

# Waimakariri District Council

## Utilities and Roading Committee

# Agenda

Tuesday 20 June 2023

9am

Council Chambers  
215 High Street  
Rangiora

**Members:**

Cr Niki Mealings (Chairperson)

Cr Robbie Brine

Cr Philip Redmond

Cr Joan Ward

Cr Paul Williams

Mayor Dan Gordon (ex officio)



WAIMAKARIRI  
DISTRICT COUNCIL

## **AGENDA CONTENTS – UTILITIES AND ROADING COMMITTEE MEETING**

<b><u>Item Number</u></b>	<b><u>Item Topic</u></b>	<b><u>Page numbers</u></b>
<b>3</b>	<b>Confirmation of Minutes</b>	
3.1	Minutes of 23 May 2023	8-16
<b>5</b>	<b>Staff Reports</b>	
5.1	Mandeville Resurgence and Channel Diversion Upgrade Project – Public Consultation	17-27
5.2	July 2022 Flood Response Update	28-36
<b>8</b>	<b>Matters Referred from Oxford-Ohoka Community Board</b>	
8.1	Proposed Roding Capital Works Programme for 2023/24	37-48
<b>9</b>	<b>Matters Referred from Woodend-Sefton Community Board</b>	
9.1	Proposed Roding Capital Works Programme for 2023/24	49-60
<b>10</b>	<b>Matters Referred from Rangiora-Ashley Community Board</b>	
10.1	Proposed Roding Capital Works Programme for 2023/24	61-72
<b>11</b>	<b>Matters Referred from Kaiapoi-Tuahiwi Community Board</b>	
11.1	Proposed Roding Capital Works Programme for 2023/24	73-84
<b>12</b>	<b>Matters for Information</b>	
12.1	Waikuku Beach Drainage Investigations Update	85-94

The Chairperson and Members  
**UTILITIES AND ROADING COMMITTEE**

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

Sarah Nichols  
GOVERNANCE MANAGER

Recommendations in reports are not to be construed as  
Council policy until adopted by the Council

**BUSINESS**

Page No

1 **APOLOGIES**

2 **CONFLICTS OF INTEREST**

*Conflicts of interest (if any) to be reported for minuting.*

3 **CONFIRMATION OF MINUTES**

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

8-16

*RECOMMENDATION*

**THAT** the Utilities and Roothing Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roothing Committee held on 23 May 2023, as a true and accurate record.

3.2 **Matters arising (From Minutes)**

4 **DEPUTATION/PRESENTATIONS**

Nil.

## 5 REPORTS

### 5.1 Mandeville Resurgence and Channel Diversion Upgrade Project – Public Consultation – Sam Murphy (Senior Civil Engineer) and Jason Recker (Stormwater and Waterways Manager)

17-27

#### *RECOMMENDATION*

**THAT** the Utilities and Roading Committee:

- (a) **Receives** report No. 230511067733.
- (b) **Authorises** that consultation is undertaken with those affected or interested in this project by holding an informative drop-in session at the Mandeville Sports Ground on 10 July 2023.
- (c) **Notes** that Utilities and Roading staff will develop consultation documentation and information to be presented at the drop-in session in conjunction with Council's Communications team.
- (d) **Notes** that a workshop will be scheduled with the Utilities and Roading Committee following the consultation period. Feedback from the consultation process will be analysed and summarised in a further report which will be presented at this workshop.
- (e) **Notes** that staff will continue to refine estimated costs referred to in attachment iii to enable budgets to be set for the 2024/34 Long Term Plan (LTP).
- (f) **Notes** that following the Utilities and Roading Committee workshop it is intended that a preferred solution will be adopted. If required, Council staff will then be requesting additional budget as part of the 2024/34 LTP
- (g) **Circulates** this report to the Oxford-Ohoka Community Board for information.

### 5.2 July 2022 Flood Response Update – Kalley Simpson – (3 Waters Manager), Joanne McBride (Roading and Transport Manager) and Rob Kerr (Flood Recovery Programme Manager)

28-36

#### *RECOMMENDATION*

**THAT** the Utilities and Roading Committee:

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

## 6 CORRESPONDENCE

Nil.

## 7 PORTFOLIO UPDATES

### 7.1 Roading – Councillor Philip Redmond

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

### 7.3 Solid Waste– Councillor Robbie Brine

### 7.4 Transport – Mayor Dan Gordon

## 8 MATTERS REFERRED FROM OXFORD-OHOKA COMMUNITY BOARD

### 8.1 Proposed Roding Capital Works Programme for 2023/24

37-48

#### *RECOMMENDATION*

**THAT** the Utilities and Roding Committee:

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

## 9 MATTERS REFERRED FROM WOODEND-SEFTON COMMUNITY BOARD

### 9.1 Proposed Roding Capital Works Programme for 2023/24

49-60

#### *RECOMMENDATION*

**THAT** the Utilities and Roding Committee:

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

**10 MATTERS REFERRED FROM RANGIORA-ASHLEY COMMUNITY BOARD**

**10.1 Proposed Roding Capital Works Programme for 2023/24**

61-72

*RECOMMENDATION*

**THAT** the Utilities and Roding Committee:

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

**11 MATTERS REFERRED FROM KAIAPOI-TUAHIWI COMMUNITY BOARD**

**11.1 Proposed Roding Capital Works Programme for 2023/24**

73-84

*RECOMMENDATION*

**THAT** the Utilities and Roding Committee:

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

**12 MATTERS FOR INFORMATION**

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

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

85-94

*RECOMMENDATION*

**THAT** the Utilities and Roding Committee

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

**13 QUESTIONS UNDER STANDING ORDERS**

**14 URGENT GENERAL BUSINESS**

## 15 **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

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

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

Item 15.1 Public Excluded Minutes Utilities and Roading Committee meeting  
23 May 2023

Item 15.2 Report from Management Team meeting of 23 May 2023

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

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

### **CLOSED MEETING**

*See Public Excluded Agenda (separate document)*

### **OPEN MEETING**

### **NEXT MEETING**

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

#### **Briefing**

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

**MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON TUESDAY 23 MAY 2023 AT 9AM.**

**PRESENT**

Councillor N Mealings (Chairperson), Councillors P Redmond, J Ward and P Williams.

**IN ATTENDANCE**

Councillor B Cairns.

J Millward (Chief Executive) (via Teams), G Cleary (General Manager Utilities and Roding), K Simpson (Three Waters Manager) and C Roxburgh (Project Delivery Manager), J McBride (Roding and Transport Manager) (via Teams) and K Rabe (Governance Advisor).

**1 APOLOGIES**

Moved: Councillor Ward                      Seconded: Councillor Redmond

**THAT** apologies be received and sustained from Mayor D Gordon and Councillor R Brine.

**CARRIED**

**2 CONFLICTS OF INTEREST**

There were no conflicts declared.

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of the meeting of the Utilities and Roding Committee held on Tuesday 18 April 2023.**

Moved: Councillor Redmond                      Seconded: Councillor Williams

**THAT** the Utilities and Roding Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roding Committee held on 18 April 2023, as a true and accurate record subject to the correct spelling of "expedited" in item 4 of the minutes.

**CARRIED**

**3.2 Matters arising (From Minutes)**

There were no matters arising from the minutes.

**3.3 Notes of the workshop of the Utilities and Roding Committee held on Tuesday 18 April 2023**

Moved: Councillor Williams                      Seconded: Councillor Redmond

**THAT** the Utilities and Roding Committee:

- (a) **Receives** the circulated notes of the workshop of the Utilities and Roding Committee, held on 18 April 2023.

**CARRIED**



#### 4 DEPUTATION/PRESENTATIONS

Nil.

#### 5 REPORTS

##### 5.1 Water Quality and Compliance Annual Report 2021-22– C Roxburgh – (Project Delivery Manager)

C Roxburgh spoke to the report which updated the Committee on the compliance of the Council's public drinking water supplies and the trends as well as complaints relating to water supplies for the 2019-20 period. He also gave an overview of the report and the compliance levels for the different plants that was discussed in the report.

Councillor Redmond enquired why there was an increase in Coliforms in the Kaiapoi water and C Roxburgh reminded the Committee that these figures were for the 2019-20 period and that the figures were currently improving. Councillor Redmond then queried when chlorine could be removed from the water supply. C Roxburgh noted that the chlorine masked the presence of Coliforms which means removing chlorine needs to be done in a careful manner. Reservoir works were nearing completion, therefore he believed that it (removal of chlorine) would be sooner rather than later.

Councillor Redmond commented that the report stated that there was a 12% water leakage in urban areas which he thought was low considering Christchurch was much higher. C Roxburgh noted that this was an average result and was neither good nor bad and certainly not rated as A+ and probably would not be good enough for exemption status.

Councillor Redmond queried the radiological compliance and if solar farms would impact on water supplies. C Roxburgh replied that this compliance was a requirement of water testing and he was unable to answer regarding the science relating to this measure, however this was something that occurred naturally and did not believe that solar farms would impact the results.

Councillor Mealings queried what would be the result if the water was not radiologically compliant. C Roxburgh replied that as this was a requirement from the regulator and would need to be discussed with them, however C Roxburgh had never heard of anyone not being radiological compliant.

Councillor Cairns enquired if the issues experienced with the Woodend water supply had improved. C Roxburgh noted that there had been very few complaints since the Council had proactively started regular flushing of the pipes to ensure there was no magnesium build-up in the pipes.

Moved: Councillor Ward

Seconded: Councillor Redmond

**THAT** the Utilities and Roading Committee:

- (a) **Receives** report No. 201109150435.
- (b) **Notes** that the assessed percentage compliance against the bacterial and protozoal parts of the Drinking Water Standards for New Zealand was 99% and 92% respectively, and that the non-compliance issues were not considered to represent a safety risk to consumers, noting that the bacterial non-compliance was related to monitoring on the Ashley Gorge supply when the new Act came into effect, and the protozoal non-compliances were due to issues noted within the report related to verification and calibration of equipment used to demonstrate compliance of UV treatment equipment.
- (c) **Notes** that the 2021-22 period was the last period assessed against the

now superseded 2018 revision of the Drinking Water Standards for New Zealand, and that the next assessment would be against the 2022 Drinking Water Quality Assurance Rules.

- (d) **Notes** that the anticipated compliance levels for the 2022-23 year were forecast to be less than 10% due to new requirements and the time taken to transition to these, and that a programme to implement UV treatment across the district was underway to bring the Council up to full compliance levels over the 2023-24 and 2024-25 years.
- (e) **Notes** that a complete renewal of all the Council's Drinking Water Safety Plans was undertaken over 2021-22, as well as the first set of Source Water Risk Management Plans, in order to meet obligations created under the Water Services Act.
- (f) **Notes** that there were no positive treated water *E.coli* samples detected over the 2021-22 compliance period, and no unexpected raw water *E.coli* samples.
- (g) **Notes** that the level of coliform detections increased marginally over the most recent results with 3.8% of treated water samples showing the presence of coliforms (relative to 3.2% in 2020-21), and that this was being managed through the use of emergency chlorination as required, as well as through detailed investigations to address any underlying issues.
- (h) **Notes** that there were two Level 3 incidents and four Level 2 incidents throughout the compliance year with investigations and assessment reports produced in each case to identify the root cause, manage the issue, and ensure lessons were learnt to minimise the likelihood of recurrence.
- (i) **Notes** that there were 141 complaints related to the Council's water supplies over the 2021-22 compliance period, equating to 7.8 per 1000 connections per year, with the largest category being related to taste (55 complaints), followed by low flow pressure (52 complaints).
- (j) **Circulates** this report to the Community Boards for their information.

#### **CARRIED**

Councillor Ward thanked the team and the work done to ensure that the water in the district was safe for the public to drink.

Councillor Redmond noted that the report showed pretty good compliance overall and those that were non-compliant were generally on technical issues and he believed that a 12% leakage in urban areas was commendable.

Councillor Mealings concurred with the comments made by the other Councillors and thanked staff for a job well done.

#### **5.2 On-Demand UV Disinfection headworks site configurations – R Kerr (UV Delivery Manager) and C Roxburgh (Project Delivery Manager)**

C Roxburgh spoke to the report which sought approval for the proposed site layouts and building locations for the on-demand UV treatment buildings at water supply headworks located at Domain Road, South Belt, Darnley Square and Peraki Street. He noted that a resource consent was required for this work and that the Council had taken the opportunity to future proof the buildings for future growth. He then went through each of the site configurations with the Committee.

Councillor Williams in seeking clarification on the budget line items which specified design, design reviews and technical fees and queried if this work could be carried out in-house. C Roxburgh noted that the work would be outsourced as there was no capacity or the required skill set currently available in-house.

Councillor Redmond queried if the neighbouring properties had been informed of the intended building works and had their concerns mitigated during the design phase. C Roxburgh stated that although the Council required a resource consent for the buildings there was no requirement for consultation with neighbours. Staff intended to engage with neighbours once the consent had been approved. Councillor Redmond enquired if it would not be better to engage with neighbours prior to construction in the name of being a good neighbour. C Roxburgh believed that this approach could be counter-productive by engaging the neighbours in a discussion when the Council would proceed with the build anyway (as it is necessary to build to meet drinking water standards). It was felt that rather than seeking neighbours approval staff would do better to engage neighbours to address any of their concerns prior to the building process commencing.

Councillor Mealings asked for a proposed timeline for this project and C Roxburgh noted that three of the tenders would be going out shortly with the project scheduled to be finished half way through the financial year.

Moved: Councillor Williams

Seconded: Councillor Redmond

**THAT** the Utilities and Roading Committee:

- (a) **Receives** report No 230503062533.
- (b) **Approves** the proposed site layout drawings for the UV treatment buildings at the water supply headworks located at Domain Road, South Belt, Darnley Square and Peraki Street.
- (c) **Notes** that the Darnley Square building would have landscape treatment and/or artwork on the external pool facing façade developed in consultation with the Aquatics team.
- (d) **Notes** the locations at Domain Road, Peraki Street and South Belt and that staff considered the existing site conditions were sufficient to address any landscape and visual impacts of the new buildings.
- (e) **Notes** that other requirements may arise out of the resource consent process which would be implemented if required, and that this resource consent process was not expected to require notification.
- (f) **Notes** that this project was allowed for within the 2023/24 Draft Annual Plan.
- (g) **Circulates** this report to the Community Boards for their information.

### **CARRIED**

Councillor Williams noted that UV treatment had to be carried out due to Government regulations, however he requested that appropriate communication go out to explain why this work was being done and display the facts clearly and concisely so the public understood this work was a Government requirement.

Councillor Redmond believed it was important that this information was shared with all the community boards as it affected water supplies in their wards. Councillor Redmond also believed that the neighbouring properties

needed to be engaged and reminded the Committee that a previous councillor had stated that each 'facility should be an artwork'.

Councillor Mealings supported the motion and agreed that the public needed to be made aware that this was a requirement due to the new regulations instigated by the Government.

## **6 CORRESPONDENCE**

Nil.

## **7 PORTFOLIO UPDATES**

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

- Speed Management Plan development was the main focus for staff currently and would be going to Boards for their June meetings.
- Resealing and pavement rehabilitation work ongoing.
- Unsealed roads – Corde contract coming up for renewal later this year.
- Work continuing on Transport Choices programme, which contained the cycleway projects with a further report coming to Council for clarification.
- Tuahiwi footpath extension project put on hold due to concerns raised by Ngai Tuhurui
- Traffic signals and road marking on Southbrook road almost complete and seems to be working well.
- Butchers Road culvert should be completed by the end of May, weather dependent.
- Mulcocks Road right turn bay has been completed.
- Footpath renewals completed on Ashley Street with Blackett Street soon to be started.
- Corde working on the lining of the five arch culverts being carried out.
- As of April approximately 7,200 square metres of unsealed roads have been remetaled with work continuing during May with a further 4,000 metres being completed which equals 73km of unsealed roads being improved.
- Replacement of damaged or missing edge marker posts.
- Bridge signage being checked and replaced where required.
- Age Concern running Elder driving courses offered
- Riders course for teenagers on road safety.
- Childrens car-seat restraint check / workshop run during May.
- Consultation on Riverside Road resealing with costs being contributed by residents.
- Consultation on Transport Choices funding on hold.
- Waka Kotahi will be going out for consultation on bilingual traffic signs with Māori being the dominant language. Council may wish to submit on this.

Councillor Williams queried why a perfectly good bus shelter in Ashley Street was being removed and requested further information on this to be circulated to members. G Cleary noted that this was a replacement rather than a removal. Councillor Williams stated that there was nothing wrong with the current shelter and there were plenty of other bus stops that required a shelter therefore why was this one being replaced. G Cleary agreed to look into this in more detail and circulate information to members.

Councillor Williams believed that the Council should submit on the Waka Kotahi signage replacement as this would entail a huge cost and if possible the Council should consult with residents on this matter prior to submitting back to Waka Kotahi. This could be quite a controversial issue for many residents. Councillor Redmond noted that consultation would close at 5pm on Friday 30 June 2023. Councillor Redmond queried if Waka Kotahi would

cover the cost of replacing signage and G Cleary noted that signage fell to the local Council to fund and that WDC would not be replacing any signage proactively but rather when it was required.

Councillor Mealings noted that it was great that the Rider Programme would be running at the Rangiora High School. She also queried if the remetaling of unsealed roads could be carried out during winter when conditions meant that sealed roads could not be worked on. G Cleary replied that over the next couple of months some of the metal that was washed away during the heavy weather events would be replaced. Councillor Mealings then queried if the metaling was more easily compacted in softer winter ground conditions and G Cleary agreed stating however that there would be a significant cost factor to consider if compacting was carried out. He also noted that the Hurunui District Council (HDC) had adopted a system of towing a roller behind the grader to achieve an improved result and staff were in conversation with the Hurunui on this option for the future. Councillor Williams queried if it was not possible for the WDC to come to an arrangement with the HDC for an equipment share arrangement given that Corde was contracted to both councils. G Cleary replied that it was not as simple as it appeared and there were other factors that impacted on a share arrangement such as variations to current contracts, design modifications to the grader which would be doing the work, costs relating to the transportation of heavy machinery and time factors and scheduling however staff were working through these issues with both the contractor and the Hurunui Council. J McBride stated that this matter had been discussed at the Long Term Plan (LTP) working group meeting for this option to be considered by Council during the LTP process. Councillor Williams also pointed out that the benefit and cost savings would benefit contractors as well with less remedial work required between grading cycles.

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

- Disappointing low turn out for Chlorine Drop In Sessions which seemed to be due to lack of proper communication and advertising.
- First meeting of the Drainage and Stockwater Rating Working Party had been held on 18 May 2023.
- Meeting with Cones Road Drainage coming up on 7 June 2023. Concern that drainage contractors were not able to do what was required when the Council required them to do the work. Cones Road work was supposed to have been completed by the end of May and the job had not even been started so was unlikely to be completed on schedule. He questioned if the Council had sufficient contractors or if the contractors had the scope/ability to do the work on schedule. The matter on whether the Council was behind on its drainage programme was raised during the Annual Plan submissions.

#### **7.3 Solid Waste– Councillor Robbie Brine**

As Councillor Brine was an apology there was no update on the Solid Waste portfolio.

#### **7.4 Transport – Mayor Dan Gordon**

As Mayor Gordon was an apology there was no update on the Transport portfolio.

### **8 MATTERS FOR INFORMATION**

#### **8.1 Spraying and Chemical Usage - Waterways and Roding Spraying Information– Angela Burton (Water Environment Advisor)**

(Report No. 230110001807 to the Waimakariri Water Zone Committee meeting of 6 March 2023).

In response to a request for clarification from Councillor Williams, K Simpson agreed that spraying directly onto water waterways was not carried out.

Councillor Redmond noted that the data referred to in this report seemed to be quite dated and requested more up to date figures in future reports. K Simpson stated that the information was up to date but reference had been made to previous data and reports on this matter. Councillor Redmond also requested information of impacts of different chemicals on life / lifecycles of aquatic life in the waterways in the future.

**8.2 Appoint WDC Water Unit to procure pipe for CON 22/42 Ashley Gorge Trunk Main Upgrade – Rob Rankin (Project Engineer) and Tjaart van Rensburg (Reticulations Contracts Team Leader)**

(Report No. 230406048685 to the Management Team meeting of 17 April 2023).

**8.3 Extension of Contract 18/56 – Street Lighting Maintenance & Renewals – K Straw (Civil Projects Team Leader) and J McBride (Roading and Transportation Manager)**

(Report No. 230314034873 to the Management Team meeting of 17 April 2023).

Councillor Williams raised concern regarding the automatic renewal of contracts due to lack of staff time to review and requested that the Council be informed of expiring contracts to enable the Council to make a decision on whether the contact should be renewed or should go out for tender. He noted that the Roading contract would expire in October 2023 and he believed that the Council should be given the chance to discuss this prior to having to roll the contract over due to time constraints. G Cleary agreed that this was a good point and stated the Roading Contract would be going to the Council in June for this purpose. Councillor Williams noted that every Drainage Advisory Group had expressed dissatisfaction with the quality of work being undertaken by the current contractor and he believed this contract should be reviewed and discussed prior to a decision being made.

J McBride noted that the above contract i.e. street lighting maintenance was a joint contract with Waka Kotahi and Hurunui District Council who had both agreed to the extension.

**8.4 Oxford Water Main Renewals 2022/2023 – Park Avenue – Request to Sole Source Procure the Water Unit – Mark Henwood (Project Engineer) and Colin Roxburgh (Project Delivery Manager)**

(Report No. 230331045743 to the Management Team meeting of 26 April 2023).

Moved: Councillor Mealings

Seconded: Councillor Redmond

**THAT** the Utilities and Roading Committee

(a) **Receives** the information in Item 8.1 to 8.4.

**CARRIED**

**9 QUESTIONS UNDER STANDING ORDERS**

Nil.

**10 URGENT GENERAL BUSINESS**

Nil.

## 11 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

Moved: Councillor Ward

Seconded: Councillor Williams

1. That the public be excluded from the following parts of the proceedings of this meeting:
  - Item 11.1 Report referred from Management Team meeting of 15 May 2023
  - Item 11.2 Report referred for ratification from Management Team meeting of 20 March 2023
  - Item 11.3 Report from Management Team meeting of 3 April 2023
  - Item 11.4 Report from Management Team meeting of 3 April 2023
  - Item 11.5 Report from Management Team meeting of 8 May 2023
  - Item 11.6 Report from Management Team meeting of 8 May 2023
  - Item 11.7 Report from Management Team meeting of 8 May 2023

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

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
11.1 Public Excluded Minutes Utilities and Rooding Committee meeting 18 May 2023	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a)).
11.2 Report referred for ratification from Management Team meeting of 15 May 2023	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
11.3 Report from Management Team meeting of 24 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)).
11.4 Report from Management Team meeting of 24 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)).
11.5 Report from Management Team meeting of 24 April	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and

2023		industrial negotiations) (s 7(2)(i)).
11.6 Report from Management Team meeting of 8 May 2023	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
11.7 Report from Management Team meeting of 17 May 2023	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).

**CARRIED**

**CLOSED MEETING**

*The public excluded portion of the meeting commenced at 10.12am and concluded at 10.16am.*

**Resolution to Resume Open Meeting**

Moved: Councillor Mealings

Seconded: Councillor Ward

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

**NEXT MEETING**

The next meeting of the Utilities and Roading Committee will be held on Tuesday 20 June 2023 at 9am.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 10.16AM.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** DRA-06-02-01 / 230511067733


**REPORT TO:** UTILITES AND ROADING COMMITTEE

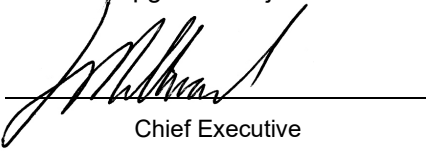
**DATE OF MEETING:** 20 June 2023

**AUTHOR(S):** Sam Murphy, Senior Civil Engineer  
Jason Recker, Stormwater and Waterways Manager

**SUBJECT:** Mandeville Resurgence and Channel Diversion Upgrade Project – Public Consultation

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

  
 General Manager

  
 Chief Executive

---

**1. SUMMARY**

- 1.1. This report seeks approval for Council staff to undertake public consultation on the potential options for the Mandeville Resurgence and Channel Diversion Upgrade Project. If approved, staff will consult with residents in Ohoka, Mandeville and the wider area who are affected by historic and existing flooding.
- 1.2. The public consultation process is proposed to be undertaken by a drop-in session at the Mandeville Sports Ground. A drop-in session will enable staff and Councillors to discuss options and consult directly with those affected by the flooding or have a direct interest in the proposed upgrades as part of this project.
- 1.3. A date has been set for 10<sup>th</sup> July 2023 to hold the proposed drop-in session with advertising of this planned date to be undertaken in June. Utilities and Roading staff will consult with the Council's Communication Team regarding the most effective strategy for advertising the drop-in sessions.
- 1.4. Project information regarding the potential solutions and high-level cost estimates will be provided and displayed at this meeting. Council staff and Councillors will be in attendance and available to talk directly with those residents regarding the potential options and project programme.
- 1.5. Previous work undertaken by Council staff and Beca Ltd had identified several high-level concept design options for long-term drainage upgrades in the Mandeville area. It was also determined that the project comprise of both online upgrades and diversion of flow, and be divided into the following two stages:
  - Stage 1: Upgrade of the existing channel
  - Stage 2: No. 10 Road drain diversion
- 1.6. Recently Council staff have held value-engineering workshops to assess and modify the previous concept design options. These workshops identified three potential options for Stage 1 and two potential options for Stage 2 (refer to attachments i & ii):

### Stage 1 Options

- **Existing Drainage Path Upgrade** – Upgrade existing main drainage channel through Redfern Lane, over Tram Road, through Millfield subdivision into Bradleys Road drain.
- **Drain Diversion to Water Race** - Divert a percentage of the existing main drainage channel from 1124 Tram Road across the road to an open drain on the south side of Tram Road, then utilise the stockwater race to divert flow to Libby Drive
- **Pipe Options to Bradleys Road** - Install new 900mm diameter pipe from Tram Road culvert outlet, through to Bradleys Road drain.

### Stage 2 Options

- **No. 10 Road Drain Diversion** – Construct a new open drain diversion along No.10 Road south to the Old Eyre River Bed channel.
- **Two Chain Road Diversion** - Construct a new open drain diversion along Two Chain Road south to the Eyre River channel.

1.7. The following is the anticipated four-year project programme:

Project Phase	Period
Optioneering & consultation	In progress
Stage 1 Design & consenting	Oct. 2023 – Oct. 2024
Stage 1 Construction	Oct. 2024 – Mar. 2025
Stage 2 Design & consenting	Mar. 2025 – Mar. 2026
Stage 2 Construction	Oct. 2026 – Mar. 2027

1.8. Although the current project programme is a four-year timeframe, Council staff are looking to bring forward the construction of Stage 2 by one year to 2025/26. This will be dependent on the consenting process for the proposed diversion. If we can obtain consent earlier than anticipated, then it will be requested that budget is brought forward.

1.9. A workshop will be scheduled with the Utilities and Roothing Committee on the 15th of August 2023 following the consultation period. Feedback from the consultation process will be analysed and summarised in a further report which will be presented at this workshop.

#### Attachments:

- Map showing high level options (TRIM 230601081272)
- Map of Redfern Lane and Millfield subdivision (TRIM 230601081265)
- Summarised table of options with high level costing and benefits (TRIM 230601081286)

## **2. RECOMMENDATION**

**THAT** the Utilities and Roothing Committee:

- Receives** report No. 230511067733.
- Authorises** that consultation be undertaken with those affected or interested in this project by holding an informative drop-in session at the Mandeville Sports Ground on 10 July 2023.
- Notes** that Utilities and Roothing staff will develop consultation documentation and information to be presented at the drop-in session in conjunction with Council's Communications team.
- Notes** that a workshop will be scheduled with the Utilities and Roothing Committee following the consultation period. Feedback from the consultation process will be analysed and summarised in a further report which will be presented at this workshop.

- (e) **Notes** that staff will continue to refine estimated costs referred to in attachment iii to enable budgets to be set for the 2024/34 Long Term Plan (LTP).
- (f) **Notes** that following the Utilities and Roading Committee workshop it is intended that a preferred solution will be adopted. If required, Council staff will then be requesting additional budget as part of the 2024/34 LTP.
- (g) **Circulates** this report to the Oxford-Ohoka Community Board for information.

### 3. **BACKGROUND**

- 3.1. The Mandeville area has a history of flooding, which includes storm events in 2014, 2017 and 2022. While flooding in the area generally occurs following heavy rainfall, the extent and depth of this flooding can be exacerbated by high groundwater levels, which result in resurgent groundwater flows operating periodically, and at times operating on a semi-permanent basis.
- 3.2. In the June 2014 rainfall event, the ground water table was at its highest on record, with groundwater levels in Mandeville are generally at or above the ground surface. This resulted in a drainage system already flowing partially full prior to the rainfall event, and consequently the system became quickly overwhelmed, causing flooding of properties in the area.
- 3.3. As part of the 2015/16 LTP, following the June 2014 event, a budget of \$460,000 was allocated in 2024/25 for the Mandeville Resurgence Channel Diversion Project.
- 3.4. Following a preliminary engineering report, Beca identified a preferred option and developed a concept design, which was to construct a new drainage channel along No.10 Road to convey 1.0 m<sup>3</sup>/s, and to upgrade the existing drainage flow path, as appropriate, to also convey 1.0 m<sup>3</sup>/s.
- 3.5. It is also noted that the proposed construction of the diversion drain along No.10 Road has limitations such as the maximum flow that can be discharged into the Old Eyre River Bed channel. Modelling has shown that any flow in excess of 1.0 cubic meter per second will have adverse impacts to downstream areas such as Silverstream and Kaiapoi by exacerbating flooding issues in these areas.
- 3.6. The Beca report also determined that both online upgrades and diversion of flow were required and for budget and constructability reasons the project has been divided into two stages:
  - Stage 1: Upgrade of the existing channel
  - Stage 2: No. 10 Road Drain Diversion
- 3.7. As part of the 2021/22 LTP, budgets were allocated with the anticipation of completing the project in two stages as a multi-year project as shown in the table below:

<b>Description</b>	<b>Budget</b>	<b>Financial Year</b>
Concept design development	\$50,000	2021/22
Stage 1 - Consenting and design	\$100,000	2022/23
Stage 1 - Construction	\$450,000	2023/24
Stage 2 - Consenting and design	\$50,000	2024/25
Stage 2 - Construction	\$700,000	2025/26
<b>TOTAL</b>	<b>\$1,350,000</b>	

- 3.8. Included in the concept design from Beca were costs estimates for each of the preferred upgrade options which are shown in the table below:

Description	Capital Cost
Stage 1 - Upgrade existing drainage flow path from No.10 Road, through Millfield Subdivision to Wards Road	\$2,570,000
Stage 2 - Construct new 3.5km diversion drain along No.10 Road from Tram Road to the Old Eyre River	\$4,740,000
<b>TOTAL</b>	<b>\$7,310,000</b>

- 3.9. Due to the significant increase in estimated capital cost in comparison to the allocated budgets, staff have undertaken a value engineering workshop to reduce costs while still achieving the primary objective of reducing flooding. This value engineering exercise is still in progress, however preliminary options and estimated costings have progressed and are summarised in attachment iii.
- 3.10. Revised budgets have been requested as part of the 2023/24 Annual Plan on the basis that the value engineering workshop will reduce costs to a more affordable level while still achieving the primary objective of reducing flooding. These revised budgets are shown in the table below:

Description	Budget	Financial Year
Consenting and detailed design - Stage 1	\$170,000	2022/23
Construction of Stage 1	\$900,000	2024/25
Consenting and detailed design - Stage 2	\$100,000	2025/26
Construction of Stage 2	\$1,400,000	2026/27

- 3.1. It is noted that flooding issues were recently experienced during a July 2022 storm events where the system was overwhelmed and resulted in further flooding of properties in the Mandeville area.

#### **4. ISSUES AND OPTIONS**

- 4.1. Due to the recurring flooding issues, residents are understandably concerned that improvements need to be made to the drainage network to prevent flooding from occurring in the future.
- 4.2. Although a number of meetings of been held with various parties, including the Ohoka Drainage Advisory Group, Mandeville Residents Association, Millfield subdivision residents and other interested groups including downstream farmers. There has been limited formal consultation relating to the preferred solutions with those in the wider area directly affected by the flooding situation.
- 4.3. Rather than hold a public meeting, a drop-in session with Council staff and Councillors is considered to be the best option to provide current information and enable discussion directly between staff and those residents who are affected by the flooding issues.
- 4.4. Project information regarding the potential solutions and high-level cost estimates will be provided and displayed at this meeting. Council staff and Councillors will be in attendance and available to talk directly with those residents regarding the potential options and project programme.

- 4.5. Council staff have held value-engineering workshops to assess and modify the previous concept design options. These workshops identified three potential options for Stage 1 and two potential options for Stage 2 (refer attachments i & ii). The following potential options will be displayed and presented as part of the proposed drop-in sessions on 10 July 2023:

### Stage 1 Options

- **Existing Drainage Path Upgrade** – Upgrade existing main drainage channel through Redfern Lane, over Tram Rd, through Millfield subdivision into Bradleys Road drain. This will increase the capacity of the existing drainage network to convey 1.0 m<sup>3</sup>/s.

Pros	Cons
Increases conveyance capacity of existing drainage system to reduce likelihood of overflowing and flooding properties downstream.	Baseflow would still be conveyed through Redfern Lane and Millfield subdivision.

**Estimated Cost:** \$1.6M

- **Drain Diversion to Water Race** - Divert a percentage of the existing main drainage channel from 1124 Tram Road across the road to an open drain on the south side of Tram Road, then utilise the stock race to divert flow to Libby Drive. This will enable diversion of approximately 0.5 m<sup>3</sup>/s away from Millfield subdivision.

Pros	Cons
Diverts a portion of the existing flow away from Millfield subdivision reducing baseflow.	Baseflow and storm flow would still pass through Redfern Lane which would still require some drainage improvements
	Storm flow would still flow through Redfern Lane and Millfield subdivision.
	Detailed survey and assessment needs to be completed to determine if technically feasible.

**Estimated Cost:** \$3.0M

- **Pipe Options to Bradleys Road** - Install new 900mm diameter pipe from Tram Road culvert outlet, through to Bradleys Road drain to enable diversion of 1.0 m<sup>3</sup>/s away from Millfield subdivision.

Pros	Cons
Diverts majority of the existing flow away from Millfield subdivision.	Baseflow and storm flow would still pass through Redfern Lane which would still require some drainage improvements.
	Storm flow would still pass through Millfield subdivision.
	Significantly higher estimated cost than other comparable options.

**Estimated Cost:** \$5.3M

### Stage 2 Options

- **No. 10 Road Drain Diversion** – Construct a new open drain diversion along No.10 Road south to the Old Eyre River channel. This will enable 1.0 m<sup>3</sup>/s to be diverted away from the existing drainage network.

Pros	Cons
Diverts a portion of existing flow south to the Old Eyre Riverbed during high flow storm events.	Only removes a portion of stormwater flow from existing drainage channel during stormwater events.
Reduced flow to existing drainage channel through Redfern Lane & Millfield subdivision.	Baseflow would still be conveyed through Redfern Lane and Millfield subdivision.
	Maintenance cost of maintaining new drain.

**Estimated Cost: \$3.0M**

- **Two Chain Road Diversion** - Construct a new open drain diversion along Two Chain Road south to the Eyre River channel.

Pros	Cons
Diverts water upstream of Two Chain Road, reducing downstream flows to the east of No.10 Road.	Flow downstream of Two Chain Road would still flow into existing drainage channel through Redfern Lane and Millfield subdivision.
Reduced flow to existing drainage channel through Redfern Lane & Millfield subdivision.	Ground level of drain profile is uphill, so any new diversion drain would be deep to achieve sufficient grade and may not be technically feasible once detailed surveying has been completed.
	Requires a pump station to pump into Eyre River channel requiring on-going operational costs.

**Estimated Cost: \$8.0M**

- 4.6. The rating impact (per property increase in the District Drainage rate) of each of these options is presented in the following table. Note that the capital costs for these options are based on high level estimates that have not been optimised.

Stages	Options	Capital Cost	Rating Impact (per property)
Stage 1 - Channel Upgrade	Existing Drainage Path Upgrade	\$ 1,600,000	\$ 3.78
	Drain Diversion to Water Race	\$ 3,000,000	\$ 7.08
	Pipe Options to Bradleys Road	\$ 5,300,000	\$ 12.51
Stage 2 - Drain Diversion	No. 10 Road Drain Diversion	\$ 3,000,000	\$ 7.08
	Two Chain Road Diversion	\$ 8,000,000	\$ 18.89

- 4.7. The following is the anticipated four-year project programme:

<b>Project Phase</b>	<b>Period</b>
Optioneering & consultation	In progress
Stage 1 Design & consenting	Oct. 2023 – Oct. 2024
Stage 1 Construction	Oct. 2024 – Mar. 2025
Stage 2 Design & consenting	Mar. 2025 – Mar. 2026
Stage 2 Construction	Oct. 2026 – Mar. 2027

- 4.8. Although the current project programme is a four-year timeframe, Council staff are looking to bring forward the construction of Stage 2 by one year to 2025/26. This will be dependent on the consenting process for the proposed diversion. If we can obtain consent earlier than anticipated, then it will be requested that budget is brought forward.
- 4.9. A workshop will be scheduled with the Utilities & Roading Committee on the 15th of August 2023 following the consultation period. Feedback from the consultation process will be analysed and summarised in a further report which will be presented at this workshop.

## **5. COMMUNITY VIEWS**

### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report.

Council staff are currently looking at the most appropriate engagement process with the Runanga regarding this project, as any proposed diversion channel will likely be of interest. It is proposed that the consultation with the Runanga commences prior to the public consultation on 10 July 2023.

### **5.2. Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report, including the Ohoka / Mandeville Rural Drainage Advisory Group and the Mandeville Residents Association.

### **5.3. Wider Community**

The wider community will be informed of the public consultation via the advertising undertaken by Council staff in June.

## **6. OTHER IMPLICATIONS AND RISK MANAGEMENT**

### **6.1. Financial Implications**

There are no financial implications of the decisions sought by this report. This budget is included in the Annual Plan/Long Term Plan.

Revised budgets have been requested as part of the 2023/24 Annual Plan on the basis that the value engineering workshop will reduce costs to a more affordable level while still achieving the primary objective of reducing flooding. These revised budgets are shown in the table below:

<b>Description</b>	<b>Budget</b>	<b>Financial Year</b>
Consenting and detailed design - Stage 1	\$170,000	2022/23
Construction of Stage 1	\$900,000	2024/25
Consenting and detailed design - Stage 2	\$100,000	2025/26
Construction of Stage 2	\$1,400,000	2026/27

The Stage 1 works totalling \$1,070,000 will increase the District Drainage rate by \$2.53 per property in 2024/25 and the Stage 2 works totalling \$1,500,000 will increase the District Drainage rate by \$3.63 per property in 2026/27. The total rating impact of this project will increase the District Drainage rate by \$6.16 per property, from \$26.77 to \$32.93, over the next four years based on current budget provisions.

It is noted that it is intended to hold a workshop with the Utilities and Roading Committee in August 2023 and with the adoption of a preferred solution in September 2023. If required, Council staff will then be requesting additional budget as part of the 2024/34 LTP in October 2023, which will have a further impact on the District Drainage rate.

#### 6.2. **Sustainability and Climate Change Impacts**

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

#### 6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report as the timeline to enable consultation and workshopping need to be completed prior to the adoption of the Long Term Plan.

#### 6.3 **Health and Safety**

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

### 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**

The Local Government Act is relevant in this matter.

#### 7.3. **Consistency with Community Outcomes**

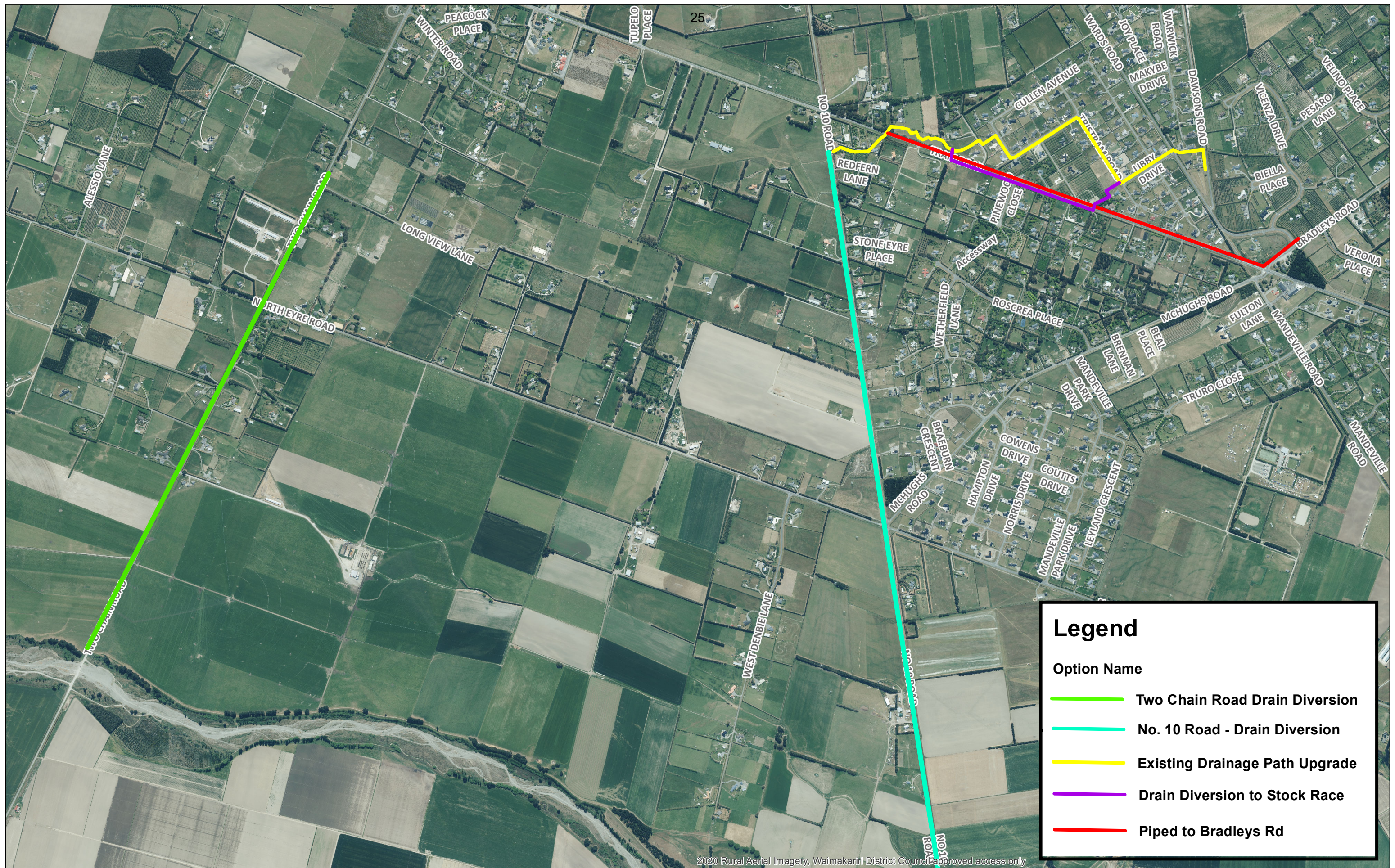
The Council's community outcomes are relevant to the actions arising from recommendations in this report.

- Core utility services are sustainable, resilient, affordable; and provided in a timely manner
- There is a safe environment for all

#### 7.4. **Authorising Delegations**

The Utilities and Roading Committee is responsible for activities related to Stormwater drainage.





2020 Rural Aerial Imagery, Waimakariri District Council approved access only

### Legend

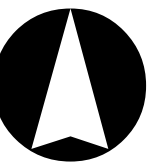
Option Name	Description
	Two Chain Road Drain Diversion
	No. 10 Road - Drain Diversion
	Existing Drainage Path Upgrade
	Drain Diversion to Stock Race
	Piped to Bradleys Rd

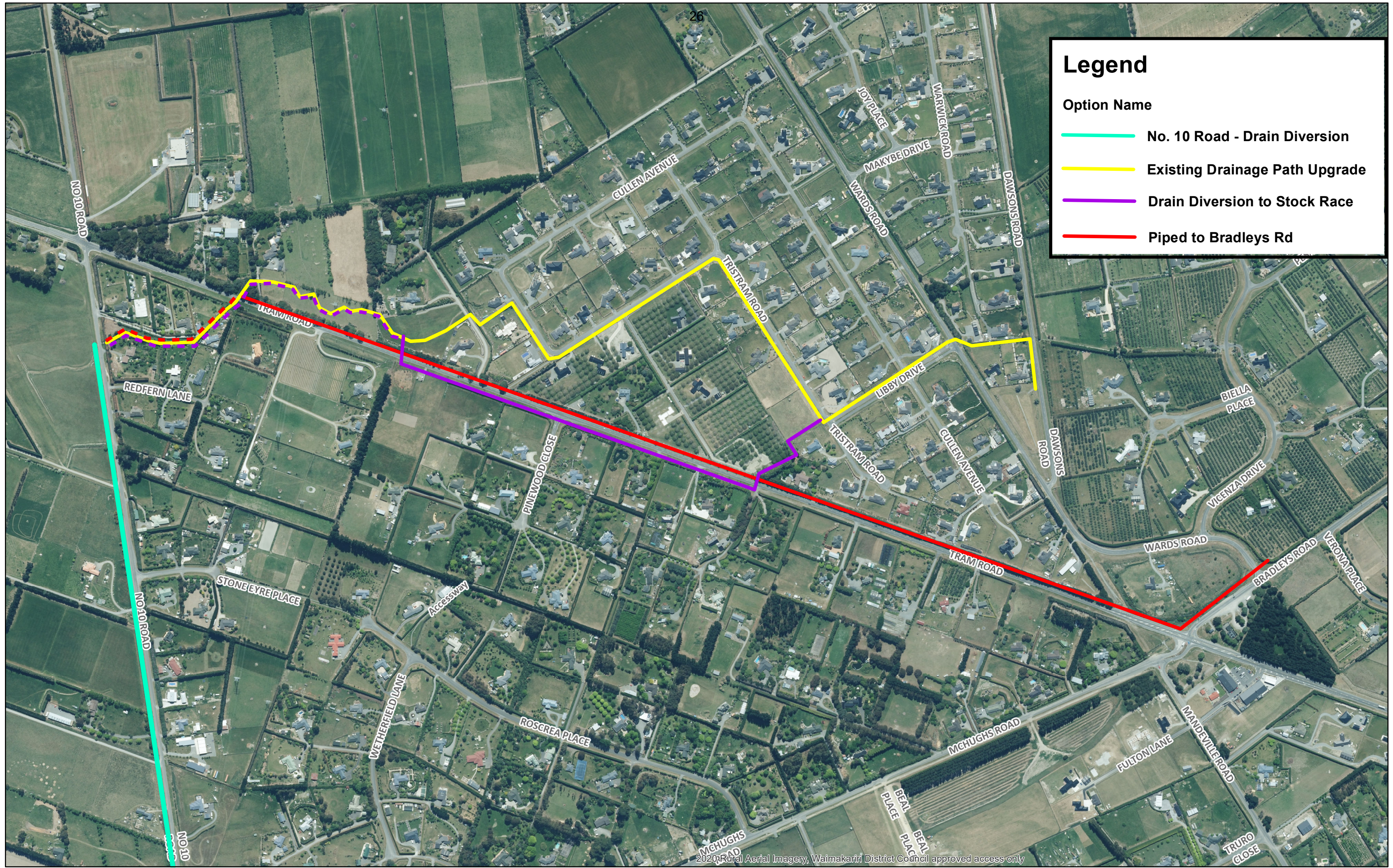


# MANDEVILLE RESURGENCE CHANNEL UPGRADE PROJECT

## HIGH LEVEL OPTIONS ASSESSMENT

SCALE (A3)  
1:15,000  
DATE  
1/06/2023

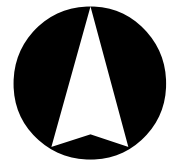




### Legend

Option Name

- No. 10 Road - Drain Diversion
- Existing Drainage Path Upgrade
- Drain Diversion to Stock Race
- Piped to Bradleys Rd

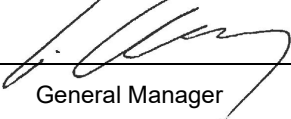


2020 Rural Aerial Imagery, Waimakariri District Council approved access only

**TABLE OF OPTIONS – HIGH LEVEL COST ESTIMATES AND BENEFITS**

Option Number	NAME OF OPTION*	DESCRIPTION OF OPTION	PROS	CONS	EST. COST (MILLION)	BENEFIT	COST
<b>1</b>	<b>Existing Drainage Path Upgrade</b>	Upgrade existing main drainage channel through Redfern Lane, over Tram Rd, through Millfield subdivision into Bradleys Road drain	<ul style="list-style-type: none"> <li>Increases conveyance capacity of existing drainage system to reduce likelihood of overflowing and flooding properties downstream.</li> </ul>	<ul style="list-style-type: none"> <li>Baseflow would still be conveyed through Redfern Lane and Millfield subdivision</li> </ul>	\$1.6 +	Low	Low
<b>2</b>	<b>Drain Diversion to Stockrace</b>	Divert a percentage of the 1existing main drainage channel from 1124 Tram Road across the road to an open drain on the south side of Tram Road, then utilise the stock race to divert flow to Libby Drive	<ul style="list-style-type: none"> <li>Diverts a portion of the existing flow away from Millfield subdivision reducing baseflow</li> </ul>	<ul style="list-style-type: none"> <li>Baseflow and storm flow would still pass through Redfern Lane which would still require some drainage improvements</li> <li>Storm flow would still flow through Redfern Lane and Millfield subdivision</li> <li>Detailed survey and assessment needs to be completed to determine if technically feasible.</li> </ul>	\$3.0 +	Moderate	Moderate
<b>3</b>	<b>Piped Option to Bradleys Road</b>	Install new 900mm diameter pipe from Tram Road culvert outlet, through to Bradleys Road drain	<ul style="list-style-type: none"> <li>Diverts majority of the existing flow away from Millfield subdivision.</li> <li>Does not divert any flow to the Old Eyre River bed</li> </ul>	<ul style="list-style-type: none"> <li>Baseflow and storm flow would still pass through Redfern Lane which would still require some drainage improvements</li> <li>Storm flow would still pass through Millfield subdivision</li> <li>Significantly higher estimated cost than other comparable options.</li> </ul>	\$5.3 +	High	Moderate High
<b>4</b>	<b>No.10 Road – Drain Diversion</b>	Construct a new open drain diversion along No.10 Road south to the Old Eyre River channel	<ul style="list-style-type: none"> <li>Diverts a portion of existing flow south to the Old Eyre River Bed during high flow storm events</li> <li>Reduced flow to existing drainage channel through Redfern Lane &amp; Millfield subdivision</li> </ul>	<ul style="list-style-type: none"> <li>Only removes a portion of stormwater flow from existing drainage channel during stormwater events.</li> <li>Baseflow would still be conveyed through Redfern Lane and Millfield subdivision</li> <li>Maintenance cost of maintaining new drain</li> </ul>	\$3.0 +	High	Moderate
<b>5</b>	<b>Two Chain Road – Drain Diversion</b>	Construct a new open drain diversion along Two Chain Road south to the Eyre River Channel	<ul style="list-style-type: none"> <li>Diverts water upstream of Two Chain Road, reducing downstream flows to the east of No.10 Road</li> <li>Reduced flow to existing drainage channel through Redfern Lane &amp; Millfield subdivision</li> </ul>	<ul style="list-style-type: none"> <li>Flow downstream of Two Chain Rd would still flow into existing drainage channel through Redfern Lane and Millfield subdivision.</li> <li>Ground level of drain profile is uphill, so any new diversion drain would be deep to achieve sufficient grade and may not be technically feasible once detailed surveying has been completed.</li> <li>Requires a pump station to pump into Eyre River Bed requiring on-going operational costs</li> </ul>	\$8.0 +	Moderate	High

\*Colour of option relate to Appended Maps (refer attachment i and attachment ii)

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION****FILE NO and TRIM NO:** DRA-20-45-08 / 23607083123**REPORT TO:** UTILITIES AND ROADING COMMITTEE**DATE OF MEETING:** 20 June 2023**AUTHOR(S):** Kalley Simpson, 3 Waters Manager  
Joanne McBride, Roading and Transport Manager  
Rob Kerr, Flood Recovery Programme Manager**SUBJECT:** July 2022 Flood Response Update**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)

  
 \_\_\_\_\_  
 General Manager


  
 \_\_\_\_\_  
 Chief Executive
**1. SUMMARY**

- 1.1 This report provides a progress update on the July 2022 Flood Response work programme, including investigation work and maintenance actions, and provides an overview of the physical works programme recommended by the investigations.
- 1.2 Previous updates have detailed that a total of 685 drainage service requests and 130 sewer service requests have been distilled to a total of 143 investigations, 321 maintenance actions and 81 customer advice actions. The budget to complete the Emergency and Immediate Works was estimated at \$3.82 million.
- 1.3 As at 8 June 2023, all but one investigation have been completed with the remainder either under review (9), in various phases of implementation (41) or the recommendations actions completed. The remaining investigation is well advanced with only final upstream inspection of an open drain required to confirm the system is not obstructed.
- 1.4 A further 321 potential maintenance actions were also identified from the service requests. As at 8 June 2023, all have been started and 245 have been completed. There are 94 in progress. Considerable effort by the teams has gone into accelerating this work with the completion of the sealing season freeing up resources to apply to this work.
- 1.5 A total emergency response budget of \$3.82 million was approved by Council. It is forecast that approximately \$3.33 million of that will be expended by the end of the financial year, with \$385,000 is proposed to be carried forward on some specific projects.

Attachment

- i) Flood Recovery projects currently included in draft Annual Plan or outer years.

**2. RECOMMENDATION****THAT** the Utilities and Roading Committee:

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

### 3. **BACKGROUND**

- 3.1. During the month of July 2022, four rainfall events occurred and the total rainfall for the month was about four times higher than the typical average for this time of the year. While individually these were not significant events, the cumulative monthly rainfall for the month reached record levels. Additionally, there was a wind event on the 18 July 2022.
- 3.2. The event on the 12 July 2022 was estimated to be approximately a 10-year event in the coastal area and the event on the 26 July 2022 was estimated to be a 20-30 year event in the coastal area. The cumulative rainfall for July 2022 was the wettest on record – Rangiora saw 238.4mm of rain in July, which is 441% of the average rainfall of 54mm for July based on records from 1991-2020.
- 3.3. While the events in July 2022 were less in scale compared to the May 2021 flood event, it still required a substantial response from our maintenance contractors and there has been some damage to Roding and 3 Waters infrastructure in the district. Additionally, there has been a large number of flooding related service requests that need to be worked through, which may result in additional improvement works being required.
- 3.4. A number of investigations have identified work that is able to be completed in this financial year while others will be included in the draft Annual Plan process. Some investigations are complementary to existing capital works projects and are being incorporated into this work programme where appropriate. The 2023/24 maintenance budgets have been reviewed in light of the additional information and staff will track these over the year. The recommended maintenance budgets in the Long term Plan may be modified based on this updated data.
- 3.5. The Committee will appreciate that investigating this number of flooding issues in a compressed timeframe requires a large number of engineers to support the programme. Along with internal Project Delivery Unit and Asset staff, there is currently assistance from six engineering consultants to support the programme. However, internal staff are also maintaining their “Business as Usual” workload and no consultant has been able to provide full time support and hence progress is solid but cannot be made rapidly.
- 3.6. It is also worth noting that the investigations require an experienced engineer to undertake the work because, although many of the issues are localised in nature, they are often complex and require some knowledge and expertise to be able to understand the issues involved and determine appropriate solutions without the benefit of costly and time consuming detailed investigations.

#### 4. ISSUES AND OPTIONS

##### Progress of Investigations

- 4.1. A total of 685 drainage service requests and 130 sewer service requests were received related to the flooding in July 2022 and, together with the investigations from earlier events, compiled into 143 investigations and 321 maintenance actions. The current status of these are summarised in the following tables:

Phase	At at 10 <sup>th</sup> March (last U&R update)	As at 8 June 2023	Change	Comment
Triaging	0	0	0	Initial review
Scoping	1	0	-1	Pending starting investigation
Under Investigation	21	1	-20	Under investigation
Review and approval	16	9	-7	Internal Asset Manager review
In Implementation	43	42	-1	Under design or construction
Completed	48	67	19	Completed
Subject to budget process	14	24	10	Pending AP or LTP considerations
<b>Total</b>	<b>143</b>	<b>143</b>		

Maintenance items				
To be started	37	0	-37	To be scoped
Work in progress	138	94	-44	Either being scoped or with contractor
Completed	155	245	90	No further action required
<b>Total</b>	<b>321</b>	<b>339</b>		

##### Outcomes from investigations

- 4.2. While progress is being made on the 143 investigations, addressing the issues through physical works or changes to maintenance practice (if it is WDC's responsibility) is the outcome that is most sought by the affected residents. The following table provides a summary of the solutions identified by the investigations. Attachment I includes a table from the March 2023 report to Utilities and Roading Committee tabulating the various projects that are subject to Annual and Long Term Plan decision making and current respective timeframes.

Implementation Solutions	This report
Not yet determined	0
Physical Works FY22/23	57
Future year capex	43
O&M changes	18
No action/Customer Advice	25
<b>Total</b>	<b>143</b>

## Communications

4.3. A programme of regular communications has been implemented to support the recovery programme. In particular, the following key activities are being undertaken:

- A fortnightly dashboard and detailed tracking sheet published on the website.
- Personal phone calls or emails to submitters when investigation begins to understand the issue with follow up communications to confirm the outcomes.
- A street meeting in Stalkers Road, Woodend Beach was held in late January and a further meeting in early June.
- Close out emails or communications with submitters as appropriate when each investigation is complete.

## Three Waters projects funded by Emergency Flood Recovery Budget

4.4. Council approved the following range of drainage and wastewater budgets as 'unbudgeted expenditure'. These projects and budgets were scoped and estimated with limited information and subject to further development and there have been some project substitutions. The table below also shows that the overall works remain on budget and the majority of works completed.

Project Name	Budget	Spent to date	Forecast Spend	Variation	Status
<b>Wastewater</b>					
Kairaki Sewer – Upgrade of pipework	\$ 100,000.00	\$ 190,449.80	\$ 190,449.80	\$ 90,449.80	Largely completed. Manholes pending
Kings Ave Wastewater PS	\$ 50,000.00	\$ -	\$ 100,000.00	\$ 50,000.00	In design. To carry forward
Rotten Row, Waikuku Beach – I&I investigations	\$ 20,000.00	\$ -	\$ -	-\$ 20,000.00	To maintenance budget
Stalkers Road, Woodend Beach – I&I investigations	\$ 20,000.00	\$ -	\$ -	-\$ 20,000.00	To maintenance budget
Mandeville Septic Tanks – Modifications	\$ 100,000.00	\$ 20,000.00	\$ 20,000.00	-\$ 80,000.00	Completed
Tuahiwi / Fernside – Modifications	\$ 50,000.00	\$ -	\$ 30,000.00	-\$ 20,000.00	In implementation
	<b>\$ 340,000.00</b>	<b>\$ 210,449.80</b>	<b>\$ 340,449.80</b>	<b>\$ 449.80</b>	
<b>Urban Stormwater</b>					
Kaiapoi Temporary Pumps	\$ 185,000.00	\$ 170,649.38	\$ 175,000.00	-\$ 10,000.00	Completed
Kaiapoi Additional Contractor July 22 Flood	\$ 50,000.00	\$ 89,134.81	\$ 60,000.00	\$ 10,000.00	Completed
CCTV Inspection - Kaiapoi	\$ 50,000.00	\$ -	\$ 65,000.00	\$ 15,000.00	Completed
Kiln Place / Fairweather Crescent Wastops & Bund	\$ 60,000.00	\$ 22,234.29	\$ 30,000.00	-\$ 30,000.00	Completed
Williams Street Lateral Replacement	\$ 30,000.00	\$ 5,900.00	\$ 5,900.00	-\$ 24,100.00	Completed
Hinemoa Park Drainage Improvements	\$ 40,000.00	\$ 29,496.53	\$ 30,000.00	-\$ 10,000.00	Completed
Fuller Street Drainage Upgrade	\$ -	\$ 6,105.75	\$ 60,000.00	\$ 60,000.00	In design. To carry forward
Temporary pumps - advance deployed to Swindells Road	\$ 10,000.00	\$ -	\$ 10,000.00	\$ -	Pending
Pearson Lane Culvert Upgrade	\$ 50,000.00	\$ 33,535.93	\$ 33,535.93	-\$ 16,464.07	Completed
CCTV Inspection - Rangiora	\$ 40,000.00	\$ -	\$ 10,000.00	-\$ 30,000.00	Completed
Pegasus Main Street Overflow Pipe	\$ 50,000.00	\$ -	\$ 50,000.00	\$ -	In implementation
Weka Street Upgrade	\$ 40,000.00	\$ -	\$ 65,000.00	\$ 25,000.00	In design. To carry forward
CCTV Inspection - Oxford	\$ 10,000.00	\$ -	\$ -	-\$ 10,000.00	Completed
	<b>\$ 615,000.00</b>	<b>\$ 357,056.69</b>	<b>\$ 594,435.93</b>	<b>-\$ 20,564.07</b>	

<b>Rural Drainage</b>					
Main North Road Culvert Upgrade	\$ 100,000.00	\$ -	\$ 85,000.00	-\$ 15,000.00	Completed
Old North Road Collapsed Culvert	\$ 40,000.00	\$ 19,302.93	\$ 20,000.00	-\$ 20,000.00	Completed
Wolffs Road Culvert Upgrade	\$ 80,000.00	\$ -	\$ 80,000.00	\$ -	In consultation
Kaiapoi Urupa – Install new drain	\$ 60,000.00	\$ 3,434.08	\$ 60,000.00	\$ -	Procurement
Washington Place – Restore drainage channel	\$ 20,000.00	\$ -	\$ -	-\$ 20,000.00	Not required
Ashley Gorge Road	\$ 50,000.00	\$ -	\$ 50,000.00	\$ -	Funded with Ecan
Bradleys / Vicenza Culvert Upgrade	\$ 50,000.00	\$ -	\$ 45,000.00	-\$ 5,000.00	Completed
Okuku River Ecan Works	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ -	In design. To carry forward
View Hill Stream Drainage Works	\$ -	\$ -	\$ 50,000.00	\$ 50,000.00	Funded with Ecan
	<b>\$ 425,000.00</b>	<b>\$ 47,737.01</b>	<b>\$ 415,000.00</b>	<b>-\$ 10,000.00</b>	
	<b>\$ 1,380,000.00</b>	<b>\$ 615,243.50</b>	<b>\$ 1,349,885.73</b>	<b>-\$ 30,114.27</b>	

## 5. IMPLICATIONS FOR COMMUNITY WELLBEING

- 5.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 5.2. Safe and reliable Rooding and 3 Waters infrastructure is critical for wellbeing. 3 Waters infrastructure includes adequate drinking water and drainage for health and Rooding infrastructure is required to provide safe egress and enable residents to access goods and services within the community.
- 5.3. The Management Team has reviewed this report and support the recommendations.

## 6. COMMUNITY VIEWS

### Mana whenua

- 6.1. Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report as it relates to impacts on waterways and rivers. Staff will update the Runanga at the executive meetings and where relevant on specific projects or consents engage with Mahaanui Kurataio.

### Groups and Organisations

- 6.2. A number of the issues in this report cross over with Environment Canterbury (ECAN) in terms of consenting, or in relation to rivers and natural waterways assets and services they maintain. Staff from ECAN and WDC are working to proactively coordinate where necessary.
- 6.3. There are some drainage related issues that also relate to water races and irrigation races. Where this is the case staff are coordinating with Waimakariri Irrigation Limited.

### Wider Community

- 6.4. The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as the wider community has been impacted by the recent flood event.



## 7. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### Financial Implications

- 7.1. The updated cost estimate and spend to date for the works associated with recovery from the flood is summarised below with the assessment of the carry forward of the works to FY 23/24. This shows that all budgets are expected to be close to expended with carry forward of approximately 10% of total flood recovery budget.

Area	Budget	Forecast Spend FY22/23	Carry over	Total forecast spend	Projects carry forward
Roading	\$1,940,000	\$1,820,000	\$0	\$1,820,000	Nil
Stormwater	\$615,000	\$565,000	\$50,000	\$615,000	Pegasus Main Street
Land Drainage	\$400,000	\$270,000	\$130,000	\$400,000	Ashley Gorge Rd, Wolfs Rd
Rivers	\$25,000	\$25,000	\$0	\$25,000	
Wastewater	\$340,000	\$150,000	\$190,000	\$340,000	Kairaki Sewer; Kings Ave PS, Waikuku Beach.
Flood Response Investigations	\$500,000	\$485,000	\$15,000	\$500,000	Close out investigations and management
<b>TOTAL</b>	<b>\$3,820,000</b>		<b>\$385,000</b>	<b>\$3,700,000</b>	

### Sustainability and Climate Change Impacts

- 7.4. The frequency and severity of flood events is likely to increase due to the impacts of climate change.

### Risk Management

- 7.5. There are risks arising from the adoption/implementation of the recommendations in this report.
- 7.6. A risk-based approach has needed to be adopted around the management of the Lees Valley slips and this will also be the case when assessing and agreeing on repairs for the Okuku Pass Road slips as well as bridge approach repairs. In these cases, the best whole of life cost needs to be considered when agreeing the extent of repair and there is a residual risk of ongoing repairs being required due to further rainfall events.

### Health and Safety

- 7.7. There are health and safety risks arising from the adoption/implementation of the recommendations in this report.
- 7.8. Physical works will be undertaken to repair flood damage and as per standard process for any physical works, the contractor will be required to provide a Site Specific Health & Safety Plan for approval prior to work commencing on site.

## 8. **CONTEXT**

### Consistency with Policy

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

### Authorising Legislation

- 8.2. The Land Transport Management Act is the relevant legislation in relation to Rooding activities.

### Consistency with Community Outcomes

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

8.4. 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.

***Core utility services are sustainable, resilient, affordable; and provided in a timely manner***

- Harm to the environment from sewage and stormwater discharges is minimised.
- Council sewerage and water supply schemes, and drainage and waste collection services are provided to a high standard.
- Waste recycling and re-use of solid waste is encouraged, and residues are managed so that they minimise harm to the environment.

**Authorising Delegations**

8.5. Relevant staff have delegation to authorise unbudgeted emergency works where needed.

**Attachment i): Flood Recovery projects currently included in draft Annual Plan or outer years**

Ref	Location	Scope of work	Rough order budget	Proposed Financial year	Potential funding source
NS1	Percival Street	Sewer upgrade from in Percival Street from Charles Street to Matawai Park	\$500,000.00	FY25/26	EDSS
FT46	Stalkers Road	Install swales and culverts and upgrade downstream	\$ 240,000.00	FY23/24	Coastal Urban
FT44	SH1	Swales/drains in SH1 and in property. In property works by landowner	\$ 220,000.00	FY23/24	Coastal Urban
FT38	Pearson Drain	Upgrade to channel and culverts plus potential diversion	\$ 330,000.00	FY23/24	Oxford Urban Drainage
FT34	Bay Road	Upgrade to culverts plus possible diversion	\$260,000.00	FY24/25	Oxford Urban Drainage
H36	Kaikanui Stream	Diversion of the lower Kaikanui Stream below the railway line to alleviate flooding.	\$1,500,000.00	FY24/25 FY 25/26	Kaiapoi Urban
N01	Flannigans Drain	Upgrade conveyance	\$500,000.00	FY24/25	Oxford Urban Drainage
FT51	Cust Road	Drainage upgrades to provide a secondary overland system from the low point at 1838 Cust Road.	\$310,000.00	FY24/25	District Wide Drainage
FT36	Burnett Street	Channel and bunding A&P Showgrounds to Pearson Drain	\$330,000.00	FY25/26	Oxford Urban Drainage
H21	Belmont Avenue, Rangiora	Refresh infiltration and install overflow	\$46,000.00	FY27/28	Rangiora Drainage
N13	Beach Crescent, Waikuku Beach	Pumping and bund system. Possibly with campground	\$1,050,000.00	FY28/29	Coastal
FT17	Cridland Street West	Pump station and pipework feeding	\$1,940,000.00	FY30/31	Kaiapoi Urban
			<b>\$7,626,000.00</b>		

**Three Waters projects to be considered as part of Long Term Plan process**

Ref	Location	Scope of work	Rough order budget	Proposed Financial year	Potential funding source
FT42	Wilson Drive	Secondary flow-path and upsizing existing pipe.	\$200,000.00	TBC	Ohoka Rural
FT56	Depot Road	Major swale and culvert system	\$700,000.00	TBC	District Wide Roding / District Wide Drainage / Environment Canterbury

Ref	Location	Scope of work	Rough order budget	Proposed Financial year	Potential funding source
H14	Woodfields Road	Upgrade culverts and bund low lying property. Possible diversion	\$50,000.00	TBC	District Wide Drainage
H18	Greens Road, Tuahiwi	Culvert upgrade	\$30,000.00	TBC	District Wide Drainage
H25	Island Road, Kaiapoi	Bund in park	\$20,000.00	TBC	Greenspace
H32	Washington Place, West Eyreton	Culvert and channel upgrade and new cut off drain	\$160,000.00	TBC	District Wide Drainage
H41	Burgesses Road and Tram Road	Culvert upgrade and cut-off drains (note two separate sites)	\$400,000.00	TBC	District Wide Roothing
N18	Northside Drive, Waikuku Beach	Raise bund. Form channel	\$50,000.00	TBC	Coastal Urban
N22	Helmore Street, Rangiora	Bund and channel to cut off flow	\$75,000.00	TBC	District Wide Drainage
N31	Rossiters Road, Loburn	Cut off Swale and culverts	\$50,000.00	TBC	District Wide Roothing
Gen	General	Allowance for incomplete investigations	\$200,000		
<b>Approx. \$2.0 m</b>					

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-08-09-01 / 230322040088


**REPORT TO:** OXFORD-OHOKA COMMUNITY BOARD


**DATE OF MEETING:** 7 June 2023

**AUTHOR(S):** Joanne McBride, Roding and Transport Manager

**SUBJECT:** Proposed Roding Capital Works Programme for 2023/24

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

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1 This report seek endorsement from the Community Board of the proposed 2023/24 Roding Capital Works Programme and noting the indicative three-year programme from 2024/25 to 2026/27 as shown in the tables in Attachment (i).
- 1.2 The Roding programmes being considered are the categories where a general allocation is provided for in the Council's Long Term Plan (LTP), where community input is beneficial to achieving the required outcomes.
- 1.3 Renewal programmes are determined following an assessment of condition of assets which have reached the end of life and are due for replacement, or where infrastructure is failing to provide an adequate level of service. While part of the prioritisation process asset life other factors including road hierarchy, high demand areas (e.g., schools or town centre areas) and condition are also considered.
- 1.4 All major improvement projects which are specifically listed in the Long Term Plan (LTP) are not considered within this report, as these are consulted on through the LTP process.
- 1.5 Minor Safety Improvements and Public Transport Infrastructure are also included in the proposed programme.

**Attachments:**

- i. Proposed Roding Capital Works Programme for 2023-24 and Indicative Three-Year Programme (TRIM No. 230306030136)

**2. RECOMMENDATION**

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 230322040088.

*AND*

**THAT** the Oxford-Ohoka Community Board recommends:

**THAT** the Utilities & Roding Committee:

- (a) **Approves** the attached 2023/24 Proposed Roding Capital Works Programme (TRIM No. 230306030136).

- (b) **Authorises** the Roding & Transport Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes included in Quarterly Financial reporting.
- (c) **Endorses** the indicative Roding Programme for the 2024/25, 2025/26 and 2026/27 years.

### 3. **BACKGROUND**

- 3.1 The Roding programmes being considered are for those categories where a general allocation only is provided in the Council's Long Term Plan (LTP). These categories have some flexibility and as such community input is beneficial to achieving the required outcomes.
- 3.2 Major Roding Improvement projects are not included in this report as they are specifically listed in the LTP and consulted on through the LTP.
- 3.3 Categories considered within this programme are:
- Kerb and Channel Renewal
  - Footpath Renewal
  - Minor Improvements
  - Public Transport Infrastructure (New bus shelters & seats)
- 3.4 The provision of new footpaths in urban areas is not included in this report and will instead be the subject of a future report.
- 3.5 Other general categories such as road rehabilitation, road resealing, unsealed road re-metalling, signs renewal and street light renewal are not included as these programmes are developed purely on technical grounds and for asset condition reasons.
- 3.6 The process for finalising and approving the 2023/24 Roding capital works programme is has included holding workshops with the Community Boards during March and following on with a report to the Community Boards, and recommendations to the Utilities and Roding Committee in July for approval.
- 3.7 The roading network is managed as a total network across the whole district and as such projects are prioritised district wide. Also, as the majority of expenditure on the network is subsidised by Waka Kotahi New Zealand Transport Agency, their requirements must be met to secure co-funding. Asset condition and safety are the key drivers for the programme and the aim is to minimise lifecycle costs.
- 3.8 Projects are identified in terms of the Roding Activity Management Plan and are being done to ensure the levels of service identified in the LTP are met. Asset renewal projects are identified and programmed based on asset condition to ensure that lifecycle costs, and hence the cost to the community, are minimised.
- 3.9 In developing the programmes, a range of factors are taken into account. Asset condition is the main driver for renewal projects, however other key factors are community feedback, and the coordination of the work with other programmes (such as water main renewal, drainage improvements and Utility Provider undergrounding) especially when deciding which year, a particular work should be done. As asset deterioration is gradual there is some flexibility to bring forward or delay specific projects where required.

- 3.10 Inputs used to develop the programmes are condition rating and inspections, RAMM reports, reports from the maintenance contractor, crash records, network safety inspections, reviews of maintenance costs, feedback from the public via service requests etc. All identified deficiencies are entered into a database, reviewed and then prioritised to fit within budget levels and to ensure they address a defined level of service issue.
- 3.11 Utility Authorities, the 3 Waters Team and the Greenspaces Teams are consulted to ensure there are no conflicts with their programmes and to identify possible synergies in the programmes.
- 3.12 **Condition Assessment**
- 3.13 To better understand the condition of the kerb and channel and footpath assets a condition rating is carried out every three years on these assets. The most recent rating was completed in 2022 to feed into the 2024/34 Rooding Asset Management Plan and the Long Term Plan. The attached programme has been updated following the condition rating. Therefore, the next condition rating is due to be completed in 2025.
- 3.14 **Kerb and Channel Replacement**
- 3.15 Kerb and channel replacement is primarily focussed on the replacement of old-style dished channels which are in a poor or very poor condition. This is subject to the kerb and channel warranting replacement and meeting NZTA requirements. In many cases the footpath is replaced at the same time as the kerb and channel, however this only occurs where the footpath condition also warrants the renewal. Some old kerb and flat channels are in poor condition, and these will be included in the programme as required.
- 3.16 The kerb and channel replacement are prioritised district-wide and the condition of the channel must be such that replacing it is the lowest maintenance cost treatment. Waka Kotahi has reasonably strict requirements that have to be met in order for the work to qualify for financial assistance, such that the poor condition of the channel is resulting in damage to the carriageway due to water ingress. Replacement for aesthetic reasons only will not be approved by Waka Kotahi.
- 3.17 It is noted that the condition of kerb & channel in Oxford is currently such that there are no sites identified for replacement in the next four years.
- 3.18 **Footpath Renewals**
- 3.19 This category is for the resurfacing and reconstruction of footpaths. The programme is determined by the footpath surface condition, and the purpose is to provide safe and comfortable footpaths and to minimise lifecycle costs.
- 3.20 As mentioned above all footpaths were condition rated in 2022. From this rating the worst condition streets were identified and inspected. From that inspection and taking into account community feedback and other programmes. Including the previous approved programme, the draft renewal programme has been developed.
- 3.21 The footpath renewal programme is coordinated with the kerb and channel programme to ensure the end of the footpath life coincides with the end of the kerb and channel life so replacement can be done at the same time. This offers more options to design a comprehensive street upgrade when the renewal takes place. The next condition rating assessment is due to be undertaken in 2025.

### **3.22 Minor Improvements Programme**

- 3.23 For the minor improvement programme, safety is the main factor considered.
- 3.24 This programme has some flexibility and opportunities exist to carry out a range of safety related improvement works. The proposed programme includes a number of safety issues and concerns that have been raised through various avenues and feedback from the Board(s) is an important input in confirming this programme.

### **3.25 Public Transport Infrastructure**

- 3.26 There are no planned improvements within the Oxford-Ohoka ward area for public transport over the next 4 years.

## **4. ISSUES AND OPTIONS**

- 4.1. The draft programme was workshopped with the Community Board during March and the following feedback was received:

#### Proposed programme:

- South Eyre Rd / Browns Rd – Need to consult with the adjacent property owner.
- Tram Rd / Earlys Rd – Likely to be a splitter island on the southern leg of the intersection (will be confirmed during design).
- Street Lighting in Oxford – Request to consider desire to move toward a dark skies' status. Staff to investigate options such as bollards to see if they could be used rather than streetlights to fill in gaps.

#### Other Maintenance Issues:

- Park Avenue Footpath – Repairs to trip hazards (tree roots), ponding and subsidence areas to be undertaken. To be repaired under maintenance.
  - Tram Rd (Earlys Rd to Poyntz Rd) – Shoulder heaves being repaired before winter.
  - Rands Road – Discussed repairs undertaken and putting out an information notice to residents.
  - Bridge signage on Mill Rd & Summerhill Rd
  - German Rd – Staff to investigate whether a centreline could be marked.
  - Maintenance of the gritted path in Ohoka (Bradleys Rd to Mill Rd).
- 4.2. The 2023/24 programme will need to be confirmed and then approval sought from the Utilities & Roading Committee in July, to allow for work to proceed promptly in the 2023/24 financial year.
- 4.3. The indicative three-year programme for the following three years is more flexible and as it is reviewed annually to allow consideration of programme delays, any emerging issues and to provide an opportunity to make changes to this programme.



4.4. The following options are available to the Board:

4.4.1. Option One – Endorse the Proposed Programme as Recommended:

This is the recommended option as it allows the draft programme to be taken to Utilities & Roading Committee and for work to begin on planning / design for projects early in the new financial year.

4.4.2. Option Two – Decline the Recommendation and ask Staff to make further changes:

This is not the recommended option as the draft programme has been workshopped with the Community Board and feedback has been incorporated into the programme where appropriate.

This is not the recommended option as the draft programme has been provided at a workshop with the Community Board. No feedback has been received to date.

**Implications for Community Wellbeing**

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

The programmes contribute directly to public transport, safety and meeting levels of service, all of which have an impact of the Community.

The Management Team has reviewed this report and support the recommendations.

**5. COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report. Safety, Public transport and renewal of infrastructure supports the whole community.

5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

A workshop was held with the Oxford-Ohoka Community Board in March 2023 and the feedback received is outlined in section 4 above and has been incorporated into the programme where appropriate.

5.3. **Wider Community**

The wider community is likely to benefit from these safety improvements, improved infrastructure, and installation of shelters. Improved safety reduces the risk of harm to the public.

Renewal of infrastructure results in a good level of service for the community and reduces the risk of failure which could put the Community at risk.

**6. OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report. Programmes are set to meet budget allocations for each category.

This budget is included in the Long Term Plan. It is also noted that the budgets included in the attached proposed programme exclude inflation and that the Long Term Plan budget figures include inflation.

## 6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. Providing good quality assets such as footpaths encourages alternate modes such as walking. Increased Public Transport use has the impact of reducing carbon emissions.

## 6.3. Risk Management

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

There is a risk that the programme may not meet expectations. This is mitigated by ensuring public feedback is taken into consideration when developing the programme.

The programme is also circulated to the Community Boards and feedback is sought.

## 6.4. Health and Safety

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

Any contractors undertaking condition assessment or physical works contracts will be required to be SiteWise registered and meet minimum score requirements appropriate for the risk of the work being undertaken.

## 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

The Land Transport Act is relevant to this matter.

### 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.

#### ***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.
- Public transport serves our District effectively.

### 7.4. Authorising Delegations

The Oxford-Ohoka Community Board has delegation to receive this report and make a recommendation to the Utilities & Roading Committee.

<b>Proposed Roading Capital Works Programme for Community Boards - 2023/24 and three indicative years</b>						
			<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>
<b>Project Name</b>	<b>Side</b>	<b>Town</b>	<b>Indicative Programme</b>	<b>Indicative Programme</b>	<b>Indicative Programme</b>	<b>Indicative Programme</b>
<b>Kerb and Channel Replacement</b>						
Professional Fees			\$ 75,000	\$ 80,000	\$ 80,000	\$ 80,000
Geddis St (No. 26 - White St)	Both	Rangiora	\$ 200,000	-	-	-
Ashley St (No. 65 to 85 - Lovers Lane)	West	Rangiora	\$ 65,000	-	-	-
Palmer St (Douglas St - White St) with Watermain	North	Rangiora	\$ 35,000	-	-	-
Palmer St (White - Church) with Watermain	North	Rangiora	\$ 40,000	-	-	-
Edward St (Wales St - no. 62)	East	Rangiora	\$ 30,000	-	-	-
Alfred St (Victoria St - Ivory St)	South	Rangiora	\$ 40,000	-	-	-
Stephens St (Blackett St - High St)	West	Rangiora	\$ 85,000	-	-	-
Leech Pl (Bush St - end)	North	Rangiora	-	\$ 30,000	-	-
Green St (Johns Rd - 22)	East	Rangiora	-	\$ 100,000	-	-
Ashgrove St (Seddon St - No.62)	East	Rangiora	-	\$ 120,000	-	-
Akaroa Street (Hugh St - Ashley Pl )	Both	Kaiapoi	-	\$ 220,000	-	-
Akaroa Street (Ashley Pl - Alpine Ln)	Both	Kaiapoi	-	-	\$ 140,000	-
White St (Palmer St - opposite Wiltshire Pl)	East	Rangiora	-	-	\$ 140,000	-
Kingsbury Ave (Windsor Crt - Regent Ave) - V Channel	South	Rangiora	-	-	\$ 40,000	-
Seddon St (White St to Ayers St)	North	Rangiora	-	-	\$ 65,000	-
Seddon St (Kinley St to White St)	South	Rangiora	-	-	\$ 30,000	-
Otaki St (Ohoka Rd - Broom St / no. 21)	East	Kaiapoi	-	-	\$ 60,000	-
Otaki St (Ohoka Rd - Broom St / no. 21)	West	Kaiapoi	-	-	-	\$ 95,000
Johns Rd (Green St - Bush St)	South	Rangiora	-	-	-	\$ 85,000
Johns Rd (Bush St - King St)	South	Rangiora	-	-	-	\$ 50,000
Edward St, No. 14 - Wales St	East	Rangiora	-	-	-	\$ 140,000
Thorne Pl (Ivory St - end)	South	Rangiora	-	-	-	\$ 25,000
White St (Johns Rd - Palmer St)	East	Rangiora	-	-	-	\$ 60,000
To be Allocated			\$ 907	\$ 20,907	\$ 15,907	\$ 35,907
<b>Value of Work Programmed</b>			\$ 570,000	\$ 550,000	\$ 555,000	\$ 535,000
<b>Approved Annual Budget - Professional Fees</b>			\$ 88,000	\$ 88,000	\$ 88,000	\$ 88,000
<b>Approved Annual Budget - K&amp;C Renewal</b>			\$ 482,907	\$ 482,907	\$ 482,907	\$ 482,907
<b>Total Available Budget</b>			<b>\$ 570,907</b>	<b>\$ 570,907</b>	<b>\$ 570,907</b>	<b>\$ 570,907</b>

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Footpath Renewal</b>			<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>
Geddis St (No. 26 - White St) - with kerb & channel	Both	Rangiora	\$ 100,000	-	-	-
Ashley St (No. 65 to 85 - Lovers Lane) - with kerb & channel	West	Rangiora	\$ 25,000	-	-	-
Palmer St (Church St - Douglas St) - with kerb & channel	North	Rangiora	\$ 20,000	-	-	-
Palmer St (Douglas St - White St) - with kerb & channel	North	Rangiora	\$ 22,000	-	-	-
Edward St (Wales St to end of path) - with kerb and channel. Short length only	East	Rangiora	\$ 8,000	-	-	-
Alfred St (Victoria St - Ivory St) - with kerb & channel	South	Rangiora	\$ 24,000	-	-	-
Stephens St (High St - Blackett St) - with kerb & channel	West	Rangiora	\$ 40,000	-	-	-
Scotswood PI (both)	Both		\$ 90,000	-	-	-
Kynnersley St (Sneyd St - end)	South	Kaiapoi	\$ 23,000	-	-	-
Princess PI (Smith St - end)	East	Kaiapoi	\$ 47,000	-	-	-
Seddon St (Kinley St - Keldon Ave)	South	Rangiora	\$ 40,000	-	-	-
Bush St (Charles St - Watson PI)	East	Rangiora	\$ 26,000	-	-	-
Charles St (King St - Bush St)	North	Rangiora	\$ 42,000	-	-	-
Douglas St (No. 9 - End)	East	Rangiora	\$ 23,000	-	-	-
Grove PI (Kingsbury Ave - Rex PI, including walkway)	East	Rangiora	\$ 27,000	-	-	-
Main Nth Rd SH 1 Waikuku	West		\$ 45,000	-	-	-
Leech PI (Bush St - end) - with kerb and channel	North	Rangiora	-	\$ 20,000	-	-
Green St (Johns Rd - No. 22) - with kerb and channel	East	Rangiora	-	\$ 40,000	-	-
Ashgrove St (Seddon St - No.62) - with kerb and channel	East	Rangiora	-	\$ 55,000	-	-
Akaroa Street (Hugh St - Ashley PI) - with kerb and channel	Both	Kaiapoi	-	\$ 102,000	-	-
Fraser PI (No. 2 - end)	Both	Rangiora	-	\$ 40,000	-	-
Ashley St (Jennings PI - No. 71/73)	West		-	\$ 70,000	-	-
Holcroft Crt (Seddon St- End)	Both	Rangiora	-	\$ 40,000	-	-
Parkhouse Dr (Treffers Ave-End)	West	Rangiora	-	\$ 53,000	-	-
Park St (High St - end)	West	Rangiora	-	\$ 40,000	-	-
Treffers Ave (Johns Rd - Parkhouse Dr)	West	Rangiora	-	\$ 30,000	-	-
Wilson Dr (Mill Rd - end)	East	Rangiora	-	\$ 35,000	-	-
Kippenberger Ave (East Belt - end)	North	Rangiora	-	\$ 60,000	-	-
Victoria St (No. 67 - Alfred)	West	Rangiora	-	\$ 22,000	-	-
Akaroa Street (Ashley PI - Alpine) - with kerb & channel	Both	Kaiapoi	-	-	\$ 60,000	-
White St (Palmer to no. 32) - with kerb and channel	East	Rangiora	-	-	\$ 40,000	-
Kingsbury Ave (Windsor Crt- Regent Ave) - V channel on south side of the road	North	Rangiora	-	-	\$ 20,000	-
Seddon St (White St to Ayers St) - with kerb & channel	North	Rangiora	-	-	\$ 25,000	-
Seddon St (Kinley St to White St) - with kerb & channel	South	Rangiora	-	-	\$ 20,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	East	Kaiapoi	-	-	\$ 40,000	-
Courtenay Dr (Stone St - Williams St)	North	Kaiapoi	-	-	\$ 30,000	-
Burt St (Albert - Ashley)	Both	Rangiora	-	-	\$ 35,000	-
White St (Seddon St - Kingsbury Ave)	West	Rangiora	-	-	\$ 75,000	-
Upper Sefton Rd (no. 537- Railway St)	North	Sefton	-	-	\$ 35,000	-

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Kippenberger Ave (East Belt - end)	North	Rangiora	-	-	\$ 60,000	-
Hewitts Rd (Appleton PI - No. 27/29)	South	Woodend	-	-	\$ 50,000	-
Hewitts Rd (Woodglenn Dr - Appleton PI)	South	Woodend	-	-	\$ 30,000	-
Buckleys Rd (45-63)	West	Rangiora	-	-	\$ 20,000	-
Fuller St (Peraki St - No. 65)	South	Kaiapoi	-	-	\$ 50,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	West	Kaiapoi	-	-	-	\$ 36,000
Johns Rd (Green St - Bush St) - with kerb & channel	South	Rangiora	-	-	-	\$ 45,000
Johns Rd (Bush St - King St) - with kerb and channel	South	Rangiora	-	-	-	\$ 30,000
Thorne PI (Ivory St - end) - with kerb & channel	South	Rangiora	-	-	-	\$ 15,000
White St (Johns Rd - Palmer St) - with kerb & channel	East	Rangiora	-	-	-	\$ 25,000
Blackett St (Ashley St to Railway)	North		-	-	-	\$ 20,000
To be Allocated			\$ 8,061	\$ 3,061	\$ 20,061	\$ 439,061
<b>Value of Work Programmed</b>			\$ 602,000	\$ 607,000	\$ 590,000	\$ 171,000
<b>Total Available Budget</b>			<b>\$ 610,061</b>	<b>\$ 610,061</b>	<b>\$ 610,061</b>	<b>\$ 610,061</b>

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Minor Improvement Projects</b>						
<b>Lighting</b>						
Minor Lighting Upgrades			-	-	-	\$ 25,000
Easterbrook / Fernside Rd		Rangiora	-	-	\$ 25,000	-
Oxford Lighting Deficiencies		Oxford	\$ 35,000	\$ 25,000	-	-
<b>Intersection Improvements</b>						
Tram Rd / Browns Rd		Swannanoa	\$ 25,000	-	-	-
Cones / Fawcetts		Rangiora	\$ 95,000	-	-	-
Harleston Rd / Broad Rd Intersection		Sefton	-	\$ 40,000	-	-
South Eyre Rd / Browns Rd		Swannanoa	-	\$ 20,000	-	-
Tram Rd / Earlys Rd Splitter Island		West Eyreton	-	\$ 30,000	-	-
Easterbrook Rd / Fernside Rd		Fernside	-	-	\$ 40,000	-
Swamp / Hodgsons / Stonyflat		Loburn	-	-	-	\$ 40,000
Merton / Plaskett / Oxford		Rangiora	-	-	-	\$ 60,000
Budget to be Allocated			-	\$ 30,000	\$ 80,000	\$ 20,000
<b>School Safety Project</b>						
Kaiapoi High School		Kaiapoi	\$ 30,000	-	-	-
Rangiora High School		Rangiora	-	\$ 50,000	-	-
Other School Projects (Speed outside Schools)			\$ 20,000	-	\$ 50,000	\$ 50,000
<b>Speed Treatments</b>						
Delineation along SH1 detour routes		Various	\$ 20,000	-	-	-
Speed Signage & Markings		Various	\$ 40,000	\$ 25,000	\$ 25,000	\$ 25,000
South Belt at Park & Ride - Threshold		Rangiora	\$ 35,000	-	-	-
Oxford Speed Thresholds		Oxford	-	\$ 60,000	-	-
Other Speed Projects TBC			-	\$ 15,000	\$ 75,000	\$ 75,000
<b>Minor Works</b>						
Dale St Stormwater Improvements		Kaiapoi	\$ 10,000	-	-	-
Speed Indicator Signs		Various	\$ 25,000	-	-	-
Mandeville Road Improvements at Village		Mandeville	\$ 40,000	-	-	-
Railway Road Improvements (near Railway line)		Rangiora	\$ 45,000	-	-	-
Millton Ave Entrance to Rangiora - Speed Treatment		Rangiora	-	\$ 30,000	-	-
Other Minor Works			-	-	-	-
<b>Walking and Cycling Projects</b>						
West Belt Ped Cutdowns		Rangiora	\$ 15,000	-	-	-
Edward Street Footpath		Kaiapoi	\$ 15,000	-	-	-
Ivory Street Pedestrian Refuges		Rangiora	\$ 25,000	\$ 25,000	-	-
Woodend Footpath Improvements (widening)		Woodend	-	\$ 40,000	-	-
East Belt Footpath (Grey View Pl to Kippenberger)		Rangiora	-	\$ 30,000	-	-
Tactile Indicator Installation		Various	\$ 25,000	\$ 25,000	\$ 20,000	\$ 20,000

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Rangiora Roundabouts Pedestrian Improvements		Rangiora	\$ 5,000	\$ 25,000	\$ 20,000	\$ 20,000
Peraki St / Carew St Ped Cutdowns		Kaiapoi	-	\$ 15,000	-	-
Sneyd / Cosgrove St Ped Cutdowns		Kaiapoi	-	-	\$ 15,000	-
South Belt - Ped Refuge (Btwn Southbrook / King St)		Rangiora	-	-	\$ 20,000	-
Other Walking & Cycling Projects			-	-	-	-
<b><u>Roadside Hazard Removal</u></b>						
Dixons Rd - Bridge 2802 Widening (RP2540)		Loburn	\$ 90,000	-	-	-
Dixons Rd - Bridge Widening (RP1125)		Loburn	-	\$ 100,000	-	-
Upper Sefton - Concrete Headwall (RP9490)		Sefton Rural	-	-	\$ 100,000	\$ 100,000
Other Roadside Hazard Projects TBC			-	-	\$ 100,000	\$ 100,000
<b><u>Cattle Underpass</u></b>						
Underpasses to be allocated			-	-	-	-
Budget to be Allocated			-	\$ 10,000	\$ 25,000	\$ 60,000
<b>Value of Work Programmed</b>			\$ 595,000	\$ 585,000	\$ 570,000	\$ 535,000
<b>Approved Annual Budget</b>			\$ 595,000	\$ 595,000	\$ 595,000	\$ 595,000

Project Name	Side	Town	23/24	24/25	25/26	26/27
			Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Bus Shelter Programme</b>						
Ashley St (near Duke St)		Rangiora	\$ 20,000	-	-	-
Pegasus Blvd (near Whakatipu St)	South	Pegasus	\$ 20,000	-	-	-
Williams St (near Police Stn) (including Real Time Display)		Kaiapoi	\$ 30,000	-	-	-
Pegasus Blvd (near Waireka St)	South	Pegasus	\$ 20,000	-	-	-
High St near King St (south) - Real Time Display		Rangiora	\$ 20,000	-	-	-
White Street near Rata Street - Real Time Display		Rangiora	\$ 15,000	-	-	-
Pegasus Main St near Motu - Real Time Display		Pegasus	-	\$ 15,000	-	-
Northern Park and Ride (River Rd) - Real Time Display		Rangiora	-	\$ 15,000	-	-
Kaiapoi Central Park and Ride - Real Time Display		Kaiapoi	-	\$ 15,000	-	-
South Blt near Bush St - Real Time Display		Rangiora	-	\$ 15,000	-	-
Kaiapoi South Park & Ride - Real Time Display		Kaiapoi	-	\$ 15,000	-	-
Ohoka Rd (Kaiapoi High School) - north		Kaiapoi	-	\$ 20,000	-	-
Ohoka Rd (Kaiapoi High School) - south		Kaiapoi	-	\$ 20,000	-	-
Southbrook Rd (near Coronation St)		Rangiora	-	-	\$ 15,000	-
Bush St (near Watson Pl)		Rangiora	-	-	\$ 20,000	-
Main North Rd (near Hewitts Rd)		Kaiapoi	-	-	\$ 20,000	-
Williams St (near Davies St)		Kaiapoi	-	-	\$ 20,000	-
Main North Rd (near School Rd)		Woodend	-	-	\$ 20,000	-
Pegasus Blvd near Pegasus Main St - Real Time Display		Pegasus	-	-	\$ 15,000	-
To be allocated			-	\$ 10,000	\$ 15,000	\$ 125,000
<b>Value of Work Programmed</b>			\$ 125,000	\$ 115,000	\$ 110,000	-
<b>Approved Annual Budget</b>			\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-08-09-01 / 230601081344**REPORT TO:** WOODEND-SEFTON COMMUNITY BOARD**DATE OF MEETING:** 12 June 2023**AUTHOR(S):** Joanne McBride, Roading & Transport Manager**SUBJECT:** Proposed Roading Capital Works Programme for 2023/24**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)  
General Manager  
Chief Executive**1. SUMMARY**

- 1.1 This report seek endorsement from the Community Board of the proposed 2023/24 Roading Capital Works Programme and noting the indicative three-year programme from 2024/25 to 2026/27 as shown in the tables in Attachment (i).
- 1.2 The Roading programmes being considered are the categories where a general allocation is provided for in the Council's Long Term Plan (LTP), where community input is beneficial to achieving the required outcomes.
- 1.3 Renewal programmes are determined following an assessment of condition of assets which have reached the end of life and are due for replacement, or where infrastructure is failing to provide an adequate level of service. While part of the prioritisation process asset life other factors including road hierarchy, high demand areas (e.g., schools or town centre areas) and condition are also considered.
- 1.4 All major improvement projects which are specifically listed in the Long Term Plan (LTP) are not considered within this report, as these are consulted on through the LTP process.
- 1.5 Minor Safety Improvements and Public Transport Infrastructure are also included in the proposed programme.

**Attachments:**

- i. Proposed Roading Capital Works Programme for 2023-24 and Indicative Three-Year Programme (TRIM No. 230306030136)

**2. RECOMMENDATION****THAT** the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230601081344;

*AND***THAT** the Woodend-Sefton Community Board recommends:**THAT** the Utilities & Roading Committee:

- (b) **Approves** the attached 2023/24 Proposed Roading Capital Works Programme (TRIM No. 230306030136);

- (c) **Authorises** the Roding & Transport Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes included in Quarterly Financial reporting;
- (d) **Endorses** the indicative Roding Programme for the 2024/25, 2025/26 and 2026/27 years.

### 3. **BACKGROUND**

- 3.1 The Roding programmes being considered are for those categories where a general allocation only is provided in the Council's Long Term Plan (LTP). These categories have some flexibility and as such community input is beneficial to achieving the required outcomes.
- 3.2 Major Roding Improvement projects are not included in this report as they are specifically listed in the LTP and consulted on through the LTP.
- 3.3 Categories considered within this programme are:
- Kerb and Channel Renewal
  - Footpath Renewal
  - Minor Improvements
  - Public Transport Infrastructure (New bus shelters & seats)
- 3.4 The provision of new footpaths in urban areas is not included in this report and will instead be the subject of a future report.
- 3.5 Other general categories such as road rehabilitation, road resealing, unsealed road re-metalling, signs renewal and street light renewal are not included as these programmes are developed purely on technical grounds and for asset condition reasons.
- 3.6 The process for finalising and approving the 2023/24 Roding capital works programme has included holding workshops with the Community Boards during March and following on with a report to the Community Boards, with recommendations to the Utilities and Roding Committee in July for approval.
- 3.7 The roading network is managed as a total network across the whole district and as such projects are prioritised district wide. Also, as the majority of expenditure on the network is subsidised by Waka Kotahi New Zealand Transport Agency, their requirements must be met to secure co-funding. Asset condition and safety are the key drivers for the programme and the aim is to minimise lifecycle costs.
- 3.8 Projects are identified in terms of the Roding Activity Management Plan and are being done to ensure the levels of service identified in the LTP are met. Asset renewal projects are identified and programmed based on asset condition to ensure that lifecycle costs, and hence the cost to the community, are minimised.
- 3.9 In developing the programmes, a range of factors are taken into account. Asset condition is the main driver for renewal projects, however other key factors are community feedback, and the coordination of the work with other programmes (such as water main renewal, drainage improvements and Utility Provider undergrounding) especially when deciding which year, a particular work should be done. As asset deterioration is gradual there is some flexibility to bring forward or delay specific projects where required.
- 3.10 Inputs used to develop the programmes are condition rating and inspections, RAMM reports, reports from the maintenance contractor, crash records, network safety inspections, reviews of maintenance costs, feedback from the public via service requests

etc. All identified deficiencies are entered into a database, reviewed and then prioritised to fit within budget levels and to ensure they address a defined level of service issue.

3.11 Utility Authorities, the 3 Waters Team and the Greenspaces Teams are consulted to ensure there are no conflicts with their programmes and to identify possible synergies in the programmes.

### 3.12 **Condition Assessment**

3.13 To better understand the condition of the kerb and channel and footpath assets a condition rating is carried out every three years on these assets. The most recent rating was completed in 2022 to feed into the 2024/34 Road Asset Management Plan and the Long Term Plan. The attached programme has been updated following the condition rating. Therefore, the next condition rating is due to be completed in 2025.

### 3.14 **Kerb and Channel Replacement**

3.15 Kerb and channel replacement is primarily focussed on the replacement of old-style dished channels which are in a poor or very poor condition. This is subject to the kerb and channel warranting replacement and meeting NZTA requirements. In many cases the footpath is replaced at the same time as the kerb and channel, however this only occurs where the footpath condition also warrants the renewal. Some old kerb and flat channels are in poor condition, and these will be included in the programme as required.

3.16 The kerb and channel replacement are prioritised district-wide and the condition of the channel must be such that replacing it is the lowest maintenance cost treatment. Waka Kotahi has reasonably strict requirements that have to be met in order for the work to qualify for financial assistance, such that the poor condition of the channel is resulting in damage to the carriageway due to water ingress. Replacement for aesthetic reasons only will not be approved by Waka Kotahi.

3.17 There are a number of kerb & channel renewal identified for replacement in Rangiora over the next four years. This includes the second section of Geddis St, a section of Alfred St (Ivory St to Victoria St) and two sections of Palmer St in conjunction with the watermain renewal.

### 3.18 **Footpath Renewals**

3.19 This category is for the resurfacing and reconstruction of footpaths. The programme is determined by the footpath surface condition, and the purpose is to provide safe and comfortable footpaths and to minimise lifecycle costs.

3.20 As mentioned above all footpaths were condition rated in 2022. From this rating the worst condition streets were identified and inspected. From that inspection and taking into account community feedback and other programmes. Including the previous approved programme, the draft renewal programme has been developed.

3.21 The footpath renewal programme is coordinated with the kerb and channel programme to ensure the end of the footpath life coincides with the end of the kerb and channel life so replacement can be done at the same time. This offers more options to design a comprehensive street upgrade when the renewal takes place. The next condition rating assessment is due to be undertaken in 2025.

### 3.22 **Minor Improvements Programme**

3.23 For the minor improvement programme, safety is the main factor considered.

- 3.24 This programme has some flexibility and opportunities exist to carry out a range of safety related improvement works. The proposed programme includes a number of safety issues and concerns that have been raised through various avenues and feedback from the Board(s) is an important input in confirming this programme.

### 3.25 Public Transport Infrastructure

- 3.26 There are planned improvements within the Rangiora-Ashley ward area for public transport over the next 4 years. In the 2023/24 year a new shelter is planned on Ashley Street near Duke St and Real Time display units are to be installed at two stops, one on High St and the other on White St.

## 4. ISSUES AND OPTIONS

- 4.1. The draft programme was presented to the Community Board at a Roothing workshop during March. The following feedback was received on the proposed programme:
- Bus shelters in Pegasus – More urgent need for shelters on Pegasus Blvd. Brought forward in programme.
  - Greypower – promoting footpath for feet. It is a challenge to balance the need of all users.
  - Woodend Footpath Improvements – Some paths are narrow and need widening. Budget allowed in the Minor Safety Programme in 2024/25.
  - Pegasus at SH1 roundabout – Bus stop on inwards bound no seat or shelter. This is not included in the current programme as boarding numbers are lower in this area.
- 4.2. The 2023/24 programme will need to be confirmed and then approval sought from the Utilities & Roothing Committee in July, to allow for work to proceed promptly in the 2023/24 financial year.
- 4.3. The indicative three-year programme for the following three years is more flexible and as it is reviewed annually to allow consideration of programme delays, any emerging issues and to provide an opportunity to make changes to this programme.
- 4.4. The following options are available to the Board:
- 4.4.1. Option One – Endorse the Proposed Programme as Recommended:  
This is the recommended option as it allows the draft programme to be taken to Utilities & Roothing Committee and for work to begin on planning / design for projects early in the new financial year.
- 4.4.2. Option Two – Decline the Recommendation and ask Staff to make further changes:  
This is not the recommended option as the draft programme has been provided at a workshop with the Community Board. No feedback has been received to date.

### Implications for Community Wellbeing

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

The programmes contribute directly to public transport, safety and meeting levels of service, all of which have an impact of the Community.

The Management Team has reviewed this report and support the recommendations.

## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report. Safety, Public transport and renewal of infrastructure supports the whole community.

### 5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

A workshop was held with the Woodend-Sefton Community Board on 13 March 2023 on the proposed programme was provided for comment at the time. The following feedback was received:

- Bus shelters in Pegasus – More urgent need for shelters on Pegasus Blvd. Brought forward in programme.
- Greypower – promoting footpath for feet. It is a challenge to balance the need of all users.
- Woodend Footpath Improvements – Some paths are narrow and need widening. Budget allowed in the Minor Safety Programme in 2024/25.
- Pegasus at SH1 roundabout – Bus stop on inwards bound no seat or shelter. This is not included in the current programme as boarding numbers are lower in this area.

### 5.3. **Wider Community**

The wider community is likely to benefit from these safety improvements, improved infrastructure, and installation of shelters. Improved safety reduces the risk of harm to the public.

Renewal of infrastructure results in a good level of service for the community and reduces the risk of failure which could put the Community at risk. Providing shelter at bus stops increases the appeal of catching the bus and reduces congestion for other road users.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report. Programmes are set to meet budget allocations for each category.

This budget is included in the Long Term Plan. It is also noted that the budgets included in the attached proposed programme exclude inflation and that the Long Term Plan budget figures include inflation.

### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. Providing good quality assets such as footpaths encourages alternate modes such as walking. Increased Public Transport use has the impact of reducing carbon emissions.

### 6.3 **Risk Management**

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

There is a risk that the programme may not meet expectations. This is mitigated by ensuring public feedback is taken into consideration when developing the programme.

The programme is also circulated to the Community Boards and feedback is sought.

### 6.3 Health and Safety

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

Any contractors undertaking condition assessment or physical works contracts will be required to be SiteWise registered and meet minimum score requirements appropriate for the risk of the work being undertaken.

## 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

The Land Transport Act is relevant to this matter.

### 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.

***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.
- Public transport serves our District effectively.

### 7.4. Authorising Delegations

The Woodend-Sefton Community Board has delegation to receive this report and make a recommendation to the Utilities & Roading Committee.

**Proposed Roading Capital Works Programme for Community Boards - 2023/24 and three indicative years**

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Kerb and Channel Replacement</b>						
Professional Fees			\$ 75,000	\$ 80,000	\$ 80,000	\$ 80,000
Geddis St (No. 26 - White St)	Both	Rangiora	\$ 200,000	-	-	-
Ashley St (No. 65 to 85 - Lovers Lane)	West	Rangiora	\$ 65,000	-	-	-
Palmer St (Douglas St - White St) with Watermain	North	Rangiora	\$ 35,000	-	-	-
Palmer St (White - Church) with Watermain	North	Rangiora	\$ 40,000	-	-	-
Edward St (Wales St - no. 62)	East	Rangiora	\$ 30,000	-	-	-
Alfred St (Victoria St - Ivory St)	South	Rangiora	\$ 40,000	-	-	-
Stephens St (Blackett St - High St)	West	Rangiora	\$ 85,000	-	-	-
Leech Pl (Bush St - end)	North	Rangiora	-	\$ 30,000	-	-
Green St (Johns Rd - 22)	East	Rangiora	-	\$ 100,000	-	-
Ashgrove St (Seddon St - No.62)	East	Rangiora	-	\$ 120,000	-	-
Akaroa Street (Hugh St - Ashley Pl )	Both	Kaiapoi	-	\$ 220,000	-	-
Akaroa Street (Ashley Pl - Alpine Ln)	Both	Kaiapoi	-	-	\$ 140,000	-
White St (Palmer St - opposite Wiltshire Pl)	East	Rangiora	-	-	\$ 140,000	-
Kingsbury Ave (Windsor Crt - Regent Ave) - V Channel	South	Rangiora	-	-	\$ 40,000	-
Seddon St (White St to Ayers St)	North	Rangiora	-	-	\$ 65,000	-
Seddon St (Kinley St to White St)	South	Rangiora	-	-	\$ 30,000	-
Otaki St (Ohoka Rd - Broom St / no. 21)	East	Kaiapoi	-	-	\$ 60,000	-
Otaki St (Ohoka Rd - Broom St / no. 21)	West	Kaiapoi	-	-	-	\$ 95,000
Johns Rd (Green St - Bush St)	South	Rangiora	-	-	-	\$ 85,000
Johns Rd (Bush St - King St)	South	Rangiora	-	-	-	\$ 50,000
Edward St, No. 14 - Wales St	East	Rangiora	-	-	-	\$ 140,000
Thorne Pl (Ivory St - end)	South	Rangiora	-	-	-	\$ 25,000
White St (Johns Rd - Palmer St)	East	Rangiora	-	-	-	\$ 60,000
To be Allocated			\$ 907	\$ 20,907	\$ 15,907	\$ 35,907
<b>Value of Work Programmed</b>			\$ 570,000	\$ 550,000	\$ 555,000	\$ 535,000
<b>Approved Annual Budget - Professional Fees</b>			\$ 88,000	\$ 88,000	\$ 88,000	\$ 88,000
<b>Approved Annual Budget - K&amp;C Renewal</b>			\$ 482,907	\$ 482,907	\$ 482,907	\$ 482,907
<b>Total Available Budget</b>			\$ 570,907	\$ 570,907	\$ 570,907	\$ 570,907

Project Name	Side	Town	23/24	24/25	25/26	26/27
			Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Footpath Renewal</b>			<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>
Geddis St (No. 26 - White St) - with kerb & channel	Both	Rangiora	\$ 100,000	-	-	-
Ashley St (No. 65 to 85 - Lovers Lane) - with kerb & channel	West	Rangiora	\$ 25,000	-	-	-
Palmer St (Church St - Douglas St) - with kerb & channel	North	Rangiora	\$ 20,000	-	-	-
Palmer St (Douglas St - White St) - with kerb & channel	North	Rangiora	\$ 22,000	-	-	-
Edward St (Wales St to end of path) - with kerb and channel. Short length only	East	Rangiora	\$ 8,000	-	-	-
Alfred St (Victoria St - Ivory St) - with kerb & channel	South	Rangiora	\$ 24,000	-	-	-
Stephens St (High St - Blackett St) - with kerb & channel	West	Rangiora	\$ 40,000	-	-	-
Scotswood PI (both)	Both		\$ 90,000	-	-	-
Kynnersley St (Sneyd St - end)	South	Kaiapoi	\$ 23,000	-	-	-
Princess PI (Smith St - end)	East	Kaiapoi	\$ 47,000	-	-	-
Seddon St (Kinley St - Keldon Ave)	South	Rangiora	\$ 40,000	-	-	-
Bush St (Charles St - Watson PI)	East	Rangiora	\$ 26,000	-	-	-
Charles St (King St - Bush St)	North	Rangiora	\$ 42,000	-	-	-
Douglas St (No. 9 - End)	East	Rangiora	\$ 23,000	-	-	-
Grove PI (Kingsbury Ave - Rex PI, including walkway)	East	Rangiora	\$ 27,000	-	-	-
Main Nth Rd SH 1 Waikuku	West		\$ 45,000	-	-	-
Leech PI (Bush St - end) - with kerb and channel	North	Rangiora	-	\$ 20,000	-	-
Green St (Johns Rd - No. 22) - with kerb and channel	East	Rangiora	-	\$ 40,000	-	-
Ashgrove St (Seddon St - No.62) - with kerb and channel	East	Rangiora	-	\$ 55,000	-	-
Akaroa Street (Hugh St - Ashley PI) - with kerb and channel	Both	Kaiapoi	-	\$ 102,000	-	-
Fraser PI (No. 2 - end)	Both	Rangiora	-	\$ 40,000	-	-
Ashley St (Jennings PI - No. 71/73)	West		-	\$ 70,000	-	-
Holcroft Crt (Seddon St- End)	Both	Rangiora	-	\$ 40,000	-	-
Parkhouse Dr (Treffers Ave-End)	West	Rangiora	-	\$ 53,000	-	-
Park St (High St - end)	West	Rangiora	-	\$ 40,000	-	-
Treffers Ave (Johns Rd - Parkhouse Dr)	West	Rangiora	-	\$ 30,000	-	-
Wilson Dr (Mill Rd - end)	East	Rangiora	-	\$ 35,000	-	-
Kippenberger Ave (East Belt - end)	North	Rangiora	-	\$ 60,000	-	-
Victoria St (No. 67 - Alfred)	West	Rangiora	-	\$ 22,000	-	-
Akaroa Street (Ashley PI - Alpine) - with kerb & channel	Both	Kaiapoi	-	-	\$ 60,000	-
White St (Palmer to no. 32) - with kerb and channel	East	Rangiora	-	-	\$ 40,000	-
Kingsbury Ave (Windsor Crt- Regent Ave) - V channel on south side of the road	North	Rangiora	-	-	\$ 20,000	-
Seddon St (White St to Ayers St) - with kerb & channel	North	Rangiora	-	-	\$ 25,000	-
Seddon St (Kinley St to White St) - with kerb & channel	South	Rangiora	-	-	\$ 20,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	East	Kaiapoi	-	-	\$ 40,000	-
Courtenay Dr (Stone St - Williams St)	North	Kaiapoi	-	-	\$ 30,000	-
Burt St (Albert - Ashley)	Both	Rangiora	-	-	\$ 35,000	-
White St (Seddon St - Kingsbury Ave)	West	Rangiora	-	-	\$ 75,000	-
Upper Sefton Rd (no. 537- Railway St)	North	Sefton	-	-	\$ 35,000	-



			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Kippenberger Ave (East Belt - end)	North	Rangiora	-	-	\$ 60,000	-
Hewitts Rd (Appleton PI - No. 27/29)	South	Woodend	-	-	\$ 50,000	-
Hewitts Rd (Woodglenn Dr - Appleton PI)	South	Woodend	-	-	\$ 30,000	-
Buckleys Rd (45-63)	West	Rangiora	-	-	\$ 20,000	-
Fuller St (Peraki St - No. 65)	South	Kaiapoi	-	-	\$ 50,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	West	Kaiapoi	-	-	-	\$ 36,000
Johns Rd (Green St - Bush St) - with kerb & channel	South	Rangiora	-	-	-	\$ 45,000
Johns Rd (Bush St - King St) - with kerb and channel	South	Rangiora	-	-	-	\$ 30,000
Thorne PI (Ivory St - end) - with kerb & channel	South	Rangiora	-	-	-	\$ 15,000
White St (Johns Rd - Palmer St) - with kerb & channel	East	Rangiora	-	-	-	\$ 25,000
Blackett St (Ashley St to Railway)	North		-	-	-	\$ 20,000
To be Allocated			\$ 8,061	\$ 3,061	\$ 20,061	\$ 439,061
<b>Value of Work Programmed</b>			\$ 602,000	\$ 607,000	\$ 590,000	\$ 171,000
<b>Total Available Budget</b>			<b>\$ 610,061</b>	<b>\$ 610,061</b>	<b>\$ 610,061</b>	<b>\$ 610,061</b>

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Minor Improvement Projects</b>						
<b>Lighting</b>						
Minor Lighting Upgrades			-	-	-	\$ 25,000
Easterbrook / Fernside Rd		Rangiora	-	-	\$ 25,000	-
Oxford Lighting Deficiencies		Oxford	\$ 35,000	\$ 25,000	-	-
<b>Intersection Improvements</b>						
Tram Rd / Browns Rd		Swannanoa	\$ 25,000	-	-	-
Cones / Fawcetts		Rangiora	\$ 95,000	-	-	-
Harleston Rd / Broad Rd Intersection		Sefton	-	\$ 40,000	-	-
South Eyre Rd / Browns Rd		Swannanoa	-	\$ 20,000	-	-
Tram Rd / Earlys Rd Splitter Island		West Eyreton	-	\$ 30,000	-	-
Easterbrook Rd / Fernside Rd		Fernside	-	-	\$ 40,000	-
Swamp / Hodgsons / Stonyflat		Loburn	-	-	-	\$ 40,000
Merton / Plaskett / Oxford		Rangiora	-	-	-	\$ 60,000
Budget to be Allocated			-	\$ 30,000	\$ 80,000	\$ 20,000
<b>School Safety Project</b>						
Kaiapoi High School		Kaiapoi	\$ 30,000	-	-	-
Rangiora High School		Rangiora	-	\$ 50,000	-	-
Other School Projects (Speed outside Schools)			\$ 20,000	-	\$ 50,000	\$ 50,000
<b>Speed Treatments</b>						
Delineation along SH1 detour routes		Various	\$ 20,000	-	-	-
Speed Signage & Markings		Various	\$ 40,000	\$ 25,000	\$ 25,000	\$ 25,000
South Belt at Park & Ride - Threshold		Rangiora	\$ 35,000	-	-	-
Oxford Speed Thresholds		Oxford	-	\$ 60,000	-	-
Other Speed Projects TBC			-	\$ 15,000	\$ 75,000	\$ 75,000
<b>Minor Works</b>						
Dale St Stormwater Improvements		Kaiapoi	\$ 10,000	-	-	-
Speed Indicator Signs		Various	\$ 25,000	-	-	-
Mandeville Road Improvements at Village		Mandeville	\$ 40,000	-	-	-
Railway Road Improvements (near Railway line)		Rangiora	\$ 45,000	-	-	-
Millton Ave Entrance to Rangiora - Speed Treatment		Rangiora	-	\$ 30,000	-	-
Other Minor Works			-	-	-	-
<b>Walking and Cycling Projects</b>						
West Belt Ped Cutdowns		Rangiora	\$ 15,000	-	-	-
Edward Street Footpath		Kaiapoi	\$ 15,000	-	-	-
Ivory Street Pedestrian Refuges		Rangiora	\$ 25,000	\$ 25,000	-	-
Woodend Footpath Improvements (widening)		Woodend	-	\$ 40,000	-	-
East Belt Footpath (Grey View PI to Kippenberger)		Rangiora	-	\$ 30,000	-	-
Tactile Indicator Installation		Various	\$ 25,000	\$ 25,000	\$ 20,000	\$ 20,000

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Rangiora Roundabouts Pedestrian Improvements		Rangiora	\$ 5,000	\$ 25,000	\$ 20,000	\$ 20,000
Peraki St / Carew St Ped Cutdowns		Kaiapoi	-	\$ 15,000	-	-
Sneyd / Cosgrove St Ped Cutdowns		Kaiapoi	-	-	\$ 15,000	-
South Belt - Ped Refuge (Btwn Southbrook / King St)		Rangiora	-	-	\$ 20,000	-
Other Walking & Cycling Projects			-	-	-	-
<b><u>Roadside Hazard Removal</u></b>						
Dixons Rd - Bridge 2802 Widening (RP2540)		Loburn	\$ 90,000	-	-	-
Dixons Rd - Bridge Widening (RP1125)		Loburn	-	\$ 100,000	-	-
Upper Sefton - Concrete Headwall (RP9490)		Sefton Rural	-	-	\$ 100,000	\$ 100,000
Other Roadside Hazard Projects TBC			-	-	\$ 100,000	\$ 100,000
<b><u>Cattle Underpass</u></b>						
Underpasses to be allocated			-	-	-	-
Budget to be Allocated			-	\$ 10,000	\$ 25,000	\$ 60,000
<b>Value of Work Programmed</b>			\$ 595,000	\$ 585,000	\$ 570,000	\$ 535,000
<b>Approved Annual Budget</b>			\$ 595,000	\$ 595,000	\$ 595,000	\$ 595,000

Project Name	Side	Town	23/24	24/25	25/26	26/27
			Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Bus Shelter Programme</b>						
Ashley St (near Duke St)		Rangiora	\$ 20,000	-	-	-
Pegasus Blvd (near Whakatipu St)	South	Pegasus	\$ 20,000	-	-	-
Williams St (near Police Stn) (including Real Time Display)		Kaiapoi	\$ 30,000	-	-	-
Pegasus Blvd (near Waireka St)	South	Pegasus	\$ 20,000	-	-	-
High St near King St (south) - Real Time Display		Rangiora	\$ 20,000	-	-	-
White Street near Rata Street - Real Time Display		Rangiora	\$ 15,000	-	-	-
Pegasus Main St near Motu - Real Time Display		Pegasus	-	\$ 15,000	-	-
Northern Park and Ride (River Rd) - Real Time Display		Rangiora	-	\$ 15,000	-	-
Kaiapoi Central Park and Ride - Real Time Display		Kaiapoi	-	\$ 15,000	-	-
South Blt near Bush St - Real Time Display		Rangiora	-	\$ 15,000	-	-
Kaiapoi South Park & Ride - Real Time Display		Kaiapoi	-	\$ 15,000	-	-
Ohoka Rd (Kaiapoi High School) - north		Kaiapoi	-	\$ 20,000	-	-
Ohoka Rd (Kaiapoi High School) - south		Kaiapoi	-	\$ 20,000	-	-
Southbrook Rd (near Coronation St)		Rangiora	-	-	\$ 15,000	-
Bush St (near Watson Pl)		Rangiora	-	-	\$ 20,000	-
Main North Rd (near Hewitts Rd)		Kaiapoi	-	-	\$ 20,000	-
Williams St (near Davies St)		Kaiapoi	-	-	\$ 20,000	-
Main North Rd (near School Rd)		Woodend	-	-	\$ 20,000	-
Pegasus Blvd near Pegasus Main St - Real Time Display		Pegasus	-	-	\$ 15,000	-
To be allocated			-	\$ 10,000	\$ 15,000	\$ 125,000
<b>Value of Work Programmed</b>			\$ 125,000	\$ 115,000	\$ 110,000	-
<b>Approved Annual Budget</b>			\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-08-09-01 / 230525077047**REPORT TO:** RANGIORA-ASHLEY COMMUNITY BOARD**DATE OF MEETING:** 14 June 2023**AUTHOR(S):** Joanne McBride, Roding and Transport Manager**SUBJECT:** Proposed Roding Capital Works Programme for 2023/24**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)  
General Manager  
Chief Executive**1. SUMMARY**

- 1.1 This report seek endorsement from the Community Board of the proposed 2023/24 Roding Capital Works Programme and noting the indicative three-year programme from 2024/25 to 2026/27 as shown in the tables in Attachment (i).
- 1.2 The Roding programmes being considered are the categories where a general allocation is provided for in the Council's Long Term Plan (LTP), where community input is beneficial to achieving the required outcomes.
- 1.3 Renewal programmes are determined following an assessment of condition of assets which have reached the end of life and are due for replacement, or where infrastructure is failing to provide an adequate level of service. While part of the prioritisation process asset life other factors including road hierarchy, high demand areas (e.g., schools or town centre areas) and condition are also considered.
- 1.4 All major improvement projects which are specifically listed in the Long Term Plan (LTP) are not considered within this report, as these are consulted on through the LTP process.
- 1.5 Minor Safety Improvements and Public Transport Infrastructure are also included in the proposed programme.

**Attachments:**

- i. Proposed Roding Capital Works Programme for 2023-24 and Indicative Three-Year Programme (TRIM No. 230306030136)

**2. RECOMMENDATION****THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230525077047.

*AND***THAT** the Rangiora-Ashley Community Board recommends:**THAT** the Utilities & Roding Committee:

- (a) **Approves** the attached 2023/24 Proposed Roding Capital Works Programme (TRIM No. 230306030136).

- (b) **Authorises** the Roothing and Transport Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes included in Quarterly Financial reporting.
- (c) **Endorses** the indicative Roothing Programme for the 2024/25, 2025/26 and 2026/27 years.

### 3. **BACKGROUND**

- 3.1 The Roothing programmes being considered are for those categories where a general allocation only is provided in the Council's Long Term Plan (LTP). These categories have some flexibility and as such community input is beneficial to achieving the required outcomes.
- 3.2 Major Roothing Improvement projects are not included in this report as they are specifically listed in the LTP and consulted on through the LTP.
- 3.3 Categories considered within this programme are:
- Kerb and Channel Renewal
  - Footpath Renewal
  - Minor Improvements
  - Public Transport Infrastructure (New bus shelters & seats)
- 3.4 The provision of new footpaths in urban areas is not included in this report and will instead be the subject of a future report.
- 3.5 Other general categories such as road rehabilitation, road resealing, unsealed road re-metalling, signs renewal and street light renewal are not included as these programmes are developed purely on technical grounds and for asset condition reasons.
- 3.6 The process for finalising and approving the 2023/24 Roothing capital works programme has included holding workshops with the Community Boards during March and following on with a report to the Community Boards, with recommendations to the Utilities and Roothing Committee in July for approval.
- 3.7 The rooding network is managed as a total network across the whole district and as such projects are prioritised district wide. Also, as the majority of expenditure on the network is subsidised by Waka Kotahi New Zealand Transport Agency, their requirements must be met to secure co-funding. Asset condition and safety are the key drivers for the programme and the aim is to minimise lifecycle costs.
- 3.8 Projects are identified in terms of the Roothing Activity Management Plan and are being done to ensure the levels of service identified in the LTP are met. Asset renewal projects are identified and programmed based on asset condition to ensure that lifecycle costs, and hence the cost to the community, are minimised.
- 3.9 In developing the programmes, a range of factors are taken into account. Asset condition is the main driver for renewal projects, however other key factors are community feedback, and the coordination of the work with other programmes (such as water main renewal, drainage improvements and Utility Provider undergrounding) especially when deciding which year, a particular work should be done. As asset deterioration is gradual there is some flexibility to bring forward or delay specific projects where required.

- 3.10 Inputs used to develop the programmes are condition rating and inspections, RAMM reports, reports from the maintenance contractor, crash records, network safety inspections, reviews of maintenance costs, feedback from the public via service requests etc. All identified deficiencies are entered into a database, reviewed and then prioritised to fit within budget levels and to ensure they address a defined level of service issue.
- 3.11 Utility Authorities, the 3 Waters Team and the Greenspaces Teams are consulted to ensure there are no conflicts with their programmes and to identify possible synergies in the programmes.
- 3.12 **Condition Assessment**
- 3.13 To better understand the condition of the kerb and channel and footpath assets a condition rating is carried out every three years on these assets. The most recent rating was completed in 2022 to feed into the 2024/34 Rooding Asset Management Plan and the Long Term Plan. The attached programme has been updated following the condition rating. Therefore, the next condition rating is due to be completed in 2025.
- 3.14 **Kerb and Channel Replacement**
- 3.15 Kerb and channel replacement is primarily focussed on the replacement of old-style dished channels which are in a poor or very poor condition. This is subject to the kerb and channel warranting replacement and meeting NZTA requirements. In many cases the footpath is replaced at the same time as the kerb and channel, however this only occurs where the footpath condition also warrants the renewal. Some old kerb and flat channels are in poor condition, and these will be included in the programme as required.
- 3.16 The kerb and channel replacement are prioritised district-wide and the condition of the channel must be such that replacing it is the lowest maintenance cost treatment. Waka Kotahi has reasonably strict requirements that have to be met in order for the work to qualify for financial assistance, such that the poor condition of the channel is resulting in damage to the carriageway due to water ingress. Replacement for aesthetic reasons only will not be approved by Waka Kotahi.
- 3.17 There are a number of kerb & channel renewal identified for replacement in Rangiora over the next four years. This includes the second section of Geddis St, a section of Alfred St (Ivory St to Victoria St) and two sections of Palmer St in conjunction with the watermain renewal.
- 3.18 **Footpath Renewals**
- 3.19 This category is for the resurfacing and reconstruction of footpaths. The programme is determined by the footpath surface condition, and the purpose is to provide safe and comfortable footpaths and to minimise lifecycle costs.
- 3.20 As mentioned above all footpaths were condition rated in 2022. From this rating the worst condition streets were identified and inspected. From that inspection and taking into account community feedback and other programmes. Including the previous approved programme, the draft renewal programme has been developed.
- 3.21 The footpath renewal programme is coordinated with the kerb and channel programme to ensure the end of the footpath life coincides with the end of the kerb and channel life so replacement can be done at the same time. This offers more options to design a comprehensive street upgrade when the renewal takes place. The next condition rating assessment is due to be undertaken in 2025.

### **3.22 Minor Improvements Programme**

- 3.23 For the minor improvement programme, safety is the main factor considered.
- 3.24 This programme has some flexibility and opportunities exist to carry out a range of safety related improvement works. The proposed programme includes a number of safety issues and concerns that have been raised through various avenues and feedback from the Board(s) is an important input in confirming this programme.

### **3.25 Public Transport Infrastructure**

- 3.26 There are planned improvements within the Rangiora-Ashley ward area for public transport over the next 4 years. In the 2023/24 year a new shelter is planned on Ashley Street near Duke St and Real Time display units are to be installed at two stops, one on High St and the other on White St.

## **4. ISSUES AND OPTIONS**

- 4.1. The draft programme was presented to the Community Board at a Roothing workshop during March. No specific feedback was received on the proposed programme
- 4.2. The 2023/24 programme will need to be confirmed and then approval sought from the Utilities & Roothing Committee in July, to allow for work to proceed promptly in the 2023/24 financial year.
- 4.3. The indicative three-year programme for the following three years is more flexible and as it is reviewed annually to allow consideration of programme delays, any emerging issues and to provide an opportunity to make changes to this programme.
- 4.4. The following options are available to the Board:
- 4.4.1. Option One – Endorse the Proposed Programme as Recommended:  
This is the recommended option as it allows the draft programme to be taken to Utilities & Roothing Committee and for work to begin on planning / design for projects early in the new financial year.
- 4.4.2. Option Two – Decline the Recommendation and ask Staff to make further changes:  
This is not the recommended option as the draft programme has been provided at a workshop with the Community Board. No feedback has been received to date.

### **Implications for Community Wellbeing**

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

The programmes contribute directly to public transport, safety and meeting levels of service, all of which have an impact of the Community.

The Management Team has reviewed this report and support the recommendations.



## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report. Safety, Public transport and renewal of infrastructure supports the whole community.

### 5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

A workshop was held with the Rangiora-Ashley Community Board on 8<sup>th</sup> March 2023 on 'All Things Roding', and the proposed programme was provided for comment at the time. No specific feedback has been received to date.

### 5.3. **Wider Community**

The wider community is likely to benefit from these safety improvements, improved infrastructure, and installation of shelters. Improved safety reduces the risk of harm to the public.

Renewal of infrastructure results in a good level of service for the community and reduces the risk of failure which could put the Community at risk. Providing shelter at bus stops increases the appeal of catching the bus and reduces congestion for other road users.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report. Programmes are set to meet budget allocations for each category.

This budget is included in the Long Term Plan. It is also noted that the budgets included in the attached proposed programme exclude inflation and that the Long Term Plan budget figures include inflation.

### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. Providing good quality assets such as footpaths encourages alternate modes such as walking. Increased Public Transport use has the impact of reducing carbon emissions.

### 6.3 **Risk Management**

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

There is a risk that the programme may not meet expectations. This is mitigated by ensuring public feedback is taken into consideration when developing the programme.

The programme is also circulated to the Community Boards and feedback is sought.

### 6.3 **Health and Safety**

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

Any contractors undertaking condition assessment or physical works contracts will be required to be SiteWise registered and meet minimum score requirements appropriate for the risk of the work being undertaken.

## 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**

The Land Transport Act is relevant to this matter.

### 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.

#### ***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.
- Public transport serves our District effectively.

### 7.4. **Authorising Delegations**

The Rangiora-Ashley Community Board has delegation to receive this report and make a recommendation to the Utilities & Roading Committee.

<b>Proposed Roading Capital Works Programme for Community Boards - 2023/24 and three indicative years</b>						
			<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>
<b>Project Name</b>	<b>Side</b>	<b>Town</b>	<b>Indicative Programme</b>	<b>Indicative Programme</b>	<b>Indicative Programme</b>	<b>Indicative Programme</b>
<b>Kerb and Channel Replacement</b>						
Professional Fees			\$ 75,000	\$ 80,000	\$ 80,000	\$ 80,000
Geddis St (No. 26 - White St)	Both	Rangiora	\$ 200,000	-	-	-
Ashley St (No. 65 to 85 - Lovers Lane)	West	Rangiora	\$ 65,000	-	-	-
Palmer St (Douglas St - White St) with Watermain	North	Rangiora	\$ 35,000	-	-	-
Palmer St (White - Church) with Watermain	North	Rangiora	\$ 40,000	-	-	-
Edward St (Wales St - no. 62)	East	Rangiora	\$ 30,000	-	-	-
Alfred St (Victoria St - Ivory St)	South	Rangiora	\$ 40,000	-	-	-
Stephens St (Blackett St - High St)	West	Rangiora	\$ 85,000	-	-	-
Leech Pl (Bush St - end)	North	Rangiora	-	\$ 30,000	-	-
Green St (Johns Rd - 22)	East	Rangiora	-	\$ 100,000	-	-
Ashgrove St (Seddon St - No.62)	East	Rangiora	-	\$ 120,000	-	-
Akaroa Street (Hugh St - Ashley Pl )	Both	Kaiapoi	-	\$ 220,000	-	-
Akaroa Street (Ashley Pl - Alpine Ln)	Both	Kaiapoi	-	-	\$ 140,000	-
White St (Palmer St - opposite Wiltshire Pl)	East	Rangiora	-	-	\$ 140,000	-
Kingsbury Ave (Windsor Crt - Regent Ave) - V Channel	South	Rangiora	-	-	\$ 40,000	-
Seddon St (White St to Ayers St)	North	Rangiora	-	-	\$ 65,000	-
Seddon St (Kinley St to White St)	South	Rangiora	-	-	\$ 30,000	-
Otaki St (Ohoka Rd - Broom St / no. 21)	East	Kaiapoi	-	-	\$ 60,000	-
Otaki St (Ohoka Rd - Broom St / no. 21)	West	Kaiapoi	-	-	-	\$ 95,000
Johns Rd (Green St - Bush St)	South	Rangiora	-	-	-	\$ 85,000
Johns Rd (Bush St - King St)	South	Rangiora	-	-	-	\$ 50,000
Edward St, No. 14 - Wales St	East	Rangiora	-	-	-	\$ 140,000
Thorne Pl (Ivory St - end)	South	Rangiora	-	-	-	\$ 25,000
White St (Johns Rd - Palmer St)	East	Rangiora	-	-	-	\$ 60,000
To be Allocated			\$ 907	\$ 20,907	\$ 15,907	\$ 35,907
<b>Value of Work Programmed</b>			\$ 570,000	\$ 550,000	\$ 555,000	\$ 535,000
<b>Approved Annual Budget - Professional Fees</b>			\$ 88,000	\$ 88,000	\$ 88,000	\$ 88,000
<b>Approved Annual Budget - K&amp;C Renewal</b>			\$ 482,907	\$ 482,907	\$ 482,907	\$ 482,907
<b>Total Available Budget</b>			<b>\$ 570,907</b>	<b>\$ 570,907</b>	<b>\$ 570,907</b>	<b>\$ 570,907</b>

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Footpath Renewal</b>			<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>
Geddis St (No. 26 - White St) - with kerb & channel	Both	Rangiora	\$ 100,000	-	-	-
Ashley St (No. 65 to 85 - Lovers Lane) - with kerb & channel	West	Rangiora	\$ 25,000	-	-	-
Palmer St (Church St - Douglas St) - with kerb & channel	North	Rangiora	\$ 20,000	-	-	-
Palmer St (Douglas St - White St) - with kerb & channel	North	Rangiora	\$ 22,000	-	-	-
Edward St (Wales St to end of path) - with kerb and channel. Short length only	East	Rangiora	\$ 8,000	-	-	-
Alfred St (Victoria St - Ivory St) - with kerb & channel	South	Rangiora	\$ 24,000	-	-	-
Stephens St (High St - Blackett St) - with kerb & channel	West	Rangiora	\$ 40,000	-	-	-
Scotswood PI (both)	Both		\$ 90,000	-	-	-
Kynnersley St (Sneyd St - end)	South	Kaiapoi	\$ 23,000	-	-	-
Princess PI (Smith St - end)	East	Kaiapoi	\$ 47,000	-	-	-
Seddon St (Kinley St - Keldon Ave)	South	Rangiora	\$ 40,000	-	-	-
Bush St (Charles St - Watson PI)	East	Rangiora	\$ 26,000	-	-	-
Charles St (King St - Bush St)	North	Rangiora	\$ 42,000	-	-	-
Douglas St (No. 9 - End)	East	Rangiora	\$ 23,000	-	-	-
Grove PI (Kingsbury Ave - Rex PI, including walkway)	East	Rangiora	\$ 27,000	-	-	-
Main Nth Rd SH 1 Waikuku	West		\$ 45,000	-	-	-
Leech PI (Bush St - end) - with kerb and channel	North	Rangiora	-	\$ 20,000	-	-
Green St (Johns Rd - No. 22) - with kerb and channel	East	Rangiora	-	\$ 40,000	-	-
Ashgrove St (Seddon St - No.62) - with kerb and channel	East	Rangiora	-	\$ 55,000	-	-
Akaroa Street (Hugh St - Ashley PI) - with kerb and channel	Both	Kaiapoi	-	\$ 102,000	-	-
Fraser PI (No. 2 - end)	Both	Rangiora	-	\$ 40,000	-	-
Ashley St (Jennings PI - No. 71/73)	West		-	\$ 70,000	-	-
Holcroft Crt (Seddon St- End)	Both	Rangiora	-	\$ 40,000	-	-
Parkhouse Dr (Treffers Ave-End)	West	Rangiora	-	\$ 53,000	-	-
Park St (High St - end)	West	Rangiora	-	\$ 40,000	-	-
Treffers Ave (Johns Rd - Parkhouse Dr)	West	Rangiora	-	\$ 30,000	-	-
Wilson Dr (Mill Rd - end)	East	Rangiora	-	\$ 35,000	-	-
Kippenberger Ave (East Belt - end)	North	Rangiora	-	\$ 60,000	-	-
Victoria St (No. 67 - Alfred)	West	Rangiora	-	\$ 22,000	-	-
Akaroa Street (Ashley PI - Alpine) - with kerb & channel	Both	Kaiapoi	-	-	\$ 60,000	-
White St (Palmer to no. 32) - with kerb and channel	East	Rangiora	-	-	\$ 40,000	-
Kingsbury Ave (Windsor Crt- Regent Ave) - V channel on south side of the road	North	Rangiora	-	-	\$ 20,000	-
Seddon St (White St to Ayers St) - with kerb & channel	North	Rangiora	-	-	\$ 25,000	-
Seddon St (Kinley St to White St) - with kerb & channel	South	Rangiora	-	-	\$ 20,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	East	Kaiapoi	-	-	\$ 40,000	-
Courtenay Dr (Stone St - Williams St)	North	Kaiapoi	-	-	\$ 30,000	-
Burt St (Albert - Ashley)	Both	Rangiora	-	-	\$ 35,000	-
White St (Seddon St - Kingsbury Ave)	West	Rangiora	-	-	\$ 75,000	-
Upper Sefton Rd (no. 537- Railway St)	North	Sefton	-	-	\$ 35,000	-

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Kippenberger Ave (East Belt - end)	North	Rangiora	-	-	\$ 60,000	-
Hewitts Rd (Appleton PI - No. 27/29)	South	Woodend	-	-	\$ 50,000	-
Hewitts Rd (Woodglenn Dr - Appleton PI)	South	Woodend	-	-	\$ 30,000	-
Buckleys Rd (45-63)	West	Rangiora	-	-	\$ 20,000	-
Fuller St (Peraki St - No. 65)	South	Kaiapoi	-	-	\$ 50,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	West	Kaiapoi	-	-	-	\$ 36,000
Johns Rd (Green St - Bush St) - with kerb & channel	South	Rangiora	-	-	-	\$ 45,000
Johns Rd (Bush St - King St) - with kerb and channel	South	Rangiora	-	-	-	\$ 30,000
Thorne PI (Ivory St - end) - with kerb & channel	South	Rangiora	-	-	-	\$ 15,000
White St (Johns Rd - Palmer St) - with kerb & channel	East	Rangiora	-	-	-	\$ 25,000
Blackett St (Ashley St to Railway)	North		-	-	-	\$ 20,000
To be Allocated			\$ 8,061	\$ 3,061	\$ 20,061	\$ 439,061
<b>Value of Work Programmed</b>			\$ 602,000	\$ 607,000	\$ 590,000	\$ 171,000
<b>Total Available Budget</b>			<b>\$ 610,061</b>	<b>\$ 610,061</b>	<b>\$ 610,061</b>	<b>\$ 610,061</b>

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Minor Improvement Projects</b>						
<b>Lighting</b>						
Minor Lighting Upgrades			-	-	-	\$ 25,000
Easterbrook / Fernside Rd		Rangiora	-	-	\$ 25,000	-
Oxford Lighting Deficiencies		Oxford	\$ 35,000	\$ 25,000	-	-
<b>Intersection Improvements</b>						
Tram Rd / Browns Rd		Swannanoa	\$ 25,000	-	-	-
Cones / Fawcetts		Rangiora	\$ 95,000	-	-	-
Harleston Rd / Broad Rd Intersection		Sefton	-	\$ 40,000	-	-
South Eyre Rd / Browns Rd		Swannanoa	-	\$ 20,000	-	-
Tram Rd / Earlys Rd Splitter Island		West Eyreton	-	\$ 30,000	-	-
Easterbrook Rd / Fernside Rd		Fernside	-	-	\$ 40,000	-
Swamp / Hodgsons / Stonyflat		Loburn	-	-	-	\$ 40,000
Merton / Plaskett / Oxford		Rangiora	-	-	-	\$ 60,000
Budget to be Allocated			-	\$ 30,000	\$ 80,000	\$ 20,000
<b>School Safety Project</b>						
Kaiapoi High School		Kaiapoi	\$ 30,000	-	-	-
Rangiora High School		Rangiora	-	\$ 50,000	-	-
Other School Projects (Speed outside Schools)			\$ 20,000	-	\$ 50,000	\$ 50,000
<b>Speed Treatments</b>						
Delineation along SH1 detour routes		Various	\$ 20,000	-	-	-
Speed Signage & Markings		Various	\$ 40,000	\$ 25,000	\$ 25,000	\$ 25,000
South Belt at Park & Ride - Threshold		Rangiora	\$ 35,000	-	-	-
Oxford Speed Thresholds		Oxford	-	\$ 60,000	-	-
Other Speed Projects TBC			-	\$ 15,000	\$ 75,000	\$ 75,000
<b>Minor Works</b>						
Dale St Stormwater Improvements		Kaiapoi	\$ 10,000	-	-	-
Speed Indicator Signs		Various	\$ 25,000	-	-	-
Mandeville Road Improvements at Village		Mandeville	\$ 40,000	-	-	-
Railway Road Improvements (near Railway line)		Rangiora	\$ 45,000	-	-	-
Millton Ave Entrance to Rangiora - Speed Treatment		Rangiora	-	\$ 30,000	-	-
Other Minor Works			-	-	-	-
<b>Walking and Cycling Projects</b>						
West Belt Ped Cutdowns		Rangiora	\$ 15,000	-	-	-
Edward Street Footpath		Kaiapoi	\$ 15,000	-	-	-
Ivory Street Pedestrian Refuges		Rangiora	\$ 25,000	\$ 25,000	-	-
Woodend Footpath Improvements (widening)		Woodend	-	\$ 40,000	-	-
East Belt Footpath (Grey View Pl to Kippenberger)		Rangiora	-	\$ 30,000	-	-
Tactile Indicator Installation		Various	\$ 25,000	\$ 25,000	\$ 20,000	\$ 20,000

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Rangiora Roundabouts Pedestrian Improvements		Rangiora	\$ 5,000	\$ 25,000	\$ 20,000	\$ 20,000
Peraki St / Carew St Ped Cutdowns		Kaiapoi	-	\$ 15,000	-	-
Sneyd / Cosgrove St Ped Cutdowns		Kaiapoi	-	-	\$ 15,000	-
South Belt - Ped Refuge (Btwn Southbrook / King St)		Rangiora	-	-	\$ 20,000	-
Other Walking & Cycling Projects			-	-	-	-
<b><u>Roadside Hazard Removal</u></b>						
Dixons Rd - Bridge 2802 Widening (RP2540)		Loburn	\$ 90,000	-	-	-
Dixons Rd - Bridge Widening (RP1125)		Loburn	-	\$ 100,000	-	-
Upper Sefton - Concrete Headwall (RP9490)		Sefton Rural	-	-	\$ 100,000	\$ 100,000
Other Roadside Hazard Projects TBC			-	-	\$ 100,000	\$ 100,000
<b><u>Cattle Underpass</u></b>						
Underpasses to be allocated			-	-	-	-
Budget to be Allocated			-	\$ 10,000	\$ 25,000	\$ 60,000
<b>Value of Work Programmed</b>			\$ 595,000	\$ 585,000	\$ 570,000	\$ 535,000
<b>Approved Annual Budget</b>			\$ 595,000	\$ 595,000	\$ 595,000	\$ 595,000

Project Name	Side	Town	23/24	24/25	25/26	26/27
			Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Bus Shelter Programme</b>						
Ashley St (near Duke St)		Rangiora	\$ 20,000	-	-	-
Pegasus Blvd (near Whakatipu St)	South	Pegasus	\$ 20,000	-	-	-
Williams St (near Police Stn) (including Real Time Display)		Kaiapoi	\$ 30,000	-	-	-
Pegasus Blvd (near Waireka St)	South	Pegasus	\$ 20,000	-	-	-
High St near King St (south) - Real Time Display		Rangiora	\$ 20,000	-	-	-
White Street near Rata Street - Real Time Display		Rangiora	\$ 15,000	-	-	-
Pegasus Main St near Motu - Real Time Display		Pegasus	-	\$ 15,000	-	-
Northern Park and Ride (River Rd) - Real Time Display		Rangiora	-	\$ 15,000	-	-
Kaiapoi Central Park and Ride - Real Time Display		Kaiapoi	-	\$ 15,000	-	-
South Blt near Bush St - Real Time Display		Rangiora	-	\$ 15,000	-	-
Kaiapoi South Park & Ride - Real Time Display		Kaiapoi	-	\$ 15,000	-	-
Ohoka Rd (Kaiapoi High School) - north		Kaiapoi	-	\$ 20,000	-	-
Ohoka Rd (Kaiapoi High School) - south		Kaiapoi	-	\$ 20,000	-	-
Southbrook Rd (near Coronation St)		Rangiora	-	-	\$ 15,000	-
Bush St (near Watson Pl)		Rangiora	-	-	\$ 20,000	-
Main North Rd (near Hewitts Rd)		Kaiapoi	-	-	\$ 20,000	-
Williams St (near Davies St)		Kaiapoi	-	-	\$ 20,000	-
Main North Rd (near School Rd)		Woodend	-	-	\$ 20,000	-
Pegasus Blvd near Pegasus Main St - Real Time Display		Pegasus	-	-	\$ 15,000	-
To be allocated			-	\$ 10,000	\$ 15,000	\$ 125,000
<b>Value of Work Programmed</b>			\$ 125,000	\$ 115,000	\$ 110,000	-
<b>Approved Annual Budget</b>			\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-08-09-01 / 230608084132**REPORT TO:** KAIAPOI-TUAHIWI COMMUNITY BOARD**DATE OF MEETING:** 19 June 2023**AUTHOR(S):** Joanne McBride, Roding and Transport Manager**SUBJECT:** Proposed Roding Capital Works Programme for 2023/24**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)  
General Manager  
Chief Executive**1. SUMMARY**

- 1.1 This report seek endorsement from the Community Board of the proposed 2023/24 Roding Capital Works Programme and noting the indicative three-year programme from 2024/25 to 2026/27 as shown in the tables in Attachment (i).
- 1.2 The Roding programmes being considered are the categories where a general allocation is provided for in the Council's Long Term Plan (LTP), where community input is beneficial to achieving the required outcomes.
- 1.3 Renewal programmes such as kerb and channel and footpaths, are determined following an assessment of condition of assets which have reached the end of life and are due for replacement, or where infrastructure is failing to provide an adequate level of service. While part of the prioritisation process asset life other factors including road hierarchy, high demand areas (e.g., schools or town centre areas) and condition are also considered.
- 1.4 All major improvement projects which are specifically listed in the Long Term Plan (LTP) are not considered within this report, as these are consulted on through the LTP process.
- 1.5 Minor Safety Improvements and Public Transport Infrastructure are also included in the proposed programme.

**Attachments:**

- i. Proposed Roding Capital Works Programme for 2023-24 and Indicative Three-Year Programme (TRIM No. 230306030136)

**2. RECOMMENDATION****THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 230608084132.

*AND***THAT** the Kaiapoi-Tuahiwi Community Board recommends:**THAT** the Utilities & Roding Committee:

- (b) **Approves** the attached 2023/24 Proposed Roding Capital Works Programme (TRIM No. 230306030136).

- (c) **Authorises** the Roding & Transport Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes included in Quarterly Financial reporting.
- (d) **Endorses** the indicative Roding Programme for the 2024/25, 2025/26 and 2026/27 years.

### 3. **BACKGROUND**

- 3.1 The Roding programmes being considered are for those categories where a general allocation only is provided in the Council's Long Term Plan (LTP). These categories have some flexibility and as such community input is beneficial to achieving the required outcomes.
- 3.2 Major Roding Improvement projects are not included in this report as they are specifically listed in the LTP and consulted on through the LTP.
- 3.3 Categories considered within this programme are:
- Kerb and Channel Renewal
  - Footpath Renewal
  - Minor Improvements
  - Public Transport Infrastructure (New bus shelters & seats)
- 3.4 The provision of new footpaths in urban areas is not included in this report and will instead be the subject of a future report.
- 3.5 Other general categories such as road rehabilitation, road resealing, unsealed road re-metalling, signs renewal and street light renewal are not included as these programmes are developed purely on technical grounds and for asset condition reasons.
- 3.6 The process for finalising and approving the 2023/24 Roding capital works programme has included holding workshops with the Community Boards during March and following on with a report to the Community Boards, with recommendations to the Utilities and Roding Committee in July for approval.
- 3.7 The roading network is managed as a total network across the whole district and as such projects are prioritised district wide. Also, as the majority of expenditure on the network is subsidised by Waka Kotahi New Zealand Transport Agency, their requirements must be met to secure co-funding. Asset condition and safety are the key drivers for the programme and the aim is to minimise lifecycle costs.
- 3.8 Projects are identified in terms of the Roding Activity Management Plan and are being done to ensure the levels of service identified in the LTP are met. Asset renewal projects are identified and programmed based on asset condition to ensure that lifecycle costs, and hence the cost to the community, are minimised.
- 3.9 In developing the programmes, a range of factors are taken into account. Asset condition is the main driver for renewal projects, however other key factors are community feedback, and the coordination of the work with other programmes (such as water main renewal, drainage improvements and Utility Provider undergrounding) especially when deciding which year, a particular work should be done. As asset deterioration is gradual there is some flexibility to bring forward or delay specific projects where required.

- 3.10 Inputs used to develop the programmes are condition rating and inspections, RAMM reports, reports from the maintenance contractor, crash records, network safety inspections, reviews of maintenance costs, feedback from the public via service requests etc. All identified deficiencies are entered into a database, reviewed and then prioritised to fit within budget levels and to ensure they address a defined level of service issue.
- 3.11 Utility Authorities, the 3 Waters Team and the Greenspaces Teams are consulted to ensure there are no conflicts with their programmes and to identify possible synergies in the programmes.
- 3.12 **Condition Assessment**
- 3.13 To better understand the condition of the kerb and channel and footpath assets a condition rating is carried out every three years on these assets. The most recent rating was completed in 2022 to feed into the 2024/34 Road Asset Management Plan and the Long Term Plan. The attached programme has been updated following the condition rating. Therefore, the next condition rating is due to be completed in 2025.
- 3.14 **Kerb and Channel Replacement**
- 3.15 Kerb and channel replacement is primarily focussed on the replacement of old-style dished channels which are in a poor or very poor condition. This is subject to the kerb and channel warranting replacement and meeting NZTA requirements. In many cases the footpath is replaced at the same time as the kerb and channel, however this only occurs where the footpath condition also warrants the renewal. Some old kerb and flat channels are in poor condition, and these will be included in the programme as required.
- 3.16 The kerb and channel replacement are prioritised district-wide and the condition of the channel must be such that replacing it is the lowest maintenance cost treatment. Waka Kotahi has reasonably strict requirements that have to be met in order for the work to qualify for financial assistance, such that the poor condition of the channel is resulting in damage to the carriageway due to water ingress. Replacement for aesthetic reasons only will not be approved by Waka Kotahi.
- 3.17 There are a number of kerb & channel renewal sites identified for replacement in Kaiapoi over the next four years. A kerb & channel renewal is planned in Akaroa Street in 2024/25 and 2025/26 to align with planned resealing. The remaining sections of Otaki St are also included, and Sewell Street has been added to the programme, and is sitting in year 5 (just outside of the programme as attached).
- 3.18 **Footpath Renewals**
- 3.19 This category is for the resurfacing and reconstruction of footpaths. The programme is determined by the footpath surface condition, and the purpose is to provide safe and comfortable footpaths and to minimise lifecycle costs.
- 3.20 As mentioned above all footpaths were condition rated in 2022. From this rating the worst condition streets were identified and inspected. From that inspection and taking into account community feedback and other programmes. Including the previous approved programme, the draft renewal programme has been developed.
- 3.21 The footpath renewal programme is coordinated with the kerb and channel programme to ensure the end of the footpath life coincides with the end of the kerb and channel life so replacement can be done at the same time. This offers more options to design a comprehensive street upgrade when the renewal takes place. The next condition rating assessment is due to be undertaken in 2025.

### 3.22 Minor Improvements Programme

- 3.23 For the minor improvement programme, safety is the main factor considered.
- 3.24 This programme has some flexibility and opportunities exist to carry out a range of safety related improvement works. The proposed programme includes a number of safety issues and concerns that have been raised through various avenues and feedback from the Board(s) is an important input in confirming this programme.

### 3.25 Public Transport Infrastructure

- 3.26 There are planned improvements within the Kaiapoi-Tuahiwi ward area for public transport over the next 4 years. In the 2023/24 year a new shelter is planned on Williams Street near Police Station, including a Real Time display unit.

## 4. ISSUES AND OPTIONS

- 4.1. The draft programme was presented to the Community Board at a Roothing workshop during March. The following feedback was received on the proposed programme:
- Sewell Street – Request to add to the K&C Renewal programme as is older dish and close to the town centre. Added into Year 5 of the programme.
  - Cridland Street West – Condition is not yet triggering renewal however this has also been added to Year 5 of the programme.
  - Dale Street – budget allocation included to address flooding issues at the driveway within the minor safety budget, noting this does not included full kerb & channel renewal at this stage as the condition does not trigger replacement.
  - Error in line entry for a path in Rangiora was noted in the draft programme has been updated.
  - Request for Cycle count data on Peraki Street was received and will be sent through separately.
- 4.2. The 2023/24 programme will need to be confirmed and then approval sought from the Utilities & Roothing Committee in July, to allow for work to proceed promptly in the 2023/24 financial year.
- 4.3. The indicative three-year programme for the following three years is more flexible and as it is reviewed annually to allow consideration of programme delays, any emerging issues and to provide an opportunity to make changes to this programme.
- 4.4. The following options are available to the Board:
- 4.4.1. Option One – Endorse the Proposed Programme as Recommended:  
This is the recommended option as it allows the draft programme to be taken to Utilities & Roothing Committee and for work to begin on planning / design for projects early in the new financial year.
- 4.4.2. Option Two – Decline the Recommendation and ask Staff to make further changes:  
This is not the recommended option as the draft programme has been provided at a workshop with the Community Board. No feedback has been received to date.

## **Implications for Community Wellbeing**

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

The programmes contribute directly to public transport, safety and meeting levels of service, all of which have an impact of the Community.

The Management Team has reviewed this report and support the recommendations.

## **5. COMMUNITY VIEWS**

### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report. Safety, Public transport and renewal of infrastructure supports the whole community.

### **5.2. Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

A workshop was held with the Kaiapoi-Tuahiwi Community Board on 20 March 2023 on the proposed programme was provided for comment at the time. The following feedback was received:

- Sewell Street – Request to add to the K&C Renewal programme as is older dish and close to the town centre. Added into Year 5 of the programme.
- Cridland Street West – Condition is not yet triggering renewal however this has also been added to Year 5 of the programme.
- Dale Street – budget allocation included to address flooding issues at the driveway within the minor safety budget, noting this does not included full kerb & channel renewal at this stage as the condition does not trigger replacement.
- Error in line entry for a path in Rangiora was noted in the draft programme has been updated.
- Request for Cycle count data on Peraki Street was received and will be sent through separately.

### **5.3. Wider Community**

The wider community is likely to benefit from these safety improvements, improved infrastructure, and installation of shelters. Improved safety reduces the risk of harm to the public.

Renewal of infrastructure results in a good level of service for the community and reduces the risk of failure which could put the Community at risk. Providing shelter at bus stops increases the appeal of catching the bus and reduces congestion for other road users.

## **6. OTHER IMPLICATIONS AND RISK MANAGEMENT**

### **6.1. Financial Implications**

There are not financial implications of the decisions sought by this report. Programmes are set to meet budget allocations for each category.

This budget is included in the Long Term Plan. It is also noted that the budgets included in the attached proposed programme exclude inflation and that the Long Term Plan budget figures include inflation.

## 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. Providing good quality assets such as footpaths encourages alternate modes such as walking. Increased Public Transport use has the impact of reducing carbon emissions.

## 6.3 **Risk Management**

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

There is a risk that the programme may not meet expectations. This is mitigated by ensuring public feedback is taken into consideration when developing the programme.

The programme is also circulated to the Community Boards and feedback is sought.

## 6.3 **Health and Safety**

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

Any contractors undertaking condition assessment or physical works contracts will be required to be SiteWise registered and meet minimum score requirements appropriate for the risk of the work being undertaken.

## 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**

The Land Transport Act is relevant to this matter.

### 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.

***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.
- Public transport serves our District effectively.

### 7.4. **Authorising Delegations**

The Kaiapoi-Tuahiwi Community Board has delegation to receive this report and make a recommendation to the Utilities and Roding Committee.

<b>Proposed Roading Capital Works Programme for Community Boards - 2023/24 and three indicative years</b>						
<b>Project Name</b>	<b>Side</b>	<b>Town</b>	<b>23/24 Indicative Programme</b>	<b>24/25 Indicative Programme</b>	<b>25/26 Indicative Programme</b>	<b>26/27 Indicative Programme</b>
<b>Kerb and Channel Replacement</b>						
Professional Fees			\$ 75,000	\$ 80,000	\$ 80,000	\$ 80,000
Geddis St (No. 26 - White St)	Both	Rangiora	\$ 200,000	-	-	-
Ashley St (No. 65 to 85 - Lovers Lane)	West	Rangiora	\$ 65,000	-	-	-
Palmer St (Douglas St - White St) with Watermain	North	Rangiora	\$ 35,000	-	-	-
Palmer St (White - Church) with Watermain	North	Rangiora	\$ 40,000	-	-	-
Edward St (Wales St - no. 62)	East	Rangiora	\$ 30,000	-	-	-
Alfred St (Victoria St - Ivory St)	South	Rangiora	\$ 40,000	-	-	-
Stephens St (Blackett St - High St)	West	Rangiora	\$ 85,000	-	-	-
Leech Pl (Bush St - end)	North	Rangiora	-	\$ 30,000	-	-
Green St (Johns Rd - 22)	East	Rangiora	-	\$ 100,000	-	-
Ashgrove St (Seddon St - No.62)	East	Rangiora	-	\$ 120,000	-	-
Akaroa Street (Hugh St - Ashley Pl )	Both	Kaiapoi	-	\$ 220,000	-	-
Akaroa Street (Ashley Pl - Alpine Ln)	Both	Kaiapoi	-	-	\$ 140,000	-
White St (Palmer St - opposite Wiltshire Pl)	East	Rangiora	-	-	\$ 140,000	-
Kingsbury Ave (Windsor Crt - Regent Ave) - V Channel	South	Rangiora	-	-	\$ 40,000	-
Seddon St (White St to Ayers St)	North	Rangiora	-	-	\$ 65,000	-
Seddon St (Kinley St to White St)	South	Rangiora	-	-	\$ 30,000	-
Otaki St (Ohoka Rd - Broom St / no. 21)	East	Kaiapoi	-	-	\$ 60,000	-
Otaki St (Ohoka Rd - Broom St / no. 21)	West	Kaiapoi	-	-	-	\$ 95,000
Johns Rd (Green St - Bush St)	South	Rangiora	-	-	-	\$ 85,000
Johns Rd (Bush St - King St)	South	Rangiora	-	-	-	\$ 50,000
Edward St, No. 14 - Wales St	East	Rangiora	-	-	-	\$ 140,000
Thorne Pl (Ivory St - end)	South	Rangiora	-	-	-	\$ 25,000
White St (Johns Rd - Palmer St)	East	Rangiora	-	-	-	\$ 60,000
To be Allocated			\$ 907	\$ 20,907	\$ 15,907	\$ 35,907
<b>Value of Work Programmed</b>			\$ 570,000	\$ 550,000	\$ 555,000	\$ 535,000
<b>Approved Annual Budget - Professional Fees</b>			\$ 88,000	\$ 88,000	\$ 88,000	\$ 88,000
<b>Approved Annual Budget - K&amp;C Renewal</b>			\$ 482,907	\$ 482,907	\$ 482,907	\$ 482,907
<b>Total Available Budget</b>			<b>\$ 570,907</b>	<b>\$ 570,907</b>	<b>\$ 570,907</b>	<b>\$ 570,907</b>

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Footpath Renewal			23/24	24/25	25/26	26/27
Geddis St (No. 26 - White St) - with kerb & channel	Both	Rangiora	\$ 100,000	-	-	-
Ashley St (No. 65 to 85 - Lovers Lane) - with kerb & channel	West	Rangiora	\$ 25,000	-	-	-
Palmer St (Church St - Douglas St) - with kerb & channel	North	Rangiora	\$ 20,000	-	-	-
Palmer St (Douglas St - White St) - with kerb & channel	North	Rangiora	\$ 22,000	-	-	-
Edward St (Wales St to end of path) - with kerb and channel. Short length only	East	Rangiora	\$ 8,000	-	-	-
Alfred St (Victoria St - Ivory St) - with kerb & channel	South	Rangiora	\$ 24,000	-	-	-
Stephens St (High St - Blackett St) - with kerb & channel	West	Rangiora	\$ 40,000	-	-	-
Scotswood PI (both)	Both	Rangiora	\$ 90,000	-	-	-
Kynnersley St (Sneyd St - end)	South	Kaiapoi	\$ 23,000	-	-	-
Princess PI (Smith St - end)	East	Kaiapoi	\$ 47,000	-	-	-
Seddon St (Kinley St - Keldon Ave)	South	Rangiora	\$ 40,000	-	-	-
Bush St (Charles St - Watson PI)	East	Rangiora	\$ 26,000	-	-	-
Charles St (King St - Bush St)	North	Rangiora	\$ 42,000	-	-	-
Douglas St (No. 9 - End)	East	Rangiora	\$ 23,000	-	-	-
Grove PI (Kingsbury Ave - Rex PI, including walkway)	East	Rangiora	\$ 27,000	-	-	-
Main Nth Rd SH 1 Waikuku	West	Waikuku	\$ 45,000	-	-	-
Leech PI (Bush St - end) - with kerb and channel	North	Rangiora	-	\$ 20,000	-	-
Green St (Johns Rd - No. 22) - with kerb and channel	East	Rangiora	-	\$ 40,000	-	-
Ashgrove St (Seddon St - No.62) - with kerb and channel	East	Rangiora	-	\$ 55,000	-	-
Akaroa Street (Hugh St - Ashley PI) - with kerb and channel	Both	Kaiapoi	-	\$ 102,000	-	-
Fraser PI (No. 2 - end)	Both	Rangiora	-	\$ 40,000	-	-
Ashley St (Jennings PI - No. 71/73)	West	Rangiora	-	\$ 70,000	-	-
Holcroft Crt (Seddon St- End)	Both	Rangiora	-	\$ 40,000	-	-
Parkhouse Dr (Treffers Ave-End)	West	Rangiora	-	\$ 53,000	-	-
Park St (High St - end)	West	Rangiora	-	\$ 40,000	-	-
Treffers Ave (Johns Rd - Parkhouse Dr)	West	Rangiora	-	\$ 30,000	-	-
Wilson Dr (Mill Rd - end)	East	Rangiora	-	\$ 35,000	-	-
Kippenberger Ave (East Belt - end)	North	Rangiora	-	\$ 60,000	-	-
Victoria St (No. 67 - Alfred)	West	Rangiora	-	\$ 22,000	-	-
Akaroa Street (Ashley PI - Alpine) - with kerb & channel	Both	Kaiapoi	-	-	\$ 60,000	-
White St (Palmer to no. 32) - with kerb and channel	East	Rangiora	-	-	\$ 40,000	-
Kingsbury Ave (Windsor Crt- Regent Ave) - V channel on south side of the road	North	Rangiora	-	-	\$ 20,000	-
Seddon St (White St to Ayers St) - with kerb & channel	North	Rangiora	-	-	\$ 25,000	-
Seddon St (Kinley St to White St) - with kerb & channel	South	Rangiora	-	-	\$ 20,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	East	Kaiapoi	-	-	\$ 40,000	-
Courtenay Dr (Stone St - Williams St)	North	Kaiapoi	-	-	\$ 30,000	-
Burt St (Albert - Ashley)	Both	Rangiora	-	-	\$ 35,000	-
White St (Seddon St - Kingsbury Ave)	West	Rangiora	-	-	\$ 75,000	-
Upper Sefton Rd (no. 537- Railway St)	North	Sefton	-	-	\$ 35,000	-



			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Kippenberger Ave (East Belt - end)	North	Rangiora	-	-	\$ 60,000	-
Hewitts Rd (Appleton Pl - No. 27/29)	South	Woodend	-	-	\$ 50,000	-
Hewitts Rd (Woodglenn Dr - Appleton Pl)	South	Woodend	-	-	\$ 30,000	-
Buckleys Rd (45-63)	West	Rangiora	-	-	\$ 20,000	-
Fuller St (Peraki St - No. 65)	South	Kaiapoi	-	-	\$ 50,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	West	Kaiapoi	-	-	-	\$ 36,000
Johns Rd (Green St - Bush St) - with kerb & channel	South	Rangiora	-	-	-	\$ 45,000
Johns Rd (Bush St - King St) - with kerb and channel	South	Rangiora	-	-	-	\$ 30,000
Thorne Pl (Ivory St - end) - with kerb & channel	South	Rangiora	-	-	-	\$ 15,000
White St (Johns Rd - Palmer St) - with kerb & channel	East	Rangiora	-	-	-	\$ 25,000
Blackett St (Ashley St to Railway)	North	Rangiora	-	-	-	\$ 20,000
To be Allocated			\$ 8,061	\$ 3,061	\$ 20,061	\$ 439,061
<b>Value of Work Programmed</b>			\$ 602,000	\$ 607,000	\$ 590,000	\$ 171,000
<b>Total Available Budget</b>			\$ 610,061	\$ 610,061	\$ 610,061	\$ 610,061

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Minor Improvement Projects</b>						
<b>Lighting</b>						
Minor Lighting Upgrades		Various	-	-	-	\$ 25,000
Easterbrook / Fernside Rd		Fernside	-	-	\$ 25,000	-
Oxford Lighting Deficiencies		Oxford	\$ 35,000	\$ 25,000	-	-
<b>Intersection Improvements</b>						
Tram Rd / Browns Rd		Swannanoa	\$ 25,000	-	-	-
Cones / Fawcetts		Rangiora	\$ 95,000	-	-	-
Harleston Rd / Broad Rd Intersection		Sefton	-	\$ 40,000	-	-
South Eyre Rd / Browns Rd		Swannanoa	-	\$ 20,000	-	-
Tram Rd / Earlys Rd Splitter Island		West Eyreton	-	\$ 30,000	-	-
Easterbrook Rd / Fernside Rd		Fernside	-	-	\$ 40,000	-
Swamp / Hodgsons / Stonyflat		Loburn	-	-	-	\$ 40,000
Merton / Plaskett / Oxford		Rangiora	-	-	-	\$ 60,000
Budget to be Allocated			-	\$ 30,000	\$ 80,000	\$ 20,000
<b>School Safety Project</b>						
Kaiapoi High School		Kaiapoi	\$ 30,000	-	-	-
Rangiora High School		Rangiora	-	\$ 50,000	-	-
Other School Projects (Speed outside Schools)			\$ 20,000	-	\$ 50,000	\$ 50,000
<b>Speed Treatments</b>						
Delineation along SH1 detour routes		Various	\$ 20,000	-	-	-
Speed Signage & Markings		Various	\$ 40,000	\$ 25,000	\$ 25,000	\$ 25,000
South Belt at Park & Ride - Threshold		Rangiora	\$ 35,000	-	-	-
Oxford Speed Thresholds		Oxford	-	\$ 60,000	-	-
Other Speed Projects TBC			-	\$ 15,000	\$ 75,000	\$ 75,000
<b>Minor Works</b>						
Dale St Stormwater Improvements		Kaiapoi	\$ 10,000	-	-	-
Speed Indicator Signs		Various	\$ 25,000	-	-	-
Mandeville Road Improvements at Village		Mandeville	\$ 40,000	-	-	-
Railway Road Improvements (near Railway line)		Rangiora	\$ 45,000	-	-	-
Millton Ave Entrance to Rangiora - Speed Treatment		Rangiora	-	\$ 30,000	-	-
Other Minor Works			-	-	-	-
<b>Walking and Cycling Projects</b>						
West Belt Ped Cutdowns		Rangiora	\$ 15,000	-	-	-
Edward Street Footpath		Kaiapoi	\$ 15,000	-	-	-
Ivory Street Pedestrian Refuges		Rangiora	\$ 25,000	\$ 25,000	-	-
Woodend Footpath Improvements (widening)		Woodend	-	\$ 40,000	-	-
East Belt Footpath (Grey View Pl to Kippenberger)		Rangiora	-	\$ 30,000	-	-
Tactile Indicator Installation		Various	\$ 25,000	\$ 25,000	\$ 20,000	\$ 20,000

Project Name	Side	Town	23/24	24/25	25/26	26/27
			Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Rangiora Roundabouts Pedestrian Improvements		Rangiora	\$ 5,000	\$ 25,000	\$ 20,000	\$ 20,000
Peraki St / Carew St Ped Cutdowns		Kaiapoi	-	\$ 15,000	-	-
Sneyd / Cosgrove St Ped Cutdowns		Kaiapoi	-	-	\$ 15,000	-
South Belt - Ped Refuge (Btwn Southbrook / King St)		Rangiora	-	-	\$ 20,000	-
Other Walking & Cycling Projects			-	-	-	-
<b><u>Roadside Hazard Removal</u></b>						
Dixons Rd - Bridge 2802 Widening (RP2540)		Loburn	\$ 90,000	-	-	-
Dixons Rd - Bridge Widening (RP1125)		Loburn	-	\$ 100,000	-	-
Upper Sefton - Concrete Headwall (RP9490)		Sefton Rural	-	-	\$ 100,000	-
Other Roadside Hazard Projects TBC			-	-	-	\$ 100,000
<b><u>Cattle Underpass</u></b>						
Underpasses			-	-	-	-
Budget to be Allocated			-	\$ 10,000	\$ 125,000	\$ 160,000
<b>Value of Work Programmed</b>			\$ 595,000	\$ 585,000	\$ 470,000	\$ 435,000
<b>Approved Annual Budget</b>			<b>\$ 595,000</b>	<b>\$ 595,000</b>	<b>\$ 595,000</b>	<b>\$ 595,000</b>

			23/24	24/25	25/26	26/27
Project Name	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<b>Bus Shelter Programme</b>						
Ashley St (near Duke St)		Rangiora	\$ 20,000	-	-	-
Pegasus Blvd (near Whakatipu St)	South	Pegasus	\$ 20,000	-	-	-
Williams St (near Police Stn) (Shelter & Real Time Display)		Kaiapoi	\$ 30,000	-	-	-
Pegasus Blvd (near Waireka St)	South	Pegasus	\$ 20,000	-	-	-
High St near King St (south) - Real Time Display		Rangiora	\$ 20,000	-	-	-
White Street near Rata Street - Real Time Display		Rangiora	\$ 15,000	-	-	-
Pegasus Main St near Motu - Real Time Display		Pegasus	-	\$ 15,000	-	-
Northern Park and Ride (River Rd) - Real Time Display		Rangiora	-	\$ 15,000	-	-
Kaiapoi Central Park and Ride - Real Time Display		Kaiapoi	-	\$ 15,000	-	-
South Blt near Bush St - Real Time Display		Rangiora	-	\$ 15,000	-	-
Kaiapoi South Park & Ride - Real Time Display		Kaiapoi	-	\$ 15,000	-	-
Ohoka Rd (Kaiapoi High School) - north		Kaiapoi	-	\$ 20,000	-	-
Ohoka Rd (Kaiapoi High School) - south		Kaiapoi	-	\$ 20,000	-	-
Southbrook Rd (near Coronation St)		Rangiora	-	-	\$ 15,000	-
Bush St (near Watson Pl)		Rangiora	-	-	\$ 20,000	-
Main North Rd (near Hewitts Rd)		Woodend	-	-	\$ 20,000	-
Williams St (near Davies St)		Kaiapoi	-	-	\$ 20,000	-
Main North Rd (near School Rd)		Woodend	-	-	\$ 20,000	-
Pegasus Blvd near Pegasus Main St - Real Time Display		Pegasus	-	-	\$ 15,000	-
To be allocated			-	\$ 10,000	\$ 15,000	\$ 125,000
<b>Value of Work Programmed</b>			\$ 125,000	\$ 115,000	\$ 110,000	-
<b>Approved Annual Budget</b>			\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION**

**FILE NO and TRIM NO:** DRA-06-10-01 / 230531080636

**REPORT TO:** WOODEND-SEFTON COMMUNITY BOARD

**DATE OF MEETING:** 12 June 2023

**AUTHOR(S):** Jason Recker, Stormwater and Waterways Manager

**SUBJECT:** Waikuku Beach Drainage Investigations Update

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

  
Department Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. The purpose of this report is to update the Woodend-Sefton Community Board on progress with various drainage investigations underway in the Waikuku Beach area.
- 1.2. As a result of flooding in the May 2021, December 2021 and February 2022 storm events, several areas were identified for further investigation in Waikuku Beach. The current status of these investigations and any proposed further work is summarised in the table below.

Investigation	Status
Waikuku Beach Campground	A flood strategy report was completed for the Waikuku Beach Campground. The report assessed the impacts of groundwater and localised flooding on the campground to assist with long-term solution decisions. The next steps are currently being considered by the Property team.
Swindells Road	Options report has been completed. Proposed works include additional stormwater pipes and sumps, upgraded stop bank pipe, modified swales and a temporary pump. These works are planned for construction in 2023/24. There is also future budget allocated in 2028/29 for a permanent pump station.
Kiwi Avenue Reserve / Broadway Avenue	The Broadway Avenue Stormwater Improvements construction were completed May 2023. Improvements included additional stormwater pipe upgrades and bunding.
Collins Drive	A Wastop has been installed on the upstream end of the outlet pipe. These works were completed in July 2022
Waikuku Beach Domain	The investigation work is in progress. The output of this will be a recommendation to the Greenspace team.
Reserve Road / Broadway Avenue	Six soakpits were refurbished at 29 Kiwi Avenue, 14 Kiwi Avenue, 6 Macdonalds Lane and at the intersection of Cross Street and Reserve Road. An additional soakpit was installed at 16 Broadway Avenue. These works were completed in May 2023.
Kiwi Avenue	
39 Kings Avenue	New budget of \$50,000 allocated for drainage improvements that were identified as part of the sewer improvement works at the Kings Ave WWPS. This will combine with additional wastewater and water supply budgets of \$100,000 and \$50,000

	respectively to improve the road layout in the area to protect the pump station and headworks building.
Northside Drive	New budget of \$50,000 allocated for the raising of a bund for Leggitts Park Development located to the north of Northside Drive. This project was identified as part of the Flood Team work.

- 1.3. Further reports will be brought to the Woodend-Sefton Community Board for feedback on the proposed upgrading works on Swindells Road prior to commencing construction works.

## 2. **RECOMMENDATION**

**THAT** the Board:

- (a) **Receives** Report No. 230531080636
- (b) **Notes** the following progress on several areas identified for further investigation in Waikuku Beach:
- Waikuku Beach Campground – Flood strategy report complete.
  - Swindells Road – Options report complete.
  - Collins Drive – Wastop installation complete.
  - Kiwi Avenue Reserve / Broadway Avenue – Construction of the Broadway Avenue stormwater improvements has been completed in May 2023.
  - Waikuku Beach Domain – Flood investigation in progress.
  - Reserve Road / Broadway Avenue/Kiwi Avenue – Six soakpits refurbished at 29 Kiwi Avenue, 14 Kiwi Avenue, 6 Macdonalds Lane and at the intersection of Cross Street and Reserve Road. Additional soakpit installed at 16 Broadway Avenue.
  - Kings Avenue – Allocated \$50,000 of budget in 2023/24 for design and construction.
  - Northside Drive - Allocated \$50,000 of budget in 2023/24 for design and construction.
- (c) **Notes** that a report will be brought to the Woodend-Sefton Community Board for feedback on the proposed upgrading works in the Swindells Road.
- (d) **Circulates** this report to the Utilities and Roding Committee for their information.

## 3. **BACKGROUND**

- 3.1. Waikuku Beach is located in a low lying coastal area that can experience high groundwater levels. The village is protected from fluvial flooding by the Ashley River stop bank system. The Taranaki Stream and Waikuku Stream, which serve large upstream catchments, discharge into the Ashley River in the vicinity of the Waikuku Beach village.
- 3.2. The existing drainage systems predominantly comprise of basic roadside swales, sumps and soakpits and piped outfalls which discharge either to local drains connected to the Taranaki Stream or directly to the Ashley River. Drainage in Waikuku Beach is challenging when ground water levels are high and when tailwater levels in the Taranaki Stream and/or Ashley River are high.

### *February 2018 Event (Cyclone Gita)*

- 3.3. Widespread flooding was experienced across Waikuku Beach and the wider district in the February 2018 storm event. As a result, a number of drainage maintenance and investigation works were undertaken, as previously report to the Community Board (refer TRIM 191216177546.) A permanent solution for the Kings Avenue issue has since been implemented, however the Waikuku Beach Domain work remaining outstanding.

May 2021 Event

- 3.4. Following the May 2021 flood event a public meeting was held and a presentation given by staff (refer TRIM 210716117056). The following areas were identified for further investigation work:

- Waikuku Beach Campground
- Swindells Road
- Collins Drive
- Waikuku Beach Road
- Kiwi Avenue Reserve
- Waikuku Beach Domain

December 2021 and February 2022 Events

- 3.5. Flooding was subsequently experienced at the following locations as a result of the December 2021 flood event and/or the February 2022 flood event, which required investigation work (refer TRIM 220419059444).

- Swindells Road
- Kiwi Avenue Reserve / Broadway Avenue
- Reserve Road / Broadway Avenue
- Kiwi Avenue

- 3.6. A Flood Team was formed to look into all the flooding issues in the district after the May 2021, December 2021 and February 2022 major rain events. A total of approximately 600 service requests were received during those events, of which 27 related to issues experienced in Waikuku Beach.

**4. ISSUES AND OPTIONS**

- 4.1. This section provides an update on several areas identified for further investigation in Waikuku Beach, as a result of flooding in the May 2021, December 2021 and February 2022 storm events.

Waikuku Beach Campground

- 4.2. Flooding of the Waikuku Beach Campground occurred in the May 2021 storm event as a result of the Ashley River breaching the lower part of the stopbank (refer TRIM 191216177546).
- 4.3. A report regarding the impacts of groundwater and localised flooding on the Waikuku Beach Campground has been completed. The purpose of the report was to assist Council with decisions on the short and long-term future of the campground.
- 4.4. The report also outlined potential future works that include a gravity pipe connection to a new pumping station in Park Terrace. This has the potential to bring broader benefits to the settlement but is reliant on a Council budget for the project being developed in the future. The next steps are currently being considered by the Council.

Swindells Road

- 4.5. Flooding in Swindells Road has been experienced in the May 2021, December 2021 and February 2022 storm events. It is noted that flooding was also previously experienced during the February 2018 event and maintenance works was undertaken in April 2019 to improve flow through the swales and driveway culverts (refer TRIM 191216177546).
- 4.6. Since the most recent events, maintenance works to clean pipes in Park Terrace and driveway culverts in Swindells Road has been undertaken. This has included jetting and CCTV inspection of approximately 300m of pipework.
- 4.7. An options assessment was completed with short to long term options to improve the drainage at this location. The potential options include:

- **Temporary Pump** – Install a temporary pump and chamber at the base of the stopbank to pump the water out of the system over stopbank and discharging into the Ashley River through an outfall structure.
- **Upgrade existing pipework** –
  - Pipe connection to lowest point - Drain the water away from the worst affected areas by installing an 80m pipe with two sumps along the stopbank
  - Increase capacity of swales and culverts - Directing flow from the catchment area towards the pipe network.
  - Upgrade pipes - Design the pipes for a 20% AEP event.
  - Upgrade/modify stopbank pipe – Slipline existing damaged stopbank pipe
- **Installation of a permanent pump station** - Budget allocated in 2028/29

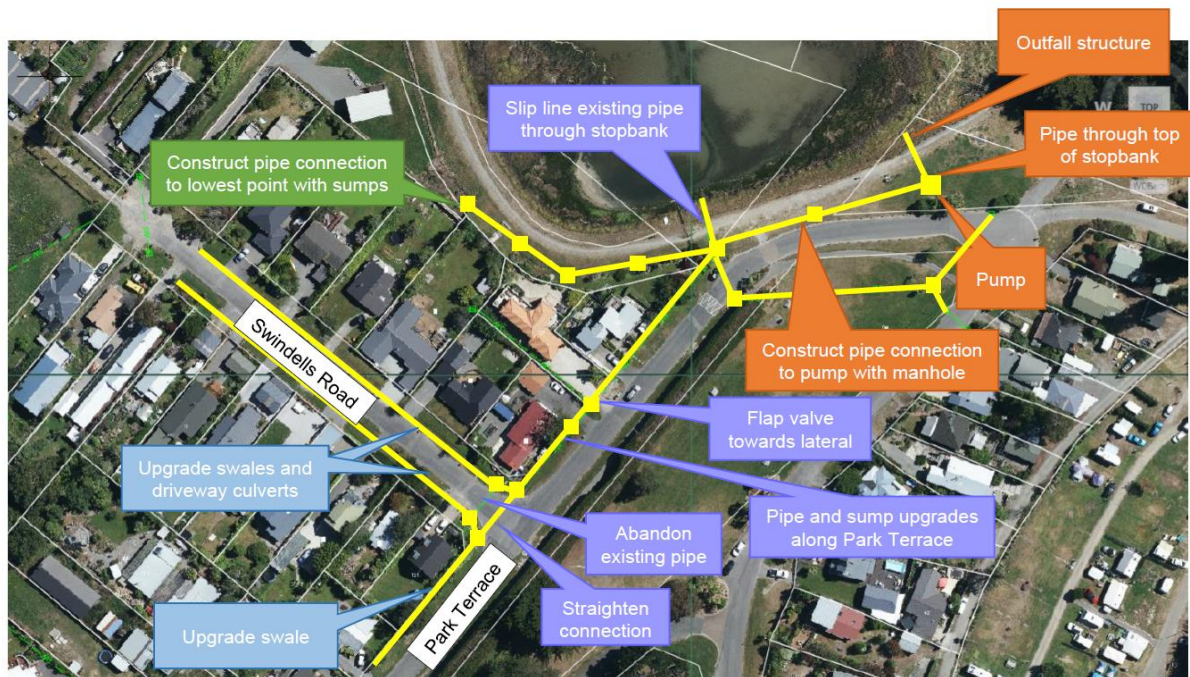


Figure 3 – Overview of Swindells Road Options.

- 4.8. There is currently a budget of a \$50,000 allocated for design in 2023/34 and \$400,000 allocated for construction in 2024/25. This budget was approved by Council for inclusion in the final 2022-23 Annual Plan.
- 4.9. The next steps are to assess the hydraulic modelling results of the proposed improvements before finalising the options memo.
- 4.10. A further report will be brought to the Woodend-Sefton Community Board for feedback on the proposed upgrades in Swindells Road.

Kiwi Avenue Reserve / Broadway Avenue

- 4.11. Flooding in the Kiwi Avenue Reserve / Broadway Avenue area has been experienced in the May 2021 and December 2021 storm events. It is noted that flooding was also previously experienced during the February 2018 event and upgrading works were undertaken to improve the drainage at the western end of Kiwi Avenue (refer Attachment i). However the drainage issue at the north west corner of the reserve was not resolved by these work.
- 4.12. The Broadway Avenue stormwater improvements were completed in May 2023. The improvements included the installation of a new 300mm pipe from the low point in the



reserve through to the Park Terrace drain (refer Figure 4 below) and shallow bunding along the western and northern boundaries of the Kiwi Avenue reserve.

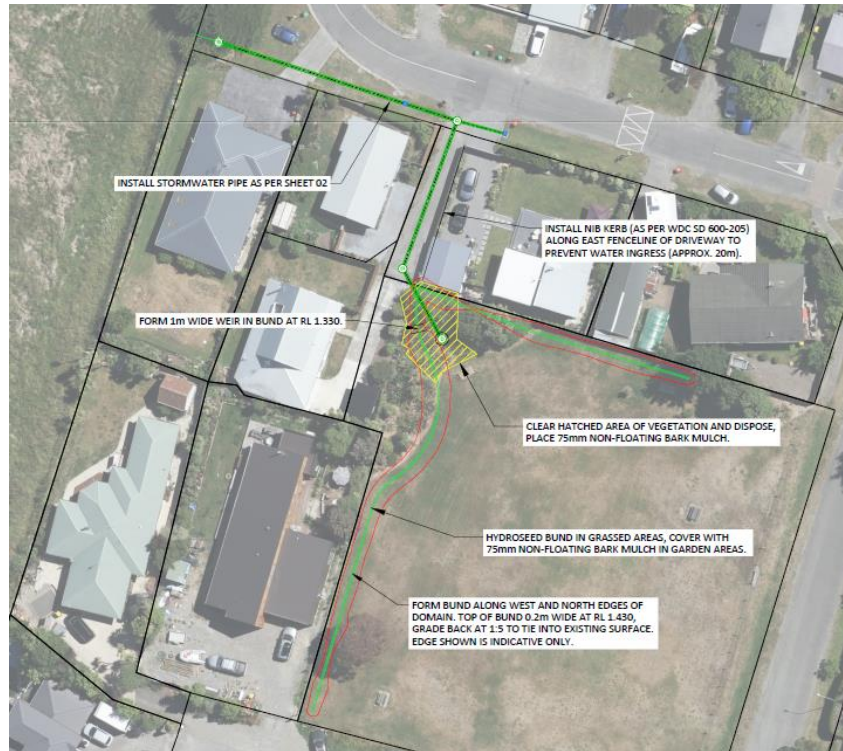


Figure 4 – Broadway Avenue Stormwater Improvements

#### Collins Drive

- 4.13. Flooding occurred in Collins Drive during the May 2021 storm event as a result of backflow from the Ashley River bypassing the existing flapgate (refer TRIM 191216177546). Maintenance works have been undertaken to improve the operation of the existing flapgate, which is owned by Environment Canterbury. However a secondary flapgate is considered necessary to prevent backflow if the existing flapgate fails in the future.
- 4.14. It was proposed to install a Wastop valve in the upstream manhole in Collins Drive (refer Figure 5 below).

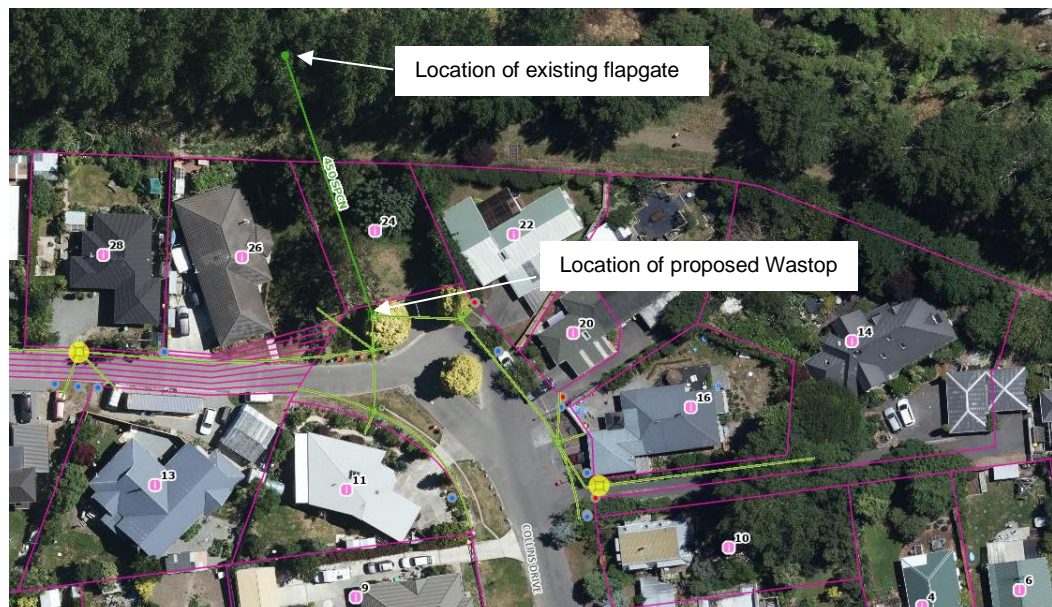


Figure 5 – Location of proposed Wastop valve in Collins Drive

- 4.15. A Wastop has been installed on the upstream end of the outlet pipe. These works were completed in July 2022.

Waikuku Beach Domain

- 4.16. An area of the Waikuku Beach Domain near the flying fox can experience ponded water for an extended period of time following significant rainfall events. The ponded water is stagnant with no outlet and can produce odour issues in the summer. This issue was experienced following the February 2018 and May 2021 events (refer Attachment i), however has not been as problematic following the more recent December 2021 and February 2022 events. The current condition of the area is shown in Figure 7 below.



Figure 7 – Area prone to ponding adjacent to the flying fox in the Waikuku Beach Domain

- 4.17. Work on progressing this investigation has been delayed due to internal resourcing constraints. The assessment work has recently recommenced and will cover an assessment of the following options:
- Filling of the low areas
  - Installing subsoil drainage
  - Converting area to a permanent wetland
  - Creating a bund around the western side
  - Installing a pipe to drain the low area
- 4.18. The output of this assessment will be a recommendation to the Greenspace team for their consideration.
- 4.19. An options assessment is currently being developed for this issue.

Reserve Road / Broadway Avenue & Kiwi Avenue

- 4.20. Flooding of two low lying garages, one in Broadway Avenue (just off Reserve Road) and one in Kiwi Avenue (refer Figure 8 below), have occurred in December 2021 and February 2022 events. Both these areas are serviced by two soak pits and there is no piped drainage system in this area (apart from the pipe under the road linking the two soakpits). The ground east of Reserve Road is lower than surrounding area so there is no defined secondary flow path.



Figure 8 – Location of flooding at the low points in Reserve Road/Broadway Avenue and Kiwi Avenue

- 4.21. Jetting and CCTV inspection of the pipes has been undertaken and a topographical survey has been completed.
- 4.22. Six soakpits were refurbished at 29 Kiwi Avenue, 14 Kiwi Avenue, 6 Macdonalds Lane and at the intersection of Cross Street and Reserve Road. These works were completed in May 2023.
- 4.23. An additional soakpit was installed at 16 Broadway Avenue in May 2023.

39 Kings Avenue

- 4.24. 39 Kings Avenue across from a wastewater pump station is at a low point and requires drainage, sewer and roading improvements.
- 4.25. The following drainage improvements are being investigated as part of the sewer improvement works at the Kings Avenue wastewater pumpstation.
  - Upgraded culvert across Kings Avenue upstream of the pumpstation
  - Replacement of an old sump with timber lid at No. 63 Kings Avenue
  - Physical barrier options such as kerb and channel alongside the pump station building
  - Upgrading driveway crossing culverts as required



*Figure 9 – Kings Avenue wastewater and water pumpstation and project area*

- 4.26. An additional budget of \$50,000 for design and construction was requested as part of the Drainage Staff Submission to the Draft 2023/24 Annual Plan (refer TRIM 230510067338). This budget was approved by Council for inclusion in the final 2023/24 Annual Plan.

Northside Drive

- 4.27. The property at 63 Northside Drive receives runoff from neighbouring properties which then ponds adjacent to the house. The flood team investigations have proposed extending and raising the bund along the northern boundary of the property.



*Figure 10 – Proposed bund modifications at 59 Northside Road.*

- 4.28. An additional budget of \$50,000 for design and construction was requested as part of the Drainage Staff Submission to the Draft 2023/24 Annual Plan (refer TRIM 230510067338). This budget was approved by Council for inclusion in the final 2023/24 Annual Plan.

**Implications for Community Wellbeing**

Some of the locations of flooding have had flooding in the past and some residents have had to make insurance claims for flood related damage. This has a potential implication on community wellbeing for these residents.

- 4.29. 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 directly affected by the investigation work, however they will have an interest in any future proposed works that may have an impact on waterways and rivers. Staff will update the Runanga at the executive meetings and where relevant on specific projects engage with Mahaanui Kurataiao (MKL).

At this stage it is expected that the Swindells Road Drainage Upgrade will be able to be carried out under existing consents. However, as this is a direct discharge to the Ashley River, we will specifically seek input from the Runanga via MKL on project design and construction aspects. All the other projects are effectively work on the existing network.

## 5.2. **Groups and Organisations**

Directly affected property owners will be consulted with on the proposed upgrades.

There are not 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 will be kept informed via the Council's website. A dedicated webpage has been set up for the recent flood events across the wider district, refer:

<https://www.waimakariri.govt.nz/services/water-services/flood-recovery>

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report.

The following budgets were recently approved by Council for inclusion in the final 2023-24 Annual Plan (refer TRIM 230510067338):

- Kings Avenue - An additional budget of \$50,000 for design and construction was approved as part of the Drainage Staff Submission to the Draft 2023/24 Annual Plan.
- Northside Drive - An additional budget of \$50,000 for design and construction was approved as part of the Drainage Staff Submission to the Draft 2023/24 Annual Plan.

All other investigation and maintenance works is being undertaken from existing operational budgets.

### 6.2. **Sustainability and Climate Change Impacts**

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

Any proposed upgrading works will consider the potential impacts of climate change in terms of higher rainfall intensities and sea level rise.

### 6.3 **Risk Management**

There are no additional risks arising from the adoption/implementation of the recommendations in this report. The improvements implemented as a result of the drainage assessment identified will reduce the overall risk profile to Council and the community.

### 6.3 **Health and Safety**

The health and safety risks associated with undertaking this investigation work and with the development of proposed solutions will be managed by following standard Council processes.

Any contractors undertaking condition assessment or physical works contracts will be required to be SiteWise registered and meet minimum score requirements appropriate for the risk of the work being undertaken.

## 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**

The Local Government Act 2002 sets out the power and responsibility of local authorities, including the Council's role in providing drainage services.

**7.3. Consistency with Community Outcomes**

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

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

**7.4. Authorising Delegations**

The Woodend-Sefton Community Board has delegation to receive this report as it relates to issues affecting the ward area.