

MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON TUESDAY 18 APRIL 2023 AT 9AM.

PRESENT

Councillor N Mealings (Chairperson), Councillors R Brine, P Redmond, J Ward, P Williams and Mayor D Gordon (left at 10:21am)

IN ATTENDANCE

Councillors N Atkinson, T Fulton and J Goldsworthy.

J Millward (Acting Chief Executive), G Cleary (General Manager Utilities and Roading), D Young (Senior Engineering Advisor), K Straw (Civil Projects Team Leader), J Recker (Stormwater and Drainage Manager), C Button (Project Engineer), and C Fowler-Jenkins (Governance Support Officer)

1 APOLOGIES

Moved: Councillor Mealings

Seconded: Councillor Brine

THAT an apology for early departure be received and sustained from Mayor D Gordon who left at 10:21am.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roading Committee held on Tuesday 21 March 2023.

Moved: Councillor Williams

Seconded: Councillor Brine

THAT the Utilities and Roading Committee:

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

CARRIED

3.2 Matters Arising (From Minutes)

There were no matters arising.

3.3 Notes of the workshop of the Utilities and Roading Committee held on Tuesday 21 March 2023

Moved: Councillor Mealings

Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Receives** the circulated notes of the workshop of the Utilities and Roading Committee, held on 21 March 2023.

CARRIED

4 DEPUTATION/PRESENTATIONS

4.1 Proposed Rangiora Town Cycleway

Representatives from Rangiora PAK'nSAVE, James Flanagan and Rebecca Parish, thanked the Mayor, Councillor Redmond and Rangiora-Ashley Board Member J Gerard for visiting the site during the weekend to understand their concerns around the roading challenges with the proposed cycleway. J Flanagan believed that the Council were pursuing an unsafe route and were making a decision based on securing funding. The Council had engaged WSP to undertake a Technical Note with the safety recommendation, however, PAK'nSAVE disagreed with the note as it offered little assurance that the cycle route was protected from large truck and trailer units. PAK'nSAVE believed that a complete Safety Audit needed to be conducted.

R Parish noted PAK'nSAVE was more than a key stakeholder as the proposed cycleway would impact its operations, and they believed that their operations being affected challenged their ability to feed North Canterbury. They, therefore, thought that the alignment and design of the route should include separation protection from heavy vehicles, and the heavy vehicles must be able to continue to operate. Curb separation and minimal distances would not stop accidents, and paint on the road would not stop heavy vehicles from taking the most available route.

Councillor Redmond questioned if there was any reason the heavy vehicles could not access the loading area on an anticlockwise movement. J Flanagan explained that the PAK'nSAVE building had been designed to allow heavy vehicles to be offloaded inside. However, if they were to reverse the flow, they would be forced to use forklifts outside on the road because some heavy vehicles were rear-loaded. R Parish noted that PAK'nSAVE had been through a publicly notified resource consent process where the traffic management was thoroughly assessed, and the Council determined that the best pathway was to go through the yard first.

Councillor Ward commented that securing safe passage for cyclists away from Southbrook Road was difficult. She enquired how many heavy vehicles, on average, visited PAK'nSAVE per day. J Flanagan noted that, on average, PAK'nSAVE would receive 25 to 30 deliveries per day, and the size of the heavy vehicle differed. Approximately eight to ten large, heavy vehicles were estimated to be moving through the site daily. They generally accepted deliveries up to 3pm, however, they did allow for deliveries up to 5pm. Most of the movements seemed to be from 7am to 11am.

Councillor Ward questioned if PAK'nSAVE would consider enlarging the turning area by removing one of the staff parking areas. J Flanagan noted that the car parks at the rear of the building were needed to ensure that a PAK'nSAVE complied with its resource consent.

Councillor Brine asked how many heavy vehicle movements PAK'nSAVE had during the weekend. J Flanagan advised that weekends were fundamentally very similar for large vehicle movements.

Councillor Goldsworthy questioned if PAK'nSAVE had any initial feedback regards the reprioritisation of Station and Railway Roads. Supplementary, he inquired if they had any initial feedback from the heavy vehicle drivers about the proposed plan. J Flanagan noted that considering their 23-metre vehicles could not manoeuvre around the lines on the ground even if they were painted, there was no way a large, heavy vehicle would be able to.

Councillor Fulton noted that given PAK'nSAVE was a busy site, however, they were by no means the largest PAK'nSAVE in the country. He asked if they had taken advice from other comparable sites with similar issues. J Flanagan reported that the advice he had from talking with his colleagues was that they needed to be very careful with allowing anything that compromised the site.

Furthermore, Councillor Fulton questioned what the practicality was of time shifting. J Flanagan noted that anything was possible, however, every heavy vehicle that they moved impacted several other Foodstuffs South Island outlet and suppliers.

J Flanagan noted that KiwiRail's technical team were unable to assess this plan from a safety perspective for at least a year. He asked what impact that had given the nature of the cycleway. D Young advised that the initial response from KiwiRail indicated that they wished queries to go through their formal process. Council staff had asked them to comment on whether an expedited process would be possible if the railways were not crossed, however, instead going parallel with the railway line, and they had yet to respond to that question. KiwiRail did indicate that they would be open to an on-site meeting.

5 **REPORTS**

5.1 **Transport Choices Project 2 – Feasibility of alternative alignments** – K Straw – (Civil Project Team Leader) and D Young (Senior Engineering Advisor)

D Young spoke to the report noting that staff were requested to conduct a Road Safety Audit on the proposed concept at the previous Utilities and Roading Committee meeting. Unfortunately, staff had not had time to do the Audit and, therefore, instead received the Technical Note. However, staff had analysed the alternative routes, and none could be implemented in the timeframe, nor were they any better than the proposed route. D Young noted that PAK'nSAVE had indicated that they were more interested in moving the route rather than making it safer, so staff did not see the need to further liaise with PAK'nSAVE while drafting this report. However, if the Committee approved the Scheme, Design staff would again meet with PAK'nSAVE to discuss safety issues.

Councillor Redmond asked how wide the carriageway of Railway Road behind PAK'nSAVE could be made. He noted that Railway Road was 3.5 metres wide at its narrowest point, and most heavy vehicles were 2.9 metres wide. D Young commented that one option staff considered was making the stretch of Railway Road a one-way, potentially doubling the carriageway.

Councillor Redmond questioned whether the shared path needed to be 2.5 metres wide or could be reduced in the area behind PAK'nSAVE. D Young acknowledged that staff could revisit the width of the cycleway as they would not try to achieve the 2.5 metres at the expense of much more important elements like safety.

Furthermore, Councillor Redmond asked if staff would likely seek extra budget to make their recommended route safer. D Young noted that the Council had a total budget of around \$7.2 million allocated to various subprojects that could be reallocated. K Straw had been collating estimates, however, staff had yet to compile a final budget. Nonetheless, staff knew that the full sealing of the Kaiapoi to Woodend Cycle route would require a significant part of the \$7.2 million.

Councillor Williams noted that staff recommendation (g) requested staff to work collaboratively with Foodstuffs South Island and their representatives to address their concerns and endeavour to reach a mutual agreement on safety mitigation measures. He enquired what would happen if a mutual agreement could not be reached. D Young explained that if the proposed route were approved, staff would engage with all concerned parties, especially PAK'nSAVE, to develop a detailed design that the Council would then recommend to tender. He noted that the engagement results with all parties would be reported as part of a future report. He did not anticipate that staff would return to the Utilities and Road Committee before that.

Councillor Williams commented that staff had already acknowledged that it was not an ideal route and that an alternative route could not be developed in the timeframe. He asked if that suggested that there may be a safer alternative route that may take a bit longer to develop. D Young believed that one amendment to the route could be considered in more detail - crossing at Marsh Road and coming back at Dunlops Road. However, he was not convinced that would be safer, as it brought in two additional hurdles of crossing the railway line and added a new bridge. He noted that if staff had another two years, then they would be open to further investigating that.

Councillor Ward enquired if it would be possible to place a traffic signal (red and green lights) for the cyclists to indicate when heavy vehicles were manoeuvring in this area. K Straw noted that traffic signals generally implied priority, as the heavy vehicles were not supposed to cross the proposed cycleway, the Council would not be giving heavy vehicles priority. Staff would, therefore, not support a traffic signal, however, there were options which could be considered, such as electronically activated signs or flashing amber lights for when a vehicle was coming across the intersection.

Councillor Goldsworthy asked if the cycleway was only intended for unaccompanied minors in terms of the safety requirements. D Young explained that the Council would install the cycleway assuming the lowest confidence level. In practice, they were expecting only a few school children to be going this way because it was a very small catchment for the school.

In response to a further question by Councillor Goldsworthy, D Young confirmed there was a high likelihood of people flagging it and going across the western side if the Council rerouted cyclists across the eastern side of the railway.

Moved: Mayor Gordon

Seconded: Councillor Brine

THAT the Utilities and Rooding Committee:

- (a) **Receives** Report No. 230322039767.
- (b) **Approves** the Rangiora Cycleway Scheme Design (Trim 230216020650[v2]) and Option Four of this report for the purposes of consultation.
- (c) **Notes** that alternative options to Railway Road past PAK'N'SAVE had been considered and were commented on in more detail below:
 - i. Southbrook Road (up to Coronation Street)
 - ii. Southbrook Road (up to Todds Road, and using Ellis Road)
 - iii. Southbrook Road (up to Mitre 10 and along South Brook)
 - iv. Railway Rd (as originally proposed)
 - v. Railway Road (utilising the eastern side of the rail corridor)
 - vi. Eastern Link alignment (between Marsh Road to Boys Road)
 - vii. Eastern Link alignment (between Lineside Road and Marsh Road)
- (d) **Notes** that a Technical Note from Road Safety Specialists had identified that it should be possible to establish a transport environment that would provide an acceptable level of safety and amenity for the various user groups in this area, provided a number of identified matters in the Note were addressed.
- (e) **Notes** that any option that included a level crossing, or alignment within the KiwiRail Corridor would need to follow KiwiRail processes, which at the moment they have indicated this could take "years to complete." This was due to staff shortages and a high workload within KiwiRail.

- (f) **Notes** that the landowner under the majority of the Rangiora Eastern Link land had advised that they do not support that option.
- (g) **Requests** that staff worked collaboratively with PAK'NSAVE, Foodstuffs South Island and their representatives to address their concerns and endeavour to reach a mutual agreement on safety mitigation measures.
- (h) **Notes** that staff would discuss the approved Scheme Design with all other directly impacted residents, businesses and stakeholders (including KiwiRail and Waka Kotahi) to ensure that issues and concerns were carefully considered and taken into account.
- (i) **Notes** that feedback from the consultation would be fed into the Detailed Design, and that the Detailed Design would be reported back to the Committee in July 2023.
- (j) **Notes** that a full Road Safety Audit would be carried out and the recommendations of that (including any intersection re-configuration) would be discussed fully with PAK'NSAVE and other impacted stakeholders, and then be incorporated into the Detailed Design for consideration by the Committee.
- (k) **Notes** the Scheme Design requires the removal of seven on street car parking spaces, and that the final approval of any parking spaces to be removed would be included within the detailed design report in July 2023.
- (l) **Notes** that any parking to be removed as result of the Scheme Design would be consulted directly with the immediate adjacent residents.
- (m) **Notes** that the scheme design requires the removal of 12 existing street trees, which were required to be replaced in alternative locations to be agreed with Greenspace, and that final approval of the removal of any street trees would be included within the detailed design report in July 2023.
- (n) **Notes** that this project is funded through the "Transport Choices" funding stream (which was still subject to final signing and confirmation), and this requires that all works was complete by June 2024.

CARRIED

Mayor Gordon commented that staff were working within the very tight timeframe set by the Central Government to access the Transport Choices Funding. He noted that when the Council approved the Cycle Network Plan in 2022, they knew the proposed routes required further work. He believed that working with PAK'NSAVE and other affected parties was critical, and he, therefore, visited the site so that he could see and understand PAK'NSAVE's concerns. Mayor Gordon noted that with the high number of heavy vehicle movements, he could understand PAK'NSAVE's concern about ensuring their business, employees and customers were safe. He stressed the importance of the businesses in the Waimakariri District, but believed that the safety concerns could be mitigated by working together.

Mayor Gordon commented that Southbrook Road averaged 26,000 vehicle movements per day, making it unsafe for cyclists. He noted that the Rangiora-Ashley Community Board supported the proposed route, and he was confident that staff would work best endeavours to come up with the best outcome that could be achieved. Mayor Gordon, therefore, supported the motion.

Councillor Redmond thanked all the parties for their work and especially the staff for having another look at the project as per the Committee's request. He believed that safety had to be the Council's primary concern for the heavy vehicle drivers and the cyclists/ pedestrians on the shared path. Councillor Redmond was satisfied that sufficient resources were available to the Council to ensure safety would not be compromised. He was also confident that the included recommendations would address the concerns of affected parties. The motion also made provision for the detailed design to be brought to the Utilities and Rooding Committee in July 2023. He was heartened to see several mitigation works that could be implemented and was comforted that if safety could not be addressed, the matter would return to the Committee. Councillor Redmond suggested that the option of utilising the eastern side of the rail corridor along Railway Road should still be investigated as a possible backup.

Councillor Williams was very heartened that staff had advised that if safety could not be addressed, the route would not be developed in this area. He expected that if consultation with PAK'N'SAVE could not resolve the safety concerns, it would mean that safety could not be adequately addressed and the matter to be brought back to the Committee.

Councillor Mealings thanked staff for their work and PAK'N'SAVE for raising their concerns with the Committee. She was encouraged to see that there would be some robust consultation and collaboration to agree on safety concerns. This was an essential part of the route, as it was the missing link between the Passchendaele Track and the rest of Rangiora.

Councillor Ward noted that whilst the Council were attempting to resolve a challenging situation, The Council must find a workable solution because, at present, cyclists were not safe travelling through Southbrook. The Council would address the Southbrook Road issues, however, it would take four or five years for the Eastern Link Road, which would incorporate a cycleway, to be developed. She believed that a solution would need compromise from all parties and working together.

In his right of reply, Mayor Gordon noted that he supported the Council exploring the development of the Eastern Link Road. However, the Council had to be realistic about the timing of its development as a vast range of issues needed to consider before the development. He commented that there was a range of holistic challenges in Fernside, Flaxton, Skewbridge and Woodend that the Council had asked staff to look at as they address traffic congestion in the district, and the proposed Eastern Link Road formed a part of that. Mayor Gordon commented that a better route may be identified in the future, but the Council had to work within the current parameters. He wished staff well and looked forward to them reporting back to the Committee on those outcomes.

5.2 **East Belt Rain Gardens** – C Button (Project Engineer) and J Recker (Stormwater and Drainage Manager)

J Recker updated the Utilities and Rooding Committee regarding the proposed East Belt Rain Gardens project in Rangiora and sought approval to proceed with the concept design. He noted that regular flooding at the intersection of East Belt and Keir Street in Rangiora had prompted the need for improved stormwater management. However, a conceptual design based on the Council's Engineering Code of Practice was unaffordable and impractical. Therefore, the existing garden areas at Rangiora High School were to be retrofitted into rain gardens and expanded where possible. The current budget for the proposed upgrade was \$90,000 for the 2022/23 financial year, including detailed and conceptual design, and \$210,000 for the 2023/24 financial year, including construction. The high-level cost estimate for this concept design was \$305,500, which was 3% above the available budget. However, through the detailed design process, this design would be refined to ensure the project was within the budget.

Councillor Williams noted that the report stated that when land to the east was developed, a transport link would provide a long-term solution to the flooding on East Belt. He requested staff to elaborate. C Button noted that the land to the east was marked to be developed in the future, and improved stormwater measures would be included.

Furthermore, Councillor Williams asked if there was a timeframe for this development and if it would resolve this long-term problem should the Council implement temporary measures. G Cleary explained that the timeframe was outside the Council's control. It was a link identified as part of the Development Plan for the eastern part of Rangiora. He noted that this work should not be seen as work that was happening instead of the future link, but rather in addition to it.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Utilities and Roothing Committee:

- (a) **Receives** report No. 230404047292.
- (b) **Approves** the finalised concept design to be progressed to detailed design and construction in the 2023/24 financial year.
- (c) **Notes** that the high level cost estimate was 3% over the available budget, however, through the detailed design process the design and engineer's estimate would be refined to ensure the project was within budget.
- (d) **Notes** that the cost estimate would be further refined during detailed design with recent tendered rates and a reflection of the extent of the design that could be included within these rates.
- (e) **Circulates** the report to the Rangiora-Ashley Community Board for information.

CARRIED

Councillor Williams commented that every move to mitigate the flooding potential around the district should be supported.

Councillor Redmond was pleased that the engineers' estimate almost matched the budget, and he was hopeful that this work would be able to be completed well within the budget.

Councillor Mealings noted that she supported the motion and applauded the fact that staff had taken the opportunity to incorporate some educational opportunities by working with Rangiora High School. In addition, she was in favour of the opportunity to mitigate stormwater and simultaneously clean it.

5.3 **87 Dunns Avenue Bank Improvements** – J Recker (Stormwater and Waterways Manager)

J Recker spoke to the report, noting that approval was sought to carry out rock placement works along Kairaki Creek (Saltwater Creek) adjacent to 87 Dunns Avenue Bank in Pines Beach. The owners at 87 Dunns Avenue contacted the Council regarding the erosion along Kairaki Creek adjacent to their property. It was observed from a site visit that the property owner had previously attempted to stabilise the banks in two locations with chain fencing and rock. The property owner also purchased concrete blocks and was proposing to have them installed along the bank adjacent to his property to mitigate any further erosion, before installing these blocks, the property owner contacted Council regarding the required consent.

J Recker further advised that the Council obtained high-level advice from consultants with geotechnical and structural experience to review the proposed concrete block solution, explore alternative solutions, and the consenting requirements for all of those. The consultants advised the Council that the concrete block solution was not recommended. However, one of the options outlined by the consultants was rock placement which could be designed and constructed in accordance with the Canterbury Regional Council Code of Practice for Defence against Waters. It was determined that the placement of rocks along the bank would improve the ability of the Council to maintain this section of the waterway and may provide some mitigation against future erosion. The drainage maintenance allocation from the Better-off Funding would fund this work.

Councillor Redmond noticed from the aerial photos that the riverbank behind the Dunns Avenue property seemed very narrow. He asked how staff were proposing to get access to place these rocks. J Recker explained that they would access the site from the other side of Kairaki Creek with a digger.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Receives** report No. 230321039464.
- (b) **Approves** the Council carrying out the rock placement works along Kairaki Creek (Saltwater Creek) adjacent to 87 Dunns Avenue Bank in Pines Beach for a sum of \$25,000.
- (c) **Notes** that this work would be funded by the drainage maintenance allocation from the Better Off Funding.
- (d) **Notes** that \$1,050,000 of the Better-off Funding was previously allocated by the Council to 'Rural Land Drainage - Maintenance Projects prioritised by staff in response to Climate Change' (Trim 220911157300).
- (e) **Circulates** this report to the Kaiapoi-Tuahiwi Community Board for their information.

CARRIED

Councillor Williams commented that he had visited the site with staff, which was quite considerable. Unfortunately, the property frontage had been worn away over the years. He believed the Council should intervene as the erosion was getting close to the corner of the landowner's house. He thanked J Recker and his team for the work he had done.

Councillor Redmond commented that it was a low-cost solution and supported the motion..

5.4 **Patronage figures for Public Transport Boardings from Park and Ride Sites** – D Young (Senior Engineering Advisor) and P Daly (Journey Planner / Road Safety Coordinator)

D Young spoke to the report noting raw data was provided by Environment Canterbury (ECan), he analysed the data..

Councillor Williams noted that the Park and Ride facility on River Road in Rangiora was bustling and always seemed full. He was concerned that the Council would need to extend the facility in time, and sufficient land may not be available. D Young explained that the current River Road facility was developed on Council owned land.

Councillor Fulton asked if the Council had zone-based information about the number of passengers using public transport to travel to Christchurch City Central. D Young noted that the report only highlighted passengers using the Park and Ride facilities. However, staff could also look at neighbouring bus stops to capture the number of regular bus users.

Councillor Redmond questioned if getting all the bus patronage figures and trends was possible. D Young undertook to forward a memorandum with the raw data to Committee members.

Councillor Mealings enquired if ECan could track route user numbers by using bus cardholders' data. D Young undertook to enquire and report back to the Committee.

Moved: Councillor Mealings

Seconded: Councillor Ward

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 230308032102.
- (b) **Notes** the increase in boardings at these locations, over the past 18 months of Park and Ride operation.
- (c) **Circulates** this report to the Rangiora-Ashley and the Kaiapoi Tuahiwi-Community Boards for information.

CARRIED

Councillor Mealings commented that it was heartening to see that Park and Ride usage had increased even in the wake of Covid and that it seemed to be going from strength to strength, so much so that Council were looking at improving our Park and Rides and thinking about the future capacity needs. She was interested to see what other information staff could extrapolate from the reports regarding the usage of other bus routes.

Councillor Ward wondered that with the Central Government encouraging people to use public transport, if the Council should expand the Park and Ride operations to include areas such as Mandeville, Oxford, Pegasus and Woodend. She believed the Council should be lobbying Central Government for additional funding to get the vehicles off the road.

Councillor Redmond noted that the data was interesting, although the figures seemed relatively high, however, it was encouraging to see that patronage was increasing.

In her right of reply, Councillor Mealings commented that data was open to interpretation, however, looking at the total of all Park and Ride stops, for example, over the month of December of 4,259, even if you half that it was still 2,000 fewer cars on the road.

6 CORRESPONDENCE

Nil.

7 **PORTFOLIO UPDATES**

7.1 **Roading – Councillor Philip Redmond**

- Butchers Road Culvert - all the sheet piling had been removed, but there was still work and a guard rail to be installed. It should be completed by the end of April 2023.
- Southbrook Road / Torlesse Steet / Coronation Street intersection – work was progressing well all new traffic signal poles had been installed and footpaths were being asphalted.
- Curb and channel renewals – work was complete on Good Street and would commence on Geddis Street.
- Mulcocks Road right turn bay – work was continuing. The sealing of the widened area had been completed and street signage was now being installed. The project was nearing completion. Also, the grass in the drainage areas had been sprayed.
- Pavement repairs had now been completed on Revells Road.
- Footpath renewals work was near complete on Otaki Street

Councillor Williams noted that the Council had received a complaint about the Butcher Road culvert not being large enough for the volume of water. He questioned if the culvert size had been increased. Councillor Redmond noted that he had spoken with contractors working on the site and confirmed that the metal culvert was severely rusted. G Cleary pointed out that the new culvert was designed to be the appropriate size for the catchment..

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

- Communications had gone out to the community regarding the chlorination and drop-in sessions planned for May 2023.
- A meeting would be held at the Woodend Waste Treatment Plant about funding and planting on 29 April 2023.
- A Mandeville diversion meeting with Cullen Avenue residents would be held on 27 April 2023.
- Colin Roxburgh had been appointed as the new Project Delivery Unit Manager.

7.3 **Solid Waste– Councillor Robbie Brine**

- There was a fire in one of the rubbish pods at Southbrook, reportedly caused by a battery-operated vacuum cleaner. Site staff followed all the correct procedures, the fire was extinguished quickly, and the fire service was closed to ensure no further risk.
- On 11 April 2023, there was a break-in at Southbrook, the fence at the rear of the property was cut, the offender removed the side sliding window and attempted to remove the tills, but they were empty, the alarms went off, and Waimak Patrol was on site within five minutes, and Police attended.
- Staff were working with Waste Management to improve the provision of collection services, which had slipped in the last few months. The initial challenge was getting drivers over covid related factors. Additional drivers and vehicles would be brought in to assist. They also proposed making some changes to collection routes to even out the workload across the week.
- Curb side recycling bin audits would commence on 1 May 2023.
- Curbside recycling bin audits would commence on 1 May 2023.

- Eco Educate attended the Elevate Market to run a low-waste event, they achieved 88% diversion from landfill, with almost 73% going to compost and worm farms. 15.5% recycling and 11.5% going to landfill.
- Attending the Wasteminz Conference.

Councillor Fulton noted that in Methven, he saw the contractor around town picking up the public waste bins, marked in their colours waste, recycling and green. Then, all went in the environmental waste truck. He asked if this was the practice in the Waimakariri. Councillor Brine explained that if they believed there was likely to be a high level of contamination, there was only one place it could go: the landfill.

Councillor Mealings asked if Waimakariri had any of these bin stations with recycling, green and waste. Councillor Brine noted that there was one in Cust, and there would be a submission from Loburn wanting one there. Cust worked well and there was very little contamination.

7.4 Transport – Mayor Dan Gordon

Mayor Gordon was not present for his update.

8 MATTERS REFERRED FROM THE WOODEND-SEFTON COMMUNITY BOARD

8.1 Recommendation for proposed upcoming works at Norton Place, Woodend – T Matthews (Project Engineer) and J Recker (Stormwater and Waterways Manager)

J Recker spoke to the report noting that approval was being sought to proceed to detailed design and construction of upgrading the existing sump option at Norton Place in Woodend. Only one recorded property flooded in June 2019, during a 1-in-100-year weather event. The design intent was to capture the surface water before it flows towards Norton Place. The sump upgrade option involved installing additional double sumps upstream of Hewitts Road and a new double sump at the low point in Norton Place. A non-return valve would also be installed to prevent backflow from Hewitts Road to Norton Place, all at an estimated cost of \$165,000.

In response to a question from Councillor Redmond, J Recker confirmed that staff had not yet met with the affected property owner.

Councillor Williams noted that upgrading the sumps would only assist with blockages. He asked if the Council needed to extend the current stormwater system in that area. J Recker pointed out that the sump option was to meet the current level of the Council's Code of Engineering practice.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Utilities and Roding Committee:

- Receives** Report No. 230224025812.
- Approves** the recommendation to proceed with design and construction of the upgrading existing sump option in 2023/24.
- Notes** that there would still be an issue of lack of secondary flow path out of Norton Place for extreme events. However the 50 year level of service was maintained to prevent flooding of private property, by routine sump maintenance. It was likely Council would continue receiving complaints due to ponding in road reserve and the time it takes for the water to drain away.

- (d) **Notes** that this was a reduced scope of work from the previously accepted design of overland flow path through Norton Reserve and Hewitts Road and had come about due to the practical challenges and constraints of the current localised topography and construction estimate for this upgrade being beyond the available budget.
- (e) **Notes** that in events great than 1 in 100 years, overland flow path would continue to follow the natural low point towards the property.
- (f) **Notes** that this option can be integrated into any future stormwater upgrades along Hewitts Road.

CARRIED

Councillor Williams commented that it was a sensible solution as it was essential to protect the property.

Councillor Mealings agreed, and she noted that it was an excellent initial step to address the flooding in the area.

Councillor Redmond noted that the matter was discussed at the Woodend-Sefton Community Board. Unfortunately, there was no cost-effective solution for this one particular property. There had been a proposal to use the northern reserve as a retention basin, but consultation with the residents did not support that option.

9 MATTERS FOR INFORMATION

- 9.1 **Request approval for Stop Controls on Powells Road at McJarrows Road / Victoria Street** – Shane Binder (Senior Transportation Engineer)
(Report No. 230109001491 to the Oxford-Ohoka Community Board meeting of 6 April 2023)

Councillor Mealings noted that this had been discussed at the Oxford-Ohoka Community Board meeting, and the community was concerned about this dangerous intersection. There had recently been an accident at the corner, and due to the poor visibility, having it as a giveaway sign did not make much sense. Therefore, the Community Board moved that it be changed to stop control.

Moved: Councillor Mealings

Seconded: Councillor Redmond

THAT the Utilities and Roothing Committee

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

CARRIED

Councillor Mealings commented that the intersection was not visible enough, and changing to a stop control therefore made sense.

Councillor Fulton noted that the resident had contacted him a few months ago and she had done an excellent job rallying the community, going through the process and interacting with the Community Board.

10 QUESTIONS UNDER STANDING ORDERS

Nil.

11 URGENT GENERAL BUSINESS

Nil.

12 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

Moved: Councillor Brine

Seconded: Councillor Ward

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

- Item 14.1 Report from Management Team meeting of 20 March 2023
- Item 14.2 Report from Management Team meeting of 3 April 2023
- Item 14.3 Report from Management Team meeting of 3 April 2023

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

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
14.1 Report from Management Team meeting of 20 March 2023	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
14.2 Report from Management Team meeting of 3 April 2023	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
14.3 Report from Management Team meeting of 3 April 2023	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).

CLOSED MEETING

Resolution to Resume Open Meeting

Moved: Councillor Williams

Seconded: Councillor Redmond

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

The public excluded portion of the meeting commenced at 11.19am and concluded at 11.30pm.

NEXT MEETING

The next meeting of the Utilities and Roding Committee would be held on Tuesday 23 May 2023 at 9am.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 11.30AM.

CONFIRMED

Handwritten signature in black ink that reads "Niki Mealing".

Chairperson

23 May 2023

Date