



WAIMAKARIRI
DISTRICT COUNCIL

Utilities and Roading Committee

Agenda

Tuesday 22 February 2022

3:30pm

*Council Chamber
215 High Street
Rangiora*

Members:

Cr Robbie Brine (Chairperson)

Cr Al Blackie

Cr Sandra Stewart

Cr Joan Ward

Cr Paul Williams

Mayor Dan Gordon (ex officio)

A MEETING OF THE UTILITIES AND ROADING COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 22 FEBRUARY AT 3.30PM.

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 a meeting of the Utilities and Roding Committee held on Tuesday 16 November 2021

RECOMMENDATION

7-16

THAT the Utilities and Roding Committee:

- (a) **Confirms** the circulated Minutes of a meeting of the Utilities and Roding Committee held on 16 November 2021, as a true and accurate record.

3.2 Matters arising

4 DEPUTATION/PRESENTATIONS

Nil.

5 REPORTS

5.1 Ashley Street and Coldstream Road Upgrades – Further Information – J Dhakal (Project Engineer) and J McBride (Roding and Transport Manager)

RECOMMENDATION

17-20

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 220209016725;

AND

- (b) **Declines** the inclusion of the Ashley Street and Coldstream Road Upgrades Projects within the 2022/23 Annual Plan, for further consideration as part of the next Long Term Plan process;
- (c) **Notes** that this is the recommended option so that this project is considered as part of the next Long Term Plan process and can be prioritised against other needs within the district;

OR ALTERNATIVELY:

- (d) **Recommends** to Council, consideration of the inclusion of the Ashley Street and Coldstream Road Upgrades Projects within the Annual Plan at the time of final adoption, with a total combined budget of \$805,000 in the 2022/23 Annual Plan year;
- (e) **Notes** the inclusion of the additional budget of \$805,000 would be funded from the Roothing Strategic account which is funded by loan. The rates impact in the 2022/23 Annual Plan year would be a 0.5% increase on the Roothing rate and a 0.1% increase overall on rates.
- (f) **Notes** that this is not the recommended option from staff.

5.2 Skewbridge Active Warning Signage – Concept Design – J Dhakal (Project Engineer) and J McBride (Roading and Transport Manager)

RECOMMENDATION

21-29

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. TRIM 211215200532.
- (b) **Notes** that the preliminary estimate for the physical works is \$285,000 and is within the budget of \$330,000.
- (c) **Notes** Waka Kotahi (NZTA) has approved 51% funding contribution of this project.
- (d) **Notes** that staff will proceed with detailed design stage.
- (e) **Notes** procurement is proposed with direct engagement with Mainpower for the power supply works and open tender for the signage install and civil works.

5.3 Wastewater Treatment Plant Fencing Contract Completion – J Dhakal (Project Engineer) and R Frizzell (Wastewater Engineer)

RECOMMENDATION

30-68

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 220112002581.
- (b) **Circulates** to the community boards for their information.

6 CORRESPONDENCE

Nil.

7 REPORT REFERRED FROM THE WOODEND-SEFTON COMMUNITY BOARD

7.1 Vaughan Street, Sefton – Approval of No-Stopping Restriction – S Binder (Transport Engineer)

RECOMMENDATION

69-73

THAT the Utilities and Roding Committee:

- (a) **Approves** in principle the installation of the following no-stopping restriction on Vaughan Street subject to engagement with the residents:
 - i. For 120m length north of Cross Street on the west side.
 - ii. For 105m length north of Cross Street on the east side.
- (b) **Notes** that staff have not consulted with property owners, but an information notice explaining the need for parking restrictions will be distributed to all residences prior to any works being undertaken.

8 MATTERS FOR INFORMATION

8.1 Request to engage Hannon Civil Limited for Works Coastal Urban Minor Stormwater Improvements 2021/22 – Report to Management Team Meeting 22 November 2021 – Circulates to Utilities and Roding Committee.

8.2 Engage Water Unit for Mountain Road Mounseys Road Connection – Report to Management Team Meeting 29 November 2021 – Circulates to Utilities and Roding Committee.

8.3 Innovating Streets Update and Consideration of Formalising the Right Turn Restriction From Denches Road – Report to Rangiora-Ashley Community Board Meeting 8 December 2021 – Circulates to Utilities and Roding Committee.

8.4 Request to Continue Engaging Transcontinental New Zealand Limited for WDC Branded Rubbish Bag Supply – Report to Management Team Meeting 13 December 2021 – Circulates to Utilities and Roding Committee.

8.5 Contract 21/23 Waikuku Beach Water Supply Campground Headworks Upgrade Tender Evaluation and Contract Award Report – Report to Management Team Meeting 8 February 2022 – Circulates to Utilities and Roding Committee.

8.6 Request for Loading Zone on Railway Road – Report to Rangiora-Ashley Community Board Meeting 9 February 2022 – Circulates to Utilities and Roding Committee.

RECOMMENDATION

74-114

THAT the Utilities and Roding Committee receives the information in Items 8.1 to 8.6.

Note: The links for 'Matters of Information' were separately circulated to elected members.

9 PORTFOLIO UPDATES

9.1 Roding – Councillor Paul Williams

9.2 Drainage and Stockwater – Councillor Sandra Stewart

9.3 Utilities (Water Supplies and Sewer) – Councillor Paul Williams

9.4 Solid Waste– Councillor Robbie Brine

9.5 Transport – Mayor Dan Gordon

10 QUESTIONS UNDER STANDING ORDERS

11 URGENT GENERAL BUSINESS

12 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

RECOMMENDATION

THAT the public be excluded from the following parts of the proceedings of this meeting.

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

Item No	Minutes/Report of:	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
12.1	Minutes of the public Excluded portion of Utilities and Roading Committee meeting of 16 November 2021	Confirmation of Minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
12.2 – 12.12	Reports from Management Team Meetings	Reports for Information	Good reason to withhold exists under Section 7	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) 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 which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item N°	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
12.1 – 12.12	Protection of privacy of natural persons To carry out commercial activities without prejudice	A2(a) A2(b)ii

CLOSED MEETING

See Public Excluded Agenda (separate document)

OPEN MEETING

NEXT MEETING

The next meeting of the Utilities and Roothing Committee is scheduled for 3.30pm, on Tuesday 22 March 2022.

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 16 NOVEMBER 2021 COMMENCING AT 3.30PM

PRESENT

Councillor R Brine (Chairperson), Mayor D Gordon, Councillors A Blackie, S Stewart and J Ward, P Williams

IN ATTENDANCE

Councillors W Doody, P Redmond, N Atkinson
J Harland (Chief Executive), G Cleary (Manager Utilities and Roading), K Simpson (3 Waters Manager), J McBride (Roading and Transport Manager), K Waghorn (Solid Waste Asset Manager), S Allen (Water Environment Advisor), A Smith (Governance Coordinator)

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

There were no conflicts of interest recorded.

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the Utilities and Roading Committee held on Tuesday 21 September 2021

Moved Councillor Williams

Seconded Councillor Ward

THAT the Utilities and Roading Committee:

- (a) **Confirms** the circulated Minutes of a meeting of the Utilities and Roading Committee held on 21 September 2021, as a true and accurate record.

CARRIED

3.2 Matters arising

There were no matters arising.

4 DEPUTATION/PRESENTATIONS

There were no deputations or presentations.

5 REPORTS

5.1 Stormwater Network Discharge Consent – Work Programmes and staff resourcing – Sophie Allen (Water Environment Advisor)

S Allen presented this report which provided an overview of proposed stormwater work programmes from 2021 to 2024, based on the Rangiora Stormwater Network Discharge Consent conditions. These conditions were anticipated to be similar for Kaiapoi, Oxford and Woodend consents when these consents are issued. The consent for Rangiora was granted in May and this update followed on from the last update provided in February this year.

The implementation of the discharge consents involved many departments of the Council and a Project Control Group has been established to provide oversight of the stormwater network discharge consents. This group has met twice already, with the intention of meeting quarterly in the future and reporting back to this committee.

Councillor Stewart referred to Plan Change 7 and asked if this consent would come under the consent review in 2024. S Allen didn't believe this would come under this review but will make enquiries and advise members further.

Moved Councillor Williams

Seconded Councillor Blackie

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 210804128036.
- (b) **Notes** the proposed implementation approach that distributes work between many teams within the Council.
- (c) **Notes** that Pollution Prevention Plans approval and compliance work is potentially cost recoverable, in whole or in part.
- (d) **Notes** that a Contaminant Load Model developed by Auckland Regional Council and modified by Christchurch City Council and NIWA is proposed to be developed for Rangiora by Project Delivery Unit staff.

CARRIED

5.2 Stormwater Management from Sutton Tools LTD – Sophie Allen (Water Environment Advisor)

S Allen presented this report which provided an update on the management of stormwater from the Sutton Tools Ltd site in Dale Street, Kaiapoi following an oil spill event in March this year linked to this company. It had been resolved with Environment Canterbury that this was a high risk site and would be covered by their Discharge Consent. Since this event, Sutton Tools had improved their systems onsite and Council had also improved its systems downstream.

Councillor Williams asked if the cost of WDC staff time on this matter was recoverable from Sutton Tools. S Allen noted said that the staff time in the 3 Waters Team was not cost recoverable so no invoice would be sent to Sutton Tools. It was pointed out that Ecan have been taking a lead in the investigation. Alternatively Councillor Williams asked should there be a charge to the people responsible, if there was an event such as this which affected waterways.

S Allen advised that the process to be undertaken if there is any spillage into waterways, is included in the Discharge consent. In the next financial year there would be introduced Pollution Prevention Plan Approvals fees and charges which are cost recoverable.

Councillor Stewart enquired what the timeframe was for Sutton Tools lodging their consent application with Ecan, but S Allen advised that this was not known at this time. Sutton Tools had agreed to provide a copy of their management plan to this Council, prior to the consent application being submitted to Ecan.

Regarding the mitigation in the sump and the downstream pipe, Councillor Stewart asked are staff confident that nothing will get passed this sump barrier and the pipe to the Cam River, prior to the upgrade being undertaken. S Allen said there are mitigations in place, but these are just interim measures. The filter installed may not be sufficient barrier if there was a significant oil spill. Sutton Tools use a significant amount of oil in the running of their tool cutting machinery. There is also a large tank of diesel stored on their property. Councillor Stewart advised that the issue of slicks downstream in the Cam River has been discussed many times at the Zone Committee meetings and she was hopeful that the attention would be robust and watertight on an interim basis. Councillor Stewart asked should there be further action taken in the interim to prevent any discharge into the river. G Cleary noted that staff were not as comfortable as they would like to be, this is not ideal but there had been some interim measures installed on site. There needs to be active monitoring undertaken and continued communication with Environment Canterbury and Sutton Tools.

Following a question from Councillor Blackie on how the oil actually got into the waterway, S Allen said there had been two possible ways this had happened, firstly with the oil attaching to surfaces and a forklift driving through this and tracking through water, or secondly a barrel of oil overflowing outside. There have been improvements made by Suttons in their operation to prevent this recurring.

Councillor Ward said in future the Council would need to be recompensed for the cost of any clean up required from a spillage. S Allen confirmed there will be some fees and charges included in the Annual Plan in future. Councillor Ward added that the imposition of charges needed to be explained clearly to Sutton Tools and a fine imposed as well.

Moved Councillor Ward

Councillor Blackie

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 210721119499.
- (b) **Notes** the issue of an oil slick pollution event on the Cam River in March 2021, which was traced to Sutton Tools on Dale Street, Kaiapoi.
- (c) **Notes** that temporary stormwater improvements have been carried out by Sutton Tools to clean up the spill and also to prevent further spills, such as installation of bunding and cleaning of discharge pipes.
- (d) **Notes** that Sutton Tools are developing a stormwater management plan with upgrades to their system, and will seek a stormwater discharge consent from Environment Canterbury, as deemed to be a high-risk site, which Waimakariri District Council, as owner of the reticulated network, will not allow to discharge as a permitted activity.
- (e) **Notes** that the site will come under the proposed Waimakariri District Council Kaiapoi Stormwater Network Discharge Consent after 1 January 2025.
- (f) **Notes** that Council staff, among others, are supporting Sutton Tools with advice regarding stormwater management, to prevent further spills.
- (g) **Circulates** this report to the Land and Water Committee, Waimakariri Water Zone Committee, Coastal Rural Drainage Advisory Group, Kaiapoi-Tuahivi Community Board, and the Rūnanga - Council monthly liaison meeting.

CARRIED

Councillor Ward noted the seriousness of this matter and that Sutton Tools need to be aware of their responsibilities. Council needs to make it clear to Sutton Tools that what has been happening is not acceptable.

Councillor Stewart suggests that the pollution control across this business site is substandard and would like to see a timeframe on a more permanent solution being in place. It was noted that the company is recognising that there is an issue. Any oil spills go into the Cam River behind the Kaiapoi Mill building, which then joins with the Kaiapoi River and is quite visible in the urban area. and Councillor Stewart supports a rigorous and robust system in place to monitor this issue.

Councillor Williams noted concerns with oil spillage on the grounds at the business premises and suggested a chamber to hold this oil. The question was also raised if this oil spillage had been any potential risk to the Council potable water supplies. G Cleary responded that the nearest wells are at the Darnley Street headworks and the Smith Street wells for both Rangiora and Kaiapoi water supplies. These are quite some distance from the Sutton Tools site, and these are both semi artesian well and are protected by the strata below ground level and considers that it would be extremely unlikely that any activity from Sutton Tools would impact the water supply. There was a high level of protection for the drinking water supply and the issue here was more about the surface water.

S Allen said the network discharge consent also had monitoring sites downstream from the site at the mill, at which there will be quarterly sampling undertaken.

Councillor Ward believes there needs to be tighter controls at the Sutton Tools site and also suggested that rather than quarterly water testing being undertaken, that this should be done monthly.

Councillor Ward had a further question regarding fire risk at the Sutton Tools site and the Chairperson Councillor Brine suggested this question be directed to the Manager Utilities and Roading to respond to, via email.

5.3 Waka Kotahi Technical Audit Outcomes – November 2021 – Joanne McBride (Roading and Transport Manager)

J McBride spoke to this report which provided the results of the Waka Kotahi Technical Audit that was carried out in March 2021. The final report was received on 28 July 2021. The audit process was to provide assurance to Waka Kotahi that their investment is delivering value for money. The audit found that generally the network was in good condition in Waimakariri. This was the first audit completed since 2013 and there were some recommendations and suggestions for improvements to be undertaken.

Councillor Doody noted the costings for the suggestions and recommendations, and asked if some of these items could be addressed now. J McBride said some of these items could be addressed as general maintenance work. High shoulder work would be funded over a number of years. New work such as upgrades to guardrails or additional signage would need to be included in future programmes and funding sought from NZTA for that.

Staff would look at interventions that can be put in place, especially for the higher risk intersections but this was not done for every intersection in the district. This was part of the assessment and prioritisation process of make sure staff are identifying the worst intersections

Councillor Doody asked how can sunstrike be managed and J McBride noted that there was no magic fix for sunstrike, but staff would investigate if there was any other new techniques that could be used on roads that suffer from sunstrike.

Councillor Williams referred to many comments from the public regarding the condition of the unsealed roads in the district, potholes, and the number of deaths resulting from vehicle accidents and questioned should the Council accept recommendation (b) which states "...that the road network is generally in a good condition"? J McBride said when the auditors were in the district in March, this was during a period of settled weather and the roads were in good condition at that time. It was acknowledged that there was issues during periods of high rainfall keeping the unsealed roads up to standard. G Cleary added that no matter what road network, there would always be complaints, noting that people had different levels of expectation. There was a lot of service requests and Councillors get a lot of comments from the community. There was huge challenges for staff and the funding from Waka Kotahi was not keeping up with growth and inflation. This would continue to be a challenge in the future with demand increasing. Councillor Williams does not agree that the roads in the district are generally in a good condition, particularly the shoulders.

Moved Councillor Brine

Seconded Councillor Blackie

THAT the Utilities and Roading Committee:

- (a) **Receives** report No. 211104177484.
- (b) **Notes** that the Waka Kotahi Technical Audit Report summarised that the road network is generally in good condition.
- (c) **Notes** that the Technical Audit report "acknowledge that Council may be unable to action all the audit recommendations immediately due to the constrained NLTP 2021-24 allocations" and that "further optimisation of work programmes will assist level of service delivery within NLTP investment constraints".
- (d) **Notes** the Technical Audit report made nine (9) recommendations and a further twelve (12) suggestions for improvement which will be implemented as outlined in the attached Technical Audit Action Plan.
- (e) **Circulates** this report to the Community Boards for information.

CARRIED

Councillor Brine noted the good points made during questioning, but agreed with staff that the Council has to accept this report from Waka Kotahi.

5.4 Submission to Waste Strategy and Legislation Consultation: Closing 26 November 2021 – Kitty Waghorn (Solid Waste Asset Manager)

K Waghorn presented this report, seeking approval of the committee to delegate authority to Councillor Brine and Mayor Gordon to approve the final Council submission to the Waste Strategy and Legislation Consultation document.

It was pointed out that the deadline for the submission is now 10 December and recommendation (b) was amended accordingly.

Moved Councillor Williams

Seconded Mayor Gordon

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 211019168795.

- (b) **Notes** that the current submission deadline of 10 December 2021 falls outside the Council and Committee meetings schedules.
- (c) **Approves** the general direction of responses as set out in Attachment iii Draft Responses from Christchurch City and Waimakariri District Staff (211019168795).
- (d) **Delegates** authority to Councillor. Brine, the Solid Waste Portfolio Holder, and Mayor Gordon to approve the final Council submission to the Waste Strategy and Legislation Consultation.
- (e) **Notes** that the Canterbury Waste Joint Committee regional staff group are preparing a joint submission for the Canterbury Mayoral Forum, which will be based on combined feedback to the draft responses in Attachment iii.
- (f) **Circulates** Report 211019168795 to the Council and all Community Boards.

CARRIED

6 REPORT REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

6.1 Charles Upham Drive car parking and crossing modifications – Shane Binder (Transport Engineer)

(refer to report no. 210812132304 to the Rangiora-Ashley Community Board meeting of 13 October 2021)

J McBride spoke to this report, which had previously been to the Rangiora Ashley Community Board. This sought approval of some existing and new “no stopping” restrictions on Charles Upham Drive to allow for better visibility for drivers exiting apartment driveways.

Following a question from Councillor Doody, J McBride advised that there would still be roadside parking, at the southern end of Charles Upham Drive. Dialogue will be kept open with Ryman to encourage their staff to park further away to allow visitor parking. There is also a number of residents who park on the road.

Councillor Ward suggested that to provide for visitor parking, some of the car parks could be two hour parking restrictions. J McBride noted that there is limited visitor parking available in front of the Ryman buildings and one or two parking spaces under the apartments.

Moved Mayor Gordon

Seconded Councillor Williams

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 210812132304;
- (b) **Approves** existing no-stopping restrictions already in place along Charles Upham Drive:
 - a. For 6.50m north of the driveway to No. 27-41
 - b. For 7.50m south of the driveway to No. 27-41
 - c. For 4.00m north of the driveway to No. 23-25
 - d. For 4.25m south of the driveway to No. 23-25
 - e. For 5.25m north of the driveway to No. 17-19
 - f. For 4.75m south of the driveway to No. 17-19
 - g. For 6.00m north of the driveways to No. 7-15
 - h. For 4.5m south of the driveways to No. 7-15

- (c) **Approves** new no-stopping restrictions at the following locations on the west side of Charles Upham Drive:
- a. For 8.50m south of the driveway to No. 27-41
 - b. For 8.50m north of the driveway to No. 23-25
 - c. For 7.75m south of the driveway to No. 23-25
 - d. For 7.75m north of the driveway to No. 17-19
 - e. For 8.00m south of the driveway to No. 17-19
 - f. For 8.75m north of the driveways to No. 7-15
 - g. On the west side of Charles Upham Drive from the pedestrian crossing north of 1 Charles Upham Drive south to the intersection with Oxford Road.
- (d) **Declines** the request for a mobility carpark outside no. 27/202 Charles Upham Drive.
- (e) **Notes** that staff will advise the residents of the outcomes of this resolution and the timing of changes to the road.

CARRIED

Mayor Gordon noted that there have been issues with the provision of sufficient parking spaces for Ryman staff at the Charles Upham facility. He believes that a good resolution to this issue had been reached and residents would be pleased with the outcome.

Councillor Williams supported this recommendation but noted concern that with these restrictions in place and limiting parking spaces, Ryman staff and visitors car parking may move to outside neighbouring properties.

7 MATTERS FOR INFORMATION

- 7.1 **Request for approval to install Stop Controls on Lehmans Road at Fernside Road, Lehmans Road at Johns Road, and Elm Drive at Oakwood Drive – Report to Rangiora-Ashley Community Board 13 October 2021 – Circulates to Utilities and Roothing Committee.**
- 7.2 **Give-Way Control on Parnham Lane at Vickery Street – Report to Kaiapoi-Tuahiwi Community Board 18 October 2021 – Circulates to Utilities and Roothing Committee.**
- 7.3 **Contract 18/27 Traffic Counting – Extension of Contract to 31 December 2022 – Report to Management Team Meeting 1 November 2021 – Circulates to Utilities and Roothing Committee.**
- 7.4 **Request to Extend Contract 20/23 for Solid Waste and 3-Waters Education Services until 30 June 2022 – report to Management Team meeting 8 November 2021 – Circulates to the Utilities and Roothing Committee.**
- 7.5 **Backflow Preventer Installations 2021/22 – Request to Engage Water Unit – Report to Management Team meeting 20 September 2021 - Circulates to the Utilities and Roothing Committee**

Moved Councillor Williams

Seconded Mayor Gordon

THAT the Utilities and Roothing Committee receives the information in Items 7.1 to 7.5.

CARRIED

8 PORTFOLIO UPDATES

8.1 Roading – Councillor Paul Williams

Councillor Williams advised new pedestrian refuge has been installed in Townsend Road outside school to assist with school pedestrians. The wind has continued to cause some issues with trees. The resealing programme is underway, footpath renewals programme is underway with the footpath on East Belt being reconstructed. There is maintenance repairs being undertaken on Kippenberger Avenue, where tree roots have pushed up the footpath. Noted with sadness the recent fatal car accident on South Eyre Road.

8.2 Drainage and Stockwater – Councillor Sandra Stewart

Councillor Stewart noted that PC7 had been released and would be considered by ECan at a meeting on Thursday this week. Advice would be provided by staff to all Councillors on this. This Councils Stockwater Race Bylaw Review was recently undertaken and hearing held in September. Finalisation of the Bylaw document has been held over until the release of PC7 to integrate any implications from PC7 into the Stockwater Race Bylaw. The Hearing Panel will reconvene and the reviewed Bylaw document will be back to the Council in December. Councillor Stewart note that in the PC7 document, all stock apart from sheep would not be allowed in water races and artificial water ways are now included.

8.3 Utilities (Water Supplies and Sewer) – Councillor Paul Williams

There had been concerns raised by a property owners neighbouring the Woodend Treatment Station with the trees shading their properties. The tree has now been removed.

The Garrymere Water Safety Plan was approved by the Ministry of Health last week. This is the first of the Councils water supplies to have a Water Safety Plan approved under the new framework. As of Monday 15 November the new water regulator has taken over from the Ministry of Health and will be reviewing the Drinking Water Safety Plans in the future. The Fluoridation Bill came in on Monday 15 November, when Councils would be asked to provide information to the Director of Health on the cost to fluoridate water and when this could be implemented by. K Simpson added that there may be some Government funding available to go towards capital works for fluoridation of water, but not for ongoing costs. It was not unknown whether this Council would meet the criteria for this funding, so it was currently expected that the Council would bear the cost of implementing this. There would be timeframes for this fluoridation to be implemented which would be close to 2024 when the Council can do this, which was also when central governments Water Service entities are introduced.

8.4 Solid Waste– Councillor Robbie Brine

Councillor Brine noted that there had been complaints regarding the appearance and tidiness of the Refuse Station site at Southbrook. Staff had visited the site and were exploring options, including getting a higher level of Waste Management involved in regular meetings, or alternatively to bring this work inhouse. The Council has contractors who do a very good job with maintaining the streetscapes and parks and there may be a possibility to extend their expertise to the Refuse Station. Councillor Brine agreed that there was some work needed to be done to improve the appearance of this key asset of the Council. There was also work being undertaken on redesigning the site and the appearance would be a key part of this redesign.

Councillor Williams asked if staff were not regularly auditing the site so it didn't get so untidy. G Cleary noted that there hadn't been a focus on this and staff are in the process of rectifying that.

8.5 Transport – Mayor Dan Gordon

Mayor Gordon noted recent discussions had been held with Nicole Rosie, the Chief Executive of NZTA, along with the Council Chief Executive J Harland and G Cleary. Mayor Gordon noted appreciation to G Cleary for the preparation before the meeting and the presentation that was shown at the meeting pointing out the priorities of the Council. The Woodend safety improvements, Tuahiwi footpath and Skewbridge were highlighted in discussion and Mayor Gordon was hopeful of a positive outcome from these discussions. If the Woodend safety improvements were brought back into the Waka Kotahi funding, there would need to be a change in prioritisation. There had been acknowledgement by some staff at Waka Kotahi, that these safety improvements were to be included and had been accidentally left out of the funding programme. Mayor Gordon said a follow up letter would be sent to Waka Kotahi regarding this.

On Monday morning and evening (yesterday 15 November), Mayor Gordon and Councillor Williams attended two meetings with the public on the Southbrook road improvements. These were beneficial discussions and Mayor Gordon was pleased with the engagement and feedback that was received.

9 QUESTIONS UNDER STANDING ORDERS

There were no questions.

10 URGENT GENERAL BUSINESS

There was no urgent general business.

11 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

Moved Councillor Brine Seconded Councillor Ward

THAT the public be excluded from the following parts of the proceedings of this meeting.

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

Item N ^o	Report for Information:	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
11.1 – 11.2	Reports from MTO	Reports for Information	Good reason to withhold exists under Section 7	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) 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 which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item N°	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
11.1-	Protection of privacy of natural persons	A2(a)
11.2	To carry out commercial activities without prejudice	A2(b)ii

CARRIED

CLOSED MEETING

The public excluded part of the meeting went from 4.30pm to 4.32pm.

Resolution to resume open meeting

Moved Councillor Brine Seconded Councillor Ward

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

CARRIED

OPEN MEETING

NEXT MEETING

The next meeting of the Utilities and Roothing Committee is scheduled for 2.30pm, on Tuesday 14 December 2021.

There being no further business, the meeting closed at 4.32pm

CONFIRMED

Chairperson
Councillor Paul Williams

Date

BRIEFING

- *Following the meeting, J McBride (Roading and Transport Manager), provided an update on Ford and Road Maintenance following the May 2021 floods*

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: LTC-03-18-01, RDG-11 / 220209016725


REPORT TO: UTILITIES AND ROADING COMMITTEE

DATE OF MEETING: 22 February 2022


AUTHOR(S): Joanne McBride – Roading & Transport Manager
Gerard Cleary – Manager, Utilities & Roading

SUBJECT: Ashley Street & Coldstream Road Upgrades – Further Information

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1. This report is to provide further information on the estimated costs of upgrading the following sites for consideration as requested by Council during the recent Annual Plan meetings:
- Coldstream Road – Northern side of the road outside the A&P Showgrounds from Ashley St to the railway line. A rough order cost estimate for upgrade including new kerb & channel and a 2.5m wide shared path is \$375,000.
 - Ashley Street – Eastern side of the road outside the A&P Showgrounds from Coldstream Rd to just north of River Road. A rough order cost estimate for upgrade including new kerb & channel and a 2.5m wide shared path is \$430,000.
- 1.2. The rating impact of including these projects in the Roading budgets in 2022/23 would be an increase on the Roading Rate of 0.5% and an overall increase to general rates of 0.1% in the 2022/23 year.
- 1.3. Delivery of this project should it proceed is likely to require external consultant engagement due to resource availability within the Project Delivery Unit and as such deliverability is a risk.
- 1.4. These projects have not been included within the proposed budgets and have not been prioritised against other needs within the district. Considering these through the Long Term Plan process would allow this to occur.

2. RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 220209016725;

AND

- (b) **Declines** the inclusion of the Ashley Street & Coldstream Road Upgrades Projects within the 2022/23 Annual Plan, for further consideration as part of the next Long Term Plan process;
- (c) **Notes** that this is the recommended option so that this project is considered as part of the next Long Term Plan process and can be prioritised against other needs within the district;

OR ALTERNATIVELY:

- (d) **Recommends** to Council, consideration of the inclusion of the Ashley Street & Coldstream Road Upgrades Projects within the Annual Plan at the time of final adoption, with a total combined budget of \$805,000 in the 2022/23 Annual Plan year;
- (e) **Notes** the inclusion additional budget of \$805,000 would be funded from the Rooding Strategic account which is funded by loan. The rates impact in the 2022/23 Annual Plan year would be a 0.5% increase on the Rooding rate and a 0.1% increase overall on rates.
- (f) **Notes** that this is not the recommended option from staff.

3. BACKGROUND

- 3.1 On 2 February 2022 as part of the Annual Plan deliberations, Council considered a request from the Rangiora-Ashley Community Board to consider upgrading Ashley Street and Coldstream Road in Rangiora, adjacent to the Rangiora A&P Showgrounds.
- 3.2 Both roads are residential on one side with kerb & channel and footpaths, however the side adjacent to the Rangiora A&P Showgrounds has not been urbanised.
- 3.3 As such upgrading of these roads would provide an opportunity to tidy up this area which is a focal point when events are being held at the showgrounds.

4. ISSUES AND OPTIONS

- 4.1. Upgrading of Ashley Street and Coldstream Road adjacent to the Rangiora A&P Showgrounds would include the following:
 - Kerb & Channel along one side of Coldstream Rd (Ashley St to the railway line)
 - Kerb & Channel along one side of Ashley St (Coldstream Rd to River Rd)
 - A 2.5m wide shared path along both frontages (Ashley St & Coldstream Rd)
- 4.2. The estimate for the proposed works is \$430,000 on Ashley St and \$375,000 on Coldstream Rd. There is current budget no budget allocated for this project.
- 4.3. The cost estimate does not include any street lighting costs but does include an allowance for professional fees, plus a 15% construction contingency.
- 4.4. There would be an advantage in urbanising this area as it would help formalise car parking in the area and provide a shared path which would be beneficial for pedestrians accessing the A&P Showgrounds during significant events or activates. This is often a destination the visitors to the district will visit to attend events.
- 4.5. Council has the following options for consideration:
 - 4.5.1. Option One - Decline including additional budget for the upgrade of Coldstream Rd and Ashley St within the 2022/23 Annual Plan and instead consider this against other priorities as part of the next Long Term Plan process. This is the recommended option as it allows consideration of this project against wider needs.
 - 4.5.2. Option Two – Approve additional budget of \$805,000 for the upgrade of Coldstream Rd and Ashley St within the 2023/24 Annual Plan. This is not the recommended option as it does not allow for wider prioritisation of projects.

Implications for Community Wellbeing

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

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. This includes the Northern A&P Association.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report. This budget is not included in the Annual Plan or the Long Term Plan.

These projects are unlikely to attract Waka Kotahi co-funding and as such would need to be fully funded by Council. Should these projects proceed then the additional budget of \$805,000 would be funded from the Rooding Strategic account which is funded by loan. The rates impact is 0.5% on the Rooding Rate and 0.1% on overall rates if included in the 2022/23 year.

It is noted that the cost estimate does not include any allowance for the upgrade of street lighting in these areas.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report does have sustainability and/or climate change impacts. The upgrade allows for the inclusion of a shared path in this area to connect to the existing shared path on Coldstream Rd and the existing gritted path on Millton Avenue.

Improved Walking & Cycling facilities provide more multi-modal transport options which can reduce the number of vehicle trips and provide health benefits to the community.

6.3 Risk Management

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

Due to current workload there is unlikely to be sufficient resource in-house and as external consultant engagement would be required and as such deliverability is a risk. Considering this as part of the Long Term Plan would allow full consideration of needs across wider Council.

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**

Not applicable.

7.3. **Consistency with Community Outcomes**

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

This report consider the following:

There is a safe environment for all

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

Transport is accessible, convenient, reliable and sustainable

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

7.4. **Authorising Delegations**

The Utilities & Roading Committee has the authority to receive this report and consider Roading issues.

Council has the authority to consider issues which have financial implications.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: RDG-32-72 / 211215200532

REPORT TO: UTILITIES AND ROADING COMMITTEE

DATE OF MEETING: 22 February 2022

AUTHOR(S): Jig Dhakal, Project Engineer
Joanne McBride, Roading and Transport Manager

SUBJECT: Skewbridge Active Warning Signage - Concept Design

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1. This purpose of this report is to provide the Utilities and Roading committee an overview of the scheme design for Skewbridge Active Warning Signage Project.
- 1.2. The preliminary design includes new electronic curve warning sign at each approach to the bridge, as well as supplementary traffic calming measures, to help encourage drivers to reduce their vehicle speed prior to reaching Skewbridge.
- 1.3. The preliminary estimate for the works is \$285,000 and is within the budget of \$330,000.

Attachments:

- i. Preliminary Drawings – Skewbridge Active Warning Signage (TRIM No. 211216201336)

2. RECOMMENDATION

THAT the U&R Committee:

- (a) **Receives** Report No. TRIM 211215200532;
- (b) **Notes** that the preliminary estimate for the physical works is \$285,000 and is within the budget of \$330,000;
- (c) **Notes** Waka Kotahi (NZTA) has approved 51% funding contribution of this project;
- (d) **Notes** that staff will proceed with detailed design stage;
- (e) **Notes** procurement is proposed with direct engagement with Mainpower for the power supply works and open tender for the signage install and civil works.

3. BACKGROUND

- 3.1. Skewbridge is a narrow (5.0m width) two lane bridge with curves at each approach.
- 3.2. According to Waka Kotahi's accident database (CAS), there have been 13 accidents recorded over the past 10 years. Anecdotal evidence at the site, and from residents which indicates that accidents at this location are under reported.
- 3.3. The CAS database shows 62% of crashes are recorded as losing control on the curve, whereas 13% are other reasons, and 25% is not recorded. Of the total number of crashes resulting from losing control at the bend, 75% occur on the north western curves, while

25% occur on the south eastern curve. This data was taken into consideration when carrying out the design, which is proposed to increase awareness of the curve and reduce speed prior to the curve, compared to speed on the bridge.

- 3.4. The installation of active warning signs was initiated to reduce speeds on Skewbridge (and approaches) while investigations and options are considered for the long term replacement of the bridge.
- 3.5. Waka Kotahi have approved co-funding of \$330,000 for 2021/22 for the installation of active warning signage and associated works on this bridge. Local share has also been included in Council budgets.
- 3.6. Residents in the area have been advocating for safety improvements such as lowered speeds in the area due to the number of crashes in the area. Council on 1st February 2022 approved the reduction on Skewbridge Road north of the bridge to 80km/hr. This new speed limit is likely to be implemented during March following public notification.
- 3.7. The replacement of Skew Bridge is within Councils Long Term plan. The bridge itself has an estimated life of around 20 years, but staff believe it will have outgrown its functional usefulness before this time due to traffic growth and change of function of the route. Council has not yet received funding for the replacement of the bridge structure itself, however has received funding for the Business Case.

4. **ISSUES AND OPTIONS**

- 4.1. The following is provided to the Utilities and Road Committee for information.

Design

- 4.2. The concept design for this project has been undertaken by PDU engineers.
- 4.3. The aim of the design is to alert drivers to slow down prior to the curve and the bridge with two electronic warning signs, one on each approach to the bridge. The electronic warning signs are proposed to show an LED curve and a flashing “slow down.” The “slow down” text is only activated when the approach speed of the vehicle exceeds the posted curve advisory speed of 65km/hr. With the new electronic warning sign, there is a need to reshuffle the locations of the existing signage.
- 4.4. The LED signage will require permanent power supply due to the daily traffic volume of approximately 4500 vehicles per day in each direction. . This would result in the number of starts per sign being greater than what a standard Lead Acid battery can handle (4000 starts). The option to use a higher quality Lithium battery was considered, unfortunately these do not function well in cold temperatures as they cannot charge below zero degrees. Mainpower has been consulted to undertaken the electrical design for the new power supply to the signage.
- 4.5. Supplementary traffic calming techniques are proposed for the bridge approaches. This includes the following:
 - 4.5.1. Reduced lane widths
 - 4.5.2. The reduced lane wide is intended to help slow drivers on approach to the bridge. This will be achieved by installing a 0.5m wide dual centre line to increase separation between the lanes, reducing widths to 3.0m.
 - 4.5.3. Kerb build outs
The electronic signage will be installed within new kerb build-outs. This will help create a gateway “threshold” on approach to the hazard. This kerb will not impede the road carriageway.

4.5.4. Tactile Edge Lines

Ceramic domes will be installed on the edge lines around the bends on both the approach, and exit of the bridge. These are raised, and intended to provide drivers with an audible and tactile warning when straying from their lane.

4.5.5. Improved delineation

Along with new and improved line marking, additional delineation is proposed to be installed on the guardrail itself. This will improve delineation, particularly during hours of darkness.

- 4.6. This project is currently in preliminary design and staff intent to progress to detailed design and tender.
- 4.7. The concept design has undergone a safety in design review (TRIM 211216201363). The concept design was identified as not requiring a Road Safety Audit (RSA) due to the small scale of the project (TRIM 220126009397). However a RSA will be undertaken during the detailed design stage and post construction stage.

Procurement

- 4.8. The procurement for the civil component of the works are proposed as an open tender. This work will involve the sign install, civil construction, trenching and installing power supply ducts. It is noted that the open tender process aligns with the Councils Procurement Strategy, and that Procurement will be authorised by the Procurement PCG in advance.
- 4.9. The electrical power supply component of the work (laying cables) is of a different nature to the civil component of the works. Staff are currently considering the estimated costs with this component, and considering a different procurement strategy.

Implications for Community Wellbeing

- 4.10. This project has implications on community wellbeing as the primary purpose is to improve the road safety of the area which has a high frequency of crashes.
- 4.11. 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 generally affected by subject matter of this report but have not been specifically consulted. In other areas they have expressed concern about road safety, and therefore staff intend to provide a brief description of the project for the next Runaga meeting agenda.

5.2. **Groups and Organisations**

This project is likely to impact two groups of people:

Residents

The rural residential community in the Skewbridge area are likely to be positively impacted by the reduced number of crashes, improving the overall safety of their community.

Commuters

Traffic calming on the approaches to the bridge is likely to reduce speed and therefore reduce the likelihood of an accident, and the severity of an accident, should one occur.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications as a result of this project. The construction estimate is \$285,000 which includes the costs for the electronic signage, Mainpower connection, civil works and a 20% contingency.

The professional fees are estimated at approximately 10% of the costs bringing to total project cost to \$315,000. The budget for this project is \$330,000, therefore there is an additional 5% contingency overall.

The budget for this works is included in the Annual Plan.

Waka Kotahi (NZTA) has approved this works within their Low Cost Low Risk budget and will fund 51% of the project.

6.2. **Sustainability and Climate Change Impacts**

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

- Traffic calming on the approaches to the bridge will allow for smoother transition of speeds therefore efficient fuel usage compared to harsh braking and acceleration.
- The design proposes permanent power supply for the electronic signage. Other electronic signage locations in the district have optioned for solar panels/batteries, which was not viable in this location due to the number starts per day. While grid energy is a mix of renewable and non-renewable power, the solar panels signage is 100% renewable.
- It is also noted that the solar panel and batteries have a 10 years design life. Electronic signage within the district show signs of battery end of life prior to 10 years. It is difficult to quantify the climate impact of connecting to the grid compared to the use of solar panels/batteries and the replacement of these items.
- It is noted that the type of signage proposed for use in this location can be changed and shifted if required. For example, when bridge realignment occurs prior to sign end of life, the sign can be reprogrammed or shifted to another location.

6.3 **Risk Management**

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

- There is uncertainty with the supply of materials during this post Covid-19 lockdown period. The physical works estimate for this project includes a 20% contingency for any potential price increase.
- Construction is likely to cause some delays on Skewbridge Road. Staff consider the impacts of this to be minor with careful traffic management planning.
- In the current market prices have been coming in higher than previous years and there has been a reduction in contractors tendering for work. As such there is a risk to delivery of the project.

6.3 **Health and Safety**

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

The project will follow all relevant Council policies, procedures and guidelines relating to Health and Safety.

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

- Land Transport Management Act
- Local Government Act 2002.

7.3. Consistency with Community Outcomes

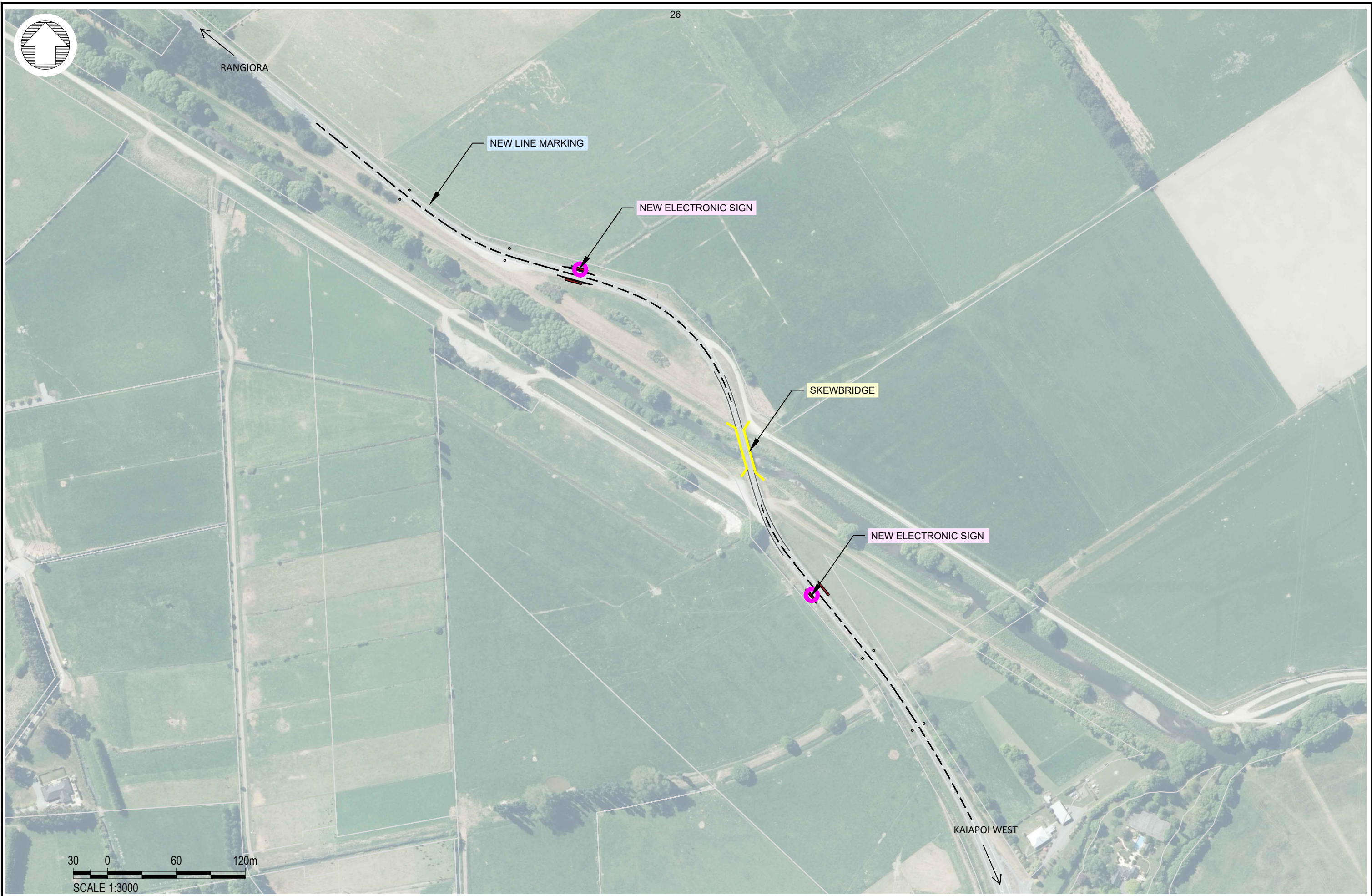
The Council's community outcomes are relevant to the actions arising from recommendations in this report. The relevant community outcomes include:

- There is a safe environment for all
- Transport is accessible, convenient, reliable and sustainable
- Core utility services are provided in a timely and sustainable manner

7.4. Authorising Delegations

The Utilities and Roading Committee enjoy all the powers granted to a standing committee under the Delegations Manual and are responsible for the following activities:

- Roading and Transportation (including road safety, multimodal transportation and traffic control)



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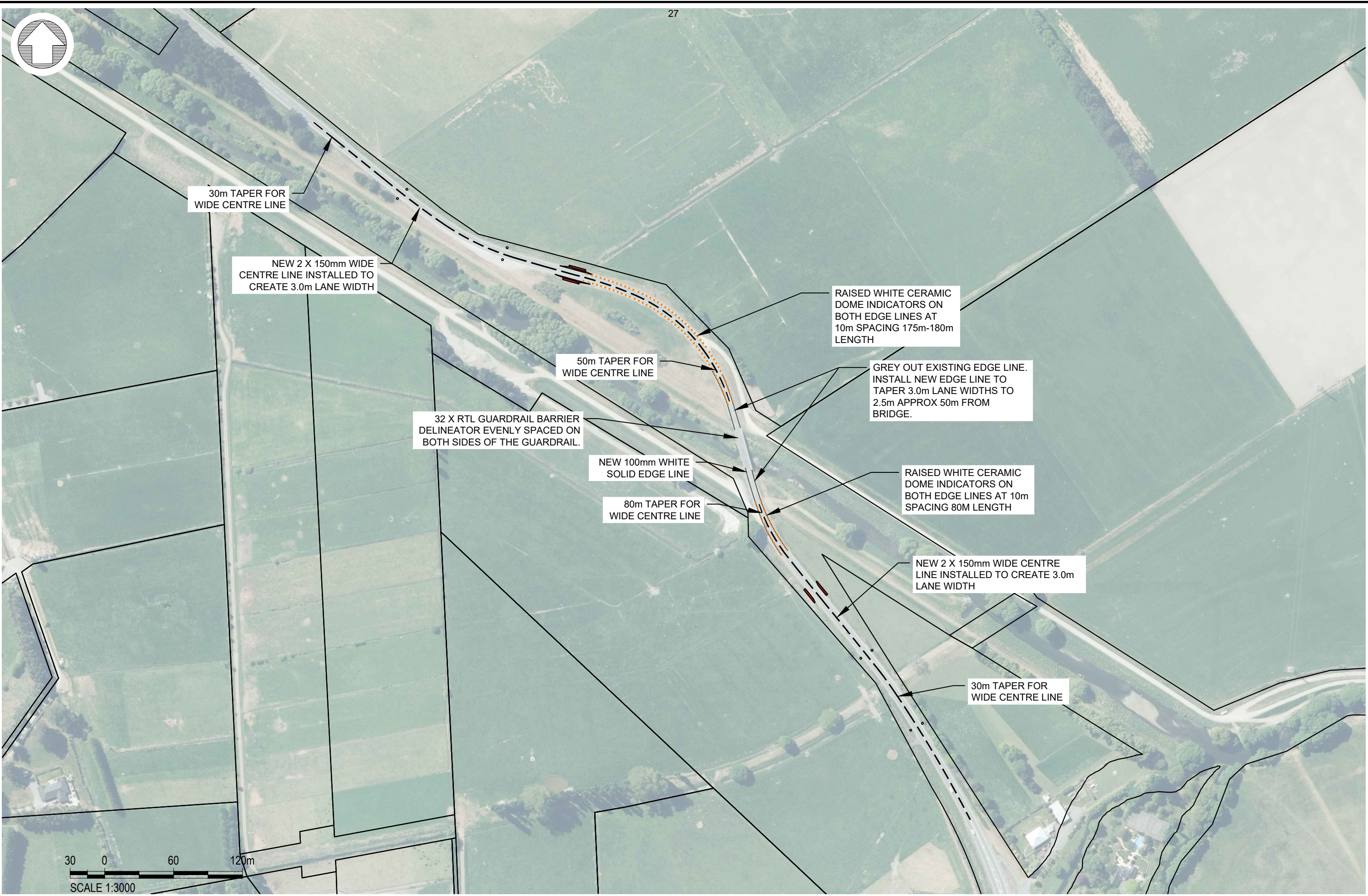
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PROJECT	---
SKEWBRIDGE SIGNAGE UPGRADE	---
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SHEET TITLE	---
CONCEPT DESIGN OVERVIEW	---
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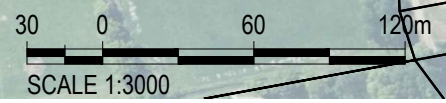
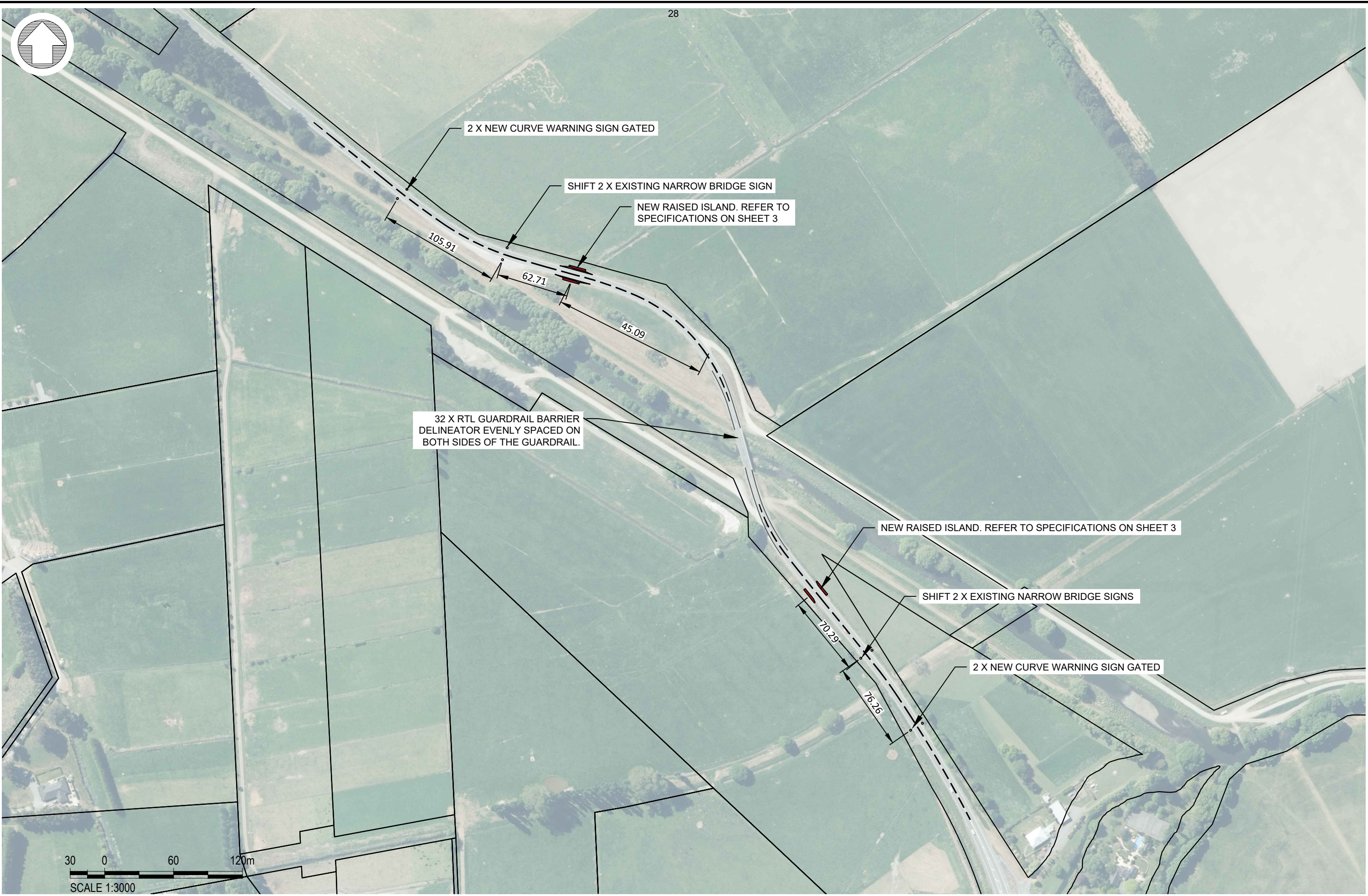
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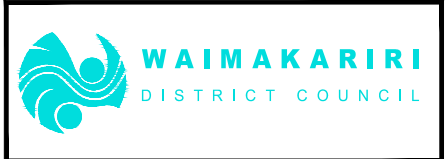
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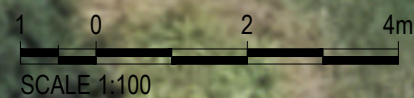
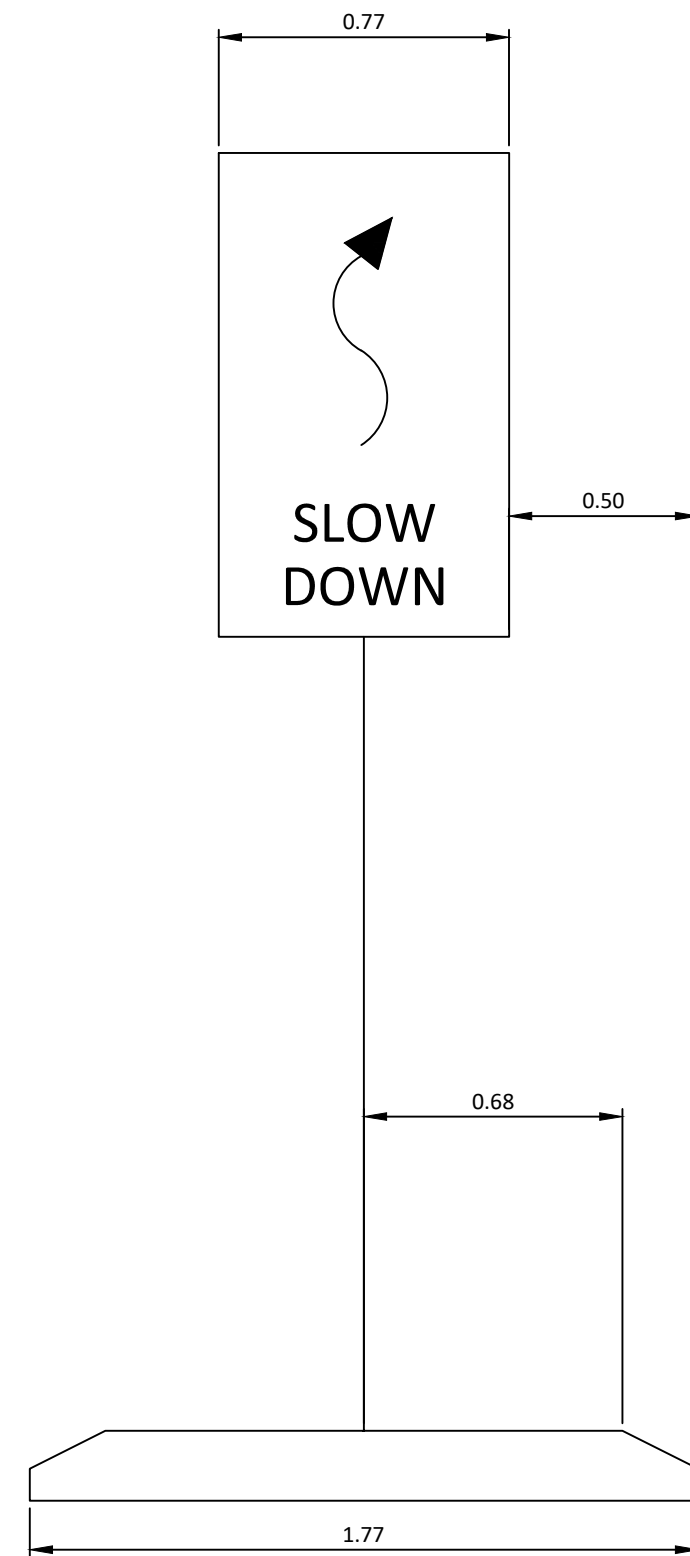
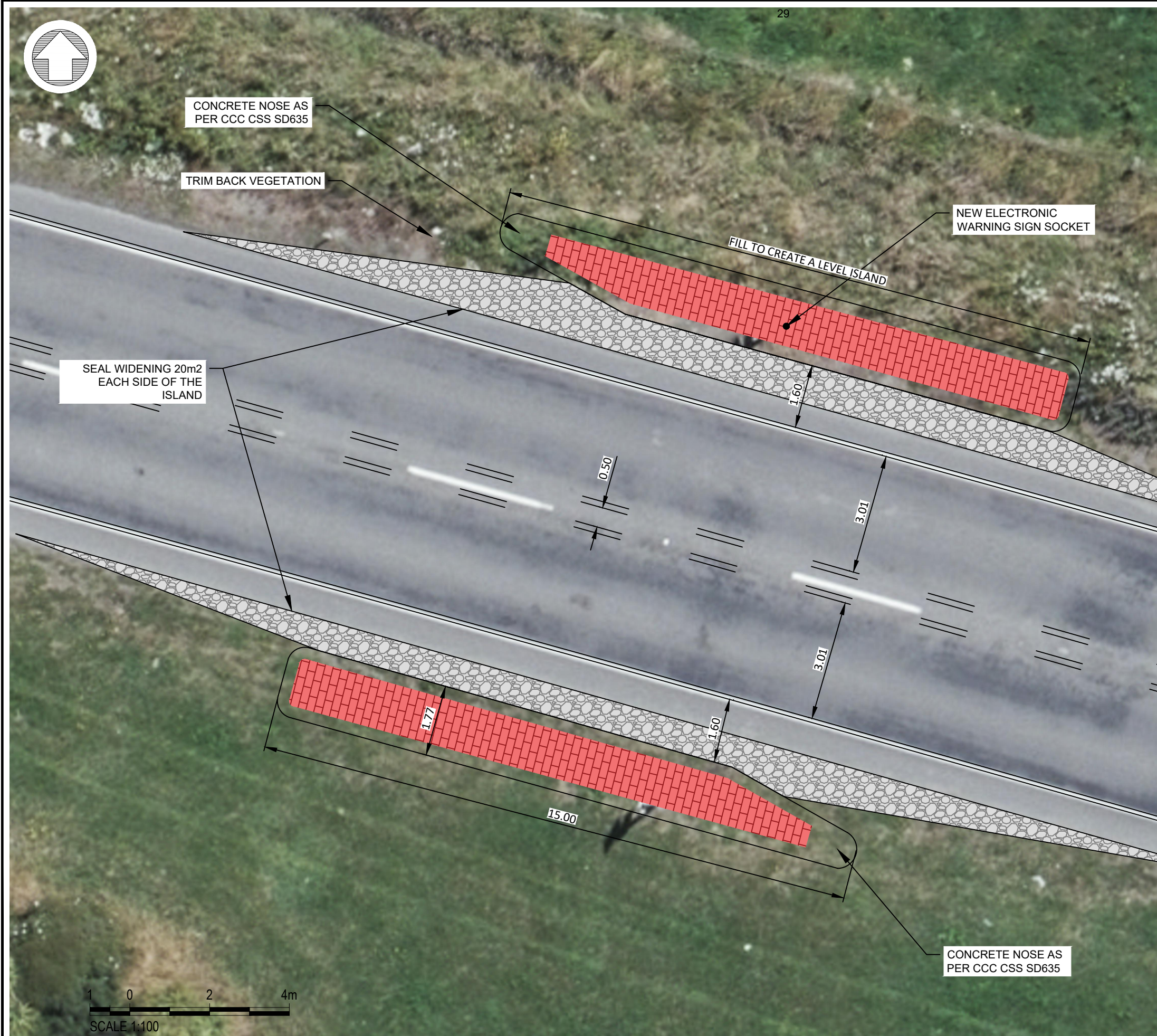
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WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** CON201961-02/ 220112002581**REPORT TO:** UTILITIES AND ROADING COMMITTEE**DATE OF MEETING:** 22 February 2022**AUTHOR(S):** Jig Dhakal, Project Engineer
Rob Frizzell, Wastewater Engineer**SUBJECT:** Wastewater Treatment Plant Fencing Contract Completion**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)

Department Manager

Chief Executive**1. SUMMARY**

- 1.1. This report is a summary of Contract 19/61 for the installation of wire mesh fence in four Waimakariri District Council owned wastewater treatment plants (WWTP) in Rangiora, Kaiapoi, Woodend and Waikuku Beach.
- 1.2. Contract 19/61 was awarded to Joe Redwood Fencing on the 17th March 2020 for a tender price of \$62,440.00 with the due date for completion before the 11th May 2020.
- 1.3. The overall project was impacted by significant time delays due to the March 2020 Level 4 nationwide Covid-19 lockdown and therefore had subsequent supply chain delays for materials.
- 1.4. Additional fencing works was requested to the total value of \$7,728.30. These items were based off contract rates and therefore considered competitive and good value for money.
- 1.5. Overall, Joe Redwood Fencing completed the work to a high quality by 30th June 2020 for the total tender cost of \$70,168.30.
- 1.6. The overall expenditure of the project including professional fees was \$82,493.57 which is below the project budget of \$162,400.

Attachments:

- i. Photographs of the works at the various WWTP sites.
- ii. TRIM report 190805108803[v1] - Improvement to fencing of Wastewater Treatment Plant Sites

2. RECOMMENDATION**THAT** the U&R Committee:

- (a) **Receives** Report No. 220112002581.
- (b) **Circulates** to the community boards for their information.

3. **BACKGROUND**

- 3.1. TRIM report 190805108803[v1] sought a decision from the Utilities and Roothing Committee on the level of improvements to the Wastewater Treatment Plant (WWTP) boundary fences.
- 3.2. This work was undertaken as part of Contract 19/61 with the contract awarded to Joe Redwood Fencing as per Trim report 200313034986 for the tender total value of \$62,440.00.
- 3.3. The work involved the installation of approximately 1700m of X-fence installed at the Rangiora WWTP and associated fencing infrastructure such as gates, posts and strainers. The work also involved 8000m of barbed wire installed at the top and bottom of existing deer fence at the Woodend, Kaiapoi, Waikuku and Rangiora WWTP sites.

4. **CONTRACT PERFORMANCE**

Budget

- 4.1. The table below shows the Project Cost (predicted at time of award of Contract) against the final Project Value:

Cost Item	Total
Engineers Estimated Construction Cost	\$ 130,000.00
Tender Price	\$ 62,440.00
Actual Construction Cost	\$ 70,168.30
Estimated Professional Fees	\$ 8,500.00
Actual Professional Fees	\$ 12,325.27
Budget	\$ 162,400.00
Actual Expenditure	\$ 82,493.57
Remaining at project end	\$ 79,906.43

Funding Source	Total Budget	Professional Fees	Contract Costs	Total Expenditure
Fencing for Rangiora WWTP 101337.000.5113	\$ 60,000.00	\$ 5,007.82	\$ 28,982.65	\$ 33,990.47
Fencing for Rangiora WWTP 101337.000.5114	\$ 35,000.00		\$ 28,982.65	\$ 28,982.65
Fencing for Kaiapoi WWTP 101345.000.5114	\$ 41,000.00	\$ 2,428.60	\$ 6,805.00	\$ 9,233.60
Fencing for Woodend WWTP 101338.000.5114	\$ 20,000.00	\$ 2,448.11	\$ 3,468.00	\$ 5,916.11
Fencing for Waikuku Beach WWTP 101345.000.5114	\$ 6,400.00	\$ 2,440.74	\$ 1,930.00	\$ 4,370.74
TOTAL	\$162,400.00	\$ 12,325.27	\$ 70,168.30	\$ 82,493.57

- 4.2. The contract resulted in 5 variation items as a result of increase in scope by the Principle. These variations for additional works bringing the final value of the works to \$70,168.30. This additional works included installation of signage, additional gates, corners, lengths of barbed wire and special fencing detail near the stream. Variation items were based on contract rates and therefore competitively priced.

- 4.3. The cost for the PDU professional fees totalled \$12,325.27. This value was higher than originally predicted due to the delays and additional procedures and checked required as a result of the Covid-19. The final professional fees value is less than 10% of the engineer's estimate of \$130,000 and therefore within an acceptable value.
- 4.4. The overall expenditure of the project was 82,493.57 which is below the budget \$162,400.

Quality

- 4.5. No concerns have been raised regarding either the quality of the materials, or the quality of the workmanship. The requested work was constructed as designed and to a high quality.
- 4.6. New Zealand made materials were used for the fencing which included the steel wire mesh and the treated posts.
- 4.7. Practical Completion was achieved on the 30 June 2020. A walkover with the Engineer showed a number of small defects to be rectified within a week of practical completion.
- 4.8. Attachment i shows photographs of the works undertaken by Joe Redwood Fencing as part of the contract.

Programme

- 4.9. The table below shows the Project Programme (predicted at time of award of Contract) against the final Project Programme:

	Predicted (at time of award)	Actual
Award of Contract	17 March 2020	17 March 2020
Commencement Date	31 March 2020	11 May 2020
Completion Date	11 May 2020	25 June 2020
Contract Period	6 Weeks	6 Weeks
Practical Completion Date		30 June 2020
Final Completion Date		4 August 2021

- 4.10. Due to the 2020 Covid-19 lockdown (from the 24 March onwards), there was a delay in the start date of the contract. The Level 4 lockdown also delayed the supply of X-fence mesh which is manufactured in NZ as their operations had to also shut down.
- 4.11. Following the end of the Level 4 Lock down, and once materials were able to be sourced, the works began on the 11th May 2020 under Covid-19 procedures.
- 4.12. Two EOT were granted in relation to Covid-19 lockdown and the delays in materials as a result of this lockdown. The final due date for completion was extended by 6 weeks to the 25 June 2020. No EOT were claimed as a result of additional time to undertake variation items.

Health & Safety

- 4.13. This contract was assessed as having Low Health & Safety Risk associated with the works as part of the project plan.
- 4.14. Joe Redwood fencing have a Sitewise score of 94%

- 4.15. The SSSP and Covid-19 procedures were audited prior to construction which met standards. A Health and Safety Audit was undertaken as part of the contract, which the contractor also met standards for all aspects.
- 4.16. Two health and safety incidents were notified to the Engineers Rep during the contract period. One incident involved the site being unattended without fencing where a gate was to be installed. The second incident involved a roll of fence wire being left very close to the edge of the road on the berm without traffic management. Both incidents were notified immediately to the contractor and was rectified promptly, then notified to the engineer's rep. Paperwork for these incidents are provided in TRIM file 200615071995.
- 4.17. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. **Wider Community**

The improvement to the WWTP site fencing will provide public safety for the wider community through avoiding accidental access, and protection of Council staff and contractors working on remote sites.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

This report is for information only therefore has no financial implications.

6.2. **Sustainability and Climate Change Impacts**

This report does not have sustainability and/or climate change impacts.

6.3 **Risk Management**

This report is for information only and therefore does not have risk management impacts. Risk analysis for the fencing was discussed in detailed within TRIM report 190805108803[v1].

6.3 **Health and Safety**

Improvements to the WWTP site fencing has improved Health and Safety for staff working on the site and wider community by accidental access.

Attachment i



Figure 1: X-Fence, barbed wire and signage installed at the Rangiora WWTP site



Figure 2: Barbed Wire installed at the Kaiapoi WWTP



Figure 3: Barbed Wire and sign installed at the Woodend WWTP site



Figure 4: Barbed Wire installed at the Waikuku WWTP site above the entrance gates.

Attachment ii

Trim report 190805108803[v1] - Improvement to fencing of Wastewater Treatment Plant Sites

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: SEW-17/190805108803

REPORT TO: Utilities and Roding Committee

DATE OF MEETING: 20th August 2019

FROM: Gavin Hutchison, Wastewater Asset Manager

SUBJECT: Improvement to fencing of Wastewater Treatment Plant Sites

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

_____ Department Manager

_____  Chief Executive

1. SUMMARY

- 1.1 This report is to seek a decision from the Utilities and Roding Committee on the level of improvements to the Wastewater Treatment Plant (WWTP) boundary fences for the 2019/20 financial year.
- 1.2 The improvement to the WWTP site fencing is to provide public safety through avoiding accidental access, and protection of Council staff and contractors working on remote sites.
- 1.3 In January 2019 there was an incident at the Gore wastewater treatment plant where a 3 year old gained access to the site and drowned in one of the ponds. The site appears to have been fenced with a standard 7 wire stock fence. This has highlighted the need for appropriate fencing to minimise the risk to the public.
- 1.4 A risk based assessment was undertaken of all WWTP's to select an appropriate level of fencing. It has been identified that six of the seven sites need to be improved. The attached memorandum summarises the review and recommendations.
- 1.5 A staff submission was made to Council for a new budget of \$215,000 for improvements to fencing at WWTP sites identified a high risk. A budget of \$60,000 was included in the draft annual plan for the replacement of seven strand stock fencing at the Rangiora WWTP.
- 1.6 Council has approved a budget of \$275,000 in the 2019/20 Annual Plan to improve the fencing at those sites identified as high risk.
- 1.7 Following the staff submissions concerns were raised by some Councillors that the level of fencing recommended exceeded what was required and the scope should be reduced.
- 1.8 A site visit with Councillors to the Kaiapoi Wastewater Treatment Plant was undertaken on the 1st July. The attendees were Mayor David Ayers, Councillor Paul Williamson, Councillor Dan Gordon, Kalley Simpson (3 Waters Manager) and Gavin Hutchison (Wastewater Asset Manager)
- 1.9 Following review of the existing deer fencing the Mayor and Councillors agreed that their preference would be to reduce the improvements to the addition of a strand of barbed wire installed on the top and bottom strands.

- 1.10 Reducing the recommended improvements would change the residual risk from low to medium as the deer fence would still be scalable even with the barb wire strand top and bottom.
- 1.11 There is an \$110,000 difference in cost between the option of replacing all deer fence mesh with X-Fence and installing a single strand of barbed wire on the top and bottom of the existing deer fence.

Attachments:

- i. Wastewater Treatment Plant Site Fencing Memorandum (Trim 190305025926)

2. **RECOMMENDATION**

THAT the Utilities and Roading Committee:

- (a) **Receives** report No. 190805108803.
- (b) **Approves** the use of X-Fence for all new fence installations including the Rangiora replacement works scheduled for the 2019/20 financial year.

EITHER:

- (c) **Approves** the original fencing improvement strategy of replacing all existing deer fence netting with X-Fence.
- (d) **Notes** this has a total cost of \$275,000 and provides a low residual risk.
- (e) **Notes** this will impact the individual Wastewater rate by approximately \$1.64 pa.

OR:

- (f) **Approves** the alternative strategy of installing a single strand of barbed wire on the top and bottom of the existing deer fence.
- (g) **Notes** this has a total cost of \$165,000 and has a medium residual risk as the fence is still scalable.
- (h) **Notes** this will impact the individual Wastewater rate by approximately \$0.98 pa.

AND:

- (i) **Circulates** to the community boards for their information.

3. **BACKGROUND**

- 3.1 In September 2018 a child climbed the gate at the Woodend WWTP and gained access. As a result of this incident an assessment of all WDC wastewater treatment sites was undertaken in November 2018 to assess the level of boundary fencing. The key driver for fencing is to provide public safety through avoiding accidental access, and protection of Council staff and contractors working on remote sites.
- 3.2 Since this assessment there has been an incident at Gore wastewater treatment pond where a 3 year old gained access to the site and drowned in one of the ponds. The site appears to be fenced with a standard 7 wire stock fence.

- 3.3 The majority of the districts WWTP's have standard deer fencing around the perimeter of the site.
- 3.4 A risk based assessment was undertaken of each WWTP site. Sites with deer or stock fencing were assessed as being inadequate to mitigate the risk of a person or child entering the site.
- 3.5 A staff submission was made to the 2019/20 draft Annual Plan for new budget of \$215,000 to upgrade the existing deer fence with X-fence security fencing.
- 3.6 A budget of \$60,000 was included in the draft Annual Plan to upgrade the seven strand stock fencing at Rangiora with X-fence.
- 3.7 Council approved the additional fencing to improve the site fencing.
- 3.8 Following the staff submission and approval from Council a request was received from a Councillor to arrange a site meeting to inspect the current fencing. This was on the basis of assessing the need for the requested level of expenditure.
- 3.9 A site visit to the Kaiapoi Wastewater Treatment Plant was undertaken on the 1st July. The attendees were:
- Mayor David Ayers
 - Councillor Paul Williamson
 - Councillor Dan Gordon
 - Kalley Simpson, 3 Waters Manager
 - Gavin Hutchison, Wastewater Asset Manager
- 3.10 Following review of the existing deer fencing the Mayor and Councillors agreed that their preference would be to reduce the improvements to the addition of a strand of barbed wire installed on the top and bottom strands.

4. ISSUES AND OPTIONS

- 4.1. A risk based assessment of the existing fencing identified a high risk rating for the majority of the WWTP's sites.
- 4.2. A total of five options were assessed for the improving the site fencing. These are described in attached memorandum '*WDC WWTP Fencing Review Memorandum*' (Trim 190305025926).
- 4.3. Following the risk based assessment recommendations were made to reduce the residual risk to an acceptable level.
- 4.4. Those sites that have open water bodies coupled with slippery and steep pond sides presents the highest risk to the public. For those sites replacement of the existing deer fence netting with X-Fence was assessed as an adequate level of fencing to reduce the risk to low. X-Fence security fence is stronger and more difficult to climb compared to deer fencing. Where there is existing deer fence the existing posts would be reused, some strainer posts may need to be upgraded. A single strand of barbed wire would be included on the top section of fence.

- 4.5. Following the meeting with the elected members there was a request that the fencing improvements be limited to installing barbed wire strands top and bottom of the existing deer fence.
- 4.6. The table below summarises the main hazards at each site with the current fencing. These are colour coded to show the risk rating following the assessment. High risks are shown in red, medium risks in yellow and low risk shown in green.
- 4.7. The table below summarises the main hazards at each site with the current fencing.

Table 4.1: WWTP Risk Assessment – Current Fencing

Location	Open Bodies of Water			Fully Aerated Water	Hazardous Area	Mechanical Plant
	Open Water body	PE Lined Pond	Steep Concrete Wave Band			
Rangiora WWTP	Yes	Yes	Yes		Yes	Yes
Kaiapoi WWTP	Yes	Yes	Yes		Yes	Yes
Woodend WWTP	Yes	Yes	Yes		Yes	Yes
Waikuku WWTP	Yes		Yes		Yes	
Oxford WWTP	Yes	Yes	Yes	Yes	Yes	Yes

- 4.8. The table below summarises the main hazards at each site with the installation of single strands of barbed wire to the top and bottom of the existing deer fence.

Table 4.2: WWTP Risk Assessment – Barbed wire installed top and bottom of existing deer fence

Location	Open Bodies of Water			Fully Aerated Water	Hazardous Area	Mechanical Plant
	Open Water body	PE Lined Pond	Steep Concrete Wave Band			
Rangiora WWTP	Yes	Yes	Yes		Yes	Yes
Kaiapoi WWTP	Yes	Yes	Yes		Yes	Yes
Woodend WWTP	Yes	Yes	Yes		Yes	Yes
Waikuku WWTP	Yes		Yes		Yes	
Oxford WWTP	Yes	Yes	Yes	Yes	Yes	Yes

- 4.9. The table below summarises the main hazards at each site with the installation of X-fence to replace the deer fence.

Table 4.3: WWTP Risk Assessment – X-Fence

Location	Open Bodies of Water			Fully Aerated Water	Hazardous Area	Mechanical Plant
	Open Water body	PE Lined Pond	Steep Concrete Wave Band			
Rangiora WWTP	Yes	Yes	Yes		Yes	Yes
Kaiapoi WWTP	Yes	Yes	Yes		Yes	Yes
Woodend WWTP	Yes	Yes	Yes		Yes	Yes
Waikuku WWTP	Yes		Yes		Yes	
Oxford WWTP	Yes	Yes	Yes	Yes	Yes	Yes

- 4.10. The key difference between the two options assessed above is the assessment of the probability/likelihood of a child/person accessing the site. The X-Fence option has small gaps which makes getting a foothold to climb difficult. The probability/likelihood for this option was selected as rare. The existing deer fence with barbed wire installed on the top and bottom adds a barrier to someone climbing the fence. However as the fence allows for easier climbing (particularly around post and strainers) the probability/likelihood was noted as unlikely. This difference placed the barb wire option as a medium risk, and the X-fence as low risk.
- 4.11. Loburn Lea and Fernside WWTP's have been excluded from this assessment. These sites present a lower risk as they do not have open water bodies.

4.12. The cost estimates for the two options being considered as part of this report are summarised in Table 4.4 below.

Table 4.4: Summary of cost estimates

WWTP Site	Installation of barbed wire bottom and top of existing deer fence	Replace deer fence with security X-Fence
Rangiora WWTP	\$20,000	\$40,000
Rangiora WWTP (Replacement of existing stock fence with X-Fence)	\$60,000	\$60,000
Kaiapoi WWTP	\$35,000	\$80,000
Woodend WWTP	\$17,000	\$35,000
Waikuku WWTP	\$5,500	\$14,100
Total Cost Estimate (plus 20% contingency)	\$165,000	\$275,000

4.13. The installation of 2 single strands of barbed wire to the top and bottom of the existing deer fence has a potential project cost saving of \$110,000. It does however have a higher residual risk.

4.14. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

The community have not been consulted on this work.

6. **IMPLICATIONS AND RISKS**

6.1. **Financial Implications**

A budget of \$215,000 has been approved in the 2019/20 Annual Plan for fencing of the WWTP sites discussed in this report. Reducing the scope of the recommended fencing improvements would reduce the capital cost of the improvements by \$110,000. The table below summarises the costs for both options.

WWTP Site	Installation of barbed wire bottom and top of existing deer fence	Replace deer fence with security X-Fence
Rangiora WWTP	\$20,000	\$40,000
Rangiora WWTP (Replacement of existing stock fence with X-Fence)	\$60,000	\$60,000
Kaiapoi WWTP	\$35,000	\$80,000
Woodend WWTP	\$17,000	\$35,000
Waikuku WWTP	\$5,500	\$14,100
Total Cost Estimate (plus 20% contingency)	\$165,000	\$275,000
Impact to the EDSS individual Wastewater rate	\$0.98	\$1.64

6.2. **Community Implications**

Improvements to the WWTP site fencing will reduce the risk to the community.

6.3. **Risk Management**

The recommended upgrades are driven by the management of the risks. These works will reduce the risks to an acceptable level.

6.4. **Health and Safety**

The recommended upgrades will improve the health and safety for the public and Council staff.

7. CONTEXT

7.1. Policy

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

7.2. Legislation

- Health and Safety at Work Act 2015

7.3. Community Outcomes

- Harm to people from natural and man-made hazards is minimised

Attachment – Wastewater Treatment Plant Site Fencing Memorandum

WAIMAKARIRI DISTRICT COUNCIL**MEMO**

FILE NO AND TRIM NO: SEW-17/ 190305025926

DATE: 18th March 2019

MEMO TO: Management Team

FROM: Gavin Hutchison, Wastewater Asset Manager

SUBJECT: Wastewater Treatment Plant Site Fencing

The purpose of this memorandum is to provide a recommendation of immediate and long-term upgrades required to improve the fencing of the districts Wastewater Treatment Plants (WWTP).

1. Background

In September 2018 a child climbed the gate at the Woodend WWTP and gained access. As a result of this incident an assessment of all WDC wastewater treatment sites was undertaken in November 2018 to assess the level of boundary fencing. The key driver for fencing is to provide public safety through avoiding accidental access, and protection of Council staff and contractors working on remote sites.

Since this assessment there has been an incident at Gore wastewater treatment pond where a 3 year old gained access to the site and drowned in one of the ponds. The site appears to be fenced with a standard 7 wire stock fence.

2. Review of Existing WWTP Boundary Fencing

The general standard of fencing adopted by WDC has been to install deer fencing around the perimeter of the WWTP site (refer to Figure 2.1). There are some sites that have standards of fencing that differ to deer fencing. Table 2.1 below summarises the standard of fencing at each site.

It should be noted that the main difference between deer fencing and security fencing is the size of mesh opening, tensioning and security fencing has three strands of barb wire (Refer to Figure 2.2). The mesh opening for security fencing is small at approximately 50mm. Deer fencing is also a lighter wire gauge.

There are some discrete areas fenced within the treatment plant sites. For example the new inlet works at the Rangiora WWTP. However the aeration and oxidation ponds are not fenced as this would make maintenance difficult and in some cases increase risk to maintenance staff.

The Rangiora WWTP has an automated gate at the main point of entry. All other sites are hinged gates that require the gate to be manually shut after personal have entered the site. Personal are required to close and lock the gate after entering the site, and again when exiting the site.

Attachment 1 shows the current extent of fencing for each site.



Figure 2.1: Deer Fence (Waikuku WWTP)



Figure 2.2: Security Fence (Oxford WWTP)

Table 2.1: Summary of WDC Site Fencing

Site	Fenced	
	Whole Site	Type of Fence
Rangiora WWTP	Yes	Partially Deer Fence and stock fencing ¹
Kaiapoi WWTP	Yes	Deer Fence
Woodend WWTP	Yes	Deer Fence
Waikuku WWTP	Yes	Deer Fence
Oxford WWTP	Yes	Security Fence
Loburn Lea WWTP	Yes	Deer Fence
Fernside WWTP	Yes	Deer Fence

¹ Budget has been included in 2019/20 to replace the stock fence with deer fence at the Rangiora WWTP.

3. Standard of Fencing for Wastewater ponds applied in New Zealand

A desk top study was undertaken of 8 wastewater treatment oxidation ponds in New Zealand. All sites selected shows the oxidation ponds were fenced with stock fencing. The exception being where there was significant mechanical plant and associated hazards such as at the Bromley wastewater treatment plant in Christchurch which has a chain-link security fence. Figures 3.1 to 3.6 below shows the sites assessed.

The incident in Gore will likely prompt in local authorities to review the standard of the fencing at their WWTP's.



Figure 3.1: Oxidation ponds, Christchurch WWTP – Standard Stock Fence



Figure 3.2: Oxidation ponds, Christchurch WWTP– Standard Stock Fence



Figure 3.3: Bromley WWTP Christchurch – Security Fence



Figure 3.4: Murchison WWTP – Standard Stock Fence



Figure 3.5: Hokitika WWTP – Standard Stock Fence




4. WDC WWTP Site Hazard Assessment



All WWTP sites present a number of hazards. Each site has a hazard register that staff and contractors are required to be familiar with when entering the site. Signs also exist at the entrance gates and at regular intervals around the perimeter of the site to alert people of the hazards and risks. Persons entering these sites without being inducted or escorted by WDC staff pose a significant risk to themselves and WDC staff.

Table 4.1 below summarises the main hazards for each site that a member of the public entering a site would be exposed to. The consequence of these hazards change significantly when considering children.

The main hazard is open water that presents a risk of drowning. In the case of a child accessing the site the consequence could potentially be fatal.

Table 4.1: WWTP Hazards

<p>Open water body</p> <p>There are open bodies of wastewater within the site that are not fenced. These vary in depth from 0.3m to 3.0m.</p>	
<p>PE Lined ponds/ steep concrete wave bands</p> <p>Pond that is lined with PE (Polyethylene). The PE is extremely slippery, a person accidentally entering a PE lined pond would struggle to climb out.</p> <p>The edge of concrete lined ponds can be wet with slime making getting out of the pond difficult.</p>	
<p>Fully Aerated water</p> <p>This is when the water is fully aerated which results in reduced buoyancy. Entry could potentially result in death.</p>	

<p>Hazardous area</p> <p>These are wastewater treatment plants. Being in these areas present a health risk if inoculations and personal hygiene is not adhered to.</p>	
<p>Mechanical Plant</p> <p>The WWTP's have mechanical plant with moving parts. These are typically located in open water.</p>	

The hazards listed above are of significant risk to the public, and particularly children that gain unauthorised access. Of these hazards open water coupled with slippery and steep pond sides presents the highest risk to the public. This is particularly in the case of children where the consequence of entering a site has a high probability of being fatal. Section 8 outlines the hazard risk assessment undertaken for each site.

5. Minimum Standard of Fencing

The minimum standard of fencing needs to achieve the following:

- Clearly warn the public to not enter
- Deter opportunistic entry by an adult
- The bottom strainer wire is to maintain the rigidity at finished ground level.
- All fencing supports, rails, rods, and wires, that are not vertical, and all bracing that is not vertical, shall be inaccessible for use for climbing from the outside.
- All materials and components shall be of a durable nature and shall be erected so as to inhibit any child from climbing over or crawling under the fence from the outside.

Note fences will not to stop the most determined attempt to enter. Should a person gain entry by climbing over, or breach the fence it is at their own risk.

Council have a responsibility to inform the public of the risks if they chose to enter the site, and fencing. If a person chooses to enter the site by climbing over the fence they have chosen to not comply with our health and safety requirements.

6. **Standards for New Fencing for WWTP's**

Where the existing boundary fencing is to be replaced due to condition, or new fencing is planned. The minimum standard of fencing is to be security fencing (refer Figure 6.1 below).

This type of fencing provides an effective barrier. The size of mesh is not greater than 50mm, the fence is more rigid and the top strands of barbed wire and 50mm poles make it difficult to climb over the top of the fence. The combination of these features provides a robust barrier to the general public.

Figure 6.1: Example of Proposed Security Fencing



7. Options to improve existing perimeter fencing

The following five options have been assessed for improving the existing site:

- Option 1 - Maintain the existing deer fencing²
- Option 2 - Retrofit barbed wire – Top and Bottom
- Option 3 - Retrofit barbed wire – Top (wires on an extension) and Bottom
- Option 4 – Replace deer fence mesh with security fence (X-fence)
- Option 5 - Replace all fencing with security mesh fence

7.1. Option 1 - Maintain the current deer fencing

The current fencing will be maintained. Deer fence is the minimum standard.

7.2. Option 2 - Retrofit of barbed wire – Top and bottom

To reduce the risk of persons climbing over or underneath the fence barbed wire would be fixed to the top and bottom. Three tensioned strands would be nailed to the top section of fence and two strands on the bottom.

Gates would be replaced with security gates that have three strands of barbed wire added to the top section. Consideration could be given to converting to an automated gate as installed at the Rangiora WWTP main entrance where frequency of use would warrant this. This reduces the risk of gates being left open and vehicles being stationary at the entrance to the road.

Figure 7.1: Option 2



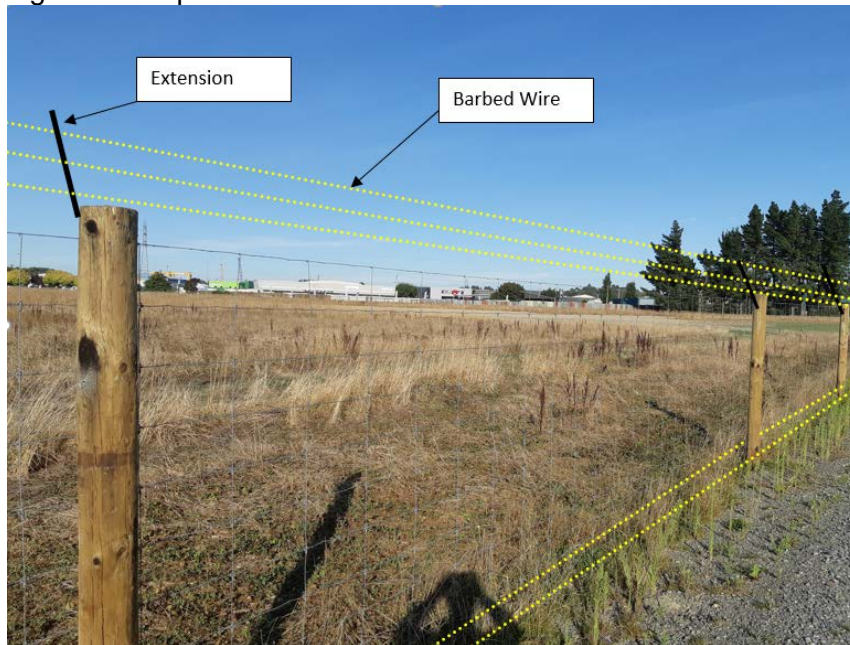
7.3. Option 3 - Retrofit strands of barbed wire – Top (wires on an extension) and bottom

To reduce the risk of persons climbing over or underneath the fence barbed wire would be fixed to the top and bottom. A braced extended overhang at the top of the fence would be installed to allow for three strands of barbed wire to be installed. Two strands of barbed wire would be installed on the bottom of the fence.

Gates will be replaced and modified as per Option 2.

² All WWTP sites have deer fencing around the site boundary. The exception is the stock fencing at the Rangiora WWTP. This will be replaced with security fencing.

Figure 7.2: Option 3



7.4. Option 4 - Security fence (X-fence)

Install X-fence security fence (Figure 7.3 below). This is stronger and more difficult to climb compared to deer fencing. Where there is existing deer fence the posts would be reused, some strainer posts may need to be upgraded. A strand of barbed wire would be included on the top section of fence.

Gates will be replaced and modified as per Option 2.

Figure 7.3: Option 4



7.5. Option 5 - Replace deer fencing with security mesh fence (including posts)

This option is for the full removal of the existing fence and replacement with security mesh fence (Figure 7.4 below). A new security fence and gates would be installed.

Gates will be replaced and modified as per Option 2.

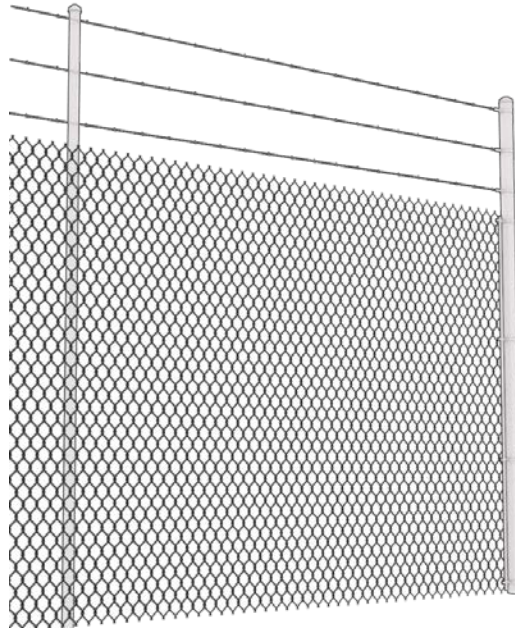


Figure 7.4: Example of Security Fencing

7.6. Fencing Options Cost Estimates

An estimate has been completed for each site and option. These are summarised in Table 7.1 below.

Table 7.1: Cost Estimates of fencing Options

WWTP Site	Option 2 – Retrofit barbed wire – Top and Bottom	Option 3 – Retrofit barbed wire – Top (with extension) and Bottom	Option 4 – Replace deer fence with security X-Fence (Recommended Option)	Option 5 – Replace all fencing with Security mesh fence
Rangiora WWTP ³	\$108,000	\$115,000	\$100,000	\$240,000
Kaiapoi WWTP	\$35,000	\$42,000	\$80,000	\$400,000 ⁴
Woodend WWTP	\$17,000 ⁵	\$25,000	\$35,000	\$170,000
Waikuku W WTP	\$5,500	\$7,000	\$13,000	\$61,000
Oxford WWTP	Has Existing Security Fencing			
Loburn Lea WWTP	\$1,000	\$4,000	\$4,000	\$15,000
Fernside WWTP	\$1,000	\$4,000	\$4,000	\$15,000
Total Cost Estimate (plus 20% contingency)	\$201,000	\$235,000	\$283,000	\$1,100,000

8. Fencing Standard Selection

A workshop was held with representatives from 3 Waters, Water Unit and Health and Safety to review the requirement and options for improvement of the WWTP boundary fences. Workshop attendees were:

- Kalley Simpson – 3 Waters Manager
- Gavin Hutchison – Wastewater Asset Manager
- Rob Frizzell – Utilities Officer
- Charlotte Browne – Health, Safety and Quality Manager
- Phil Drozdowski – Water Unit Manager (Acting)

The workshop reviewed the hazards present at each site. It was agreed the worst scenario would be a child entering a site with an open body of water that has steep and slippery sides, and that the assessment of risk should consider this scenario. This is a scenario that occurred at the Gore WWTP in January 2019. The likelihood of such an incident is possible, and the consequence could be severe. On this basis the sites with open water bodies and steep and slippery sides are considered high risk unless adequate fencing is in place to stop the accidental entry of a child. Sites without open water bodies and mechanical plant are considered low risk. It was agreed that:

- At minimum existing fencing should be upgraded to the standard of Option 2. This is the installation of strands of barb wire to the top and bottom of the existing deer fence

³ 75% of the Rangiora WWTP perimeter only has 7 strand stock fencing. Options 2 and 3 allow for the existing stock fencing to be upgraded to Option 4.

⁴ For this option we would recommend only fencing the site containing the hazards, not the site boundary.

⁵ This site also requires work to be undertaken to the gate.

- The minimum standard of new fencing should meet the requirements listed in Section 5
- The greatest risk is children entering sites with open water bodies and slippery and steep sides

Following the workshop further assessment was undertaken including a risk assessment of the current and proposed fencing options. The table below summarises the main hazards at each site with the current fencing. These are colour coded to show the risk rating following the assessment. High risks are shown in red, medium risks in yellow and low risk shown in green.

Table 8.1: WWTP Risk Assessment – Current Fencing

Location	Open Bodies of Water			Fully Aerated Water	Hazardous Area	Mechanical Plant
	Open Water body	PE Lined Pond	Steep Concrete Wave Band			
Rangiora WWTP	Yes	Yes	Yes		Yes	Yes
Kaiapoi WWTP	Yes	Yes	Yes		Yes	Yes
Woodend WWTP	Yes	Yes	Yes		Yes	Yes
Waikuku WWTP	Yes		Yes		Yes	
Oxford WWTP	Yes	Yes	Yes	Yes	Yes	Yes
Loburn Lea WWTP					Yes	
Fernside WWTP					Yes	

Maintaining the existing deer fence by adding barbed wire (Options 2 and 3) would require a higher level of maintenance, and it is difficult to ensure the fence consistently provides a robust barrier. The risk rating would be reduced to medium as the likelihood of entry to the site is reduced to 'unlikely'. Risk at the Loburn Lea and Fernside WWTP is reduced to low. Table 8.2 below summarises the risk assessment for Options 2 and 3.

Table 8.2: WWTP Risk Assessment – Options 2 and 3

Location	Open Bodies of Water			Fully Aerated Water	Hazardous Area	Mechanical Plant
	Open Water body	PE Lined Pond	Steep Concrete Wave Band			
Rangiora WWTP	Yes	Yes	Yes		Yes	Yes
Kaiapoi WWTP	Yes	Yes	Yes		Yes	Yes
Woodend WWTP	Yes	Yes	Yes		Yes	Yes
Waikuku WWTP	Yes		Yes		Yes	
Oxford WWTP	Yes	Yes	Yes	Yes	Yes	Yes
Loburn Lea WWTP					Yes	
Fernside WWTP					Yes	

All WWTP's with open bodies of water require improved fencing to reduce the likelihood of a child gaining access to the plant. It is considered that Option 4 is considered the most appropriate for the following reasons:

- Investment is in a long-term solution
- Heavier wire gauge requiring less maintenance
- Provides a better barrier to people trying to climb or pull apart for access
- Reduces the risk of unauthorised to an acceptable level

- Is an appropriate fence designed to be used in security installations

Option 4 reduces the risk to low as it would be a rare event for entry to be gained. Attachment 2 includes the post control assessment with Option 4 implemented. The overall risk rating drops from high to low. This is on the basis that the improved fencing results in the likelihood of a child entering the site as reducing from possible to rare. Table 8.3 below summarise the risk assessment based on the implementation of Option 4.

Table 8.3: WWTP Risk Assessment – Options 4

Location	Open Bodies of Water			Fully Aerated Water	Hazardous Area	Mechanical Plant
	Open Water body	PE Lined Pond	Steep Concrete Wave Band			
Rangiora WWTP	Yes	Yes	Yes		Yes	Yes
Kaiapoi WWTP	Yes	Yes	Yes		Yes	Yes
Woodend WWTP	Yes	Yes	Yes		Yes	Yes
Waikuku WWTP	Yes		Yes		Yes	
Oxford WWTP	Yes	Yes	Yes	Yes	Yes	Yes
Loburn Lea WWTP					Yes	
Fernside WWTP					Yes	

Option 5 was considered to be a more appropriate perimeter fence for pump station installations in urban environments.

Table 8.4 below summarises the capital cost for the recommended Options at each site.

Table 8.4: Recommended Option and Cost Estimates⁶

WWTP Site	Cost Estimate for Recommended works	Comments
Rangiora WWTP	\$100,000	Option 4
Kaiapoi WWTP	\$80,000	Option 4
Woodend WWTP	\$35,000	Option 4
Waikuku W WTP	\$13,000	Option 4
Oxford WWTP	\$0	No works required
Loburn Lea WWTP	\$0	Option 2 – Proposed works would be undertaken from existing operational budgets
Fernside WWTP	\$0	Option 2 – Proposed works would be undertaken from existing operational budgets
Total Cost Estimate (20% contingency Included)	\$275,000	

⁶ These estimates are rough order costs and include a 20% contingency. Should this work be tendered together it is expected there would be reasonable savings on the estimated costs.

9. Recommendation

It is recommended that the upgrades listed in Table 8.4 are implemented in the 19/20 financial year. This will require a budget of \$275,000.

There is currently no budget available in the 18/19 financial year. A budget of \$60,000 has been included in 19/20 for fencing at the Rangiora WWTP. A new \$215,000 renewal budget would be required to complete all proposed upgrades in the 19/20 budget. This would be loan funded which will increase the 2020/21 Eastern District Sewer rate by 0.26%.

10. Next Steps

The following steps will now be undertaken:

- Recommendation for upgrades – Report to U&R Committee 16th April 2019

Attachment 1 - WWTP Site Plans – Existing Fencing





Oxford WWTP









Loburn WWTP



Attachment 2 – Risk Assessment

Unit 3 Waters
 Department Utilities and Roading
 Process/Task/Plant/Equipment WWTP Boundary Fencing
 Date 13/02/2019
 Persons involved in Assessment Gavin Hutchison
 Charlotte Browne
 Name

QP-C605-AA

1510131412

35

Type of Assessment	Risk Number (ID)	Hazard & Risk Description	Mitigation/Controls (what has been/is being done to reduce risk?)	Control Type	Impact/Conseq	Score	Probability/Likelihood	Score	Overall Score	Overall Rating
Initial Assessment (current state)	1	Access to WWTP with open water body. Risk of drowning	Deer fence	None	Catastrophic	5	Possible	3	15	High
Review Assessment (post-controls)	1	Access to WWTP with open water body. Risk of drowning	Install improved security fencing - Option 4	Physical controls	Catastrophic	5	Rare	1	5	Low
Initial Assessment (current state)	2	Access to WWTP with mechanical plant	Deer fence	None	Moderate	3	Possible	3	9	Medium
Review Assessment (post-controls)	2	Access to WWTP with mechanical plant	Option 2	Physical controls	Moderate	3	Unlikely	2	6	Low
Initial Assessment (current state)	3	Access to WWTP without inoculations or understanding of hygiene risks	Deer fence	None	Moderate	3	Possible	3	9	Medium
Review Assessment (post-controls)	3	Access to WWTP without inoculations or understanding of hygiene risks	Option 2	Physical controls	Moderate	3	Unlikely	2	6	Low

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-28 / 220201012278

REPORT TO: WOODEND-SEFTON COMMUNITY BOARD


DATE OF MEETING: 15 February 2022

AUTHOR(S): Shane Binder, Transportation Engineer

SUBJECT: Vaughan Street, Sefton – Approval of No-Stopping Restriction

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


 Department Manager


 Chief Executive

1. SUMMARY

- 1.1. This report summarises concerns raised by residents along Vaughan Street in Sefton, and seeks approval for the installation of no-stopping restrictions along Vaughan Street in order to minimise impacts to through traffic operations.
- 1.2. Vaughan Street is a local street in Sefton that connects Cross Street with Pembertons Road, with recently-developed residential sections on the west side of the road and the Sefton Domain on the east side.
- 1.3. In conjunction with the west-side residential development, Vaughan Street was recently urbanised and sealed as far north as No.13 with a 4.0m carriageway, with new kerb and channel on the west side. There is a large hedge on the eastern side of the road adjacent to the domain.
- 1.4. A service request has raised concerns about parked vehicles on Vaughan Street impeding through traffic operations due to the narrow carriageway. The present sealed carriageway, at 4.0m wide, is constrained by the kerb on the west side and the large hedge on the east side. This width is not sufficient to accommodate both on-street parking and safe through traffic.

2. RECOMMENDATION

THAT the Woodend-Sefton Community Board:

- a. **Receives** Report No. 220201012278;

And;

Recommends that the Utilities and Roding Committee:

- b. **Approves** in principle the installation of the following no-stopping restriction on Vaughan Street subject to engagement with the residents:
 - i. For 120m length north of Cross Street on the west side;
 - ii. For 105m length north of Cross Street on the east side.
- c. **Notes** that staff have not consulted with property owners, but an information notice explaining the need for parking restrictions will be distributed to all residences prior to any works being undertaken.

3. **BACKGROUND**

- 3.1. Vaughan Street is a local street in Sefton that connects Cross Street with Pembertons Road, travelling through recently-developed residential sections on the west side and the Sefton Domain on the east side. In conjunction with the west-side residential development, Vaughan Street was recently sealed as far north as No.13 with a 4.0m carriageway and new kerb and channel on the west side.
- 3.2. Photographs and mapping of Vaughan Street are included in Figures One to Three.
- 3.3. Figure One: Sefton environs



- 3.4. Figure Two: Vaughan Street looking north





4. **ISSUES AND OPTIONS**

- 4.1. The present sealed carriageway on Vaughan Street, at 4.0m wide, is constrained by the kerb on the west side and a large hedge on the east side. This width is not sufficient to accommodate both on-street parking and through traffic.
- 4.2. District Plan roading standards require a minimum of 3.0m for a travel lane and 2.0m for a single parking lane on a local road.
- 4.3. Greenspace staff have evaluated the west side hedge bordering the Sefton Domain and consider it a valuable heritage asset. Staff concluded that trimming it sufficiently to achieve the necessary berm space for street parking would either permanently damage the hedge or require upwards of a decade to slowly shift the hedge.
- 4.4. Other options, including planting of a new hedge behind the existing hedge (e.g., further from the carriageway) and allowing it to establish over a number of years, have been considered. These options would all require installation of no-stopping restriction for the short- to mid-term and none are being progressed at this stage.
- 4.5. Staff recommend prohibiting on-street parking for the length of the kerb and channel (west side) and for the length of the hedge (east side) where this is immediately adjacent to the sealed carriageway, to allow for safe through travel.

Implications for Community Wellbeing

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

These proposed improvements provide infrastructure in terms of safety improvements which provide safe access for residents within the district.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

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

No specific consultation has been undertaken on this issue.

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. Installation of no-stopping restrictions will be carried out through the Road Maintenance Contract and is estimated to cost approximately \$600.

6.2. **Sustainability and Climate Change Impacts**

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

6.3 **Risk Management**

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

6.3 **Health and Safety**

There are minor health and safety risks arising from the adoption/implementation of the recommendations in this report. Physical works will be undertaken through the Road Maintenance contract. The Road Maintenance contractor has a Health & Safety Plan and a SiteWise score of 100. The developer will be required to provide a Traffic Management Plan and will be audited as part of the development works.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

7.3. **Consistency with Community Outcomes**

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

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.
- Our district has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

Transport is accessible, convenient, reliable and sustainable

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

7.4. **Authorising Delegations**

Per Part 3 of the WDC *Delegations Manual*, the Community Board has the delegated authority to approve traffic control and constraint measures on streets. Per Part 2, the Utilities and Roading Committee is responsible for roading and transportation activities, including road safety, multimodal transportation, and traffic control.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: DRA-06-09-01 / 211119185321


REPORT TO: Management Team

DATE OF MEETING: 22 November 2021


FROM: Claudia Button, Graduate Engineer
Kalley Simpson, 3 Waters Manager

SUBJECT: Request to engage Hannon Civil Limited for works Coastal Urban minor stormwater improvements 2021/22

SIGNED BY:



 Department Manager



 Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek Management Team approval to award minor stormwater works to Hannon Civil Limited for extending a stormwater headwall at 107 Parsonage Road, Woodend.
- 1.1 In accordance with the Council Procurement and Contract Management Policy three quotations were requested based on two potential upgrade options.
- 1.2 Hannon Civil Limited provided the lowest price of \$21,761.88 excluding GST to undertake the Option 2 upgrade, which is the preferred solution by the adjacent landowner.
- 1.3 This work is funded from the Coastal Urban stormwater LOS budget (100999.000.5123), which has a budget of \$15,000 for minor stormwater works in the 2021/22 financial year.
- 1.4 As the price of the works exceeds the budget, approval from Management Team is being sought to award this work. The budget overspend of \$8,500 will be reported through to the Audit & Risk Committee as part of the quarterly Capital Works reporting.

Attachments:

- a) Hannon Civil Limited price submission
- b) Response email to landowner at 107 Parsonage Road - 20 May 2021 - TRIM 210520081291

2. RECOMMENDATION

THAT the Management:

- (a) **Receives** report No. 211119185321.
- (b) **Accepts** the quotation from Hannon Civil Limited of \$21,761.88 to undertake the Option 2 upgrade.
- (c) **Notes** that this project is funded from the Coastal Urban stormwater LOS budget (100999.000.5123), which has a budget of \$15,000.

- (d) **Notes** that in accordance with Council and Procurement and Contract Policy, three quotations are required for projects of this value.
- (e) **Approves** staff awarding the work noting that the price of the works exceeds the budget.
- (f) **Notes** that budget overspend of \$8,500 will be reported through to the Audit & Risk Committee as part of the quarterly Capital Works reporting.
- (g) **Circulates** this report to the Utilities & Roading Committee for their information.

3. **BACKGROUND**

- 3.1. Following the construction of the new development Woodland Estate, there was a new 1050mm pipe installed across Parsonage Road which included a large headwall on the south side. The headwall restricts access for larger vehicles in and out of 107 Parsonage Road due to its proximity to the exit. The owner of 107 Parsonage Road has complained to the Council and wants the issue resolved.
- 3.2. The property owner requested part of the drain be covered as part of the upgrade (see TRIM 210520081291).
- 3.3. There are no other works to be completed within this budget.
- 3.4. It is likely there will be cost savings in other Woodend Drainage budgets on the School Road Drainage Upgrade and Box Drain Improvement projects.

4. **ISSUES AND OPTIONS**

- 4.1. There are two options available:

Option 1 – Remove headwall and install new manhole only, see Figure 1

- 4.1.1. Engage Hannon Civil Limited to undertake Option 1 upgrade works:

- Hannon Civil Limited provided a price of \$15,386.88 (GST excl) to complete this upgrade.
- Likely not to appease the landowner and may require additional work in future.

- 4.1.2. This is not the recommended option.

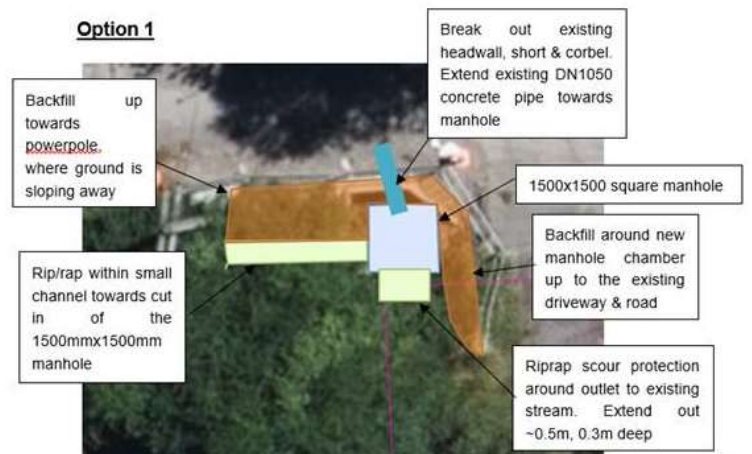


Figure 1. Option 1 upgrade

Option 2 – Remove headwall, install new manhole and extend pipework to fenceline. Fill in drain adjacent to property access. See Figure 2.

- 4.1.3. Engage Hannon Civil Limited to undertake the Option 2 upgrade works:

- Hannon Civil Limited provided a price of \$21,761.88 (GST excl) to complete this upgrade.
- Likely to appease the landowner and close out need for future work.

4.1.4. This option is recommended.

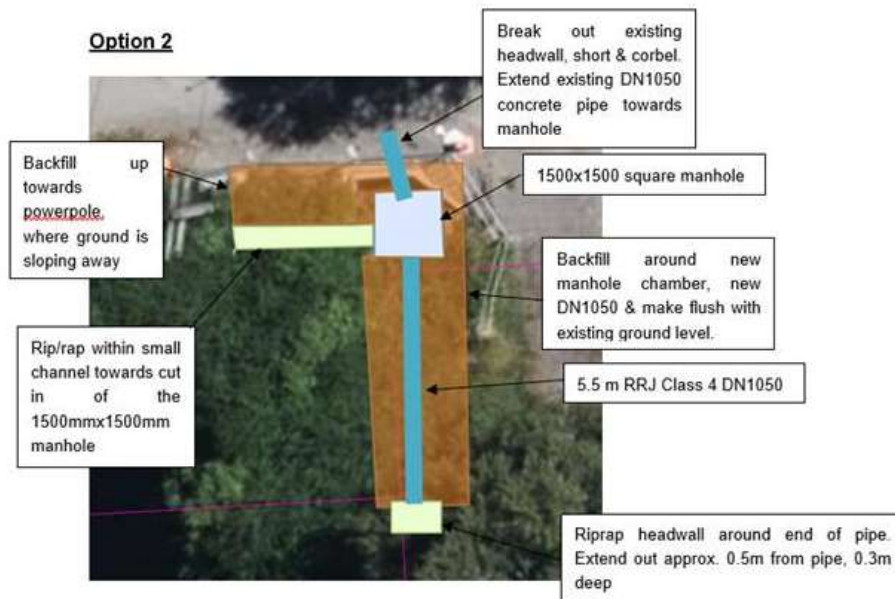


Figure 2. Option 2 upgrade

5. COMMUNITY VIEWS

5.1. Groups and Organisations

- 5.1.1. The landowner of 107 Parsonage Road prefers Option 2 as it improves the access to the driveway.
- 5.1.2. No other group or organisation views have been sought on this work.

5.2. Wider Community

- 5.2.1. No wider community views have been sought specifically on the requirements for this stormwater improvement.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications

- 6.1.1. The Engineer's Estimate for the works was \$15k-\$20k.
- 6.1.2. The quoted price of \$21,761.88 is comparable to this estimate.
- 6.1.3. The available budget versus the recommended tender price is summarised on the table below:

Table 1: 382 Mill Road Civil Works current project estimate

Budget Name	Budget Available	Expenditure to Date	Hannon Civil Limited quote	Other Expected Costs	Forecast at Completion
Coastal Urban stormwater LOS	\$15,000	\$400	\$21,761.88	\$1,100	-\$8,261

budget (100999.000.5123).					
TOTAL					-\$8,261

6.1.4. The existing outstanding commitments (other expected costs) against this contract are as follows:

- PDU Fees \$1,100

6.1.5. There is not adequate budget available to allow the quote to be accepted. Therefore Management Team approval is required to award the work.

6.2. **Community Implications**

6.2.1. There are no community implications perceived by continuing with the recommended option.

6.3. **Risk Management**

6.3.1. By progressing Option 2, it minimises the risk of having to return to site in the future to carry out further upgrades.

6.4. **Health and Safety**

6.4.1. Hannon Civil Limited are an assessed member of SiteWise, and have a score of 76%.

7. **CONTEXT**

7.1. **Policy**

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

7.1.2. Council Policy S-CP 4160 requires that contracts with a value greater than \$20,000 shall have three quotations sought. Three quotations were received.

7.2. **Legislation**

7.2.1. The Local Government Act and the Health and Safety at Work Act are relevant in this matter.

7.3. **Community Outcomes**

7.3.1. The following Community Outcomes are considered relevant:

- There is a safe environment for all
- There is a healthy and sustainable environment for all
- Public spaces and facilities are plentiful, accessible and high quality.

7.4. **Delegations**

7.4.1. The Management Team has the delegated authority to receive this report, accept the quote from Hannon Civil Limited for work the Option 2 upgrade and approve staff awarding this work.

Attachment i. Hannon Civil Limited quote



Hannon Civil Limited
 19 Woodend Road
 Woodend, 7610
 Tel. 0225127072
 www.hannoncivil.co.nz
 GST # 122-593-0356

CUSTOMER JOB NO. 500653

Job No: 500653
 Site: 107 parsonage road
 Site Contact:
 Site Phone:
 Salesperson: Chris Hannon

Waimakariri District Council
 215 High Street
 Rangiora
 Canterbury 7400

Site establishment - Project costs

- Travel and site set up
- Traffic management
- ND testing

Sub-Total ex GST	\$1,083.00
GST	\$162.45
Total inc GST	\$1,245.45

Section Sub-Total ex GST	\$1,083.00
GST	\$162.45
Section Total inc GST	\$1,245.45

Remove and install new wingwall - Drainage

- Remove existing wing wall
- Extend 900mm Pipe
- Install new 1800mm manhole, with cast iron lid and a mesh screen for swale
- Install rip rap

Sub-Total ex GST	\$14,403.88
GST	\$2,160.58
Total inc GST	\$16,564.46

Section Sub-Total ex GST	\$14,403.88
GST	\$2,160.58
Section Total inc GST	\$16,564.46

Option 2 - Extended pipe and wing wall - Drainage

- Remove existing wing wall
- Extend by 900mm Pipe 7 meters
- Install new 1800mm manhole, with cast iron lid and a mesh screen for swale
- Install New wing wall

Sub-Total ex GST	\$20,678.88
GST	\$3,101.83
Total inc GST	\$23,780.71

Section Sub-Total ex GST	\$20,678.88
GST	\$3,101.83
Section Total inc GST	\$23,780.71



Hannon Civil Limited
19 Woodend Road
Woodend, 7610
Tel. 0225127072
www.hannoncivil.co.nz
GST # 122-593-0356

CUSTOMER JOB NO. 500653

Thank you.

Sub-Total ex GST	\$36,165.76
GST	\$5,424.86
Total inc GST	\$41,590.62

Attachment ii. Response email to landowner at 107 Parsonage Road - 20 May 2021

Kalley Simpson

From: Denise Clark
Sent: Thursday, 20 May 2021 5:13 PM
To: stellarobinson@xtra.co.nz
Cc: Jim Harland; Jenny Wilkinson
Subject: 107 Parsonage Road - Stella Robinson

Dear Stella

Thank you for contacting Jim Harland, our Chief Executive. He has asked me to respond on his behalf.

You raise a number of issues and I have responded to the points you have mentioned below in [blue](#).

I hope this provides you with some clarity and please let me know if you wish to discuss further. I would be happy to meet with you if you feel this will be helpful.

Kind regards

Gerard Cleary | [Manager - Utilities and Roading, CPEng, CMEngNZ](#)

[Utilities & Roading](#)
 Phone: 0800 965 468 (0800 WMK GOV)
 Mobile: 021 480 839
 DDI: 03 311 8948



From: stella ROBINSON <stellarobinson@xtra.co.nz>
Sent: Tuesday, 18 May 2021 4:26 PM
To: Council Office <office@wmk.govt.nz>
Subject: Attention: Jim Harland, Chief Executive Officer

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

Dear Mr Harland,

Congratulations on your new appointment to the CEO role.

I am the owner of 107 Parsonage Road, Woodend, and am writing regarding two serious issues with the Council that have been outstanding for a long time. I am an 80 year old rate payer, who has lived in Woodend over 20 years, and these issues have now become a serious burden and increasingly stressful.

Firstly, around 2000 the Council dug a public drain along the length of the driveway. We were very surprised that this was done without any consultation. The Council informed us there was an easement enabling them to do this, although there was no mention on the title of such easement when we purchased our house.

The open drain along Parsonage Road and the open drain within 107 Parsonage Road is known as McIntosh's Drain. This drain has existed for many decades. Your reference to digging the drain in 2000 may refer to cleaning and reshaping of the drain. Circa 2004, Council contractors piped 80 meters of the open drain in the vicinity of your house.

There is a large Hawthorne hedge on the driveway which was cut last Friday and mostly fell into the drain. There is no way I am capable of cleaning up the branches and do not believe I should be required to do so since the hedge is on the easement and the drain serves many other properties.

Council staff have had the hedge trimmed and removed the branches in the past, however this was a "one off" decision to help you at the time when your husband was ill. Ultimately the management of any trees/hedges and pruning including removal of branches is a civil matter between you and your neighbour. The Hawthorn hedge is not part of the drain system. It should also be noted that circa 2010, following discussions with you, Council planted grasses along your driveway to soften the appearance of the drain.

For clarity, the drain maintenance continues to be the Council's responsibility, however, the hedge maintenance and removal of branches remains with the property owner and is not a Council expense.

Secondly, about 9 months ago my entrance was made very difficult to navigate due to work done to accommodate the large new development on Parsonage Road. A few weeks ago the gas delivery truck got stuck making a delivery to my house. I have been told for many months that the Council will reconstruct the entrance as agreed with me, including covering part of the drain, to ensure that straightforward access is restored.

Last year our Land Development Auditor visited your property after the new culvert and wing wall were built outside your driveway. At the time you made it known that you were unhappy with the position of the wing wall. Council accepted that we would install a manhole to reshape the entrance and provide more space to enter the property.

The works on the Woodland Estate Subdivision are now largely completed. This means we are now in a position to engage a contractor to carry out these works on your driveway which we expect to be completed in the next 3 months.

Can you please see how this can be completed as soon as possible. I am deeply concerned about visitors, utility vehicles and emergency vehicles having access to my house without the risk of being stuck and unable to reach my house.

So long as we do not have any unexpected delays or a lot of bad weather we will endeavour to meet this timeframe. We will ensure to keep you updated on progress.

We would appreciate your assistance in resolving these long outstanding items immediately. We would prefer to deal with the Council to get a speedy resolution and not have to pursue legal or other options.

Council are always willing to help you where possible as we have done in the past and look forward to working with you to complete the outstanding issues mentioned above.

Thank you for your help.

Sincerely,

Stella Robinson

107 Parsonage Road, Woodend

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: WAT-05-07-07-06 / 211123187108


REPORT TO: Management Team

DATE OF MEETING: 29 November 2021


FROM: Colin Roxburgh, Water Asset Manager

SUBJECT: Engage Water Unit for Mountain Road Mounseys Road Connection

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1 This report is to seek Management Team approval to engage the Water Unit for the civil works for the connection of water pipework on Mountain Road and Mounseys Road.
- 1.2 This project is the key part of the new strategy for servicing the Mountain Road and New Road properties from the Oxford Rural No.1 scheme, to enable the abandoning of the Coopers Creek headworks and associated infrastructure that was considered in the report to the September 2021 Council meeting (210723120988).
- 1.3 The price submitted by the Water Unit has been assessed to represent good value, and is within the assigned budget.

Attachments:

- i. Nil.

2. RECOMMENDATION

THAT the Management Team:

- (a) **Receives** report No. 211123187108.
- (b) **Notes** that in September 2021 the Council assigned a budget of \$152,000 to service the Mountain Road and New Road properties from the Oxford Rural No.1 scheme, such that the Coopers Creek headworks, bridge and associated pipework can be abandoned.
- (c) **Authorises** Council staff to engage the Waimakariri District Council Water Unit to undertake the works to form the required connection between the Mounseys Road pipework on the Oxford Rural No.1 scheme and the Mountain Road pipework on the Oxford Rural No.2 scheme, to the value of \$122,054.26.
- (d) **Notes** that the price received was assessed to represent good value, and is within the allowable budget.
- (e) **Notes** that the reason for not externally tendering this work is because of the additional costs anticipated by tendering externally and the expectation that Council are unlikely to gain a better combination of price and quality through an alternative method.
- (f) **Circulates** this report to the Utilities and Roading Committee for their information.

3. **BACKGROUND**

- 3.1. In the May and June 2021 floods, there was significant damage to the bridge giving access to the Coopers Creek water headworks, and the intake infrastructure for the Coopers Creek site.
- 3.2. This damaged bridge is also necessary to provide maintenance staff access to repair pipework that supplies the New Road and Mountain Road properties with water from the Oxford Rural No.2 scheme.
- 3.3. The significant damage to the bridge forced staff to re-evaluate the optimum strategy to service the properties on Mountain Road and New Road. It was concluded that a lower cost and more resilient strategy would be to service these properties from the existing pipework on Mounseys Road, which is part of the Oxford Rural No.1 scheme. This allows the damaged infrastructure to be abandoned rather than repaired.
- 3.4. The Council considered this evaluation of options, and supported the recommendation in September 2021. As part of the resolutions from this report, the Council assigned a budget of \$152,000 to form this connection between Mountain Road and Mounseys Road. Refer to report 210723120988 for further detail.

4. **ISSUES AND OPTIONS**

- 4.1. Pipework and fitting installation, backfilling and reinstatement will be completed by the Council's Water Unit. This type of work is typical of work undertaken by the Water Unit.
- 4.2. Options:

The Management Team have two options:

- 1) Management Team approve staff to engage the Water Unit to construct this project in the 2021/22 financial year. This is the recommended option.
- 2) Management Team reject the Water Unit price and competitively tender this work. This is not recommended, as this would significantly delay the project and add cost to the project.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The properties on Mountain Road and New Road have been subject to events where they have been without adequate water supply for more than 8 hours in the past. This has been due in large part to difficulties accessing the pipework surrounding the Coopers Creek headworks for repair. This project will increase the resilience and reliability of water supply to this area.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

No community group views have been sought specifically on this project.

5.3. **Wider Community**

A meeting has been held with the residents at 108 Mountain Road who used to use the damaged access bridge. This meeting was attended by Councillors Doody, Williams and Mealings, and key Council staff. These residents are well informed of the upcoming changes, and the reasons for them.

Letters will be sent to all properties on Mountain Road and New Road about the project.

6. **IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

A budget of \$152,000 was allowed for this work, with portions funded from Oxford Rural No.1 scheme (to cover a renewal that will form part of this project), and from the Oxford Rural No.2 scheme.

The quoted amount from the Water Unit of \$122,054.26 is within this budget allowance, and is deemed to represent good value.

As was demonstrated in the September 2021 report to Council, there are financial benefits for the wider schemes in proceeding with this option.

6.2. **Community Implications**

The key community implication of this project is providing a more reliable water supply to Mountain Road and New Road properties.

6.3. **Sustainability and Climate Change Impacts**

The recommendations in this report have some marginal climate change impacts. This project allows a backup headworks site to be abandoned, by no longer requiring water to pass through the Coopers Creek headworks on its way to Mountain Road. This reduces the amount of operator visits required to this site, therefore reducing mileage, and associated emissions relative to the status quo of keeping this headworks.

It is noted that the key trigger to prompt the review of options for servicing this area was damage to the access way to the Coopers Creek headworks, caused by flooding. The recurrence of flooding events such as this will increase with the impacts of climate change, and as such the strategy to abandon this vulnerable part of the network will help improve the overall resilience.

6.4. **Risk Management**

The normal construction risks apply to this contract. There are no extraordinary risks over and above these normal risks.

6.5. **Health and Safety**

Health and Safety will be managed for this contract as per the Council's Health and Safety System.

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 Health (Drinking Water) Amendment Act and Local Government Act are relevant in this matter.

7.3. **Consistency with Community Outcomes**

The following community outcomes are relevant in this matter:

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

7.4. **Authorising Delegations**

The Management Team has the delegated authority to award this work.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: CMS-06-06-08 / 211108179157


REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

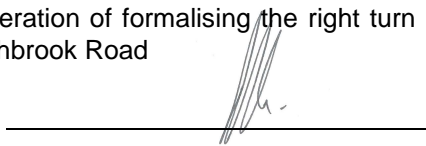
DATE OF MEETING: 8 December 2021

FROM: Kathy Graham, Road Safety Co-ordinator/Journey Planner

SUBJECT: Innovating Streets Update and Consideration of formalising the right turn restriction from Denchs Road into Southbrook Road

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


Department Manager


Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to provide an update on the Innovating Streets Project and to provide options for the Board's consideration, following feedback being sought from the Community.
- 1.2 The trial project included the installation of two painted roundabouts, crossing points, temporary build outs a painted drop off / pick up area and a No Right Turn sign on Denches Rd at Southbrook Rd.
- 1.3 The temporary measures were installed during March and feedback was sought from the Community on the effectiveness of the treatments. Targeted feedback was sought in late April with a survey form going out to residents, the schools and parents. 75 responses were received.
- 1.4 There was good support for the better defined crossing points, painted roundabouts and the right turn ban from Denchs Road onto Southbrook Road, and overall the general feedback showed an increase in perception of safety due to the temporary safety measures being installed.
- 1.5 As such this report is seeking approval to retain these temporary measures and to formalise the No-Right Turn restriction.
- 1.6 It is noted that the measures would remain in place until such time as permanent changes are made along Denchs Road, Marshall Street and Torlesse Street, in conjunction with the Southbrook signalisation project.

Attachments:

- i. Aerial showing the project location (TRIM 2111251885)
- ii. Photos of the temporary installations (TRIM 2111251885)
- iii. Before and Post trial Survey/data results (TRIM 2111251885)

2. **RECOMMENDATION**

THAT the Rangiora Ashley Community Board:

- (a) **Receives** report No. 211108179157;
- (b) **Approves** Option One which will retain the temporary measures installed as part of the Innovating Streets project in Southbrook, until such time as permanent changes are made in conjunction with the Southbrook Road / Torlesse Street signalisation project;
- (c) **Approves** the formalisation of the No Right Turn control (consisting of signage only) from Denchs Road onto Southbrook Road;
- (d) **Notes** that an update will be provided to residents in the immediate affected areas advising of the decision to retain the temporary measures and the no right turn restriction being made permanent;
- (e) **Circulates** this report to the Utilities and Roding Committee for their information.

3. **BACKGROUND**

- 3.1 In mid-2020 Council applied for \$120,000 funding from Waka Kotahi NZ Transport Agency, for an Innovating Streets project to improve safety and accessibility for Southbrook Schools. Ninety percent funding was available to Councils for projects that met their Innovating Streets criteria. Funding for the project was subsequently approved in late August 2020.
- 3.2 Initial consultation was carried out with both the schools and residents in the area to co-design initiatives that would address the concerns which had previously been raised.
- 3.3 The project aimed to trial temporary measures in the streets immediately adjacent to the schools to test ways the streets might be made more people friendly for those who live, work and play in the area. This involved:
 - Increasing the definition and visibility of crossing points for the children by using temporary buildouts
 - Reducing congestion and improving safety by installing a no-right turn from Denchs Road onto Southbrook Road
 - Reducing the speed of vehicles through the area through the narrowing of the road at the crossing points using planter boxes and corner buildouts, and the use of road paint
 - Replacing the intersection give way and stop controls with painted roundabouts to slow traffic through the intersections
 - An additional drop off zone was created to encourage parking further away from the school and vegetation cleared to improve visibility
 - Removal of vegetation to improve visibility
- 3.4 Both prior to and after the installation, various types of data were captured in order to measure any changes or impacts that the temporary measures had. This included bicycle and pedestrian counts, traffic volumes and speed data.
- 3.5 Surveys were also carried out with parents, students and residents in the area before and after the installations.
- 3.6 Surveys taken with the schools before and after the installation of temporary measures indicated parents believed the streets around the schools were safer following the installation.

- 3.7 The most popular changes were the better defined crossing points through the use of planter boxes and the painted roundabouts at two intersections.
- 3.8 Also of note was the popularity of the right turn ban from Denchs Road onto Southbrook Road which helped alleviate congestion in Denchs Road and therefore made the area safer, in particular for the crossing point outside New Life School.
- 3.9 Overall, general feedback from the surveys showed an increase in perception of safety following the Innovating Streets temporary measures.
- 3.10 In addition, speeds on the streets where the temporary measures have been installed have shown reductions in speed across the board during before and after school periods.

4. ISSUES AND OPTIONS

- 4.1. Concerns have been raised by Rangiora New Life and Southbrook for some time regarding the safety of students in the streets around the schools. The Innovating Streets project aimed to address some of these concerns.
- 4.2. The main areas of concern raised by the parents and school staff were:
- Lack of defined crossing points for pedestrians
 - Build-up of vehicles in Denchs Road due to drivers trying to turn right onto Southbrook at peak hours, resulting in visibility issues for the crossing and increased congestion;
 - Narrowness of Marshall Street due to parking on both sides
 - Behaviour at intersections
 - Speed of vehicles in the area
- 4.3. The main areas of concern raised by residents focused more on the Southbrook Road / Torlesse Street intersection where there were ongoing challenges for vehicles exiting, particularly those turning right from Torlesse Street.
- 4.4. Since the installation of the temporary measures under the Innovating Streets project there has been positive feedback from the parents, students and residents with the changes making the most difference being:
- Better defined crossing points through the use of planter boxes and bollards
 - No right turn installed at Denchs Road to stop drivers turning right onto Southbrook
 - The painted roundabouts at the intersection of Torlesse & Marshall and Denchs and Marshall Streets.
- 4.5. Engagement has started with residents and schools in the Southbrook area on the proposed Southbrook Road / Torlesse Street signalisation project. It is anticipated that construction of the signals will take place in during the 2022/23 financial year with related changes being made to the roads around the schools as part of that project (e.g. Denchs Road and Marshall Street being changed to one way).
- 4.6. There are three options available to the Rangiora-Ashley Community Board:
- 4.6.1. Option One - Retain the temporary measures
- This option would see the temporary measures that have been installed as part of Innovating Streets project being retained as they are, until such time as permanent changes are made in conjunction with the Southbrook Road /

Torlesse Street signalisation. This includes the no right turn control from Denchs into Southbrook Road (consisting of signage only)

- The Principals of both Rangiora New Life and Southbrook Schools have requested the temporary measures remain in place;
- Residents in the area were generally supportive of the temporary measures and were mostly concerned about the exit from Torlesse Street onto Southbrook Road which did not form part of this project
- There may be limited compliance during off-peak times for the no-right turn however, retaining it as a 24/7 ban removes any confusion around when it can and can't be used.
- Funding was able to be secured from Waka Kotahi at the end of the 2020-21 year at 90% which allowed the purchase of materials to assist with maintenance of some of the temporary measures, such as repainting the roundabouts, 'kiss and go' drop off area, and replacing worn road marking tape.
- This is the **recommended** option as it continues to provide a safer environment for the users of these streets, is clear in the direction it provides road users and is supported by the school Principals.

4.6.2. Option Two: Retain the temporary measures

This Option would see the temporary measures installed as part of the Innovating Streets project retained with the exception of the no right turn out of Denchs Road onto Southbrook Rd, instead making this a peak hour restriction only, until such time as permanent changes are made in conjunction with the Southbrook Road / Torlesse Street signalisation project.

- Principals of both Rangiora New Life and Southbrook Schools have requested the temporary initiatives remain in place;
- Residents in the area were generally supportive of the temporary measures and were mostly concerned about the exit from Torlesse Street onto Southbrook Road which did not form part of this project
- There may be limited compliance during off-peak times for the no-right turn ban.
- This is not a recommended option as restricting the right turn ban to peak hours only may not be clear and lead to more attempts to turn during peak hour, reintroducing the safety concerns that were initially raised.

4.6.3. Option Three: Remove all temporary measures that have been installed as part of the Innovating Streets project.

This option would likely mean the previous safety concerns highlighted as part of the co-design process with the schools and residents would return.

- This is not the recommended option as the temporary initiatives have resulted in changes in both actual and perception of safety for the students, residents and those who use the area.
- Principals of both Rangiora New Life and Southbrook Schools have requested the temporary initiatives remain in place;

4.6.4. Option Four: Remove all temporary measures that have been installed as part of the Innovating Streets project and replace with permanent infrastructure:

- At present there is no budget allocated for permanent changes to be made in these streets
- Removal of the temporary measures will result in the issues that were originally highlighted by the schools reoccurring (i.e. Lack of defined crossing points, speed of vehicles, and congestion).
- The Southbrook Road / Torlesse Street signalisation project will very likely result in changes being made to Denchs Rd, Marshall St and Torlesse St to compliment the signals.
- This is not a preferred option as the eventual design and infrastructure changes may differ from what has been installed.

4.7. The Management Team have reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have a specific interest in the subject matter of this report.

5.2. **Groups and Organisations**

The schools, KinderCare and residents were engaged with throughout the Innovating Streets project as part of the co-design process.

Online and written surveys were conducted, residents visited in person and updates provided via fliers into residents letterboxes.

For the most part residents were supportive of the project and measures implemented. Some initial pushback centred on measures that would have resulted in some parking loss, however, these measures were ultimately not implemented.

5.3. **Wider Community**

The wider community were not consulted on this project given the location and use of the streets was predominantly by those attending the schools, KinderCare and residents.

The impacts of intersection turn bans are considered to be localised to Denchs Rd, Torlesse St and Marshall Street plus the schools, all of which have been consulted with as part of the project.

6. **OTHER IMPLICATIONS AND RISKS**

6.1. **Financial Implications**

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

The Innovating Streets project was 90% funded by Waka Kotahi. Total funding sought for the project was \$121,000 (including 15% contingency).

The final cost of the project was \$80,390 (which includes the additional materials secured for future use). \$72,351 of this cost was able to be claimed from Waka Kotahi, leaving a cost of \$8,039 to Council in the 2021-22 year.

Waka Kotahi allowed accrual of costs through to August 2021 and we were able to procure materials such as road paint, and road marking tape to touch up areas where needed.

There will be additional cost to maintain the markings of around \$7,000 which can be covered by road maintenance funding. This attracts a subsidy of 51% from Waka Kotahi resulting in a cost to Council of approximately \$3,430.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report does have sustainability and/or climate change impacts; by providing safe facilities for pedestrians an increase in alternate mode choice would be anticipated which can result in a reduction in vehicle emissions.

6.3 Risk Management

There is a risk arising from the adoption/implementation of the recommendations in this report: Consultation has been carried out with residents and the schools in the area however there could be objections from the Community. This risk is considered to be low and the safety benefits are considered to outweigh these risks.

6.3 Health and Safety

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report.

Any physical works associated with the maintenance or the temporary installations will be carried out by the Road Maintenance Contractor who has a SiteWise score of 100.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

7.3. Consistency with Community Outcomes

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

There is a safe environment for all

- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

Transport is accessible, convenient, reliable and sustainable

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

7.4. Authorising Delegations

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



PEARSON LN

SOUTHBROOK RD

CORONATION ST



93
RANGIORA NEW
LIFE SCHOOL

KINDERCARE

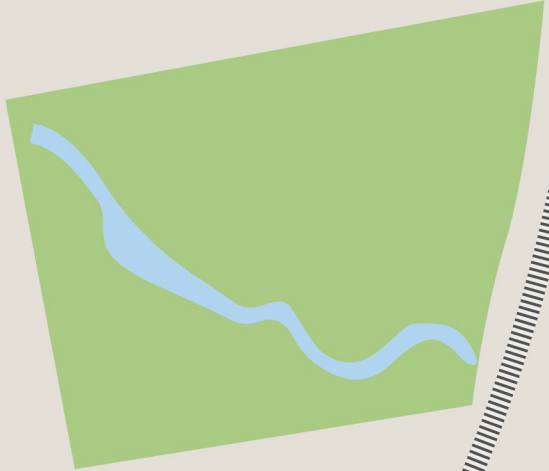
SOUTHBROOK
SCHOOL

DENCHES RD

MARSHALL ST

TORLESSE ST

RAILWAY RD





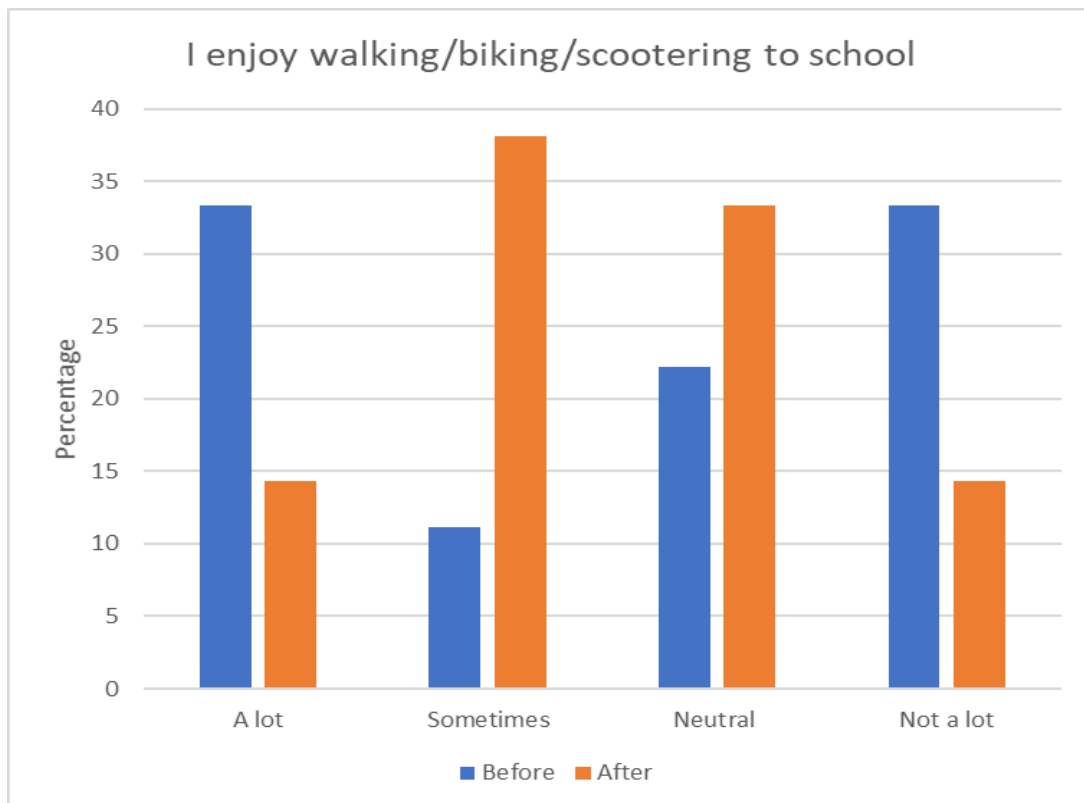
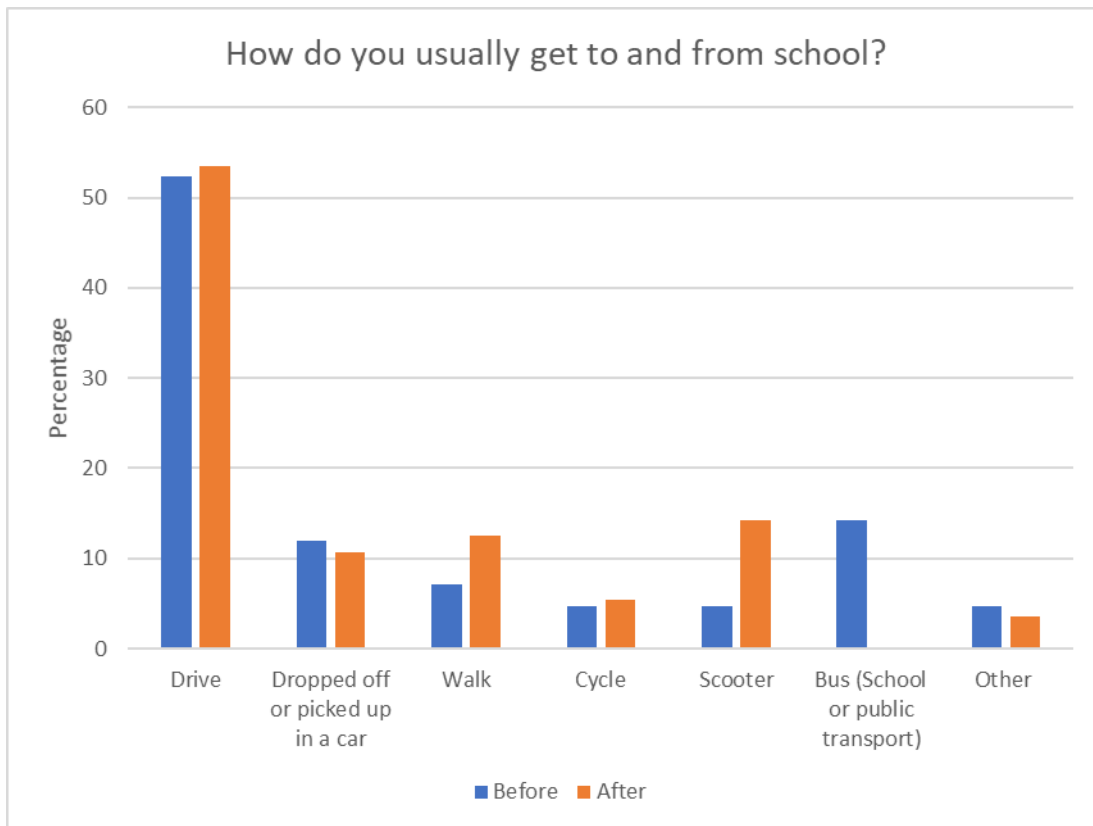


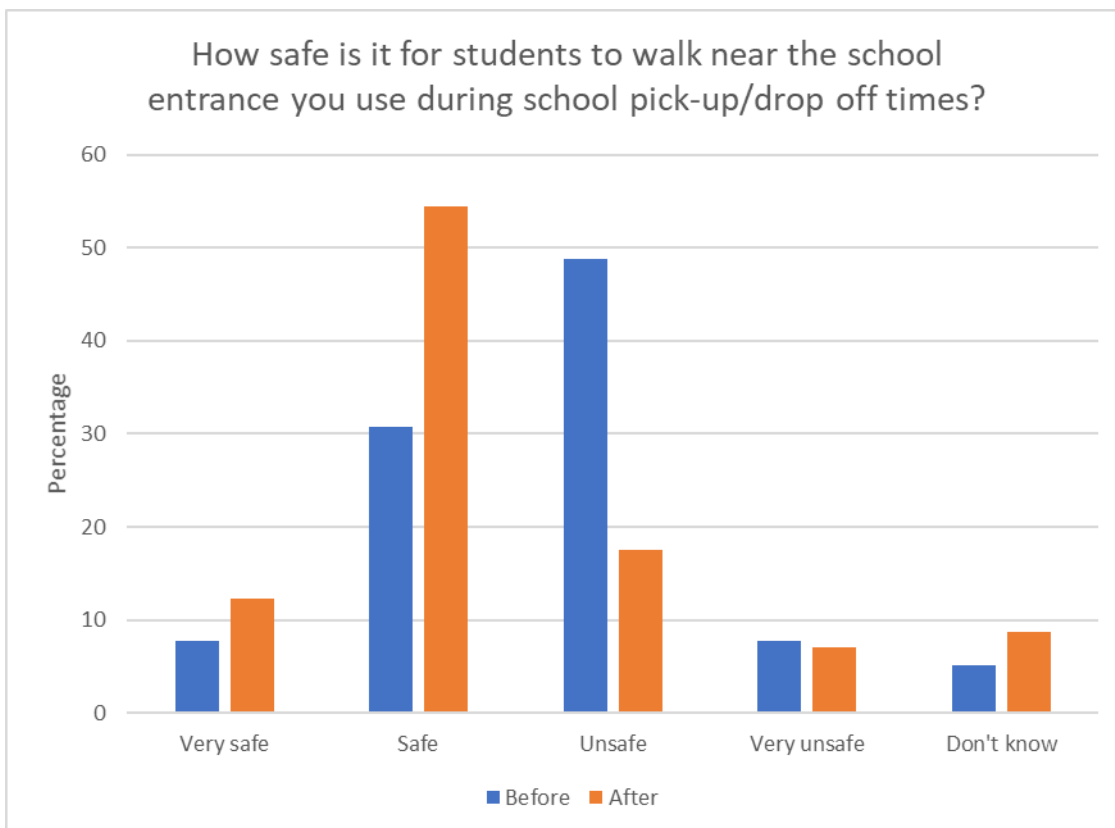
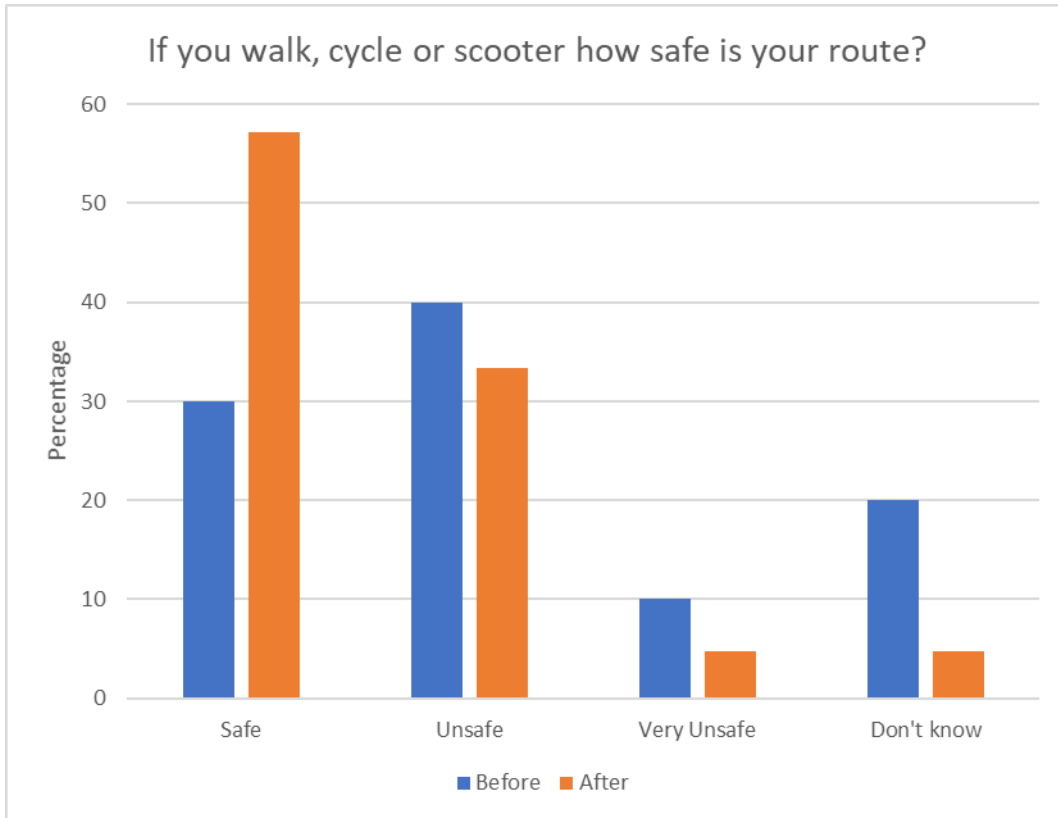
Innovating Streets – Southbrook

Before & After results – vehicle counts and speeds

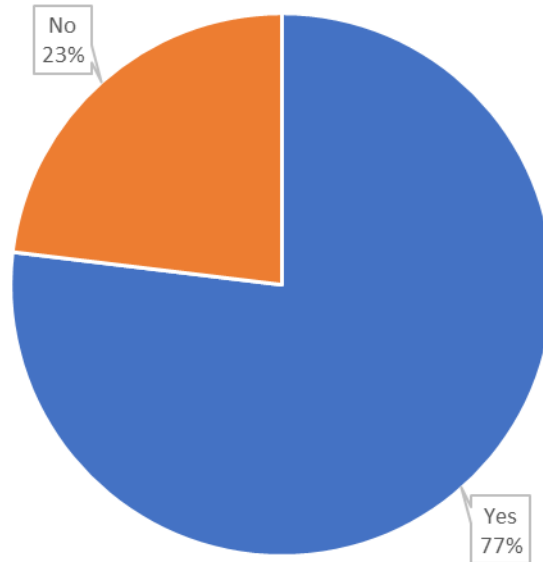
Traffic Speed Counts	Dench Rd east of Southbrook								
	All			School Day 8am-9am			School Day 3pm-4pm		
	Before	After	Difference	Before	After	Difference	Before	After	Difference
Total Vehicles (veh)	5837	5111	-726	1209	1100	-109	880	811	-69
Average Speed (km/h)	28.4	26.4	-2	23.4	21.4	-2	22.9	21.5	-1.4
85th Percentile (km/h)	37.1	35	-2.1	30.2	27.4	-2.8	32.8	30	-2.8
95th Percentile (km/h)	41.4	39.5	-1.9	35	31.5	-3.5	37.7	35.7	-2
Maximum Speed (km/h)	6.1	60.2	54.1	44.3	43.9	-0.4	53.9	50.5	-3.4
Traffic Speed Counts	Marshall St north of Torlesse								
	All			School Day 8am-9am			School Day 3pm-4pm		
	Before	After	Difference	Before	After	Difference	Before	After	Difference
Total Vehicles (veh)	3954	3167	-787	880	801	-79	676	507	-169
Average Speed (km/h)	30.2	30.4	0.2	27	26.8	-0.2	26.2	27.8	1.6
85th Percentile (km/h)	39.5	39.1	-0.4	33.4	33.3	-0.1	34.7	36.1	1.4
95th Percentile (km/h)	44.7	43.9	-0.8	37.8	37.9	0.1	42.3	41	-1.3
Maximum Speed (km/h)	66.1	73	6.9	50.4	54.3	3.9	57.1	54	-3.1
Traffic Speed Counts	Torlesse St east of Southbrook								
	All			School Day 8am-9am			School Day 3pm-4pm		
	Before	After	Difference	Before	After	Difference	Before	After	Difference
Total Vehicles (veh)	6330	5085	-1245	1002	787	-215	681	540	-141
Average Speed (km/h)	35	33.4	-1.6	34.6	32.1	-2.5	32.5	29.8	-2.7
85th Percentile (km/h)	41.3	39.4	-1.9	39.6	37.1	-2.5	39.7	36.6	-3.1
95th Percentile (km/h)	44.9	42.8	-2.1	41.9	40.1	-1.8	43.3	39.6	-3.7
Maximum Speed (km/h)	73.9	56	-17.9	53.2	47.5	-5.7	55.6	47.1	-8.5
Traffic Speed Counts	Railway Rd north of Dunlops								
	All			School Day 8am-9am			School Day 3pm-4pm		
	Before	After	Difference	Before	After	Difference	Before	After	Difference
Total Vehicles (veh)	7090	6010	-1080	1248	1008	-240	1098	887	-211
Average Speed (km/h)	44	44.2	0.2	43.6	43.5	-0.1	41.9	42.8	0.9
85th Percentile (km/h)	51.6	51.7	0.1	50.4	49.8	-0.6	49	49.8	0.8
95th Percentile (km/h)	56.4	56.5	0.1	54	53.2	-0.8	53.8	55	1.2
Maximum Speed (km/h)	112.8	84.8	-28	76.1	64	-12.1	71.5	66	-5.5

Before and after results – school surveys

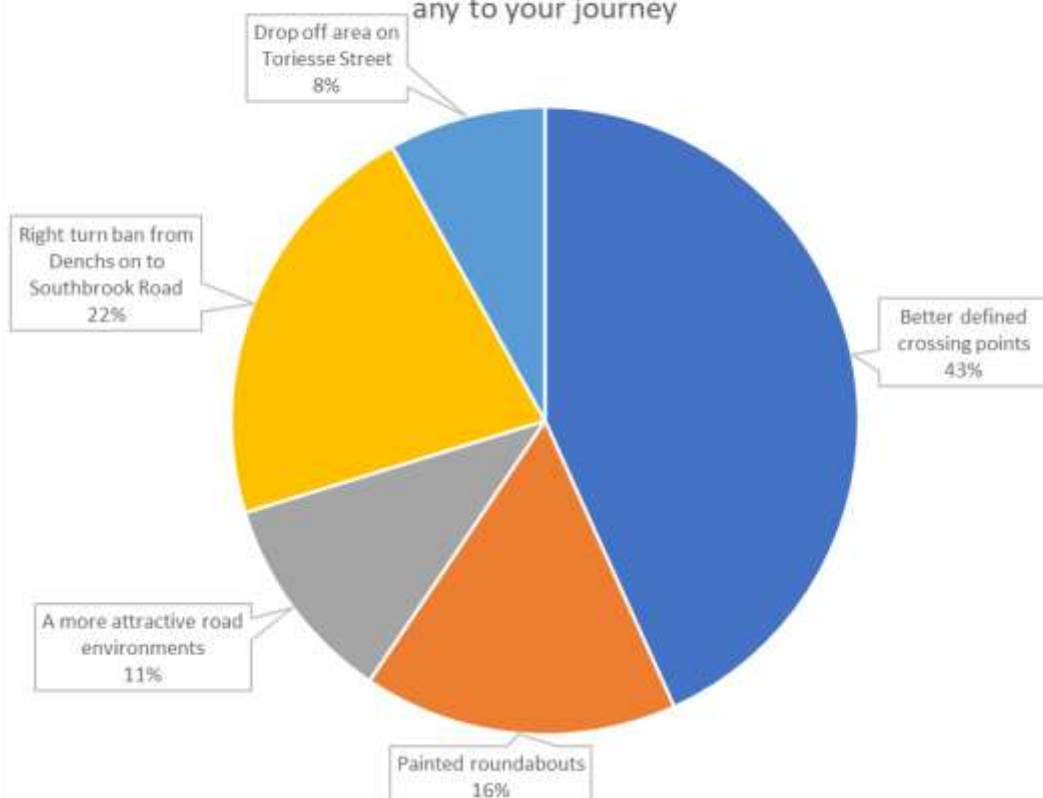




If your child/children currently travel to school by car, do you think any of the Innovating Streets initiatives have improved the area around the schools?



thinking about your walk/cycle/scoot to school, what Innovating Streets initiatives do you think made a difference, if any to your journey



WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: SHW-22 /211206194262

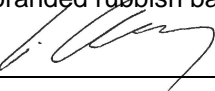
REPORT TO: MANAGEMENT TEAM OPERATIONS

DATE OF MEETING: 13th December 2021


AUTHOR(S): Monese Ball, Solid Waste Officer
Kitty Waghorn, Solid Waste Asset Manager

SUBJECT: Request to continue engaging Transcontinental New Zealand Limited for WDC branded rubbish bag supply

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1. This report is to request Management Team's approval to continue to engage Transcontinental New Zealand Ltd (TC) to supply WDC branded rubbish bags for a period of up to 12 months at an estimated cost of \$65,000.
- 1.2. This report follows on from Report 200624077282 which sought approval to continue to engage TC for one year until 30 June 2021 while staff reviewed the process for procurement and supply of WDC-branded rubbish bags, and prepared a ROI for this service. The ROI was undertaken, and two suppliers registered their interest.
- 1.3. Owing to a number of staff resourcing issues in 2021, this has not progressed to the tender stage. In July staff received approval from the Manager: Utilities & Roading to continue to engage TC for the supply of bags until 31 January 2022, at which time the contract was expected to have been awarded. Supply chain issues with the bags were also raised as an emerging matter with the Management Team in July 2021. Note that there is an unintended benefit in the delay in tendering in that the supply chain issues may have become clearer by the time the long term contract is awarded.
- 1.4. Staff regret the delays in this process, and propose to work more closely with PDU staff in order to progress the rubbish bag supply tender early in the 2022 year.
- 1.5. Please note that, if the supplier is changed as a result of the tender there could be 5 or 6 months delay in the new supplier manufacturing/importing the bags and stocking them ready for delivery into supermarkets and to the Council. We would need to ensure the current supplier has sufficient stock on hand so that there is no disruption to bag supplies for our residents.
- 1.6. Staff request that the Management Team approve continuing to engage TC for the supply of WDC-branded rubbish bags for a period of up to 12 months (until 31 January 2023) at an estimated cost of \$65,000.

Attachments:

- i. MUR Approval Bag Supply Agreement July 2021 (211203193368)

2. RECOMMENDATION

THAT the Management Team:

- (a) **Receives** Report No. 211206194262.
- (b) **Approves** engagement of Transcontinental New Zealand Limited to supply WDC branded rubbish bags for a period of up to 12 months until 31st January 2023 at an estimated cost of \$65,000.
- (c) **Notes** that under the Council's Purchasing Policy, work of this value from a single-source supplier requires approval of Management Team.
- (d) **Notes** that staff propose to complete the procurement process by June 2022.
- (e) **Notes** that there is a \$40,580 budget provision in the 21/22 Annual Plan and \$45,900 budget provision in the draft 22/23 Annual Plan for purchase of WDC-branded rubbish bags.
- (f) **Circulates** this report to the Utilities and Roading Committee for its information.

3. **BACKGROUND**

- 3.1. In July 2020 staff requested approval from the Management Team to continue to engage Transcontinental New Zealand Ltd to supply WDC branded rubbish bags, for a 12 month period to enable staff to review the process for procurement and supply of WDC-branded rubbish bags. Once the review was complete, a ROI for this service was undertaken, and two suppliers registered their interest.
- 3.2. Owing to a number of staff resourcing issues in 2021, this has unfortunately not progressed to the tender stage.
- 3.3. In July 2021 staff received approval from the Manager: Utilities & Roading to continue to engage TC for the supply of bags until 31 January 2022. An agreement was signed with TC to urgently manufacture 3 months' supply of WDC-branded bags locally, and order another 6 months' supply of WDC-branded "Handle-Bags".
- 3.4. At that time the likely lead-in time for importation of these bags was 3 months, and supply chain issues with the bags were raised as an emerging matter with the Management Team. In this instance, the actual delivery time has been closer to 5-6 months, with bags ordered in late July not yet arriving.
- 3.5. The resourcing issue is now being managed by additional high level resource being put towards assisting finalising and awarding this tender. The staff intend that the award will take place in the next few months, with a period then allowed for bag manufacture and delivery. Note due to the delay in time, the staff will re-submit the previous EOI stage, in order to ensure the current marketplace has an appropriate opportunity.

4. **ISSUES AND OPTIONS**

- 4.1. The Management Team could accept the recommendation to extend the current arrangement with Transcontinental until end January 2023. This would allow sufficient time to prepare, tender and award a replacement contract, as well as time to order and receive new bags (if a new contractor was appointed). Note that recent delivery times for bags under the existing contract are 6 months, and this will be longer for a first run. This is the recommended option
- 4.2. The Management Team could extend the current arrangement with Transcontinental for a lesser time. It may be that the work could be completed in a lesser time, but there would be a risk that a further extension would be required. Therefore this option is not recommended.
- 4.3. The Management Team could decline the extension. This would then leave the Council without a formal bag supply contract from 31st January 2022 onwards, which would lead to there being no bags available once the current stocks run out. This is not recommended.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The time available to award a new contract is now too short, meaning that if an extension was not granted, we would not have bags available to the public.

- 4.4. The Manager Utilities and Roading has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report, as it relates to the commercial arrangements for maintaining an existing service.

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. Contractors in this field will want to know that the works will be properly tendered in a timely manner. Stockists of the bags will want assurance that the bag supply will not be interrupted.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. If the supply was not extended, those relying on bags would not have them available.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report. Further extensions of the existing contract continue the time that the Council has not tested the marketplace. However this is balanced by the need to ensure ongoing supply.

Table 6.1 below shows the Refuse Bags Expenditure budget in the Collections Account in this and next years' Annual Plan.

Financial Year	21/22	22/23
Budget	\$40,580	\$45,900

Table 6.1: Budgets in 21/22 and 22/23 Annual Plans

The cost of locally manufactured and packaged 5-packs and 25-packs bags are approximately twice the cost of imported handle-bags, and single bags are around 14% higher than imported bags. The total cost for 3 months' supply of these bags is approximately \$19,060 which would be fully charged before the end of the 21/22 financial year.

A 6-month's supply of imported bags will cost approximately \$21,650 – half of this will be charged up-front and the remaining 3 months' supply will be charged as the bags are delivered.

The result of the need for bags to be locally manufactured while there are supply delays at a higher cost than for imported bags, and for the Council to require the supplier to hold 6 months' supply of bags, will very likely result in the 21/22 budget being exceeded. The Collection Account has sufficient surplus to fund this projected over-expenditure.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts. The ongoing supply of bags ensures that refuse is disposed of appropriately and therefore minimises the production of greenhouse gases. In addition, tenderers will be requested to explain how the manufacture and delivery of the bags will contribute towards sustainability.

6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report. It may be perceived that the Council is unduly benefitting one supplier over others, and that the Council is not carrying out its duties in a timely manner.

6.3 **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. They will be covered in the contract conditions of the supply contract.

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 matter is covered by the Local Government Act.

7.3. **Consistency with Community Outcomes**

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

Waste Recycling and reuse of solid waste is encouraged and residues are managed so that they minimise harm to the environment.

7.4. **Authorising Delegations**

The Management Team is the appropriate authority to approve this.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: CON202123-01 / 220203013847

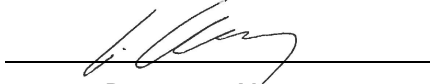
REPORT TO: MANAGEMENT TEAM


DATE OF MEETING: 8 February 2022

AUTHOR(S): Shaun Fauth, Senior Project Engineer
Colin Roxburgh, Water Asset Manager

SUBJECT: Contract 21/23 Waikuku Beach Water Supply Campground Headworks Upgrade Tender Evaluation and Contract Award Report

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


Department Manager


Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to authorise Council staff to award Contract 21/23 Waikuku Beach Water Supply Campground Headworks Upgrade to G&T Construction Ltd for a sum of \$222,020.00.
- 1.2. This contract involves the supply and installation of water treatment infrastructure within the existing headworks site at the Waikuku Beach Campground. The work includes installation of a UV disinfection unit, UVT meter and cartridge filtration, modifications to existing pipework, relocations of pumps and installation of new pipework.
- 1.3. As a result of the risk assessment workshop for the Waikuku Beach water supply, it was deemed necessary to provide UV treatment to the Campground headworks, which is currently untreated. This will change the status of this headworks from a backup headworks to a second primary headworks, which will improve the resilience of the supply, and reduce the risk of losses of pressure if there is an event at the Kings Avenue headworks.
- 1.4. The tender was a public tender. In total 1 tender was received for this contract. In accordance with the Conditions of Tendering the tender was evaluated by the Price Quality Method.
- 1.5. The Engineer's Estimate for the physical works contract was \$230,000.
- 1.6. Following tender evaluation it is recommended that the tender of G&T Construction Ltd for \$222,020.00 be accepted.
- 1.7. This contract is funded from Waikuku Beach UV Upgrade Budget (PJ 101578.000.5103), which has a total budget of \$315,000 for 2021/22. With all other costs factored in, the expected expenditure against this budget should the tender be accepted is \$350,689, which is 11% over budget
- 1.8. This 11% overspend is in line with previous estimates and as previously identified to Management Team (Refer TRIM 211129190335).

Attachments:

- i. Tender Opening Documentation
- ii. Tender Evaluation Documentation

2. **RECOMMENDATION**

THAT the Management Team:

- (a) **Receives** Report No. 220203013847.
- (b) **Authorises** Council staff to award Contract 21/23 Waikuku Beach Water Supply Campground Headworks Upgrade to G&T Construction Ltd for a sum of \$222,020.00.
- (c) **Notes** that this project is funded from the Waikuku Beach LOS Budget (PJ 101578.000.5103), and that there is an anticipated overspend of \$36,000 (11%) on this budget.
- (d) **Circulates** this report to the Utilities and Roading Committee for their information.

3. **BACKGROUND**

3.1 **Background**

- 3.1. As a result of the risk assessment workshop for the Waikuku Beach water supply, it was deemed necessary to provide UV treatment to the Campground headworks, which is currently untreated. This will change the status of this headworks from a backup headworks to a second primary headworks, which will improve the resilience of the supply, and reduce the risk of losses of pressure if there is an event at the Kings Avenue headworks.

The detailed design was completed, and a Procurement Plan Section 4 prepared and approved for the work to go to open tender, with Price Quality Method evaluation.

The Engineer's Estimate for the works was \$230,000.

3.2 **Tender Process**

3.2.1 Tender Opening

This tender was a public tender.

Tenders for the project closed at 4pm on 26 January 2022. In total 1 tender was received before closing time. In accordance with the Conditions of Tendering the Tenders were opened by the Manager – Community & Recreation, and Cr. Williams.

The Lowest Tender was received from G&T Construction Ltd for \$222,020.00.

3.2.2 Alternative Tenders, Tags and Arithmetic Errors

The recommended tenderer G&T Construction Ltd included several components that were different product brands to what was specified, and they have proposed slightly different design details to the drawings and specification in some cases. However they have confirmed that their price will not increase should the original products and/or design be upheld.

The recommended tender from G&T Construction Ltd contains four tags. Three of these were concerning alternative solutions or products. The contractor confirmed that there is no price increase for the originally designed schedule items, and these alternatives were acknowledged for later discussion post tender award. The fourth tag related to the validity

period of their pricing and was accepted following clarification on the date (which they originally stated was to 1 February 2022, and revised to 28 February 2022).

The recommended tender from G&T Construction Ltd did not contain any arithmetic errors.

3.3. Attribute and Price Evaluation

The tender evaluation was carried out using the Price Quality Method. The tender evaluation team consisted of:

- John Stopford (Non-price assessment only)
- Shaun Fauth
- Craig Freeman
- Colin Roxburgh (Price assessment only)

The tender evaluation team assessed the following non-price attributes:

- Relevant Experience
- Track Record
- Relevant Technical Skills (Personnel)
- Methodology and Programme
- Health and Safety

G&T Construction have in recent years conducted the Poyntz Road Headworks, Garrymere Headworks and Rangiora WWTP Inlet Works contracts for the Council. The records from these jobs in TRIM as well as discussions with personnel involved served to inform the Track Record attribute and H&S attributes. Therefore checks with external references were not required. G&T Construction have a strong track record in terms of quality, relationships and health & safety across the Council projects.

- 3.3.1. The Health and safety risk associated with this contract is assessed to be Medium, and therefore the minimum acceptable attribute score required for this attribute was 60.

The table below summarises the Tender Price, the Price Premium and the Evaluation Price (in ascending order) of each of the tenders received. As G&T Construction were the only tenderer, there is no Price Quality Premium, and their evaluation price is equal to the tender price. They were, however, still scored on each attribute and ranked highly for all.

	Tender Price	Price Premium	Evaluation Price	Sitewise Registration
G&T Construction Ltd	\$222,020.00	N/A	\$222,020.00	94%

**note that the Evaluation Price is the Tender Price minus any provisional sums and contingencies, plus any evaluated tags, minus the Price Premium (refer to Appendix B)*

The table above demonstrates that G&T Construction Ltd had the lowest Evaluation Price, according to the methodology set out in the tender documents.

4. ISSUES AND OPTIONS

- 4.1. Management Team accept the tender from G&T Construction Ltd for \$222,020.00 from the Waikuku Beach UV Upgrade budget (PJ 101578.000.5103) for Contract 21/23. This is the recommended option.
- 4.2. Management Team reject all tenders and re-tender. This is not recommended, as the price received was competitive, and less than the engineer's estimate.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. This will allow for a timely upgrade to the headworks to provide additional treatment, improve the resilience of the supply, and reduce the risk of losses of pressure if there is an event at the Kings Avenue headworks.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. Groups and Organisations

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as this affects the water supply quality and resilience for Waikuku Beach.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

- 6.1.1. The Engineer's Estimate for the physical works contract was \$230,000.
- 6.1.2. The tender price of \$222,020.00 is comparable to this estimate.
- 6.1.3. The available budget versus the recommended tender price is summarised on the table below:

Available Budget	\$ 315,000
Spent to date	\$ 24,000
Electrical upgrade works	\$ 36,000
Supply of actuators / UV unit	\$ 43,000
Tendered Price	\$ 222,020
Remaining PDU / external fees	\$ 16,000
Contingency	\$ 10,000
Total	\$ 351,000
Variance from Budget	+ 11.1%

- 6.1.4. There is an expected overspend of \$36,000 (11%) on the project budget should the tender be accepted, and should the \$10,000 contingency be required.

6.1.5. This overspend is in line with previous estimates and as noted to Management Team in a previous report (Award of Electrical Works to Nairn Electrical – TRIM 211129190335).

6.1.6. The expected project overspend is a function of increased scope of work which came about through the detailed design process, rather than due to a high tendered price. This overspend has been anticipated for some time, and will be reported to the Council via the capital reporting process. The forecast \$36,000 overspend is calculated to increase the District UV rate by approximately \$0.11 per year, based on the calculated additional loan repayments.

6.2. **Sustainability and Climate Change Impacts**

Storm events have the potential to impact water quality, or in severe events take infrastructure out of service where damage occurs. Climate change will increase the frequency of such events, and as such the improved resilience of this supply by having dual headworks will help mitigate the potential impacts of climate change.

6.3. **Risk Management**

6.3.1. The normal risks associated with construction apply and these have been mitigated by the inclusion of a \$10,000 construction contingency within the anticipated project expenditure.

6.3.2. This project went through a Safety in Design process to identify and eliminate Specific Risks involved in this project. All residual risks have been passed onto the Contractor to manage during construction.

6.4. **Health and Safety**

Health and Safety was assessed as part of the tender evaluation, and covered in section 3.3 above.

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 and Water Services Act are 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. The following community outcomes are relevant in this matter:

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

7.4. **Authorising Delegations**

The Management Team has the delegated authority to receive this report and accept the successful tender, on behalf of the Council.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-28 / 211102176150

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

DATE OF MEETING: 9 February 2022

AUTHOR(S): Shane Binder, Transport Engineer

SUBJECT: Request for a Loading Zone on Railway Road

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



Department Manager



Chief Executive

1. SUMMARY

- 1.1. This report seeks approval to establish a 24-hour loading zone on the west side of Railway Road, north of Marsh Road.
- 1.2. Railway Road is a local road with a sealed carriageway that varies in width between 7.8 and 8.8 metres, between Station Road / Marsh Road and the Pak'nSave loading entry. At present, the west side of Railway Road has unrestricted parallel parking while the east side of the road is unkerbed and marked with a no-stopping restriction in this section.
- 1.3. Pak'nSave has limited queuing space on-site for trucks arriving the offload groceries via Railway Road.
- 1.4. A number of service requests have been received by staff regarding trucks waiting off-site from Pak-n-Save, queuing on the east side of Railway Road, over or east of the no-stopping marking and immediately adjacent to the railway line. Besides being in breach of the no-stopping rule, these queuing trucks also limit visibility of the Station Road / Marsh Road intersection and Marsh Road level railway crossing.
- 1.5. Establishment of a loading zone on the west side of Railway Road will provide a location for trucks to queue without impacting sight distance or other traffic operations. This loading zone would cause the loss of about five unrestricted parking stalls; this parking demand is expected to be accommodated in existing on-street parking capacity further north or south along Railway Road.
- 1.6. Council staff have consulted with the Pak'nSave franchise owner on these proposed changes and they were comfortable with the proposed loading zone.

Attachments:

- i. Railway Road loading zone concept scheme (TRIM no. 211102176153)

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board recommends:

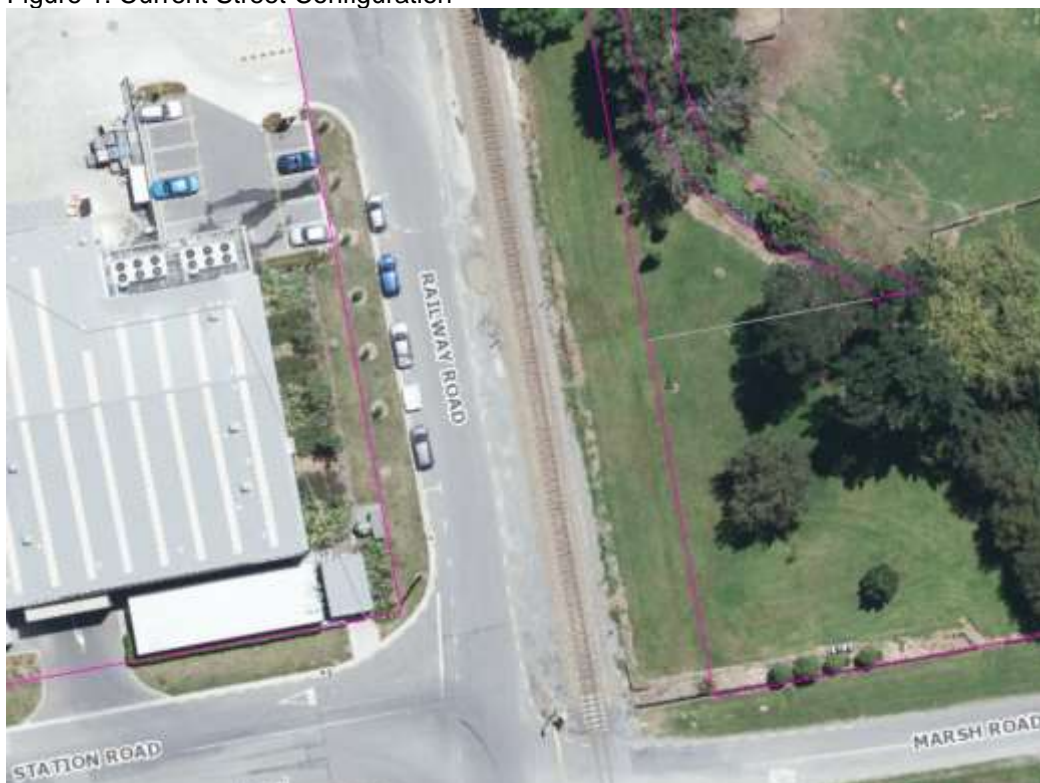
THAT the District Planning & Regulation Committee:

- (a) **Receives** Report No. 211102176150.
- (b) **Approves** establishment of a 24-hour loading zone on the west side of Railway Road north of Marsh Road for a length of 35 metres.

- (c) **Circulates** this report to Utilities & Roading Committee for information.

3. **BACKGROUND**

- 3.1. Railway Road is a local road in south Rangiora that travels north-south between Torlesse Street and Lineside Road. Between Station Road / Marsh Road and the Pak'nSave loading entry, Railway Road parallels the KiwiRail South Island Main Trunk railway line. In this section, it has a sealed carriageway that varies in width between 7.8 and 8.8 metres.
- 3.2. At present, the west side of Railway Road has unrestricted parallel parking between Station Road / Marsh Road and the Pak'nSave loading entry. The east side of the road is unkerbed and marked with a no-stopping restriction.
- 3.3. Figure 1: Current Street Configuration



4. **ISSUES AND OPTIONS**

- 4.1. Pak'nSave has limited queuing space on-site for trucks arriving for the offload of groceries via Railway Road. A recently-consented operational change allows for Pak'nSave to offload trucks earlier in the morning. However, staff have received a number of service requests documenting trucks waiting off-site from Pak'nSave, queuing on the east side of Railway Road, over or east of the no-stopping marking.
- 4.2. Besides breaching the no-stopping rule, these queuing trucks also limit visibility of the Station Road / Marsh Road intersection and Marsh Road level railway crossing which creates a safety issue. Photos from service requests are included in Figure 2 of this report.

Figure 2: Truck queuing off-site on east side of Railway Road



- 4.3. The parallel parking on the west side of Railway Road is heavily used by Pak'nSave staff for all day parking; this parking demand also stretches up Railway Road on both sides, reaching as far north as Dunlops Road on high-demand days. Staff are considering options for minor works on the east side of Railway Road north of the South Brook culvert which may increase parking supply in this area.
- 4.4. Based on site investigation and consultation with the Pak'nSave franchise owner, it is recommended that the west side of Railway Road between Station Road and the Pak'nSave entry have a 24-hour loading zone established to accommodate trucks queuing to offload at the grocery store. Establishment of this loading zone will provide a location for trucks to queue without impacting sight distance or other traffic operations. This loading zone would cause the loss of approximately five unrestricted parking stalls; this parking demand is expected to be accommodated in existing on-street parking capacity further north or south along Railway Road.

Implications for Community Wellbeing

There are not implications on community wellbeing by the issues and options that are the subject matter of this report.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. Groups and Organisations

Council staff have consulted with the Pak'nSave franchise owner on these proposed changes and they were comfortable with the proposed loading zone.

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

5.3. Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report; the impacts of kerbside management are considered to be localised and minor in nature. It is noted that no public consultation has been carried out with any other businesses or residents on Railway Road or the wider community.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are not financial implications of the decisions sought by this report. The minor costs for signage and markings can be accommodated within the road maintenance budget.

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 no risks arising from the adoption/implementation of the recommendations in this report.

6.3 Health and Safety

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

Physical works will be undertaken through the Road Maintenance Contract. The Road Maintenance contractor has a Health & Safety Plan and a SiteWise score of 100.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

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

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report. This report considers the following outcome:

There is a safe environment for all

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

7.4. **Authorising Delegations**

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

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



100mm wide continuous yellow line, ~2.2-2.5m long

114

Rotate existing NO STOPPING sign and arrow 90 degrees to face roadway
Relocate sign post 600mm off seal



Install RP-1 NO STOPPING and double-headed arrow signs on new sign post 600mm off seal

Blue RRPM on ex. triangle

100mm yellow circle, 1m min. diameter, centred on hydrant

Rotate existing NO STOPPING sign and arrow 90 degrees to face roadway
Relocate sign post 600mm off seal

100mm wide broken yellow line



Install RP-1 NO STOPPING and double-headed arrow signs on new sign post 600mm off seal

100mm wide continuous yellow line, ~2.2-2.5m long

Existing NO STOPPING sign (to remain)

Railway Road Loading Zone
COMP: S Binder
DATE: 5 October 2021

STATION ROAD

RAILWAY ROAD

Extend 5m north of existing parking mark, leaving 1m space south of kerb return

