

**MINUTES OF THE MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY, 21 MARCH 2023, AT 9.00AM.**

**PRESENT**

Councillor N Mealings (Chairperson), Councillors R Brine, P Redmond, J Ward, P Williams

**IN ATTENDANCE**

Councillors N Atkinson, B Cairns (via teams) and T Fulton.

J Millward (Acting Chief Executive), G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transport Manager), K Simpson (Three Waters Manager), D Young (Senior Engineering Advisor), K LaValley (Project Delivery Manager), K Straw (Civil Projects Team Lead), R Kerr (Flood Recovery Programme Manager), T Matthews (Project Engineer), J Recker (Stormwater and Waterways Manager) and E Stubbs (Governance Support Officer).

**1 APOLOGIES**

Moved: Councillor Ward

Seconded: Councillor Brine

**That** an apology for absence be moved and sustained from Mayor D Gordon.

**CARRIED**

**2 CONFLICTS OF INTEREST**

No conflicts of interest were declared.

**3 CONFIRMATION OF MINUTES**

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

Moved: Councillor Ward

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 February 2023, as a true and accurate record.

**CARRIED**

**3.2 Matters arising (From Minutes)**

Nil

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

Moved: Councillor Redmond

Seconded: Councillor Williams

**THAT** the Utilities and Roading Committee:

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

**CARRIED**

## **PUBLIC EXCLUDED MINUTES**

*(These Minutes were considered in the public excluded portion of the meeting)*

### **3.4 Minutes of the public excluded portion of the Utilities and Roothing Committee meeting Tuesday 21 February 2023.**

## **4 DEPUTATION/PRESENTATIONS**

### **4.1 Proposed Railway Road Cycleway – James Flanagan and Rebecca Parish (Rangiora PAK'nSAVE)**

J Flanagan introduced himself as the owner/operator of Rangiora PAK'nSAVE and R Parish as Head of PAK'nSAVE Property South Island. He noted that they had presented to the Rangiora-Ashley Community Board when they considered the matter on 8 March 2023 (Trim: 230306030286).

J Flanagan explained that PAK'nSAVE had grave safety concerns regarding the cycleway, particularly with heavy vehicle movement through the loading operation on the corner of Station and Railway Roads. PAK'nSAVE also had concerns regarding locating the cycleway alongside the uncontrolled railway crossing on Railway Road.

R Parish commented on the obligation of the Council to prioritise Health and Safety. While they understood cyclists were important, they had significant concerns regarding the cycleway as heavy vehicles may accidentally veer into the cycleway, which children perceived as safe. She believed safety concerns should be considered prior to the detailed design phase and requested that the Council pause the process and consider safety.

Councillor Williams asked if there were other heavy vehicle movements in that area. J Flanagan noted several commercial operations, such as North Canterbury Truck and Trailer Services, Carters, Rangiora NPD Fuel Station and North Canterbury Engineering, which heavy vehicles visited regularly.

Councillor Williams further enquired if the heavy vehicles were using Marsh Road, and J Flanagan replied he did not believe so as the road was primarily shingle.

R Brine noted that 24,000 vehicles used Southbrook Road per day, of which over 1,000 were heavy vehicles and asked if it was PAK'nSAVE's position that Southbrook Road was a more viable option for cyclists. J Flanagan replied that they believed Railway and Southbrook Roads were both unsafe.

Councillor Redmond commented on concerns from residents regarding vehicles using Marsh Road – Waikoruru Road as a shortcut from the east to PAK'nSAVE. He asked how many heavy vehicle movements PAK'nSAVE had per day. J Flanagan advised there were between 20 to 30 vehicles between 7am and 5pm. The conditions on their resource consent were, however, for movements between 7am and 7pm.

Councillor Redmond further asked if the heavy vehicles route was specified in PAK'nSAVE's resource consent. J Flanagan commented that the routing circuit was discussed heavily in the design phase.

Councillor Mealings questioned where PAK'nSAVE would consider installing the cycleway. J Flanagan believed the future eastern bypass link would be a good option, the road did not need to be present for the cycleway to be built.

*Item 8.1 "Approval of Scheme Design for Consultation – Transport Choices Project 2 – Railway Road / Torlesse Street / Coronation Street / Country Lane" was taken at this time. The Minutes have been recorded as per the agenda.*

## 5 REPORTS

### 5.1 Flood Mapping Freeboard and Floor Level Technical Practice Note – G Cleary (General Manager Utilities and Roading) and K LaValley (Project Delivery Manager)

K LaValley spoke to the report, which sought the Committee's recommendation to the Council to endorse the Flood Mapping Freeboard and Floor Level Technical Practice Note and associated process. As key points had been previously discussed at a Council workshop, she would take the report as read.

K LaValley had liaised with the Planning Unit following the discussion regarding recession planes at the previous workshop and noted that there were no changes in the Recession Plane Rules in the Proposed District Plan, and breaches to the Recession Plane would still trigger a Resource Consent. However, the Planning Unit were aware that finished floor levels could impact Recession Planes, and they were developing an approach to minor infringements with regard to Recession Planes.

Councillor Redmond asked how the Flood Mapping Freeboard and Floor Level Technical Practice Note fit the existing policy. K LaValley explained that there was an existing policy or practice note, however, the current practice followed the Draft Practice Note.

Councillor Williams questioned how accurate flood modelling was. K LaValley advised that district flood models had recently been reviewed and staff had confidence the models were robust. However, there were always uncertainties associated with models and allowances needed to be made for possible variances.

Councillor Williams asked if the three new pumps had been taken into consideration. K LaValley replied that the models were based on pumps and other infrastructure not operating, which provided additional confidence if there were failures. Councillor Williams asked about the probability of failure, and K LaValley explained that many factors needed to be considered, including power failure. The type of events considered for finished floor levels were more significant events that infrastructure could deal with.

Moved: Councillor Redmond

Seconded: Councillor Williams

**THAT** the Utilities and Roading Committee:

(a) **Receives** report No. 200108001550.

*AND*

**THAT** the Utilities and Roading Committee recommends:

**THAT** the Council:

(b) **Endorse** the Flood Mapping Freeboard and Floor Level Technical Practice Note and associated process (Record No. 200106000520 and 220323042890).

(c) **Notes** that the processes and requirements in this Technical Practice Note will be used by staff when setting minimum floor levels in relation to building, subdivision and land development in the district.

(d) **Notes** that the Technical Practice Note may need to be revised once the Proposed District Plan is adopted to reflect the proposed changes to the natural hazards chapter.

- (e) **Notes** that the Technical Practice Note was a living document and may be amended by the General Manager Utilities and Roading, 3 Waters Manager or Project Delivery Manager with any major changes to be brought to the Council for endorsement.

**CARRIED**

Councillor Redmond commented that the recommendation was to formalise Practice Notes already in use to minimise the risk of water entering houses. It was uncertain times with heavier and more frequent rainfall events, and foundation levels were something they could address now. The Council needed to consider the bigger picture by preparing for more significant events, which assisted in protecting people's larger asset.

Councillor Williams commented that he was not confident that flood mapping was 100% correct. However, it was important that the district was prepared for adverse events. He noted the extra building cost added to new builds, however, it was better to err on the side of caution.

Councillor Brine reflected on issues he had with found with raising floor levels and the effect that had on recession planes – The Council needed to bear in mind the consequences of decisions. He agreed that the Council needed to be looking to the future.

Councillor Mealings liked that the occupant as well as neighbouring properties were protected. It was also providing clarity to staff to stand by recommendations. With minimum standards it could difficult to make the case that something better could be done. Minimum floor levels were set to protect dwellings, however, in low-lying areas it was not always possible to rely on engineering solutions.. It was important to future proof as much as possible.

Councillor Redmond appreciated there were costs involved, however it was the Council who was blamed following adverse events.

5.2 **Ashley Street Stormwater Upgrade** – T Matthews (Project Engineer), J Recker (Stormwater and Waterways Manager)

J Recker provided a brief background on the Ashley Street Stormwater Upgrade. He noted that the scope of work had been reduced from since the previously accepted design. Further modelling and cost/benefit analysis had found that the full benefits of the project would not be realised until the capacity in the downstream North Drain had been improved. The work to upgrade the existing sumps would not increase capacity, however, would reduce the risk of blockages which had been identified in several flood events. The proposed work did not prevent further upgrade of the stormwater system in the future.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 230308032092.
- (b) **Approves** the recommendation to upgrade the existing sumps to back entry double sumps along Kingsbury Avenue.
- (c) **Notes** that this was a reduced scope of work from the previously accepted design of stormwater pipe upgrades on Kingsbury Avenue and Ashley Street, and had come about due to the construction estimate for this upgrade being beyond the available budget.

- (d) **Notes** that Council staff would monitor any future flooding along Good Street, Kingsbury Avenue and Golding Avenue intersection. When capacity improvements were made in North Drain, Council should consider the stormwater capacity upgrade to further reduce the depth of flooding.
- (e) **Notes** that a road reseal was planned for this area in 2024/25 financial year, so any future upgrades would require trenching through the new seal.
- (f) **Notes** that a water renewal was to be included within the same contract, however, this would now likely be done as a standalone project, which was expected to increase its cost.
- (g) **Notes** that the Council would continue receiving complaints with the time it takes for the water to drain away.

**CARRIED**

Councillor Williams believed it was a sensible approach and staff could come back if needed.

Councillor Redmond supported the recommendation and commented the original design had a large cost with minimal benefit when the main issue was downstream.

Councillor Mealings believed it was a common-sense approach that did not discount the ability to upgrade in the future.

5.3 **July 2022 Flood Response Update** – K Simpson (Three Waters Manager), J McBride (Roading and Transport Manager) and R Kerr (Flood Recovery Programme Manager)

R Kerr noted it was a progress update report following on from previous reports. There were 21 investigations remaining to complete. While those remaining were the most difficult, they were being worked through. The capital works investigations would flow through into future decisions.

R Kerr highlighted three tables in the report, firstly related to capital works undertaken under the emergency works budget at an approved \$3.82 million, secondly the proposed works for the next and subsequent financial years which were in the current forecast and thirdly around \$2 million of work which was currently unfunded.

Councillor Mealings asked for clarification on the Bradleys Road/ Vicenza culvert upgrade and K Simpson advised that R Kerr and team were working with landowners, a contractor had been engaged and work would begin in the near future. It was a cost share arrangement with the landowner.

Moved: Councillor Ward

Seconded: Councillor Williams

**THAT** the Utilities and Roading Committee:

- (a) **Receives** Report No. 230306030501.
- (b) **Notes** that investigations, funded physical works and maintenance actions arising from the July 2022 floods were well advanced, with the majority expected to be completed prior to winter 2023.

- (c) **Notes** that the investigations were identifying a range of potential capital projects which were being managed as follows:
- Three projects with a combined estimated costs of \$790,000 were proposed in the FY23/24 draft Annual Plan.
  - Nine projects with a combined estimated cost of \$6.35 million were included in outer years of the long Term Plan.
  - A further ten projects that were currently not included in any forecasts would be investigated and scoped further and offered for consideration in the next Long Term Plan process (2024-2034) or the Three Water Reforms Transition process.
- (d) **Circulates** this report to all Community Boards for information.

**CARRIED**

Councillor Ward thanked staff commenting it was work that needed to be invested in. Councillor Williams had confidence pumps would not fail.

## 6 **CORRESPONDENCE**

Nil.

## 7 **PORTFOLIO UPDATES**

### 7.1 **Roading** – Councillor Redmond

- **Kerb and Channel Renewals**  
Good Street was progressing well and work on Geddis Street would begin soon.
- **Butchers Road Culvert**  
Was nearing completion.
- **Southbrook Road / Torlesse Street / Coronation Street Intersection**  
Work was continuing on the intersection.
- **Mulcocks Road Right Turn Bay**  
Work had begun on the installation of the Right-turn-bay on Skewbridge Road at Mulcocks Road. Construction would be complete toward the end of March.
- **Pavement Rehabilitation**  
Failed areas on Oxford Road were being addressed.  
Revells Road rehabilitation was in progress.
- **Footpath Renewal**  
Eyre Place and Otaki Street in Kaiapoi were underway.
- **Gravel Roads**  
Had received a number of complaints regarding the state of shingle roads in the district, J McBride and G Cleary had advised they were addressing some of the those issues.

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

#### Water:

- **Temporary Chlorination Update**  
Feedback for the Cust Application had been submitted to the Water Regulator. Communications regarding chlorination would be going out soon.
- **Monthly Compliance**  
The report had been electronically submitted.

Wastewater:

- Treatment Plants  
Planting at Woodend and Kaiapoi Treatment plants was planned for spring.

Stormwater:

- Max Wallace Drive  
Residents had raised a number of drainage issues.
- Drainage Advisory Groups  
Meetings had been well attended.  
An Ohoka Stream walk was to be held this Thursday with Advisory members.

7.3 **Solid Waste** – Councillor Brine

Kerbside Collections:

- Bin Audits:  
28% of bins were contaminated, 3% received a gold star and the remainder received 'educations'.
- There had been several missed areas in recent months which was to be taken up further with Waste Management.
- All collections scheduled for ANZAC Day would be scheduled for collection the following day.

Southbrook RRP:

- A new manager had been appointed at the transfer station.

Cust Rural Recycling Facility

- CCTV Cameras had been installed at Cust.

7.4 **Transport – Mayor Dan Gordon**

Mayor Gordon was not present to provide a report.

**8 MATTERS REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD**

**8.1 Approval of Scheme Design for Consultation – Transport Choices Project 2 – Railway Road / Torlesse Street / Coronation Street / Country Lane** – K Straw (Civil Projects Team Leader), A Kibblewhite (Senior Project Engineer) and J McBride (Roading and Transportation Manager)

D Young introduced the report noting that this, and the three following cycle route reports, had been considered by the relevant Community Boards and referred to the Committee for approval. During Board consideration the cycle routes had been reviewed section by section in a detailed manner. The purpose of the report was to approve the scheme concept to go out for consultation. This phase of consultation was not for the whole community, however, would rather focus on affected parties on route including PAK'nSAVE as a key stakeholder.

D Young reported that the Council had already adopted the Cycle Network Plan which had effectively approved the routes. There had been some discussion that PAK'nSAVE may not have been appropriately consulted, and staff recognised in hindsight that there could have been a better engagement with interested parties. Staff, was aware of PAK'nSAVE's concerns, however, if the Committee chose to delay the work the Council would lose the external funding and the cycleway would therefore not be constructed. Currently the Council had only a \$500,000 annual budget for cycleways which would be insufficient for the work to be done satisfactorily. If Council chose to fully fund the work there would be a significant impact on rates.

D Young believed the identified safety concerns were manageable with a wide range of engineering options, such as barriers or requiring cyclists to get off their bikes. He acknowledged that the design would require careful consideration to maximise safety, however this would be an opportunity to build a safe place for cyclists to pass through the area. While the Railway Road cycle route from Southbrook to the Town Centre had challenges, it remained the best option. There were significant heavy vehicle movements associated with M10, and any cyclist interaction on Flaxton and Todds Roads further impact congestion on Southbrook Road.

D Young reiterated that the scheme concept had been recommended from the Rangiora-Ashley Community Board for approval. During their consideration of the matter the Board had been through the design page by page and the issues had been clearly laid out.

Councillor Mealings referred to the intersection redesign and enquired if there was any opportunity to create more room for vehicle turning. K Straw advised that a consultant would be engaged to look at potential future layouts of the level crossing intersection area. KiwiRail and WSP were investigating broader opportunities to improve the intersection. What had not been considered was a minor or intermediate upgrade which could be done as part of the cycleway work and improve the turning circle.

Councillor Williams noted his concerns regarding children cycling on busy roads. He asked if staff could present a report addressing whether the funding would be better spent to start the cycle route on the eastern bypass link and bring that work forward. It would link Southbrook with the MainPower Sports Stadium and keep children safe. He knew the landowner would work with the Council on the project. D Young noted that was the decision of the Committee, however, he cautioned about the significant complexities and timeframe required with that approach. Currently, the Council did not own and had no rights to the land required, as the designations over the required land for the road were going through the Proposed District Plan process. In addition, funding for the project was not budgeted for another 10 to 13 years, and while that could be brought forward, there were still significant negotiations with the landowners to work through, including its significant impact on active farm operations. Furthermore, the purpose of the route was to link the Passchendaele path to the Rangiora Town Centre, a path through a paddock to the east may be underutilised as it did not take cyclists to the town centre.

Councillors Mealings and Redmond questioned if urgent reconsideration of the southern portion of the cycleway would impact the funding available for the project. D Young advised that the deadline for funding was the end of June 2024. However, he believed that achieving a detailed design that staff had confidence in, that left the State Highway and ran along an undetermined route through the Council sewerage area and paddocks, across Marsh Road, with a rail crossing would not be achievable in the required timeframe. In addition, the Council would also need to make changes to the application for funding and provide an explanation for changing the route that had funding approval. Finally, he advised that staff would not be able to provide a very high-level feasibility report in a month.

In response to a question from Councillor Ward, D Young noted that all routes considered had been through a multi-criteria analysis to consider a range of matters. The route west of Mitre10 had scored poorly on the health and safety due to several issues, including the garage, the Flaxton Road intersection and the Ellis and Todds Roads intersection (which had many heavy vehicle movements).



Councillor Ward again enquired about the eastern bypass route. D Young noted that staff were prepared to abide by the Committee's decision, however he reiterated his previous concerns about the narrow timeframe, the complexities of negotiations, and lack of current funding. G Cleary highlighted that to put in a route along the future eastern road link would realistically take years. He further explained that currently there were two recognised significant deficiencies in the cycle network. The first was the roundabout at Pegasus/Ravenswood and the second was Southbrook and these deficiencies were immediate issues. Funding was available to provide the best route that staff had been able to design, which closed the gap and completed the route from the centre of Rangiora to Christchurch. PAK'nSAVE had outlined their concerns and advice from staff was that they were willing to work with them to try and elevate their concerns. The advice from staff was therefore that any delay would create a risk of not being able to complete the project while the funding window was available. G Cleary added that he believed a future cycle link along the eastern bypass was essential, however, that would be supplementary to the Southbrook route rather than a replacement.

Councillor Mealings asked if approving the scheme concept today would prevent staff from pursuing other avenues if it was determined during the consultation phase that effective solutions could not be found. D Young explained that the pre-implementation funding had been approved, and the next big goal was to submit the implementation plan for which the Council would seek the construction costs from Waka Kotahi. The implementation report plans were detailed, and if in two to three months' time there was uncertainty about design there was significant risk that the implementation funding would not be approved.

Councillor Mealings questioned if staff believed they had enough options to work through to find solutions for issues on the cycle route. D Young was confident there were, he highlighted that a key part of the process was the Road Safety Audit that would be carried out to provide an independent, expert review on the design. Staff were happy to work with appropriate parties in order to do all that was possible to minimise risk, for example PAK'nSAVE may choose to engage their own Road Safety expert to provide evidence toward design.

Councillor Brine sought clarity on the traffic movements on Southbrook Road and heavy vehicle statistics, however, staff did not have them on hand, but traffic counts indicated heavy vehicle numbers were not insignificant. Councillor Brine then asked if K Straw and D Young were both qualified engineers and it was confirmed they were.

Councillor Fulton asked if it would be possible to develop a portion of the trail as a gravel track on the eastern route with minimal encumbrance on the landowner. D Young advised that discussion could be had with the landowner if the Committee requested.

Councillor Redmond commented that the need for safety as paramount and D Young explained that 100% was not an achievable or appropriate level to guarantee. Staff aimed for zero risk, however, there was an element of judgement. Councillor Redmond then asked if a Safety Audit could be completed now and brought back to the Committee for the following meeting and staff advised that was possible.

Councillor Williams was concerned that securing funding for the cycleway was being placed before the safety of the children who would be using it. He did not see an alternative to the eastern route, as all other links had heavy vehicle traffic. D Young noted that staff believed the recommended scheme concept would achieve both safety and secure funding. He commented that Rangiora was not alone in having heavy vehicle traffic and many cycleways were currently being constructed to make that interaction safer.

Councillor Atkinson asked if the possibility of having the cycleway along the railway line on the opposite side of the tracks had been considered. D Young advised that the option had been raised, however, had not yet been explored in depth. Nonetheless staff were very much engaged with KiwiRail in discussing the intersection and he believed it was a good suggestion that could be put forward to KiwiRail.

Moved: Councillor Williams

Seconded: Councillor Ward

**THAT** the Utilities and Roothing Committee:

- (a) **Requests** a Safety Audit of the proposed scheme concept in relation to Southbrook.
- (b) **Requests** a reconsideration of alternative routes in the Southbrook area.
- (c) **Notes** staff will present a further report to the next Utilities and Roothing Committee meeting.

**CARRIED**

A Division was called

**For:** Councillors Redmond, Ward and Williams

**Against:** Councillors Brine and Mealings

3:2

Councillor Williams had significant concerns regarding the safety of children using the cycleway, with the issues raised by PAK'nSAVE the largest barrier. It was not just the 20 daily truck movements from PAK'nSAVE, but also the other businesses in the area that had heavy vehicle movements. He did not feel confident that a safe environment could be created for children. Councillor Williams also believed that the consultation needed to be wider to include people from all over Rangiora who would use the cycleway. Due to the uncertainties regarding use of agricultural land or a path along the railway line, he believed further work was required.

Councillor Ward was supportive of the motion as she believed there needed to be further research into the possibility of using the land adjacent to the railway line or the farm. She noted the health and safety concerns around Mitre 10 and believed they were relevant to the proposed route also. With a change of Government funding may be immediately available for a bypass link. In the meantime the Council needed to find a solution for a safe route and she therefore suggested a pause to find an interim solution until construction of the eastern link road and cycleway to connect Passchendaele to Northbrook Road.

#### Amendment

Moved: Councillor Mealings

Seconded: Councillor Brine

**THAT** the Utilities and Roothing Committee:

- (a) **Approves** the Scheme Concept as per Attachment i of this report for the purposes of consultation.
- (b) **Notes** that staff would present the approved Scheme Concept to directly impacted residents and stakeholders for feedback.
- (c) **Notes** that feedback from the consultation would be fed into the Detailed Design, and that the Detailed Design will be reported back to the Board in May 2023.
- (d) **Notes** the scheme concept requires the removal of seven on street car parking spaces at the locations detailed within the draft No Stopping Schedule included as Attachment iii of this report, and that the final approval of any parking spaces to be removed will be included within the detailed design report in May 2023.

- (e) **Notes** that any parking to be removed as result of the Scheme Concept would be communicated directly with the immediate adjacent residents.
- (f) **Notes** that the scheme concept required the removal of 12 existing street trees, which were required to be replaced in alternative locations as noted in attachment iv of this report, and that final approval of the removal of any street trees would be included within the detailed design report in May 2023.
- (g) **Notes** that the removal of street trees had been discussed with Greenspaces, who are represented on the Project Control Group. Greenspace are supportive of the removal of the identified trees provided that they are replaced elsewhere along the length of the route.
- (h) **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 is complete by June 2024.
- (i) **Notes** that the funding agreement between Waka Kotahi and the Waimakariri District Council is dependent on the site having been through an independent Road Safety Audit process, which will proceed upon acceptance of this report, and that the safety audit may result in further minor design changes.
- (j) **Notes** that other options can be pursued if adequate solutions cannot be found with affected parties.

**LOST**

A Division was called

**For:** Councillors Brine and Mealings

**Against:** Councillors Redmond, Ward and Williams

2:3

*The resolution was lost and the original motion remained the substantive motion*

Councillor Mealings commented that the recommendation to approve the scheme concept came from the Rangiora-Ashley Community Board who had discussed the matter robustly and in detail. Cycleways improved safety and were not just for children getting to school, there were many people in and outside of the district who used cycleways. The route was the most direct path on the roads that they had available, while the eastern bypass was in planning, there was not a date for that yet and there was a lot that needed to be completed first. Southbrook Road was unsafe for cyclists and the Council ran the risk of losing the opportunity to improve safety for cyclists through Southbrook due to the required timeframes. The recommendation was to approve the scheme concept to go for consultation and work with affected parties such as PAK'nSAVE to ascertain if a solution could be found. This approach was the only way to retain the funding that Council had and it was not prioritising funding over safety. She did not know if the Railway Road route would be any safer, however, she would like to find out. She believed the recommendation from the Community Board provided the most leeway and options to explore all possibilities.

Councillor Brine agreed with the sentiments of Councillor Mealings. The cycleway was not just for children. He was a regular cyclist through Southbrook and he currently walked his bike through sections as in reality it was too dangerous to ride. He was frustrated by comments by colleagues regarding the eastern bypass as the Council had been advocating for the bypass for over 20 years, and there was no guarantee that it would be built. He did not believe there was a comparison between the 30 to 40 traffic movements behind PAK'nSAVE and the dangers cyclists currently faced on Southbrook Road. He urged Councillors to listen to the recommendations of the two highly qualified engineers before them.

Councillor Atkinson noted that he did not have a vote on the matter, however, agreed with Councillor Brine. Recommendation (j) allowed the design to proceed with the 90% of the cycleway that there was no argument with, while still investigating options in the PAK'nSAVE area. He did not believe money was being put over safety, the money was available and staff were working to make funding fit a recognised project, that approach did not take away from safety – Waka Kotahi, KiwiRail and the Council would never allow that. He believed the project should be allowed to proceed and noted that the public consultation would provide further feedback to be fed into the Detailed Design. He suggested developing a cycleway through farmland may be suitable as a recreational route, however, would not be meet the needs of commuters or those cycling to schools. The cycleway was not just for cyclists but also for modes such as walking and mobility scooters and their needs also needed to be considered. He urged Councillors to support the amendment as provided the opportunity to move forward while also investigating other options.

Councillor Mealings commented that mixed use paths were being created all around the country for the purpose of trying to make alternatives to vehicle use safer. The proposed route was the shortest line between two destinations and whenever people were not in a vehicle that was important. The recommendations did not preclude finding a good solution to the area that raised concern. If it was found through consultation and design that an adequate solution could not be found, then the decision to not proceed could be made then and nothing was lost. She urged members to make best use of the funding provided by Waka Kotahi. Delay now would mean losing funding leaving ratepayers to foot the bill in the future.

Councillor Ward commented that the funding expired at the end of June 2024. This provided time for staff to report back to the following Utilities and Roading meeting regarding further options. There were potentially safer routes such as the eastern side of the railway line, or through farmland that should be explored. She reiterated the need to pause the process to look at safer options, and believed that could be achieved without holding up the process for too long or impacting on funding.

Councillor Redmond supported the motion as he believed there needed to be further information around safety aspects and he was sympathetic to the concerns expressed by PAK'nSAVE. Rather than a 'build it and they will come' approach he would like to know if there were alternative routes and the safety aspects of the existing scheme design.

Councillor Brine did not support the motion. He compared the two truck movements an hour on Railway Road to the large number of truck movements on Southbrook Road. In front of them they had two qualified engineers and two people with a good knowledge of the area – it must be possible to find a solution that was able to remove cyclists from Southbrook Road. The eastern bypass was not a solution at this time and it still required funding. He referred to his 41 years of road safety experience as a member of the police.

Councillor Williams in his right of reply believed there were many more than two truck movements on Railway Road when other businesses were taken into consideration. He did not believe the motion to further investigate options for safety was holding things up. The National Government had indicated they would support the Eastern Bypass.

8.2 **Approval of Design – Transport Choices Project 4 – Rangiora On-Road Cycle Lane**  
– K Straw (Civil Projects Team Leader), Allie Mace-Cochrane (Project Engineer) and J McBride (Roading and Transportation Manager)

K Straw and D Young introduced the report noting that the recommendation was to approve the design. If approved it would move forward to implementation and there would be discussion with impacted residents as the project progressed. The report would be taken as read and staff were happy to answer any questions.

D Young noted that they had just received an email from Waka Kotahi who had expressed some concern around the interaction between cycles and traffic. Barriers had been designed in some key parts and staff would go back to Waka Kotahi to discuss in further detail. Any material changes to design would be brought back to the Rangiora-Ashley Community Board.

Moved: Councillor Ward

Seconded: Councillor Brine

**THAT** the Utilities and Roading Committee:

- (a) **Approves** the Design as per the Design Drawing Set (Trim 230216020671), noting that the staff would then implement the works.
- (b) **Approves** the No Stopping Schedule as per the Schedule of No Stopping Restrictions (Trim 230217021456).
- (c) **Notes** that staff would inform impacted residents and stakeholders prior to works being implemented.
- (d) **Notes** that the works as designed would result in the loss of 40 on-street, car parking spaces, though out the length of the project, at the locations specified within the Schedule of No Stopping Restrictions (Trim 230217021456).
- (e) **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 were completed by June 2024.
- (f) **Notes** that the funding agreement between Waka Kotahi and the Waimakariri District Council was dependent on the site having been through an independent Road Safety Audit process, which would proceed upon acceptance of this report, and that the safety audit may result in further minor design changes.

**CARRIED**

Councillor Ward thanked staff for their work.

Councillor Williams advised that he had voted against the recommendation at Community Board level, however, was now happy to support. He wanted the Council to be mindful that another 40 carparks were being lost for the project.

## 9 MATTERS REFERRED FROM THE WOODEND-SEFTON COMMUNITY BOARD

### 9.1 Approval of Scheme Design for Consultation – Transport Choices Project 3 - Woodend to Pegasus Footpath – K Straw (Civil Projects Team Leader), A Mace-Cochrane (Project Engineer) and J McBride (Roading and Transportation Manager)

K Straw and D Young spoke to the report which had been through a similar process as the previous cycleway reports. The main issue from a Waka Kotahi perspective was that they had not picked up that the footpath between Woodend and Pegasus was not part of the Transport Choices funding application. The section would be addressed as part of future walking and cycling links.

At the northern end of the link (exiting Woodend) the design involved utilising the shoulder of the state highway as the berm had a large drain and power poles present. Staff believed it was an effective use of space, however Waka Kotahi had yet to come back in agreement meaning there was potential for a material change to design in that location. D Young noted that the recommendation was for scheme design approval and drop in sessions would be held.

Councillor Mealings asked what were the ramifications on the recommendation if it were not possible to use the road shoulder exiting Woodend. D Young said there was the possibility to mitigate by increasing safety elements around it, otherwise it may result in a change of alignment. Any material change would need to return to the Committee for consideration.

Moved: Councillor Redmond

Seconded: Councillor Brine

**THAT** the Utilities and Roading Committee:

- (a) **Approves** the Scheme Design as per Attachment i of this report for the purposes of consultation.
- (b) **Notes** that staff would present the approved Scheme Design to directly impacted residents and stakeholders for feedback.
- (c) **Notes** that feedback from the consultation would be fed into the Detailed Design and that the Detailed Design would be reported back to the Woodend-Sefton Community Boards and the Utilities and Roading Committee in May 2023 for their approval before procurement begins.
- (d) **Notes** that the Scheme Design would be distributed to Greenspace's Landscape Architect for comment around amenity options, which would be fed into the Detailed Design and reported back to the Community Board, and Utilities and Roading Committee.
- (e) **Notes** that the Scheme Design requires the removal of 40 on-street car parking spaces at the locations detailed within the draft parking removal schedule included as attachment iii. of this report, and that the final approval of any parking spaces to be removed will be included within the detailed design report in May 2023.
- (f) **Notes** that any parking to be removed as a result of the Scheme Design would be communicated directly with the immediately adjacent residents.
- (g) **Notes** that staff have designed two links; one as a connection to Pegasus and one as a connection to Ravenswood. Both of these were on the approved Network Plan, however, the Transport Choices Funding application only allowed for the Ravenswood connection.

- (h) **Notes** that the Pegasus footpath connection would only proceed if there was adequate budget to do so.
- (i) **Notes** that staff were working closely with Waka Kotahi to co-ordinate this cycleway project with the planned Woodend Safety Improvement project that was currently being designed.
- (j) **Notes** that this project was funded through the “Transport Choices” funding stream (which was still subject to final signing and confirmation), and this required that all works be complete by June 2024.
- (k) **Notes** that the funding agreement between Waka Kotahi and the Waimakariri District Council was dependent on the site having been through an independent Road Safety Audit process, which would proceed upon acceptance of this report, and that the safety audit may result in further minor design changes.
- (l) **Notes** a small corner snipe of land may be required for the purposes of constructing the cycleway, and that staff upon approval of this report would enter negotiations with the relevant land owners to purchase the required land, noting that a report approving purchase would be brought back to the Council.

**CARRIED**

Councillor Redmond noted that the project was discussed intensively at the Woodend-Sefton Community Board meeting, and acknowledged the time staff had put into attending Board meetings and detailing the schemes map by map. The Board had been supportive of the proposal, the only issue raised was the removal of on street carparking. Where there was parking to be removed the Board request that removal of carparking be communicated to residents.

## **10 MATTERS REFERRED FROM THE WOODEND-SEFTON AND KAIAPOI-TUAHIWI COMMUNITY BOARDS.**

### **10.1 Approval of Scheme Design for Consultation – Transport Choices Project 1 - Woodend to Kaiapoi Cycleway – K Straw (Civil Projects Team Leader), G Kempton (Senior Project Engineer) and J McBride (Roading and Transportation Manager)**

D Young introduced the report noting that it had been presented to both the Woodend-Sefton and Kaiapoi-Tuahwi Community Boards in some detail with good comments and questions. There had considerable discussion with Kaiapoi-Tuahwi around recommendation (a) and they had added to the recommendation the note that staff would take into consideration the issues raised by the Board. The Board did not want to hold up the process but wished for staff to consider around 8-10 different elements as they progressed with the project. In particular there had been some good conversation around reconsideration of the Smith Street/ Sidey Quay alignment.

Councillor Mealings asked about properties occupying road reserve. D Young advised there were 7-8 properties with varying occupation of the road reserve. Staff had door-knocked these properties and everyone met had been aware they were occupying road reserve and were happy to work with Council.

Moved: Councillor Redmond                      Seconded: Councillor Mealings

**THAT** the Utilities and Roading Committee:

- (a) **Approves** the Scheme Design as per Attachment i of this report for the purposes of consultation noting the matters that staff had indicated they would consider or amend.

- (b) **Approves** the amendment of the Walking and Cycling Network Plan to include Ranfurly Street (between Walker Street and Smith Street) in lieu of Walker Street and Bridge Street.
- (c) **Approves** the change in priority at the Ranfurly Street / Dale Street intersection, with Dale Street being required to “STOP” for traffic on Ranfurly Street and Old North Road.
- (d) **Approves** the implementation of a “Give Way” priority control at the Sandhills Road / Fullers Road intersection, giving the Sandhills Road traffic priority.
- (e) **Notes** that the Scheme Design was based on an Off-Road shared Path for the full length of Old North Road.
- (f) **Notes** that staff would present the approved Scheme Design to directly impacted residents and stakeholders for feedback.
- (g) **Notes** that district wide consultation completed mid 2022 included two options to get this cycleway from Smith Street to Pineacres, and that “Option B” is the option preferred by staff and recommended within this report.
- (h) **Notes** that feedback from the consultation would be fed into the Detailed Design, and that the Detailed Design would be reported back to the Community Boards and the Utilities and Roading Committee in May 2023 for their approval before procurement begins.
- (i) **Notes** that the scheme design requires the removal of five on-street car parking spaces on Ranfurly Street at Sidey Quay and that the final approval of any parking spaces to be removed will be included within the detailed design report in May 2023.
- (j) **Notes** that any parking removal as result of the Scheme Design would be communicated with the immediate adjacent residents.
- (k) **Notes** that upon acceptance of this report, the Council’s Property Team would commence work with various stakeholders to create new easements as required to allow the route to progress, and that the relevant stakeholders were willing to support the project.
- (l) **Notes** that the recommendations within this report would require the reclamation of road reserve currently occupied by private residencies along Old North Road, and that this had been discussed with the relevant property owners.
- (m) **Notes** that staff were working closely with Waka Kotahi to co-ordinate this cycleway project with the planned Woodend Safety Improvement project that was currently being designed.
- (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.
- (o) **Notes** that the funding agreement between Waka Kotahi and the Waimakariri District Council was dependent on the site having been though an independent Road Safety Audit process, which would proceed upon acceptance of this report, and that the safety audit may result in further minor design changes.
- (p) **Notes** a small piece of land would be required for the purposes of constructing the cycleway, and that staff upon approval of this report would enter negotiations with the relevant land owners to purchase the required land, noting that a report approving purchase would be brought back to the Council.



- (q) **Notes** that the revised scheme design incorporating suggested amendments would be reported back to the Kaiapoi-Tuahiwi Community Board.

**CARRIED**

Councillor Redmond noted that he had included the final recommendation so that any amendments could be reported back to the Kaiapoi-Tuahiwi Community Board. There had been good discussion and a number of helpful suggestions from members.

Councillor Mealings commented that retrofitting cycleways was always complex and at the granular level staff would be dealing with individual property owners.

Councillor Brine noted the approach taken by the Committee to allow this project to continue while continuing consultation, compared to the pause on the cycleway project earlier in the agenda.

Councillor Redmond, in right of reply, commented that there had been no contentious issues with this link, rather constructive discussion around minor details.

## **11 MATTERS FOR INFORMATION**

- 11.1 **Cust Water Main Renewals 2022/23 – Request to Engage Water Unit** – J Singh (Civil Design / CAD Technician) and S Fauth (Utilities Projects Team Leader)  
*(Report No. 230214019258 to the Management Team meeting of 20 February 2023)*

Moved: Councillor Ward

Seconded: Councillor Brine

**THAT** the Utilities and Roding Committee:

- (a) **Receives** the information in Item 11.1.

**CARRIED**

## **12 QUESTIONS UNDER STANDING ORDERS**

Nil.

## **13 URGENT GENERAL BUSINESS**

Nil.

## **14 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 Ward

Seconded: Councillor Brine

**THAT** the public is excluded from the following parts of the proceedings of this meeting

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

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
14.1 Minutes of public excluded portion of Community and Recreation Committee meeting of 21 February 2023	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a)).
14.2 Report from Management Team meeting of 6 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)).
14.3 Report from Management Team meeting of 6 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)).
14.4 Report from Management Team meeting 13 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)).

**CARRIED**

**CLOSED MEETING**

*The Public Excluded section of the meeting occurred from 11.30am to 11.35am.*

**OPEN MEETING**

Moved: Councillor Williams

Seconded: Councillor Mealings

**THAT** open meeting resumed and that the business discussed with the public excluded remains public excluded.

**CARRIED**

**NEXT MEETING**

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

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 11.35AM.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date