cycling, scooting, walking and public transport will meet the goals of the travel plan.

Walking school buses are often used by schools to increase the number of children walking to school. Walking school buses rely on an enthusiastic parent cohort to run the scheme. When asked in the survey if the parents and caregivers of Southbrook School children would use a walking school bus service 52% said no, 22% said yes and 26% were unsure. Therefore, it is not considered that a walking school bus is a viable option for Southbrook School at present.

Table 3-1 Comparison of current and desired mode splits

	Car	Bike	Scooter	Walk	Bus
Actual mode split	64% (199 students)	5% (15 students)	13% (40 students)	17% (53 students)	1% (3 students)
Desired mode split	50% (155 students)	8% (25 students)	15% (47 students)	26% (80 students)	1% (3 students)
Number of students to change mode	-44 students	+10 students	+7 students	+27 students	same

When asked why parents and caregivers drive their children to school there were multiple reasons, including:

- multiple drop offs needed/trip to work,
- the age of children makes driving the easiest and most convenient mode,
- poor weather making people use their car and
- safety issues of crossing main roads.

3.3 Pick up and drop off around the school

Most parents and caregivers use the Torlesse St pick up/drop off (PUDO) zone to drop their children at school (see Figure 3-3). Marshall Street and Railway Road were the next two most popular PUDO areas. Other locations used for PUDO were found to be the south end of Marshall Street (cul-de-sac end), Southbrook Road and Coronation Street. One respondent commented on the dangerous driving behaviour at school drop off and pick up time with drivers not giving way at the Torlesse Street and Railway Road intersection.

Approximately 96% of respondents felt that congestion outside of Southbrook School is an issue at pick up and drop off times.

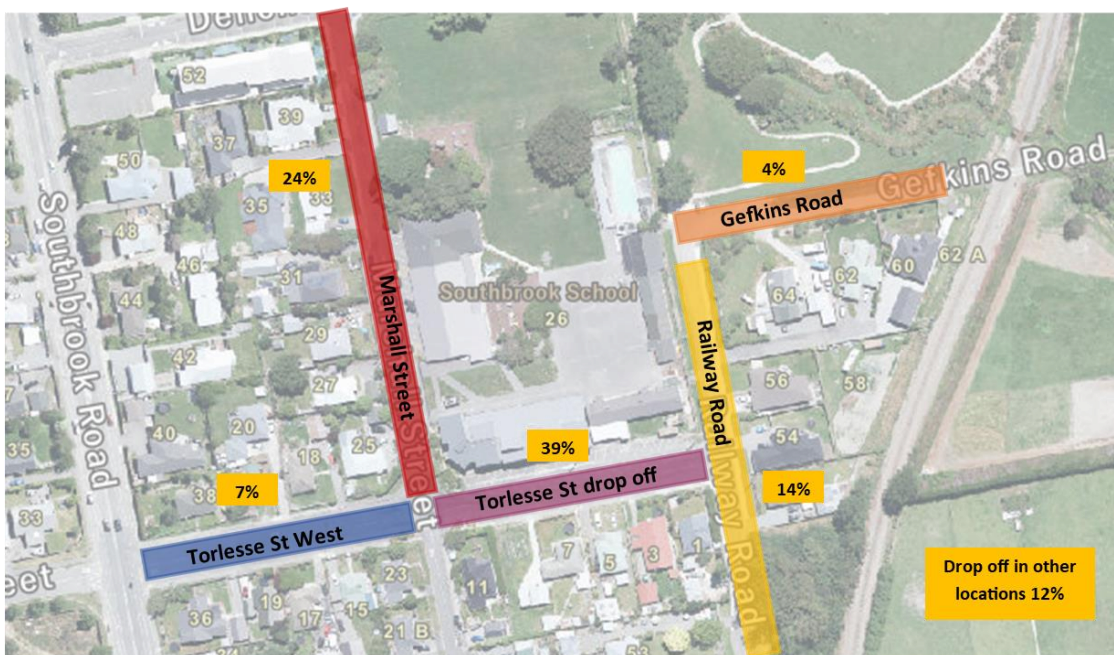


Figure 3-3 Drop off locations around Southbrook School.

3.4 Crossings around the school

The most highly used crossing is the Southbrook Road/Southbelt signals with an average of 22% of children using the signalised crossing to and from school. Other crossings around the school had a relatively equal split of use. Results show that the Marshall Street kea crossing is well used in the afternoons.

3.5 School accesses

To understand how parents, caregivers and children access the school grounds respondents were asked which entrances they regularly used.

A total of 47% respondents indicated that they use the Torlesse Street (access 2) entrance which coincides the high usage of the Torlesse Street PUDO area.

A total of 37% respondents indicated that they used access 1 on Marshall Street which lines up with the kea crossing which runs in the afternoons.

The other accesses have a lower percentage of children using them which is consistent with their location.

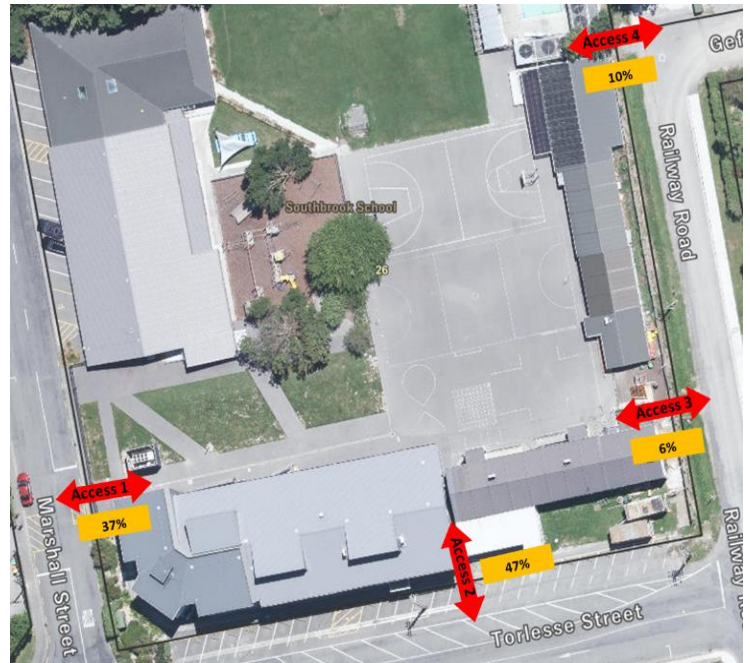


Figure 3-4 School access points.

3.6 School trip safety

When asked to rate their child's safety on their way to school a third of respondents rated the journey as safe. As shown in Table 3-2 many respondents were neutral about the safety on the way to school or felt it was unsafe.

Table 3-2 School trip safety

	Very unsafe	Unsafe	Neutral	Safe	Very safe
Safety rating	9.26%	22.22%	29.63%	33.33%	5.56%

Considering children's safety, respondents were asked what improvements could be made to improve safety on their trips to and from school. The main changes which could be made to make travel to school safer would be:

- installing a signalised crossing on Southbrook Road.
- lowering speeds around the school with a reduced speed zone or speed bumps
- creating a one-way system around the school.
- providing more parking and better drop off zones
- providing a cut through road which take people back to Rangiora avoiding Southbrook Road.

3.7 Awareness of upgrades and changes around the school

This travel plan can assist the school with the road upgrades occurring around the school in the next year. These changes include a signalised intersection being installed at the Torlesse Street/Southbrook Road intersection. With this intersection upgrade Denchs Road and Marshall Street will become one way, changing the way traffic flows around the school.

Only 46% of respondents were aware of this planned upgrade. The change to one way traffic flow and the signalised intersection means that the new PUJO on Marshall Street will become more attractive as parents and caregivers will be able to turn right out of Torlesse Street. The survey showed that 42% said they would use the new drop off zone on Marshall Street, 33% said they would not and 25% said that they were unsure.

4. What are we trying to achieve?

4.1 Aims and objectives

The aim of this travel plan is to change how students are travelling to and from school and encourage them to use more active modes. As shown above in Table 3-1 to achieve our desired mode split approximately 44 students need to switch from using a car to using an active mode to get to school.

The following table identifies our aims and objectives split into four categories; active, social, safe and sustainable, as well as the associated potential benefits. Importantly, barriers to reaching each aim and objective are identified and give an idea of areas where improvements are needed.

Table 4-1 Aims and Objectives

Aims and objectives	Expected benefits including who will benefit and how e.g. health and wellbeing	What barriers are there to our objectives?
<p>Active</p> <p>Encourage physical fitness and healthy living of Southbrook School children.</p> <p>Children and parents choose to use active transport and walk or cycle to school</p>	<p>Health and wellbeing benefits: active children - resulting in maximised health and learning outcomes</p> <p>Minimised traffic congestion</p> <p>Less need for car transport</p>	<p>Many out of zone residential homes still a reasonable distance from the school.</p> <p>Many car users dropping children off to school on their way to work or elsewhere makes the car most convenient.</p> <p>Long term habits of car use.</p>
<p>Social</p> <p>Children and parents join with others as they walk or cycle to school.</p> <p>Engage the community in the ownership of the school travel plan</p>	<p>Health and wellbeing benefits: connected citizens</p> <p>Children interact with other children and adults as they journey to school</p> <p>Older children take on mentor roles</p> <p>Safety in numbers</p>	<p>Parents availability to support walking and cycling school buses</p> <p>Many residential homes still a reasonable distance from the school making active modes less desirable</p>
<p>Safe</p> <p>Reduce congestion and chaos at and near the school gates.</p> <p>Improve safety for the children on the roads surrounding the school.</p> <p>Children and parents feel safe walking or cycling to school.</p> <p>Children are aware of their surroundings and cross streets safely.</p> <p>Children and parents who walk or cycle to school do so confidently and safety.</p>	<p>Health and wellbeing benefits: nurturing sound road behaviour - for children, and adults.</p> <p>Older children take on safety patrol leadership roles.</p>	<p>Due to Southbrook Road being the main access road in Rangiora it has large volumes of traffic.</p> <p>Multiple schools in the area resulting in high numbers of cars and pedestrians navigating the road network.</p>
<p>Sustainable</p> <p>Promote active modes of transport.</p> <p>Increase the number of children and parents walking, scooting, or cycling to school</p>	<p>Health and wellbeing benefits: active connected, and safe children - resulting in maximised health and learning outcomes</p> <p>Environmental benefits: traffic is minimised</p>	<p>Not having the necessary infrastructure in place to encourage all active modes (limited cycle lanes and limited public transport connection)</p>

5. The Travel Plan

5.1 What we plan to do

What are we already doing?

Southbrook School already complete a number of activities that encourage active travel to the school. These include:

- Cycle Safety Training.
- Walk or wheel to school day/week
- SOUTHBROOK TO FILL IN OTHER INITIATIVES

Action Plan

Targets are necessary to drive actions. Considering the benefits of alternatives to car use but also of student's preferences, targets need to reflect an ambition to increase active travel and reduce car use.

Table 5-1 outlines the proposed travel plan actions for Southbrook Primary School, Waimakariri District Council and the wider stakeholders.

Table 5-1 Travel Plan actions

Action	Timescales for completion	Who is involved/responsible
Create and implement travel plan		
Approve the travel plan	Term 4 2022	School management & Waimakariri District Council
Nominate a staff member or member of the community to take on the role of travel plan coordinator	End of Term 4 2022	School management
Publish survey results and travel plan to parents and students. Have a feature in the school newsletter.	Start of Term 4 2022	School management
Create a school travel page on school website for all initiatives and communication.	End of school year 2022	School management
Produce information sheets for families on parking areas, changes, suggested behaviours, and active travel	Immediately after upgrade completion	Waimakariri District Council & School management
Complete a travel survey 6 months after the completion of the upgrades around the school and reevaluate the school travel plan.	6 months post upgrade completion	School management & Waimakariri District Council
For the school		
Prepare consistent and culturally considerate road safety and active transport messages to the community.	Start of school 2023 - Ongoing	School management
Plan curriculum initiatives to promote road safety and active travel awareness in detail (which activities, on which days, in which classes etc). This can include:		

<ul style="list-style-type: none"> ▪ Pedestrian/Cycling/Scooting safety training – community Police ▪ Health and Physical Education classes centred on active travel 		
Create an interim PUDO zone on Marshall Street	In conjunction with intersection upgrade works	Waimakariri District Council
Create permanent PUDO zone on Marshall Street with consideration to safe parking vehicle movement, pedestrian safety and connectivity following discussions with the school	Following allocation of budget in the LTP	Waimakariri District Council
Remove existing Torlesse Street PUDO zone	In conjunction with intersection upgrade works	Waimakariri District Council
Participate in a walk or wheel to school week/day annually	Start of school 2023 - ongoing	School Management & student leaders
Promote active modes at school and create a recognition system for students.	Ongoing	School Management & student leaders
Provide cycle safety training for Year 6 students	Ongoing	Waimakariri District Council & School Management
Engage with community Police to facilitate school road safety programmes	Ongoing	School Management & local community Police
Have PUDO wardens (possibly Council parking wardens) to monitor the driving behaviour at the new Marshall St PUDO for the first fortnight	First fortnight immediately after upgrade completion	Waimakariri District Council, local community Police & School Management
Operate Marshall Street kea crossing in mornings and afternoons	Immediately after upgrade completion – ongoing	School Management
Include regular information in the school newsletter on active, sustainable travel. For examples, profiling different families using sustainable and active modes to get to school.	Ongoing	School Management
Provide new families with information about travel options to school and the schools travel plan	Ongoing	School Management
For the community		
Install a permanent 30kmph speed limit around the School in conjunction with intersection upgrades as part of the Setting of Speed Limits Rule change	In conjunction with surrounding upgrades, as soon as practicable	Waimakariri District Council
Run a 'Park Smart' programme to encourage a safer and less stressful parking environment with community police. Provide parking education and reinforce safe parking practices over a fortnight.	Immediately after completion of school safety work	Waimakariri District Council, Police & School Management
Identify and promote suitable locations for parking and walking to school to promote active travel to the school and reduce congestion at the school gate.	Term 1 2023	School Management

Further options for encouraging walking and wheeling to school

- Build a bike and scooter shelter
- Walk/bike/bus to school maps
- Classroom challenges
- Frequent walker scheme
- Cycle or bus miles
- Buddy programme
- Set walking day
- Feet first
- Active travel tree
- Active transport breakfast, smoothie station or walk to support activity

Resources which can be used in school

NZTA's Road Safety teacher resources: <https://education.nzta.govt.nz/teacher-resources/school-policy-and-practices/>

Bike Ready: <https://www.bikeready.govt.nz/schools/>

Bike On (bikes in schools programme): <https://bikeon.org.nz/>

NZ Police School Portal: <https://www.police.govt.nz/advice/personal-and-community-advice/school-portal>

6. Monitoring and Review

It is important that the school travel plan is regularly reviewed. Each update should include a review of the objectives and action plan. To track progress, an annual travel survey should be completed. However, it is recommended that another travel survey is completed after the roading changes are implemented around Southbrook School.

A copy of the template travel survey is supplied in Appendix A. The survey may be adapted to include location specific questions as required.

In order to ensure the Travel Plan is implemented and reviewed, the school should have an appointed Travel Plan Coordinator at all times. This can be any member of staff wishing to champion the approach.

The current Travel Plan Coordinator is:

On an annual basis, the Travel Plan Coordinator will manage the Travel Plan Monitoring by following these steps:

- 1) The Travel Survey Questionnaire will be distributed to parents/caregivers for them to fill out (survey monkey is a free survey service).
- 2) The School will analyse survey results against previous results and against targets.
- 3) The School will review progress in implementing the actions set out in the Action Plan.
- 4) The School will update the Action Plan with new or different actions in order to meet targets.

The first survey, carried out in May 2022 is the baseline survey. These results will be used to set targets. Once the baseline is established, this Travel Plan will be updated with the survey results but also with clear targets for:

- the proportion of students driven to/from school in single family cars, aiming for a decrease from the baseline.

Travel Survey Methodology:

- The parents/caregivers survey questionnaire developed by Abley is to be used every year to allow comparing results year on year.
- In-classroom desired mode surveys can consist of either hands-up counts or of asking every student individually about their preferred travel mode. Only one answer per student.
- Together, these surveys will generate data to be summarised by the School in the following outputs:
 - Graph of how people travel to and from school
 - Parking / drop off location for staff and parents
 - Reason for current travel mode
 - Other modes interested in and/or how students would prefer to travel
 - Main reason why they don't travel by an active mode.

Appendix A. Travel Survey Template

Q1 I am a parent/caregiver of a child at Southbrook Primary and by completing this survey I agree that the answers I provide can used to create the school travel plan.

Yes

No

Q2 How many children do you have attending Southbrook Primary?

1

2

3

4

5

6+

Q3 What year is/are your child(ren) in at school?

Year 0

Year 1

Year 2

Year 3

Year 4

Year 5

Year 6

Year 7

Year 8

Q4 Looking at the image below, please indicate which are you live within?

Area 1

Area 2

Area 3

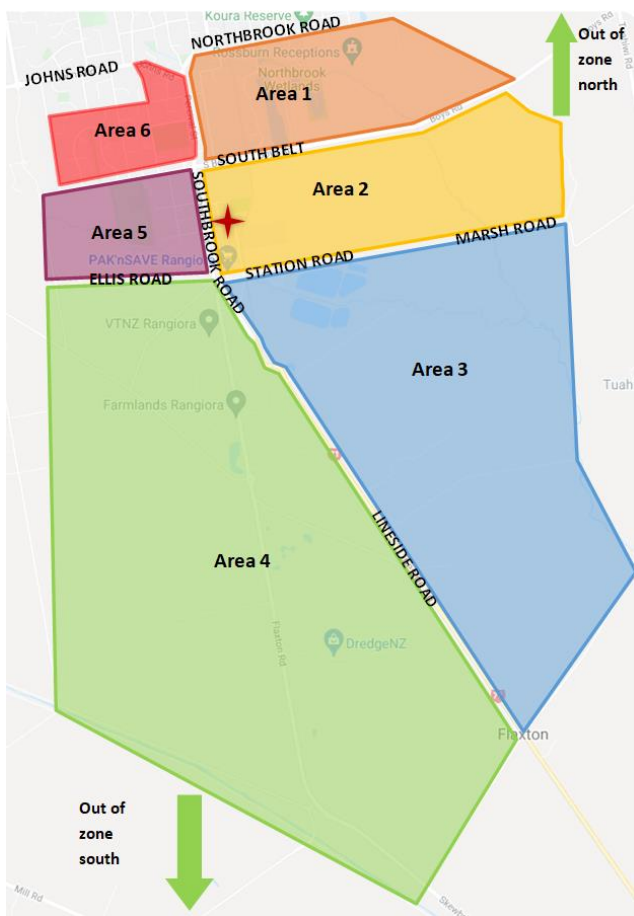
Area 4

Area 5

Area 6

Out of zone (North)

Out of zone (South)



Q5 On a typical week how do you travel to school?

	Car	Bike	Scoter	Walk	Bus	Total
Monday						
Tuesday						
Wednesday						
Thursday						
Friday						

Q6 If you drive, why do you drive your child(ren) to school? Select all that apply

Convenience

Age of children means driving is easier

Multiple drop offs needed/trip to work

There isn't a safe route to cycle or walk to school

The distance to school is too great walk or cycle

Other (please specify)

Q7 If you drive, where do you pick up/drop off? Select all locations which you use (see image below).

Torlesse St drop off zone

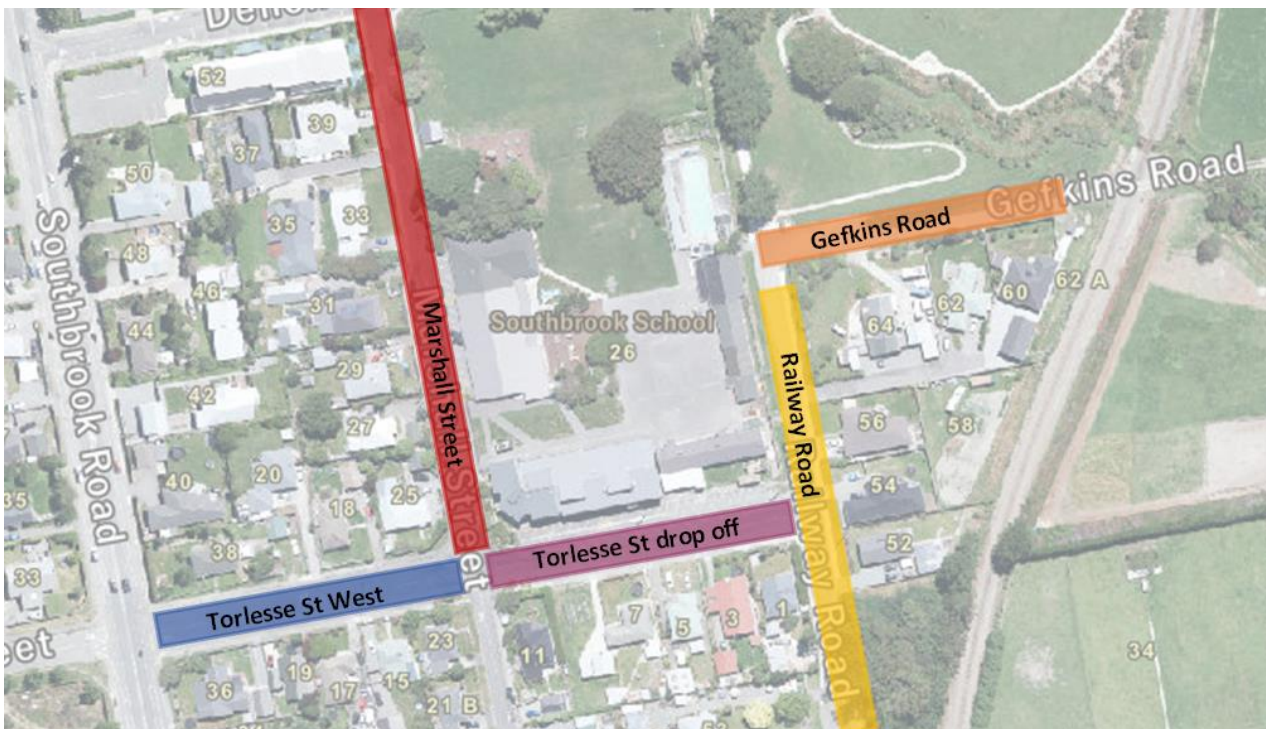
Torlesse St west

Marshall St

Railway Road

Gefkins Road

Other (please specify)



Q8 Which crossings do you use when travelling to school? (see image below)

Southbrook/Southbelt signals

Southbrook kea crossing

Denchs Road planter box crossing

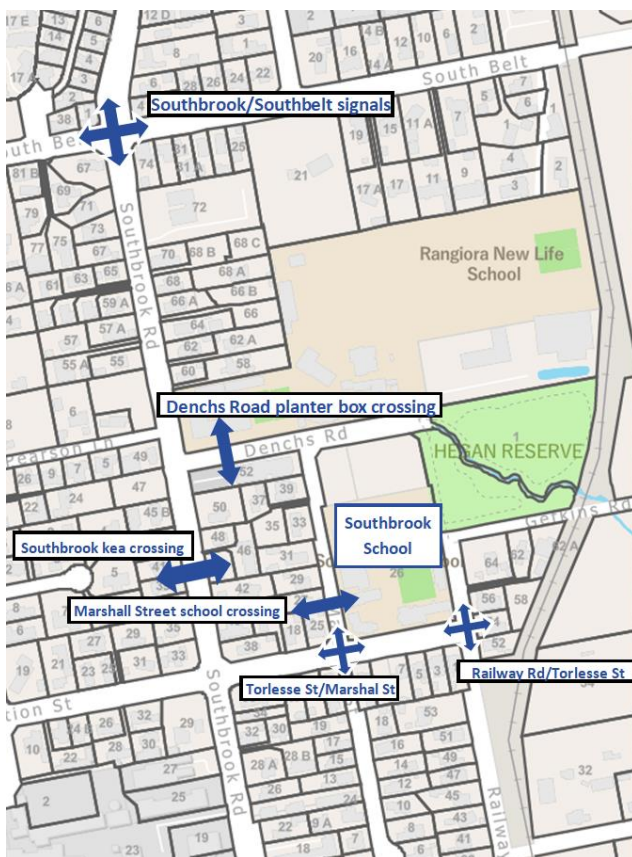
Marshall Street school crossing

Torlesse St/Marshall St intersection

Railway Rd/Torlesse St intersection

I don't use a crossing

Other (please specify)



Q9 Looking at the image below, which entrance to the school do you currently use? (see image below)

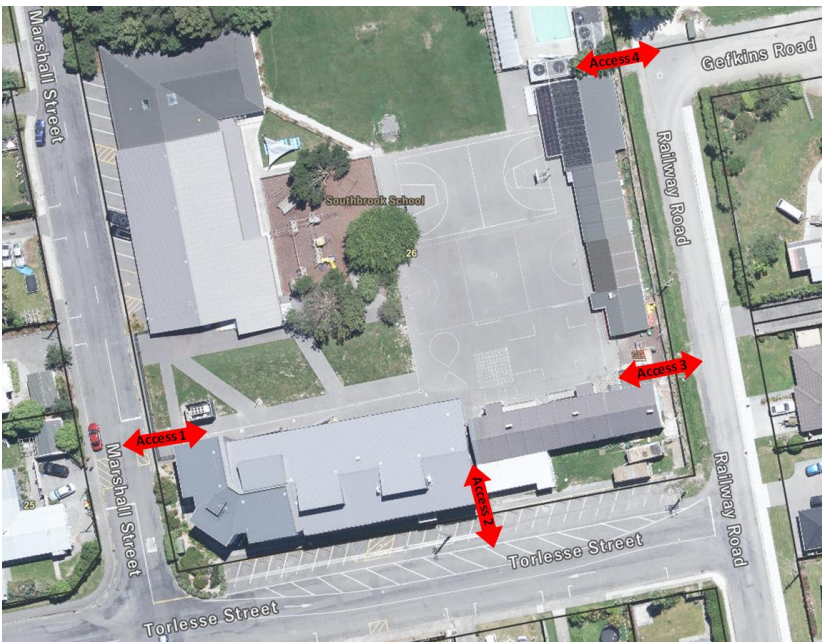
Access 1

Access 2

Access 3

Access 4

Other (please specify)



Q10 How safe would you consider your child's route to school?

Very unsafe

Unsafe

Neutral

Safe

Very Safe

Q11 Do you believe that congestion at the school pick up/drop off times is an issue?

Yes - all the time

Yes - but only in the morning drop off

Yes - but only in the afternoon pick up

No - congestion is not an issue

Q12 What would make your child(ren)'s trip to school safer?

Supervised crossings (Kea crossings)

Cycleways connecting the school

More footpaths around the school

Signalised crossing on Southbrook Road

No changes are needed

Other (please specify)

Q13 Would you use a walking school bus service? A walking school bus involves students with adult supervisors walking in a group to school. Each 'bus' walks along a set route with at least one adult 'driver' picking up children at designated 'bus stops' and walking them to and from school. Walking school buses are organised by the parent community.

Yes

No

Unsure

Q14 A new signalised intersection will be installed at Southbrook Road and Torlesse Street. This will allow traffic to turn right onto Southbrook Road and create signalised pedestrian crossings. With the upgrade Denchs Road and Marshall Street will become one way, changing the way traffic will flow around the school. Are you aware of this planned upgrade?

Yes

No

Q15 The changes to one way roads will allow us to install a drop off zone on Marshall Street (see image below). Would you use this new zone instead of the current Torlesse Street drop off area?

Yes

No

Unsure

Auckland

Level 1/70 Shortland Street
PO Box 613, Shortland Street
Auckland 1140
Aotearoa New Zealand

Wellington

Level 1/119-123 Featherston Street
Wellington 6011
Aotearoa New Zealand

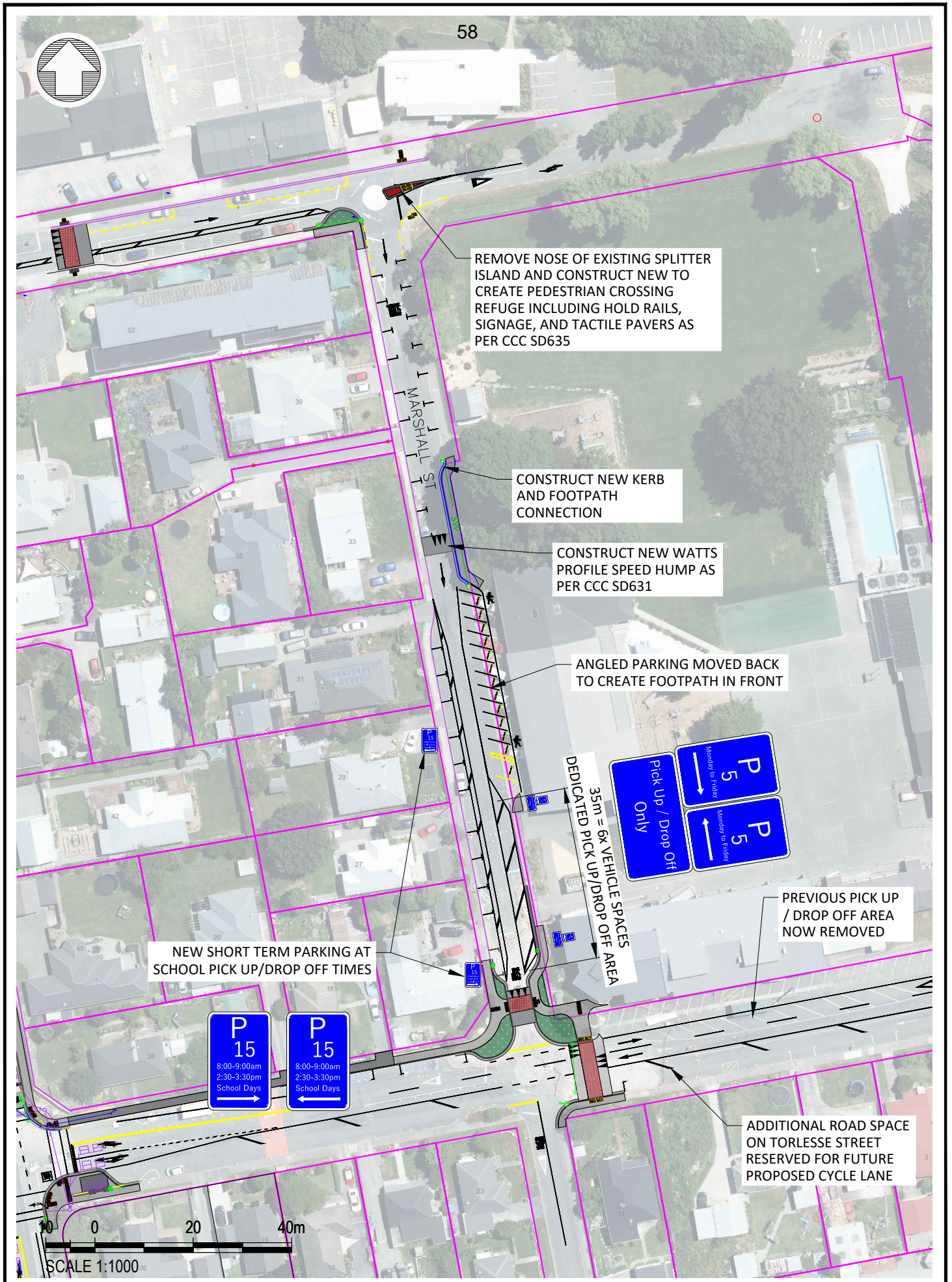
Christchurch

Level 1/137 Victoria Street
PO Box 36446, Merivale
Christchurch 8146
Aotearoa New Zealand

hello@abley.com

+64 3 377 4703

abley.com



Our Reference: RDG-32-79-05 / 230509066255

09 May 2023

Marshall Street
Rangiora 7400

Dear Hayley,

This letter is in regards to a site visit on 01 May 2023 at which time I (along with a colleague) spoke to your mother Marshall Street, Rangiora.

During this visit, the proposed parking changes on Marshall Street outside your property were discussed. As is not the registered owner of the property, we are obliged to advise you of the proposed changes which are in intended to improve road safety at the school pick-up, and drop off times.

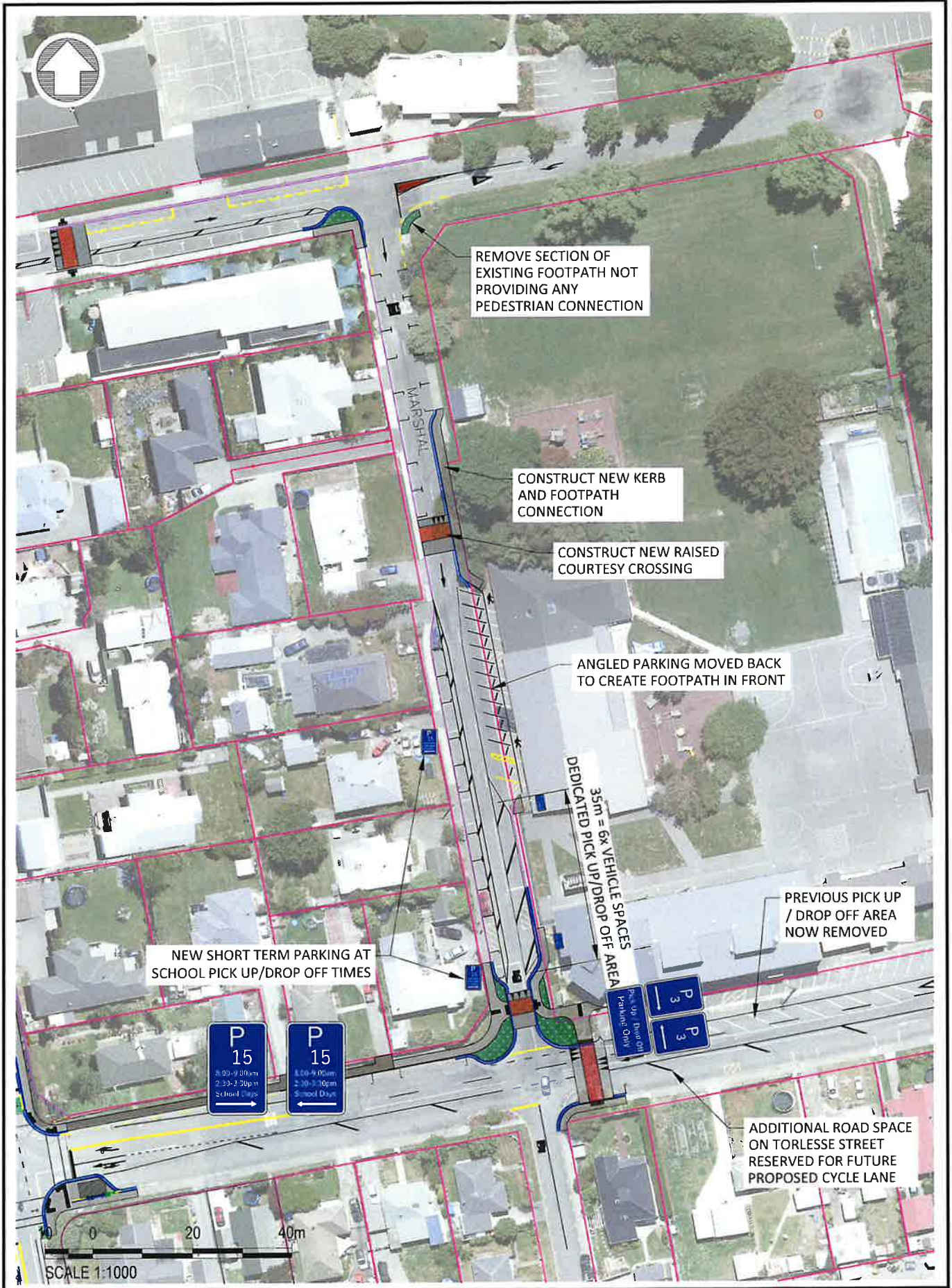
The changes relate to the on-street car-parking on the western side of Marshall Street, outside No. 25, 27, and 29. These parking spaces will be posted with a "P15" during the hours of 8:00am – 9:00am and 2:30 – 3:30pm. It is intended that outside these hours you and / or visitors to your property will be able to utilise this parking. Please also note that restrictions would only apply to school days, and that parking on the Torlesse Street frontage will remain available, and un-restricted.

A copy of the proposed layout plan is attached for your information, and I invite you to provide me with any feedback you have by 19 May 2023 either by emailing kieran.straw@wmk.govt.nz, or calling on 021 794433.

Yours Sincerely,



Kieran Straw
Civil Project Team Leader



SOUTHBROOK SCHOOL
TRAVEL PLAN

PROPOSED
PICK UP / DROP OFF
AREAS

SCALE (A4)	DATE
1:1000	09/05/2023
DRAWING	4365
SHEET	REVISION
1	A

Our Reference: RDG-32-79-05 / 230704100287

05 July 2023

Marshall Street
Rangiora 7400

Dear Hayley,

Following on from my previous correspondence (dated 9th May 2023), we have tried to make contact with you by door knocking at various times, on multiple occasions. We have however been unable to make contact, and we have also not had a response to my previous letter.

I am therefore proceeding to prepare a report to the Rangiora Community Board seeking to their approval to implement the planned changes on Marshall Street.

To recap, the changes relate to the on-street car-parking on the western side of Marshall Street, outside No. 25, 27, and 29. These parking spaces will be posted with a "P15" during the hours of 8:00am – 9:00am and 2:30 – 3:30pm. It is intended that outside these hours you and / or visitors to your property will be able to utilise this parking. Please also note that restrictions would only apply to school days, and that parking on the Torlesse Street frontage will remain available, and un-restricted.

The changes will likely take some time to come into effect, as we still require to get the works tendered before the changes can be made, however we would expect the changes to be completed towards the end of 2023.

You are still more than welcome to provide me with any comments or concerns you have by either by emailing kieran.straw@wmk.govt.nz, or calling on 021 794433.

Yours Sincerely,



Kieran Straw
Civil Project Team Leader

Kieran Straw

From:
Sent: Thursday, 3 August 2023 8:13 AM
To: Kieran Straw
Cc: Aaron Kibblewhite
Subject: Re: Marshall St Angle Parking

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

Mōrena Kieran

Our Board met last evening and we discussed the parking and footpath by the school hall.

We felt that the parking needs to stay as it is. Our reason being that backing into a carpark while on a one way would most likely cause more problems.

The Board felt if a small footpath could be constructed by the hall wall to the entrance gate without encroaching very much onto the parking space that would be great. If we take away too much length in the parking space it will then be even more difficult for trucks and buses coming down the one way - it is tight now.

I am happy to meet you on site at some stage to visually assess this.

Ngā mihi

*Southbrook School
Rangiora*

On Wed, Jul 19, 2023 at 4:39 PM Kieran Straw <kieran.straw@wmk.govt.nz> wrote:

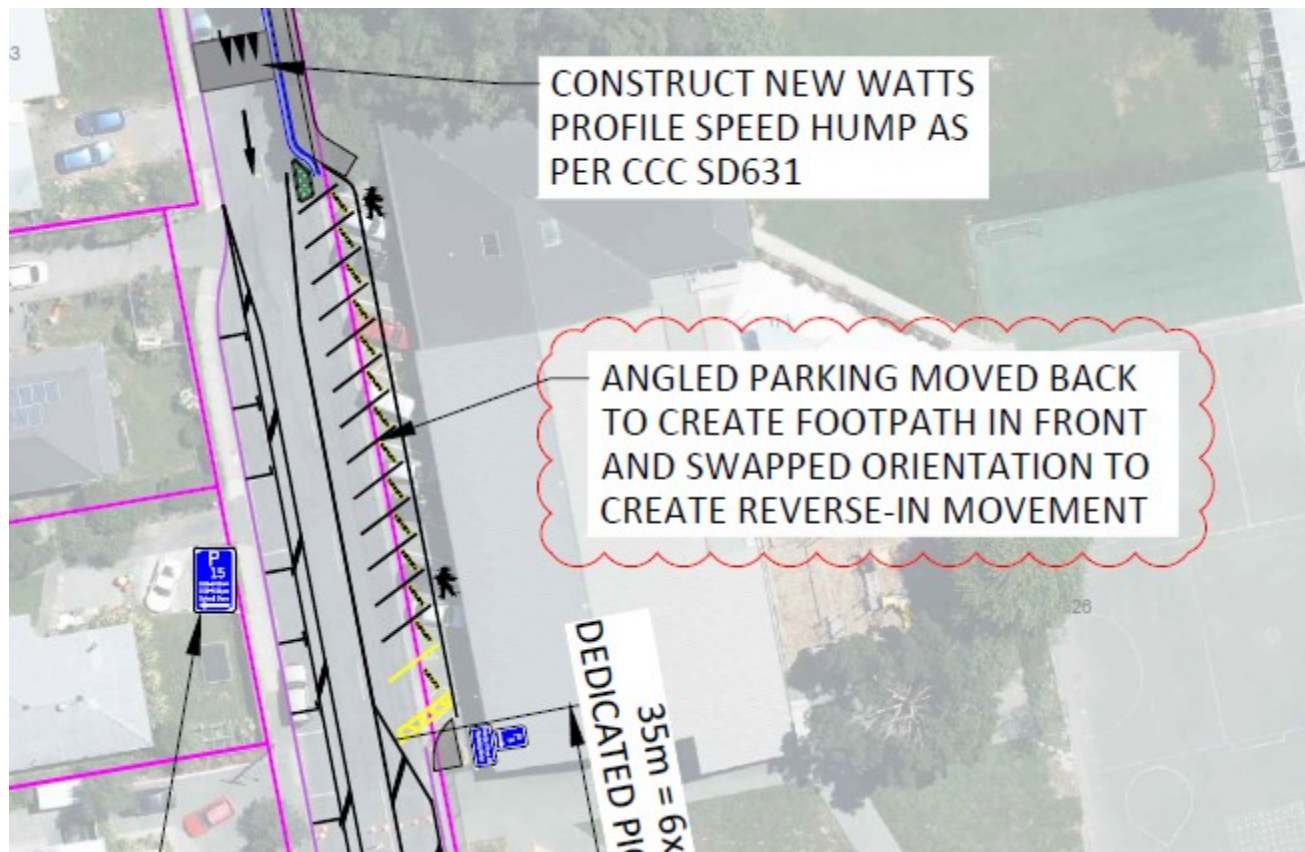
I hope you are well.

We have not progressed the Marshall Street proposed changes much at the moment due to other work commitments, but we have been chipping away at it in the background. As part of that, we have discussed the project with Waka Kotahi, and their safety representatives have suggested that we alter the existing angle parking layout so that the angle parks must be reversed into. To help you visualise the concept, Aaron has drawn up the proposal (attached, and a zoomed-in snip added below)

This option is preferred as there is a lot of evidence that supports that reversing into parking spaces is safer than reversing out of parking spaces. This is primarily because drivers will have visually checked the parking space is clear before reversing into it, so they will know there is no kids behind the vehicle. A driver reversing out of a park is unlikely to have physically checked behind their vehicle before getting into their car and reversing out of a parking space, and instead rely on a reversing camera or mirror to check the space behind their vehicle which has significant safety drawbacks.

Is this something that you can discuss with your board and let me know if the school supports this? There would be no reduction in parking spaces between the two options.

You will also notice that the previously suggested raised table crossing has been removed, and in its place is a standard "watts profile" speed hump.



Regards,

Kieran Straw | Civil Projects Team Leader
Project Delivery Unit

Kieran Straw

From:
Sent:
To:
Subject:
Attachments:

Mōrena, Peter

I wonder if you are able to help me please, or direct me towards a person who has responsibility for the area of road signs?

On the East side of Denchs Road, Southbrook, there are five minute parking signs saying, "P.5. 2:30 to 3:30 pm School Days." I wonder whether this can be extended by including the following please:
"P.5. 8:15 am to 9:00 am School Days."

If either a bigger sign can be made or an additional sign attached to the existing pole, that would be very helpful.

There are three road signs at present.

As I am on duty on the Denchs Road 'crossing' Monday to Thursday every week, I see people parking for long periods of time, and also some are using it as day parks. I have spoken to the Primary staff at our school and asked them to consider using alternative parking spaces if the Primary car park is full.

The area is great as a quick drop-off area, and if the parking limit before school is five minutes, then it should help to keep the traffic flowing. Some people are using the bus stop as a drop off, and I am speaking to them when this occurs.

Thank you for considering this request.

Ngā mihi koa

Associate Principal
Rangiora New Life School
Ph: