

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-32-115-03 / 230131011985


REPORT TO: RANGIORA ASHLEY COMMUNITY BOARD

DATE OF MEETING: 8 March 2023


AUTHOR(S): Kieran Straw – Civil Projects Team Leader
Allie Mace-Cochrane –Project Engineer
Joanne McBride – Roothing & Transportation Manager

SUBJECT: Approval of Design – Transport Choices Project 4 – Rangiora On-Road Cycle Lane

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



General Manager



Acting Chief Executive

1. SUMMARY

- 1.1. This report is seeking approval of the design for the Rangiora Cycle Lanes, the “Grade 3” facilities to be installed on Ashley Street, Ivory Street, Percival Street and Southbrook Road to link up the existing sections of cycle lanes along this route.
- 1.2. The route is providing on-road cyclists with a high confidence level their own lane for the entire route, which is currently included within the Hurunui Heartland ride. Completion of these missing links will provide a continuous cycle route from the north to the south.
- 1.3. The route is as approved on the Walking and Cycling Network Plan.

Attachments:

- i. Design Drawing Set (Trim No. 230216020671)
- ii. Community Engagement Plan (Trim No. 230131012350)
- iii. Schedule of No Stopping Restrictions (Trim: 230217021456)

2. RECOMMENDATION

THAT the Rangiora Ashley Community Board:

- (a) **Receives** Report No. 230131011985
- (b) **Recommends** to the Utilities and Roothing Committee that it
 - i. **Approves** the Design as per Attachment i of this report, noting that the staff will then implement the works;
 - ii. **Approves** the No Stopping Schedule as per Attachment iii of this report;
 - iii. **Notes** that staff will inform impacted residents and stakeholders prior to works being implemented;
 - iv. **Notes** that the works as designed will result in the loss of 40 on-street car park spaces, though out the length of the project, at the locations specified within Attachment iii of this report;

- v. **Notes** that this project is funded through the “Transport Choices” funding stream (which is still subject to final signing and confirmation), and this requires that all works are completed by June 2024;
- vi. **Notes** that the funding agreement between Waka Kotahi and the Waimakariri District Council is dependent on the site having been through an independent Road Safety Audit process, which will proceed upon acceptance of this report, and that the safety audit may result in further minor design changes.

3. **BACKGROUND**

- 3.1. The Waimakariri District Council have committed to improving multi-modal transport options throughout the District. The intention is to provide safe and accessible facilities which encourage active movements within the community.
- 3.2. The Walking and Cycling Network Plan has been developed to deliver upon the actions which were agreed and endorsed in the Waimakariri Walking and Cycling Strategy 2017-2022. The vision of this strategy is “Waimakariri residents choose to walk and cycle, and that the environment is friendly, safe and accessible for walkers and cyclists”. Overall, the aim of the strategy is to encourage walking and cycling, both for recreational and commuter travel. This policy was developed with alignment to Regional Transport Plans and other national/regional policy documents.
- 3.3. A previous report was taken to all of the individual Community Boards in August 2021 seeking approval to consult on the draft Walking & Cycling Network Plan. This report then went on to be approved by Council in October 2021. Refer to TRIM No. 210920151361 for further background information.
- 3.4. Following this district wide consultation, a further report was taken to the Community Boards and then the Council in October 2022 seeking adoption of the Walking and Cycling Network Plan, and associated Infrastructure Prioritisation Programme.
- 3.5. At the time of the adoption of the Walking and Cycling Network Plan, there was a Council funded budget of \$660,000 within the 2023 / 2024 financial year for all the “Priority One” sites. This budget was inadequate for this work, so it was also noted within that report that additional funding was being sought through Waka Kotahi “Transport Choices” of the following links:
 - vii. Woodend to Pegasus / Ravenswood;
 - viii. Kaiapoi to Woodend
 - ix. Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane;
 - x. Ashley Street/Ivory Street/Percival Street;
 - xi. Tram Road (School path);
 - xii. McHughs Road/Mandeville Road (Sportsground path);
- 3.6. The Waimakariri District Council's funding application was approved on an interim basis for all links, with funding agreements yet to be confirmed.

4. **ISSUES AND OPTIONS**

- 4.1. The Scheme Design for this cycleway route has been broken into sections and described below. The following descriptions should be read in conjunction with Attachment i of this report.
 - 4.1.1. Ashley Street (River Road to Coldstream Road)

The northern section of Ashley Street provides on-road connection between the existing shared path on Cones Road (from the Hurunui Heartland Ride).

It is proposed to replace the existing pedestrian refuge south of the River Road intersection with a new, larger refuge crossing, to provide a connection to the shared path on both Cones Road, and the proposed shared path on River Road (to be completed as a separate project).

The remaining length to Coldstream Road will be marked with on-road cycle lanes and will not impact the existing on-street car parking.

4.1.2. Ashley Street (Coldstream Road to Kingsbury Ave)

This length of Ashley Street has existing cycle lanes; therefore, planned works is minimal, and is limited to improving existing markings at and through intersections.

4.1.3. Ashley Street (Kingsbury Ave to Wales Street)

This length of Ashley Street has the painted median, which leaves insufficient room to install on-road cycle lanes and retain the on-street car-parking. Note that the existing layout, although not marked with no-stopping, is actually of an inadequate width for parking (refer to Figure 1 below). While this is the existing situation, it should be rectified as part of this process. Regardless of this project, this length of approximately 30m and the equivalent of three on-road parking spaces should be marked as no stopping.

The proposed cross section at this section of Ashley Street is as follows:

- On-road cycle lane 1.6m
- 3.1m northbound traffic lane
- 2.0m painted median
- 3.1m southbound traffic lane
- 1.8m southbound cycle lane
- 2.2m parking lane

In order to install the 1.6m cycle lane against the kerb, the existing deep-dish kerb and channel is to be renewed to a flat channel, and the existing refuge islands need to be relocated to suit the new cross section. This deep-dish kerb and channel was not currently on the replacement programme. However, it is approaching the end of its design life, and the deep-dish profile is an issue that should be dealt with. Therefore, it is recommended that we take the opportunity to replace this kerb and channel with a new one in a slightly different location. This has the major benefit of maintaining the majority of the parking in this stretch of road.



Figure 1: Existing "Parking" width on Ashley Street to be marked as no stopping.

4.1.4. Ashley Street (Wales Street to Blackett Street)

This length of Ashley Street has existing cycle lanes; therefore, planned works is minimal, and is limited to improving existing markings at and through intersections.

On the approach to the Blackett Street roundabout the cycle lanes end, and cyclists are expected to merge with traffic. At this location, sharrow markings will be painted on the road, and a speed hump installed to manage speeds at this conflict zone.

4.1.5. Ashley Street (Blackett Street to High)

This length of Ashley Street has existing cycle lanes at the approach to the High Street traffic signals only. These will be extended on both sides up to the Blackett Street roundabout, and will cease approximately 30 m prior to the roundabout. On the approach to the Blackett Street roundabout, the cycle lanes end, and cyclists are expected to merge with traffic. At this location, sharrow markings will be painted on the road, and a speed hump installed to manage speeds at this conflict zone.

At the High Street intersection, it is proposed to install low-profile "Riley Kerbs". These products provide a traversable barrier between the cycle lane and the traffic lane and are intended to encourage lane discipline on the approach to the intersection.

The cycle lanes will be extended through the Ashley/High St intersection as part of this design also.

4.1.6. Ivory Street (High Street to Buckham Street)

This length of Ivory Street has existing cycle lanes, therefore planned works is minimal, and is limited to improving existing markings at and through intersections.

4.1.7. Ivory Street (Buckham Street to southern end (inc. Northbrook Rd))

This length of Ivory Street was previously widened to accommodate the installation of cycle lanes, and this can be done without impacting on on-road car parking. However, in the 2023 / 2024 Minor Improvement Programme, there is a project to install a refuge crossing location near the Thorne Place intersection. It is proposed to complete this installation in conjunction with the cycle lane, which will require the removal of a short length of on-street car parking.

A significant length of on-street parking will need to be removed alongside Lillybrook Reserve, however, this parking is rarely utilised, is not adjacent to residential housing, and there are better locations for those wanting to access the Lillybrook Reserve, due to the presence of existing fencing.

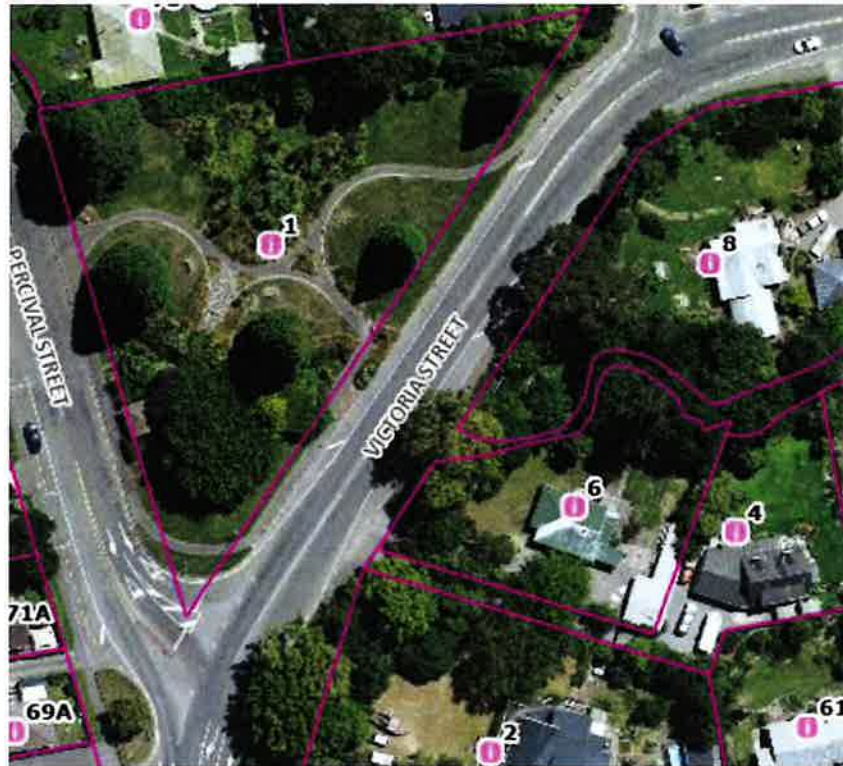


Figure 2: 12 on-street parking spaces to be removed adjacent to Lillybrook Reserve.

4.1.8. Percival Street at Lillybrook Shops

In order to install on-road cycle lanes through the section past Lillybrook shops, the existing on-street car park outside the shopping centre must be removed.

On the inside of the bend, the cycle lane will be protected by a painted buffer, and a vertical kerb separator (or similar) is proposed to discourage motorists from tracking into the cycle lane.

4.1.9. Percival Street (Johns Rd to South Belt)

On-road cycle lanes are proposed to be installed along this length of Percival Street, without impacting on-street car parking.

4.1.10. Southbrook Road

In this stretch, it is intended to carry out minor improvements to the existing cycle lanes and shared path at the South Belt and Pak n Save intersections. This is limited to additional line markings, green slurry and the addition of "vertical kerb separators (or similar) to discourage motorists from tracking across into the cycle lanes.

4.2. Implications for Community Wellbeing

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

The addition of walking and cycling infrastructure encourages a greater uptake of walking and cycling, both for commuters and recreation. An uptake in walking and cycling also contributes to improved health and wellbeing of members within the community. Further to this, including infrastructure which caters for a wide range of skill levels encourages less confident cyclists, who may have otherwise chosen to travel via motor vehicle, to use the provided facilities.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

The cycle lanes are within the urban limits of Rangiora and is not passing through (or near to) Māori Reserve land. There is also no Archaeological Authority required for this route, and minimal physical construction works.

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.

The design (Attachment i) of this report will be presented to directly impacted residents and stakeholders. The stakeholders include the Walking & Cycling Reference Group, and business owners along the length of the route, including the Lillybrook shops where one on-street car park is required to be removed.

Feedback from these groups will be reported on when the Detailed Design is presented for approval in May 2023.

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.

Feedback from the wider community was reported on during the consultation of the proposed route selection as part of the Walking and Cycling Network Plan. It is not considered necessary to consult the wider community on the Scheme Design of the proposed facilities.

Feedback from the adjacent residents will be reported on when the Detailed Design is presented for approval in May 2023.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

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

The Council has been informed that it has been successful in receiving Transport Choices funding of \$730,000 for this project but this is subject to the "Transport Choices" funding agreement, which is yet to be confirmed.

The funding application was based on the estimate below:

Activity	TOTAL Estimated Cost (\$)
Project Management	30,000
Communications and engagement	3,000

Monitoring and evaluation	5,000
Investigate / Design / Safety Audits	50,000
Statutory processes/consents/approvals	0
Implementation (TTM, construction, adaptation/maintenance costs before June 2024)	520,000
Contingency (20%)	122,000
Local share contribution (33%)	
TOTAL	\$730,000

6.2. Sustainability and Climate Change Impacts

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

Creating a safe and accessible walking and cycling network, which comes with improving infrastructure, increases the uptake of these activities for both recreational and commuter users. This results in a subsequent decrease in the number of people using single occupancy vehicles, particularly for shorter trips. This comes with many benefits, including health and the reduction of greenhouse gas emissions.

6.3 Risk Management

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

There is a risk that the funding will be reduced or removed. This will be managed by delaying key commitments until after the funding is confirmed. However, we need to proceed in the interim in order to meet the very tight timeframes.

There is a risk that residents may not favour the inclusion of a facility along their street. To minimise this risk, staff will begin engaging with residents during the design phase of facilities. This will show residents exactly what is proposed along the road corridor and enable them to notify staff early on if there are aspects which they are not in favour of. This feedback will be fed directly into the design process, and reported back to the Community Boards, and Utilities and Roading Committee in May 2023.

6.3 Health and Safety

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

The Design that is included as attachment i of this report has yet to go through an independent Road Safety Audit. Staff will send these drawings for auditing upon approval of this report.

Contractors engaged for the works will be required to be SiteWise registered, and complete Site Specific Safety Plans prior to commencing works on site.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Local Government Act 2002

7.3. Consistency with Community Outcomes

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

Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity.

- There are wide-ranging opportunities for people to enjoy the outdoors.
- The accessibility of community and recreation facilities meets the changing needs of our community.

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

- Climate change considerations are incorporated into all infrastructure decision-making processes.

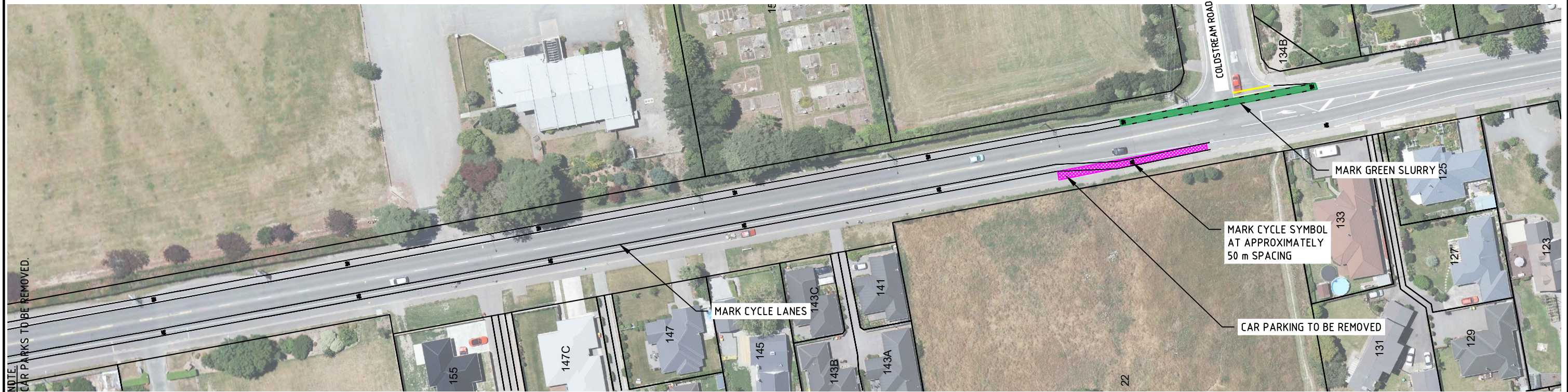
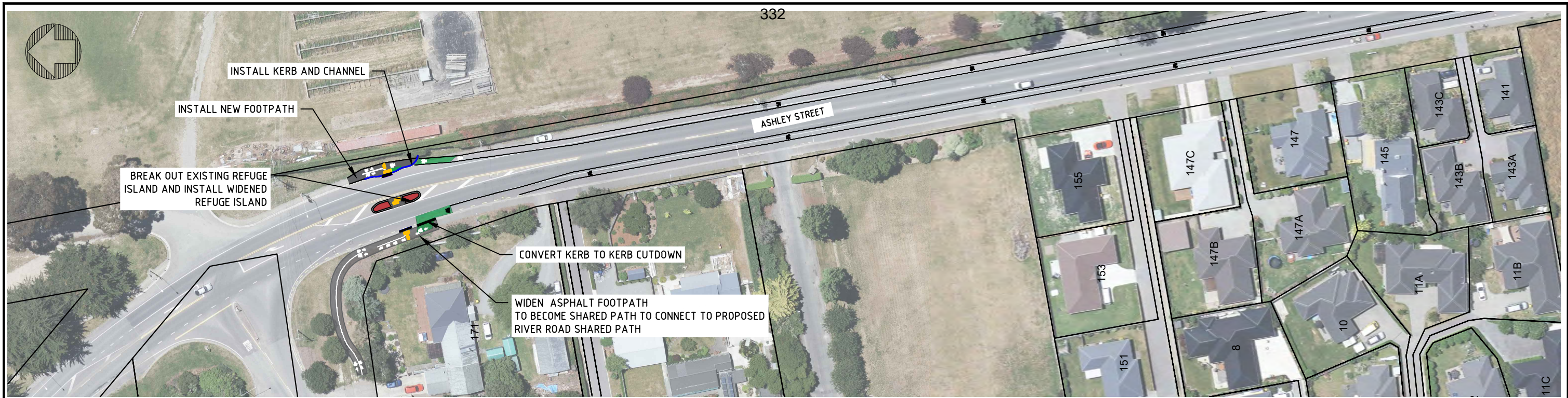
Transport is accessible, convenient, reliable, and sustainable.

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

7.4. Authorising Delegations

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

The Utilities and Roding Committee have the Delegations to accept this report, and approve the Scheme Design of this cycleway.



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

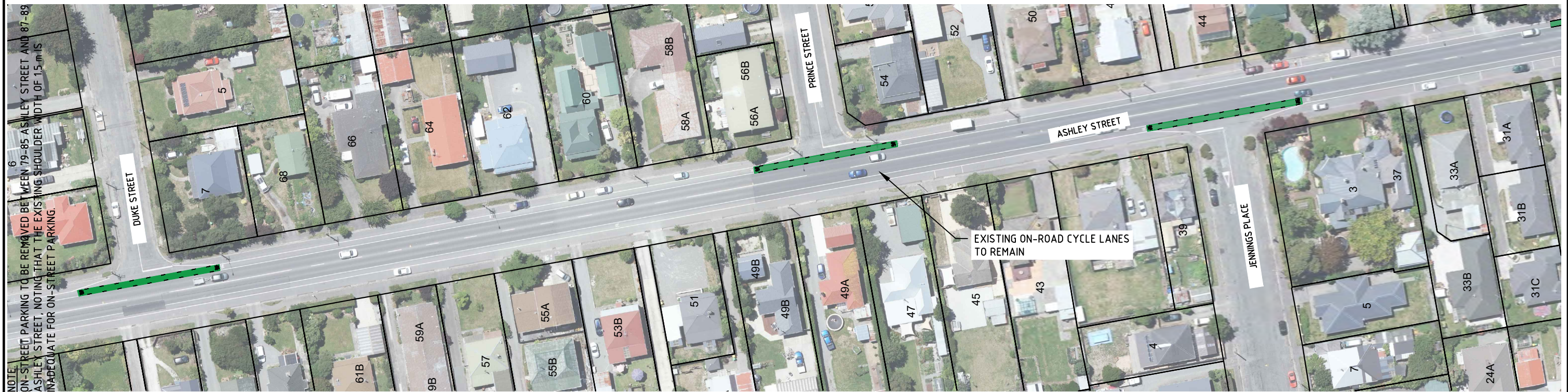
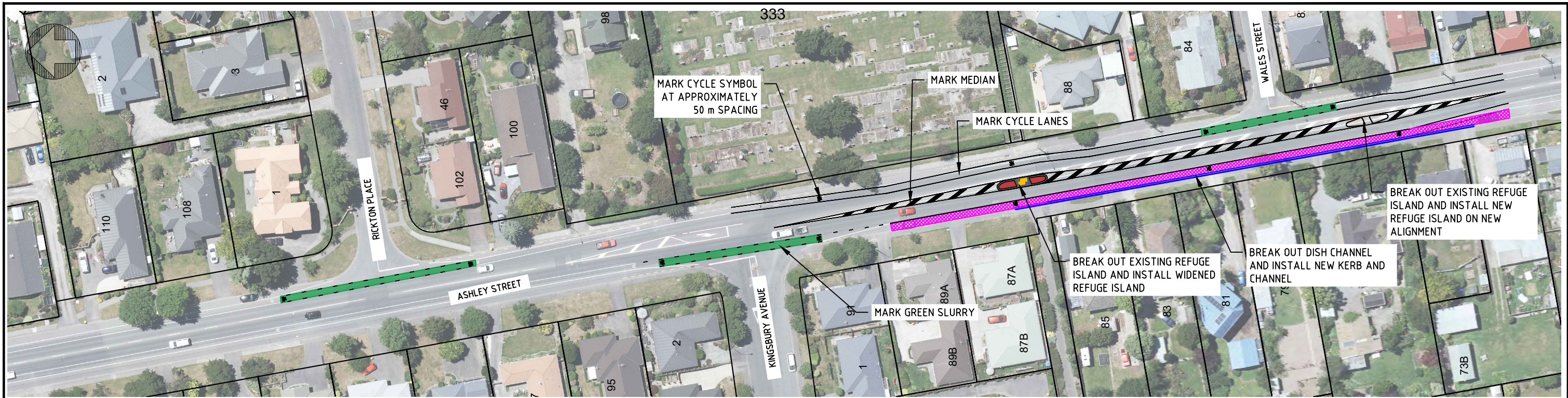
SURVEYED			PROJECT No	PD001952
DRAWN	AMC	22/02/2023	CON No	CON2020-
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:500
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	22/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
RANGIORA CYCLE LANES

SHEET TITLE
ASHLEY STREET
RIVER ROAD TO COLDSTREAM ROAD

FOR APPROVAL
 NOT FOR CONSTRUCTION
 DRAWING **4351**
 SHEET 001 REVISION A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

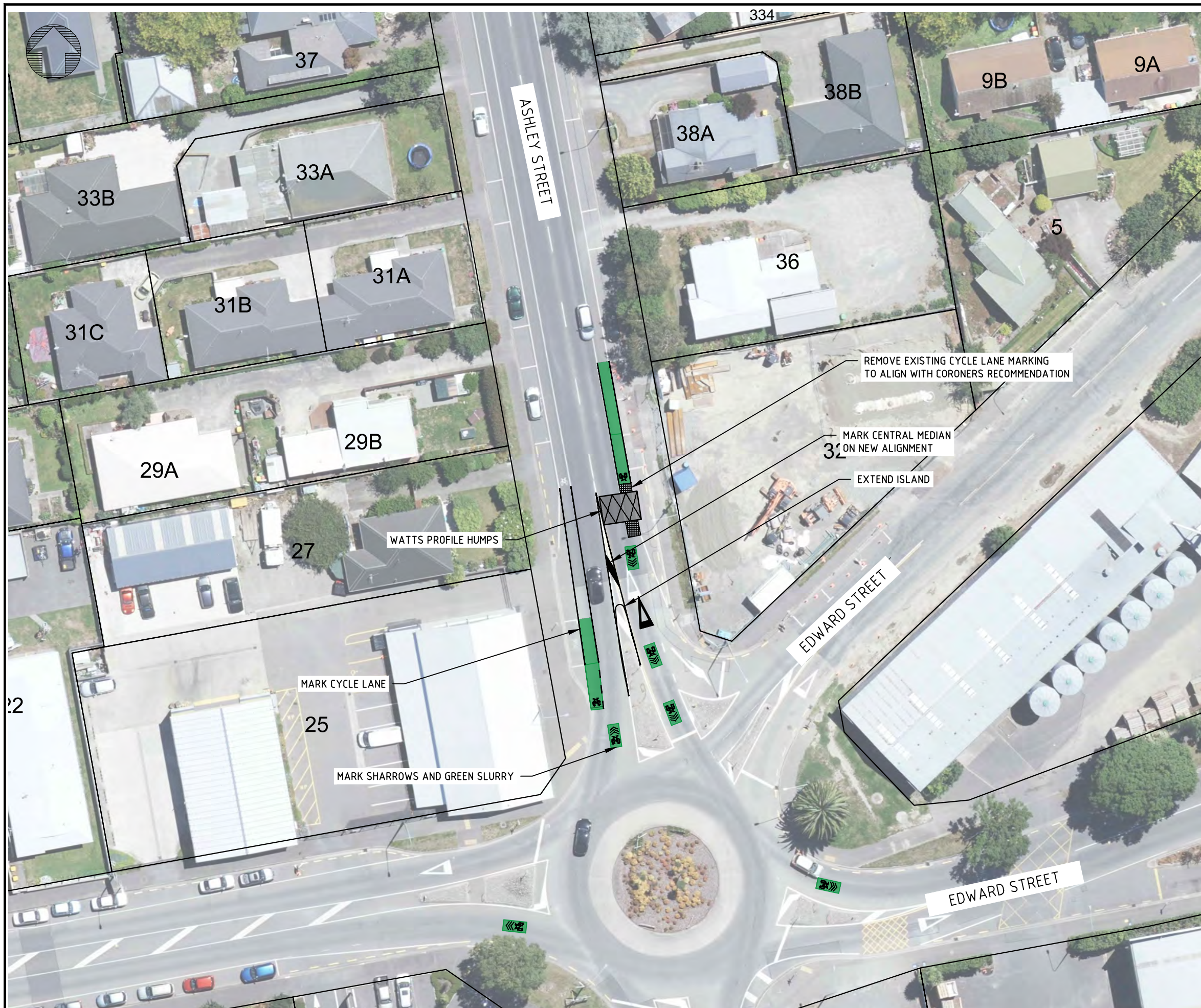
SURVEYED			PROJECT No	PD001952
DRAWN	AMC	22/02/2023	CON No	CON2020-
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:500
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	22/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
RANGIORA CYCLE LANES

SHEET TITLE
ASHLEY STREET
RICKTON PLACE TO JENNINGS PLACE

FOR APPROVAL
NOT FOR CONSTRUCTION
 DRAWING **4351**
 SHEET 002 REVISION A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

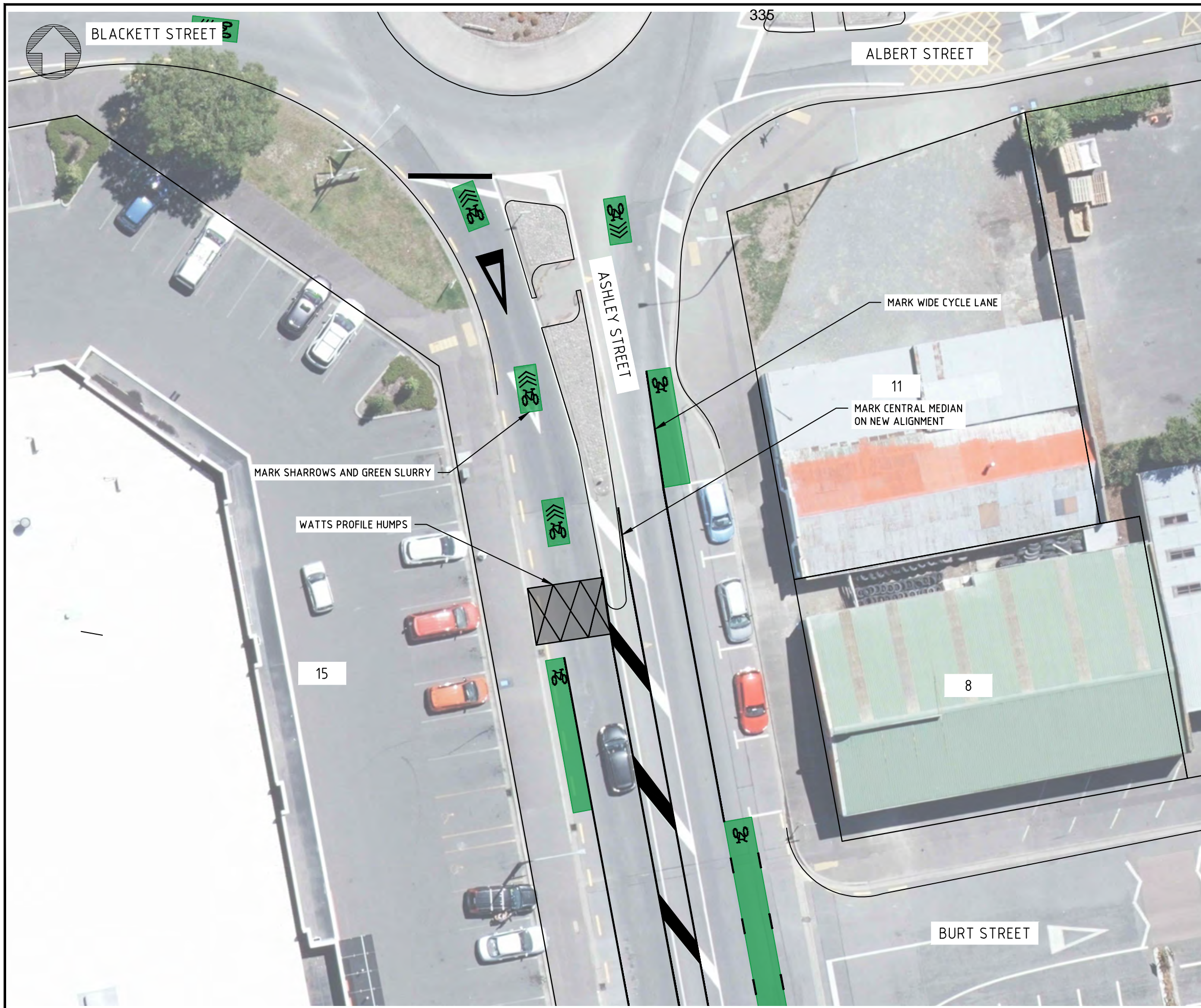
SURVEYED	PROJECT No	PD001952
DRAWN AMC 22/02/2023	CON No	CON2020-
DRAWING CHKD KS 22/02/2023	SCALE (A3)	1:500
DESIGNED AMC 22/02/2023	DATUM ORIGIN	
DESIGNED CHKD KS 22/02/2023	HORIZONTAL NZTM GD2000	
APPROVED JM 22/02/2023	VERTICAL	



PROJECT	TRANSPORT CHOICES PROJECTS RANGIORA CYCLE LANES
---------	--

SHEET TITLE	ASHLEY STREET BLACKETT STREET ROUNDABOUT
-------------	---

FOR APPROVAL NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
003	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

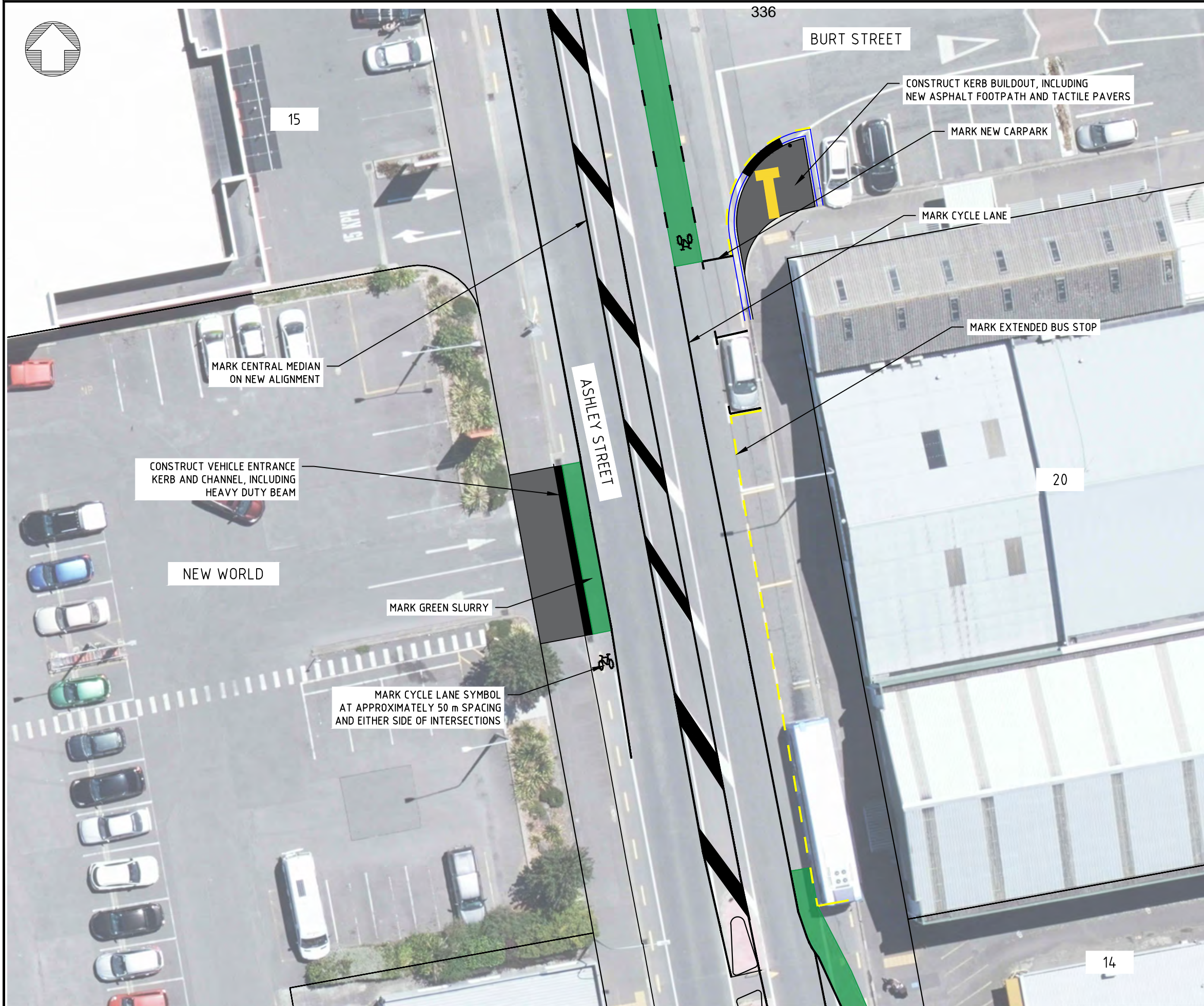
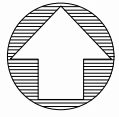
SURVEYED			PROJECT No	PD001952
DRAWN	AMC	01/02/2023	CON No	CON2020-
DRAWING CHKD	KS	01/02/2023	SCALE (A3)	1:250
DESIGNED	AMC	01/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	01/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT	TRANSPORT CHOICES PROJECTS RANGIORA CYCLE LANES
---------	--

SHEET TITLE	ASHLEY STREET BLACKETT STREET TO BURT STREET
-------------	---

FOR APPROVAL NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
004	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023
B	SCHEME DESIGN - REVISED	AMC	KS	DY	07/03/2023

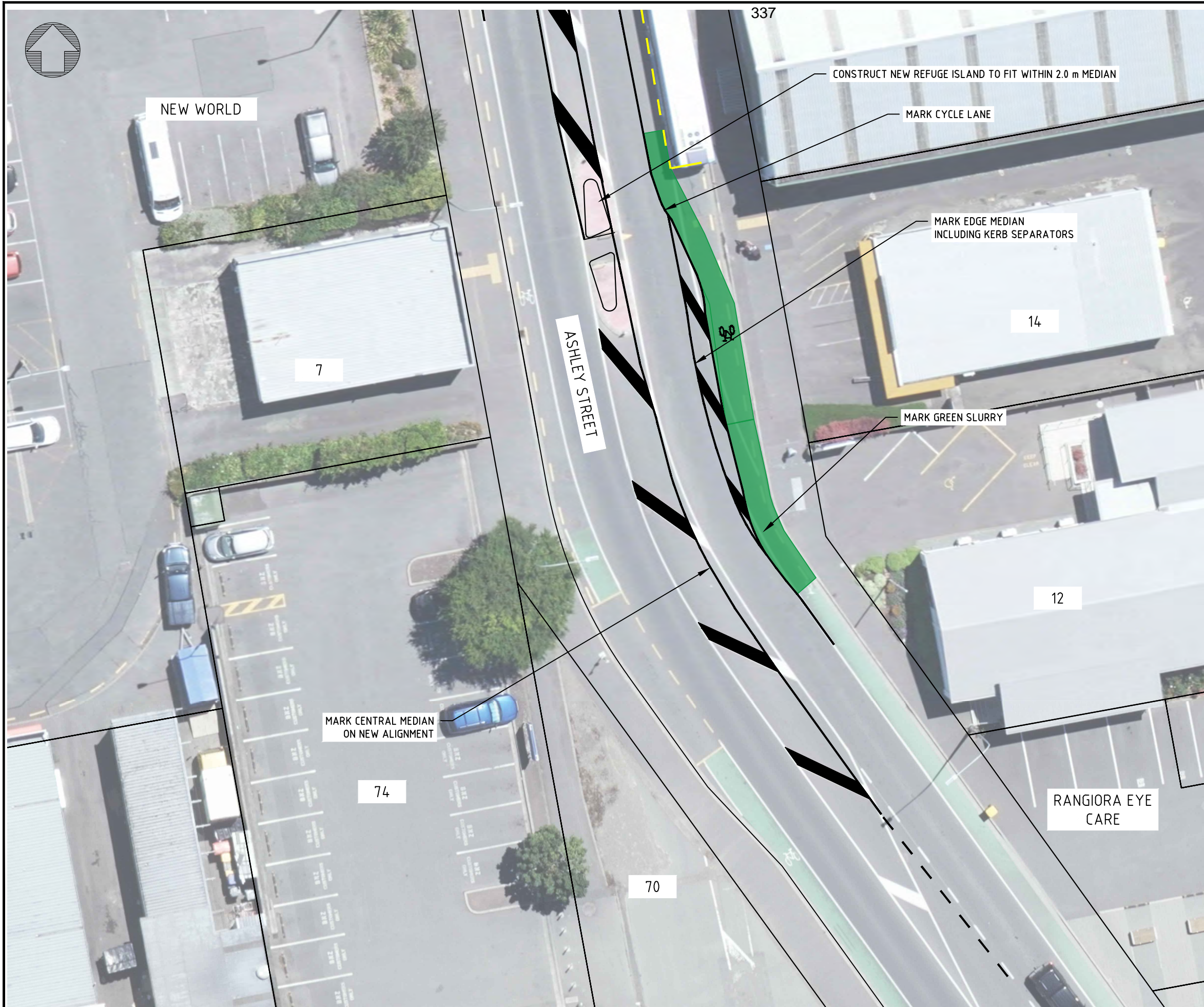
SURVEYED			PROJECT No	PD001952
DRAWN	AMC	01/02/2023	CON No	CON2020-
DRAWING CHKD	KS	01/02/2023	SCALE (A3)	1:250
DESIGNED	AMC	01/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	01/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT	TRANSPORT CHOICES PROJECTS RANGIORA CYCLE LANES
---------	--

SHEET TITLE	ASHLEY STREET BURT STREET TO NEW WORLD
-------------	---

FOR APPROVAL NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
005	B



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	AMC	22/02/2023
B	SCHEME DESIGN - REVISED	AMC	KS	DY	07/03/2023

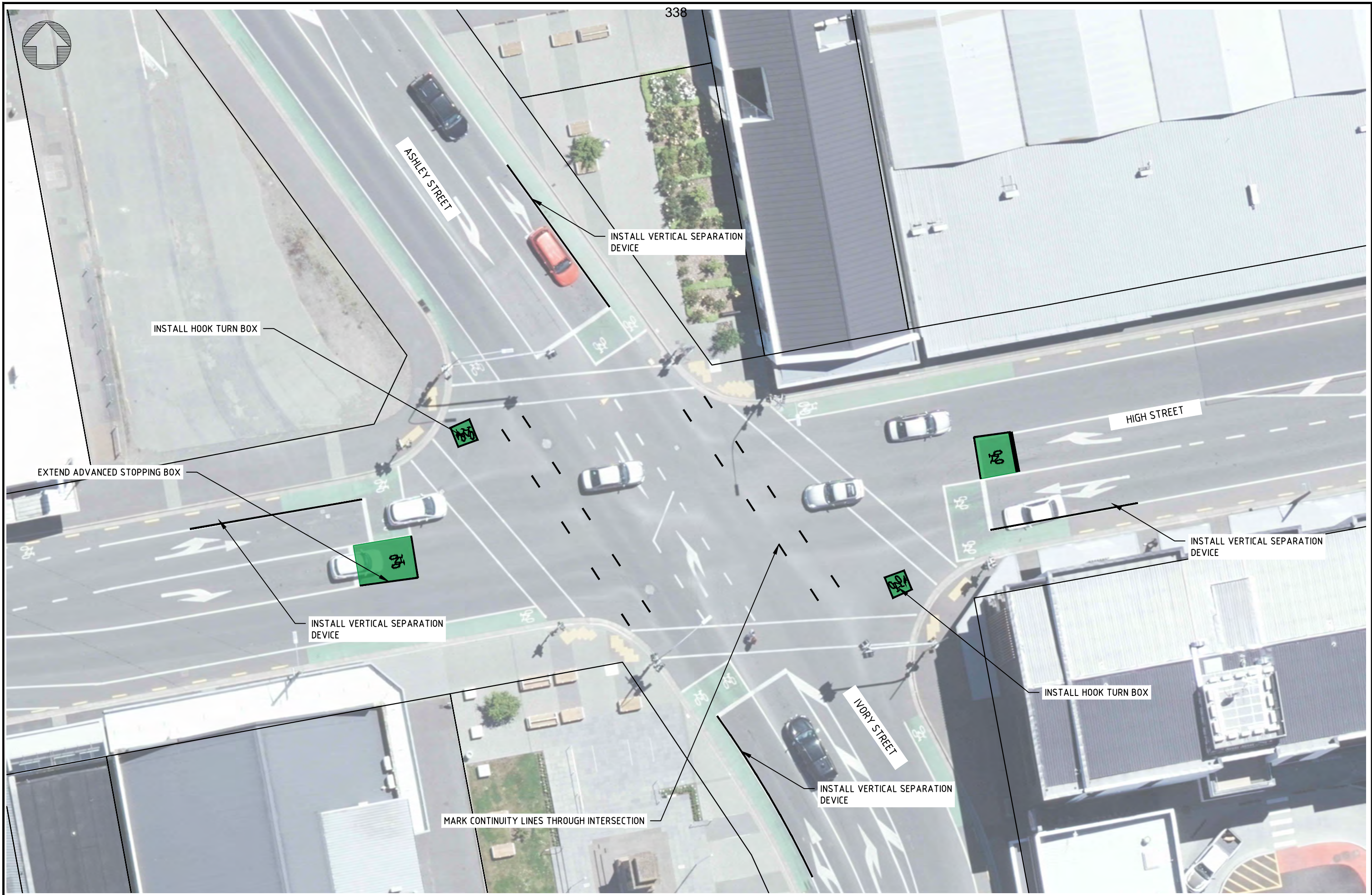
SURVEYED			PROJECT No	PD001952
DRAWN	AMC	01/02/2023	CON No	CON2020-
DRAWING CHKD	KS	01/02/2023	SCALE (A3)	1:250
DESIGNED	AMC	01/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	01/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
RANGIORA CYCLE LANES

SHEET TITLE
ASHLEY STREET
NEW WORLD TO RANGIORA EYE CARE

FOR APPROVAL	
NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
006	B



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

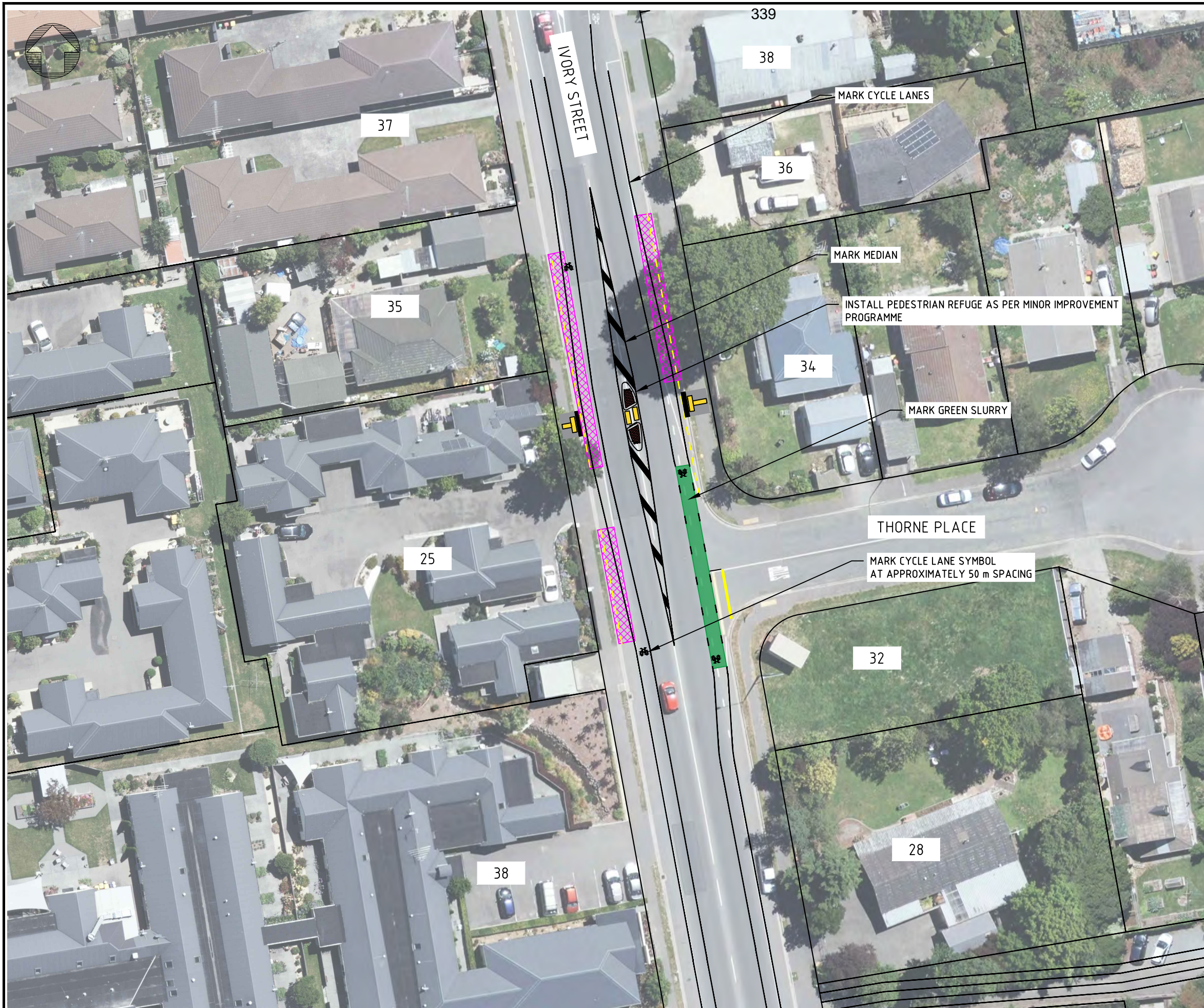
SURVEYED			PROJECT No	PD001952
DRAWN	AMC	22/02/2023	CON No	CON2020--
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:250
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	22/02/2023	HORIZONTAL NZTM GD2000	
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT
**TRANSPORT CHOICES PROJECTS
 RANGIORA CYCLE LANES**

SHEET TITLE
**HIGH STREET AND ASHLEY STREET
 INTERSECTION**

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
014	A



NOTE:
ON-STREET PARKING IS TO BE REMOVED AS SHOWN TO ALLOW FOR
INSTALLATION OF PEDESTRIAN REFUGE ISLAND AS PER MINOR
IMPROVEMENT PROGRAMME.

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHERME DESIGN	AMC	KS	JM	22/02/2023

SURVEYED			PROJECT No	PD001952
DRAWN	AMC	08/02/2023	CON No	CON2020-
DRAWING CHKD	KS	08/02/2023	SCALE (A3)	1:250
DESIGNED	AMC	08/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	08/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
RANGIORA CYCLE LANES

SHEET TITLE
IVORY STREET
38 IVORY STREET TO 28 IVORY STREET

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
007	A



NOTE:
ALL ON STREET PARKING IS RETAINED

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHERME DESIGN	AMC	KS	JM	22/02/2023

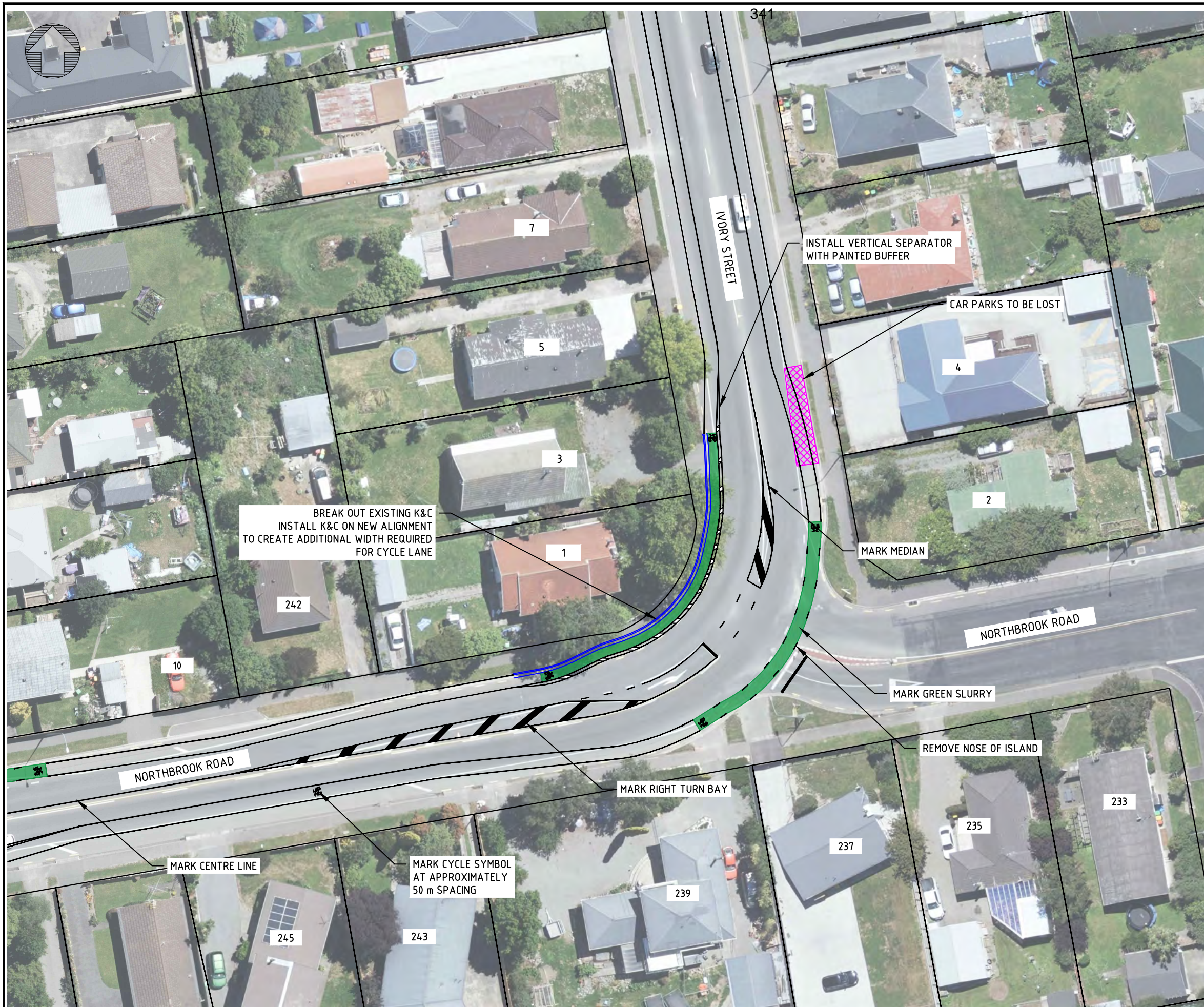
SURVEYED			PROJECT No	PD001952
DRAWN	AMC	08/02/2023	CON No	CON2020--
DRAWING CHKD	KS	08/02/2023	SCALE (A3)	1:250
DESIGNED	AMC	08/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	08/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
RANGIORA CYCLE LANES

SHEET TITLE
IVORY STREET
16 IVORY STREET TO 6 IVORY STREET

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
008	A



NOTE:
CAR PARKS ARE TO BE LOST ON THE EASTERN SIDE AS SHOWN.

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

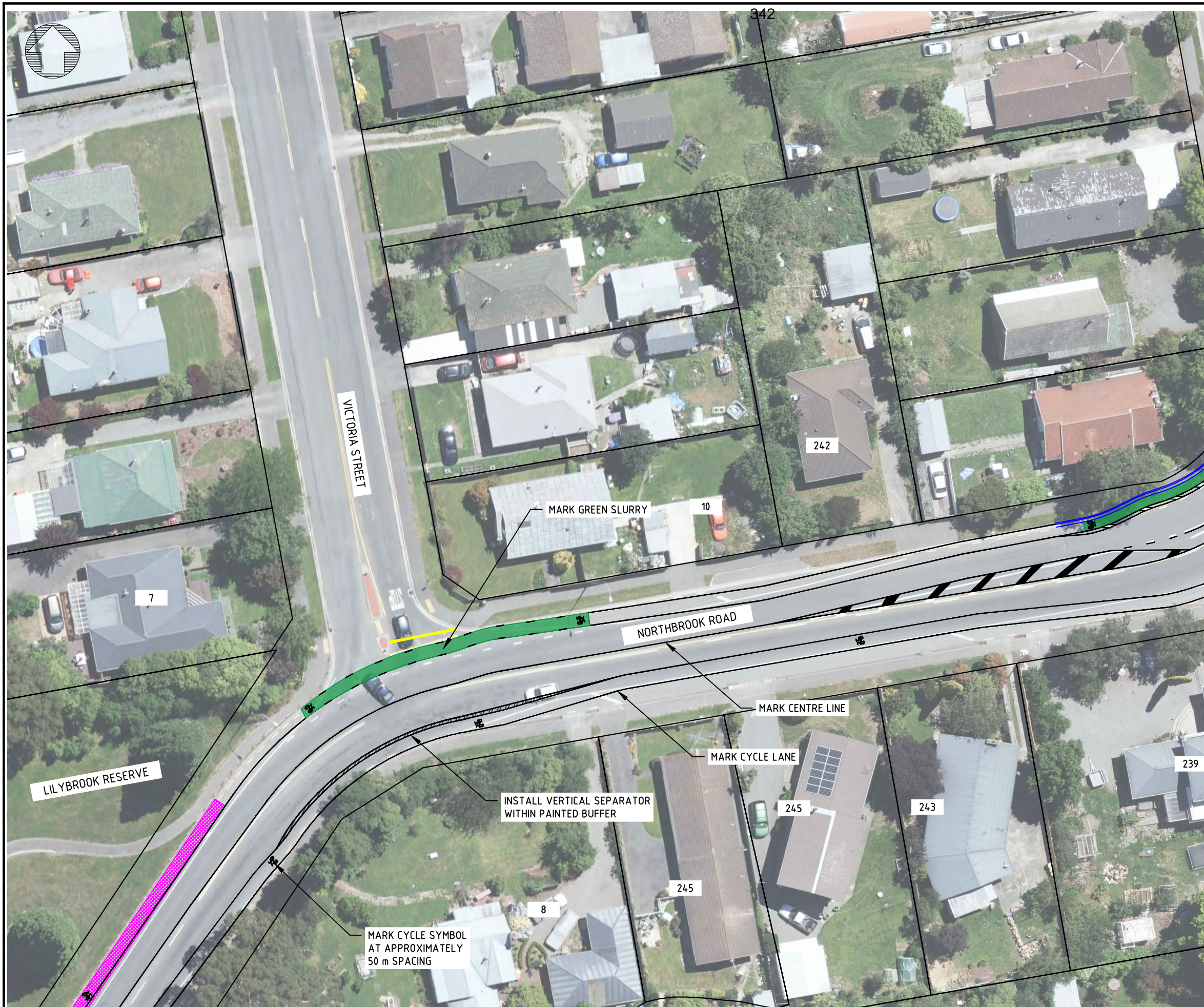
SURVEYED			PROJECT No	PD001952
DRAWN	AMC	22/02/2023	CON No	CON2020-
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:500
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	22/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT	TRANSPORT CHOICES PROJECTS RANGIORA CYCLE LANES
---------	--

SHEET TITLE	IVORY STREET AND NORTHBROOK ROAD INTERSECTION
-------------	--

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
009	A



NOTE:
ALL PARKING IS TO BE RETAINED ON NORTHBROOK ROAD

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

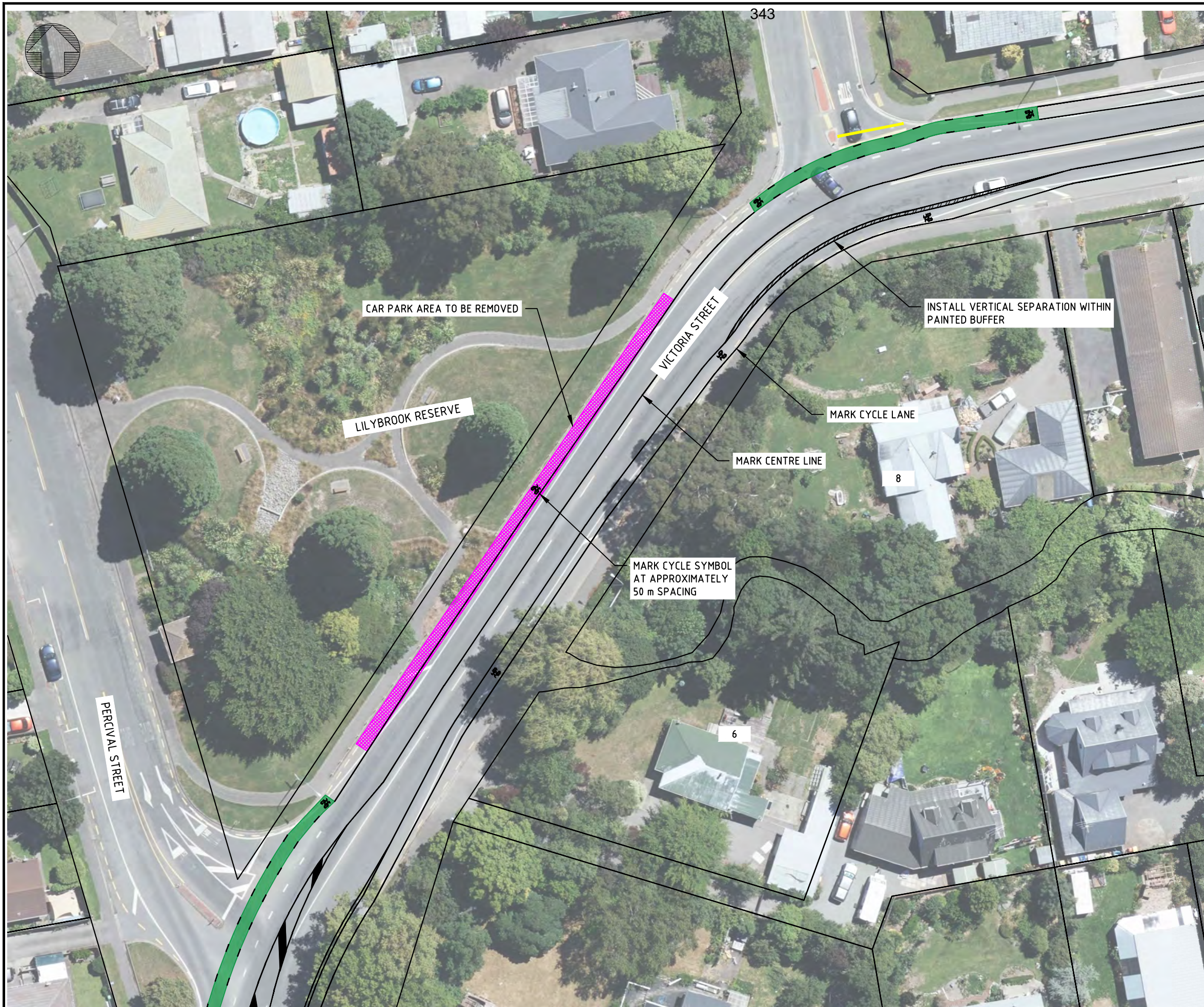
SURVEYED		PROJECT No	PD001952	
DRAWN	AMC	22/02/2023	CON No	CON2020-
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:500
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	22/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
RANGIORA CYCLE LANES

SHEET TITLE
VICTORIA STREET & NORTHBROOK ROAD
INTERSECTION

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
010	A



NOTE.
 PARKING IS TO BE REMOVED ADJACENT LILYBROOK RESERVE.
 PARKING IS TO BE RETAINED ON EASTERN SIDE.

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

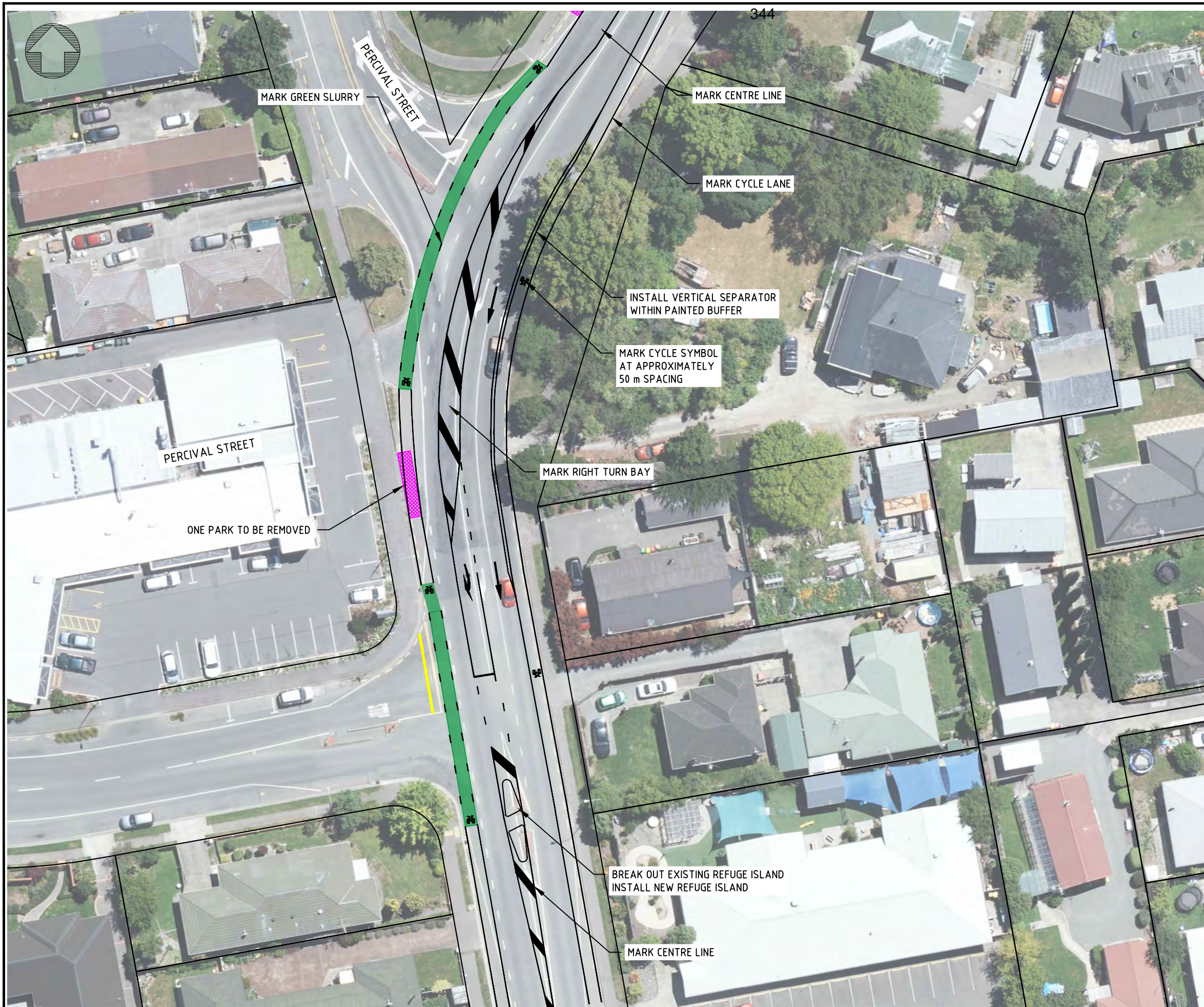
SURVEYED			PROJECT No	PD001952
DRAWN	AMC	22/02/2023	CON No	CON2020-
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:500
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	22/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT
 TRANSPORT CHOICES PROJECTS
 RANGIORA CYCLE LANES

SHEET TITLE
 VICTORIA STREET

PRELIMINARY
 NOT FOR CONSTRUCTION
 DRAWING 4351
 SHEET 011 REVISION A



NOTE:
PARK IS TO BE REMOVED OUTSIDE OF THE LILYBROOK SHOPS.

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

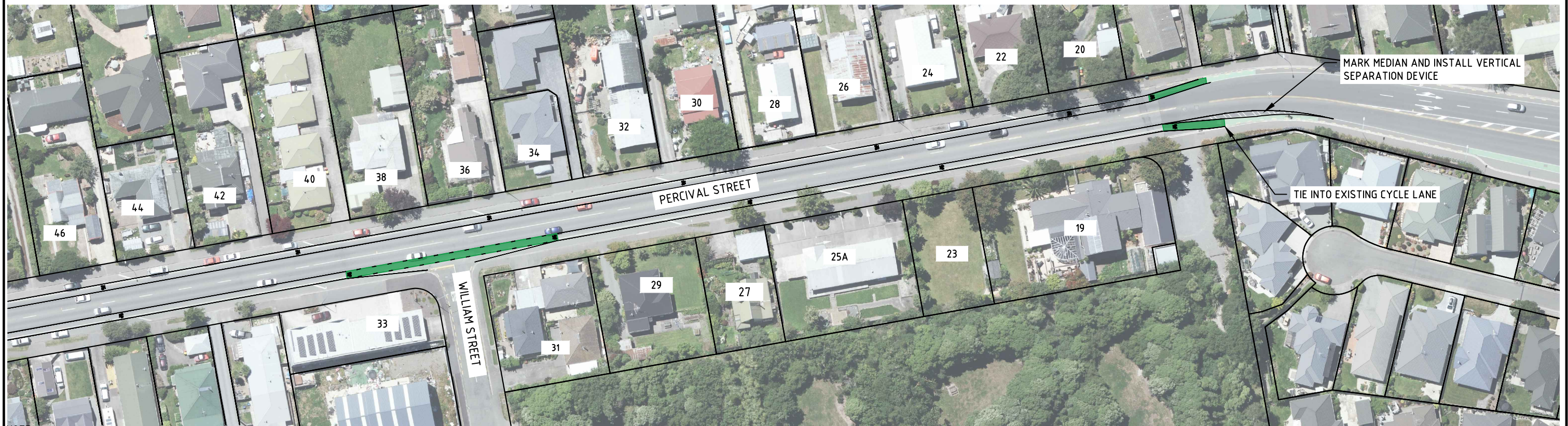
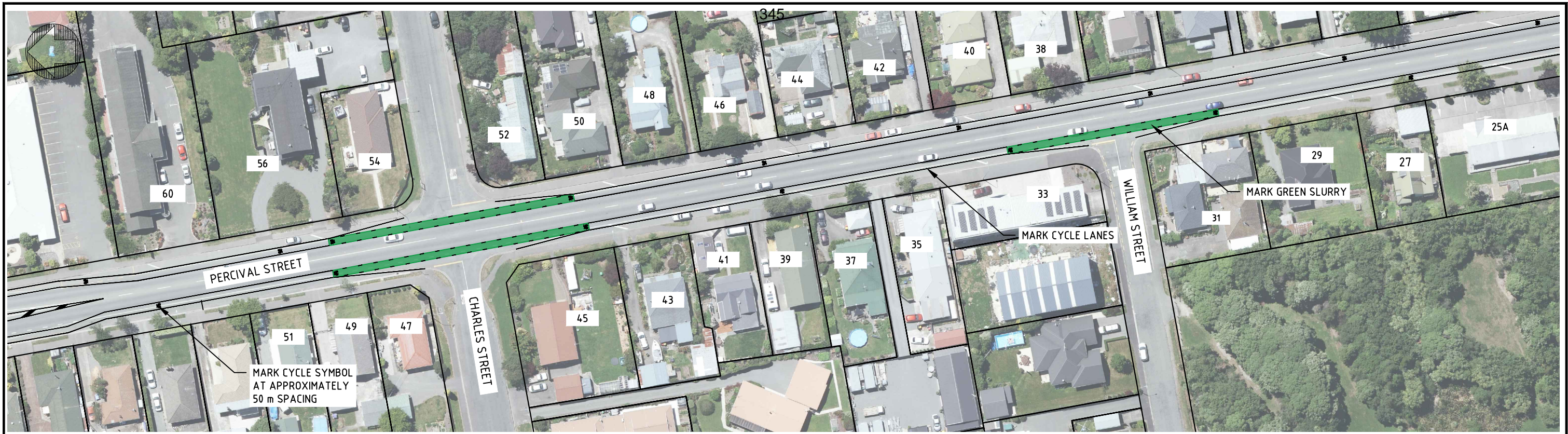
SURVEYED	AMC	22/02/2023	PROJECT No	PD001952
DRAWN	AMC	22/02/2023	CON No	CON2020--
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:500
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	22/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT	TRANSPORT CHOICES PROJECTS RANGIORA CYCLE LANES
---------	--

SHEET TITLE	PERCIVAL STREET AND JOHNS ROAD INTERSECTIONS
-------------	---

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
012	A



NOTE:
ALL PARKING IS TO BE RETAINED.

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

SURVEYED	AMC	22/02/2023	PROJECT No	PD001952
DRAWN	AMC	22/02/2023	CON No	CON2020-
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:1000
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	AMC	22/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT	TRANSPORT CHOICES PROJECTS RANGIORA CYCLE LANES
---------	--

SHEET TITLE	PERCIVAL STREET JOHNS ROAD TO SOUTH BELT
-------------	---

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
013	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

SURVEYED			PROJECT No	PD001952
DRAWN	AMC	22/02/2023	CON No	CON2020-
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:250
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	22/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT	TRANSPORT CHOICES PROJECTS RANGIORA CYCLE LANES
---------	--

SHEET TITLE	SOUTH BELT AND PERCIVAL STREET INTERSECTION
-------------	--

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
015	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

SURVEYED			PROJECT No	PD001952
DRAWN	AMC	22/02/2023	CON No	CON2020--
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:500
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	22/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT	TRANSPORT CHOICES PROJECTS RANGIORA CYCLE LANES
---------	--

SHEET TITLE	SOUTHBROOK ROAD OFF-ROAD/ON-ROAD TRANSITION
-------------	--

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
016	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	22/02/2023

SURVEYED			PROJECT No	PD001952
DRAWN	AMC	22/02/2023	CON No	CON2020-
DRAWING CHKD	KS	22/02/2023	SCALE (A3)	1:250
DESIGNED	AMC	22/02/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	22/02/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	22/02/2023	VERTICAL	



PROJECT
 TRANSPORT CHOICES PROJECTS
 RANGIORA CYCLE LANES

SHEET TITLE
 MITRE 10 AND SOUTHBROOK ROAD
 INTERSECTION

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4351
SHEET	REVISION
017	A



Transport Choices - Walking and Cycling Infrastructure Implementation Communications & Engagement Plan

DRAFT FOR APPROVAL

Project Sponsor	Joanne McBride	
Communications and Engagement Advisor	Karen Lindsay-Lees	
Media Spokesperson	Joanne McBride/Don Young	
Trim Reference:	RDG-32-115; 230131012350	
Budget	\$30,000	GL:

Version	Notes	Author	Date
0.1	Initial Draft	Karen Lindsay-Lees	19/01/23
0.2	PCG Review		
0.3	Final Revision		
0.4			
1.0	Finalised & Adopted		

1. Project Background/Purpose

The Walking and Cycling Strategy, developed by the Council, is a comprehensive plan that aims to improve the accessibility and safety of walking and cycling networks in the community. The strategy was created in partnership with the community and was adopted in 2017.

It has a vision that residents in Waimakariri will choose to walk and cycle more often, and that the environment will be friendly, safe and accessible for walkers and cyclists.

Key Priorities:

- Inclusive Infrastructure
- Community Connections
- Safe Travel
- Healthy Lifestyles

The Walking and Cycling Network Plan is a key task that supports the strategy to increase the accessibility and safety of walking and cycling networks. The plan was developed in conjunction with Community Boards, Councillors and a community reference group. The plan was further refined and prioritised with extensive engagement with the community.

The final plan and infrastructure prioritisation programme was adopted by Council in October 2022. The projects proposed for Climate Emergency Response Funding – Transport Choices (CERF) align with the priorities of the Walking and Cycling Network Plan and aims to address gaps in the network.

The plan was developed with regional coordination in mind and alignment with the strategic direction of the Greater Christchurch Partnership. It includes strategic linkages and alignment with the public transport network, key activity centres, and essential services. Additional planning is underway to create strong connections from homes to destinations, and mode change points to make alternative modes of travel competitive and facilitate mode shift.

The following routes were including in Priority One in the infrastructure prioritisation programme:

- Pegasus to Woodend

- Kaiapoi to Woodend
- Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane
- Ashley Street/Ivory Street/Percival Street
- Tram Road (School path)
- McHugh's Road/Mandeville Road (Sportsground path)

These projects were put forward for the CERF Transport Choices funding stream, and the Woodend to Kaiapoi connection was also put forward for the 'Better Off' funding stream (Three Waters Reform). Council has since secured this funding. Council now needs to design and build these projects by June 2024.

This plan focuses on community engagement on the following priority routes only, as these projects will require the highest level of communications and engagement:

- Pegasus to Woodend
- Kaiapoi to Woodend
- Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane

Targeted engagement will be undertaken with residents and stakeholders for the other projects, however due to the much smaller scale of the communication / consultation and the fact this will be specifically targeted, this is not covered in this plan

Table 1. Indicative funding programme.

Programme of Improvements	Transport Choices Share	Council Share	Total
Delivering strategic cycling / micro mobility networks	67%	33%	100%
Woodend to Kaiapoi Cycleway	\$ 2,000,000	\$ 1,000,000*	\$ 3,000,000.00
Railway Road/Torlesse Street/Coronation Street/Ellis Road	\$ 950,600	\$ 465,500	\$ 1,416,100.00
Woodend to Pegasus (SH1)	\$ 449,500	\$ 220,500	\$ 670,000.00
Ashley Street/Ivory Street/Percival Street	\$ 489,900	\$ 240,100	\$ 730,000.00
Wayfinding Signage	\$ 50,000	\$ -	\$ 50,000.00
Cycle stands	\$ 20,000	\$ -	\$ 20,000.00
Supporting safe green and healthy school travel			

Tram Road (Mandeville to Swannanoa School path)	\$ 300,300	\$ 147,000	\$ 447,300.00
Mandeville Road (McHughs Road to Mandeville Sports Ground)	\$ 68,700	\$ 34,300	\$ 103,000.00
Southbrook Schools Traffic Calming & Pedestrian Facilities	\$ 67,000	\$ 33,000	\$ 100,000.00
Creating walkable neighbourhoods			
New footpaths in urban areas	\$ 400,000	\$ 200,000	\$ 600,000.00
			\$ 7,186,400.00

* Council share of the Woodend to Kaiapoi Connection is from "Better Off" funding.

2. Key Milestones

The proposed timeline includes:

2022

- Adoption of the Walking and Cycling Network Plan and Infrastructure Prioritisation Programme
- Secure funding to design and construct priority one routes in the infrastructure prioritisation programme

2023

March:

- Report to the Utilities and Roading Committee:
 - Pegasus to Woodend (Approval to consult on scheme design)
 - Kaiapoi to Woodend (Approval to consult on scheme design)
 - Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane (Approval to consult on scheme design)
 - Ashley Street/Ivory Street/Percival Street (Approval of design)
- Kaiapoi-Tuahiwi Community Board (Approval to consult on scheme design)
 - Pegasus to Woodend
 - Kaiapoi to Woodend
- Woodend-Sefton Community Board (Approval to consult on scheme design)
 - Pegasus to Woodend
 - Kaiapoi to Woodend
- Rangiora-Ashley Community Board
 - Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane (Approval to consult on scheme design)
 - Ashley Street/Ivory Street/Percival Street (Approval of design)

April/May:

- Let's Talk Community Engagement on the scheme design for the following routes:
 - Pegasus to Woodend
 - Kaiapoi to Woodend
- Targeted community information session for residents and businesses on Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane

May:

- Detailed design Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane – Utilities and Rooding Committee for Approval

June – September:

- Tender process, award and build Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane
- Collate community feedback from Let's Talk
- Detailed design completed on:
 - Pegasus to Woodend

Kaiapoi to Woodend October:

- Detailed Design for Approval – Utilities and Rooding Committee
 - Pegasus to Woodend
 - Kaiapoi to Woodend
- Detailed Design for Approval – Kaiapoi-Tuahiwi Community Board
 - Pegasus to Woodend
 - Kaiapoi to Woodend
- Detailed Design for Approval – Woodend-Sefton Community Board
 - Pegasus to Woodend
- Kaiapoi to Woodend Tender, Award and Build: The timeframe for delivery of the projects in the Transport Choices Package is as per the programme submitted with the funding agreement, and varies across the various projects.

3. Communications Approach

Based on the IAP2's Public Participation Spectrum, the level of public engagement to be used is 'Consult'.

INFORM and CONSULT	
Public Participation Goals	<p>Provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</p> <p>"We will keep you informed"</p> <p>To obtain public feedback on analysis, alternatives and/or decisions.</p> <p>"We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals"</p>

4. Communications Objectives

To support the delivery of the infrastructure prioritisation programme, the communication objectives are to:

- Seek community feedback on the proposed scheme designs for:
 - Pegasus to Woodend
 - Kaiapoi to Woodend
 - Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane
- Raise residents' awareness of the cycleways within the District as a viable commuter route between towns and into Christchurch City, promoting the greater connections and ease of movement.
- Promote the cycleways as an accessible, safe and healthy way for people to travel between Pegasus, Woodend, Kaiapoi, and the wider Waimakariri District.
- Ensure details of the cycleways are easy to find and accessible.
- Ensure it is easy to provide feedback, and that a variety of feedback methods are available to suit the different needs within the community.
- Ensure all business owners and property owners within the vicinity of the cycleways are provided with information on the project and have the opportunity to give feedback.
- The community are given a range of opportunities to participate in this engagement and have their voices heard.
- Make sure other relevant stakeholder groups are provided with information on the project and have the opportunity to have a say.

5. Risks and Mitigation

Communication Risk	Mitigation
Why are we wasting money on cycleways?	Highlight the significant government funding to build these cycle connections.

	<p>Explain the background to the project and the level of previous public consultation. Mandate from the public to deliver more connections between towns and areas of interest for walkers and cyclists and higher investment in these facilities.</p> <p>Link back to the engagement as well as our community outcomes.</p>
<p>Backlash from members of the public or business owners who disagree on the scheme design, routes or disagree that Council should be funding the construction of a new cycleways.</p>	<p>Closely monitor social media channels and use replies to encourage complainants to make a formal submission with their concerns.</p> <p>Correct inaccurate information posted by residents if and as required.</p>
<p>The public are apathetic about the project resulting in lack of feedback.</p>	<p>Clear messaging about the project and benefits to the wider community. Clearly explain the process and impact. Widely promote the project and its benefits. Use multiple communication channels.</p>
<p>Community members do not read communication material or engage in the feedback process.</p>	<p>Use multiple communication tools to target key stakeholders. We will measure awareness as a key metric to quantify the reach of our engagement material.</p> <p>At all stages we will encourage members of the public to engagement in the submission process.</p>
<p>Key stakeholders don't receive information, read communication material or engage with the engagement.</p>	<p>Use multiple mediums of communication to target key stakeholders.</p> <p>Make sure every business owner and landowner in the area receives written information about the project.</p> <p>Visit businesses in the area in person.</p> <p>Build and maintain a current stakeholder database.</p> <p>Ensure good briefings of the Councillors and the Community Boards</p>
<p>The Community feel that they haven't been consulted well.</p>	<p>Use multiple mediums of communication to reach residents and businesses.</p> <p>Make sure it's easy to provide feedback.</p> <p>Hold public drop-in sessions.</p>

	<p>Use advertising and local media.</p> <p>Ensure community board members and resident associations, cycling interest groups and businesses are well informed.</p>
Residents are not willing to engage with Council to discuss solutions.	Use face-to-face meetings and discussions where possible and ensure all opportunities to talk to Council are followed through.
People feel that their view is not taken into account because something different to what they want is implemented.	The final decision, rationale why, and benefits of the changes are explained following the adoption of final design plans. Close the loop by sharing feedback received and decision-making process through Bang the Table and other channels.
Media portray the project or engagement in a negative light.	<p>Brief media about the project before engagement begins and discuss with them key messages.</p> <p>Find interesting perspectives and stories for the media to use.</p> <p>Correct inaccurate information if it arises.</p>

6. Audience and Stakeholders

Directly affected	<ul style="list-style-type: none"> • Waimakariri District residents along each route • Local Businesses • Schools
Internal	<ul style="list-style-type: none"> • Roading & Transport Manager – Joanne McBride • Senior Engineering Advisor – Don Young • Civil Projects Team • Roading Team • Greenspace Team • Senior Communication and Engagement Advisor – Karen Lindsay-Lees • Community Boards • Mayor and Councillors • Management Team
Other Stakeholders	<ul style="list-style-type: none"> • Walking advocate • Cycling advocate • Waimakariri Access Group • Age Friendly Advisory Group • Councillors and Board reps • Youth Council • School Representative • Enterprise North Canterbury • Oxford Promotions Action Committee • Kaiapoi Promotions Association • Rangiora Promotions Association • Pegasus Residents Group • Pines and Kairaki Beach Association • Kaiapoi East Residents Association • Woodend Community Association • Environment Canterbury • Waka Kotahi • Emergency Services • Key Businesses?

7. Key Messages

- The community prioritised these projects through previous community engagement and mandated for a higher level of investment in walking and cycling projects – we’re delivering on this
- Funding to build these connections has been secured from the Better Off Fund and CERF (Transport Choices)
- We are committed to providing safe walking and cycling opportunities across the District
- Building these connections between our main towns make the routes safer and accessible for everyone
- Everyone benefits when we have accessible infrastructure like cycleways which encourage people to move around the district in different ways
- There are holistic benefits of making it easier to walk and cycle around Waimakariri
- It means fewer cars on the road and in turn more availability of parking. For people who walk and bike it’s knowing you’re moving around in a way that is good for your health – you also never need to worry about where to park
- Transport Choices key messaging
 - The funding is part of the Transport Choices package included within the Climate Emergency Response Fund (CERF), and it is an ambitious programme of work that will open our streets and help people in communities across the country get to where they need to go safely and efficiently.
 - Waka Kotahi will be working with local councils to progress strategic cycle networks, create walkable neighbourhoods and safer, greener, and healthier school travel, and make public transport more reliable, affordable, and easier to use.
 - Transport is a major source of emissions. Transport Choices will help reduce these emissions from transport and create fairer, safer, and healthier environments for people to live, work and play across the country.
- CERF key messaging
 - We need to think clearly about how we can contribute to tackling one of the biggest challenges of our time, climate change. When it comes to transport, it means looking at how we can offer safer, healthier, and more accessible alternatives for everyone across New Zealand to move around their towns and cities more easily.
 - By providing more low-carbon travel options, we will be able to make our towns and cities more people friendly and pleasant places to live, work and visit. In doing so, we can help to create a better future for ours and future generations.
 - The CERF programme includes transport initiatives that will enable people across New Zealand to help mitigate climate change – it will provide increased transport options, improved health, social and equitable outcomes, and deliver a healthier future for us all.
 - Budget 2022 also provided \$1.2 billion to Waka Kotahi to reduce emissions through the Climate Emergency Response Fund.
 - The three areas of focus for transport are:
 - reduce reliance on cars and support people to walk, cycle and use public transport
 - rapidly adopt low-emissions vehicles and fuels
 - begin work now to decarbonise heavy transport and freight

8. Communications Channels

	Tactic	Who
Distribution Consultation Document	Let's talk booklet with key messages, information about scheme designs and maps. Split into main routes with specific scheme design feedback options. Limited printing in-house.	Comms & PCG
	Email let's Talk material to Community / Special Interest Groups and invite to engagement event.	Comms / PCG
	Email e-copy consultation documents for schools and local businesses with link to Let's Talk page. Email with invite to relevant engagement event.	Comms /PCG
	Information display and copies of all documents at all Council Service Centres and Libraries. Pull-up banner and copies of consultation document.	Comms
Engagement	Drop-In Session / Business Breakfast / Engagement Event	PCG
	Maintain an updated stakeholder contact list. Including reference group and those special interest groups – North Canterbury Cycle Club and various walking groups.	PCG
	Re-do voiceover on video produced for social media and promote online engagement	Comms
Advertising	Regular newspaper adverts through engagement period in the Northern Outlook / North Canterbury News / Kaiapoi Advocate / Oxford Observer / Woodend Woodpecker	Comms

	Radio advertising on Compass FM and on-air interviews with spokesperson.	Comms / Spokesperson
	Facebook Advertising Campaign	Comms
Online Presence	Engagement page set up on Bang the Table. Ensure the page remains updated with progress. We will keep submitters up-to-date throughout the engagement period and close the loop when decisions are made	Comms
	News articles on Council website as required with links to the engagement page.	Comms
	Regular social media posts using the Council's digital channels – use video.	Comms
Media	Issue media releases as appropriate and pro-actively work with media as opportunities arise.	Comms
	In-person briefings with local media before the engagement opens and supply with graphics/photos.	Comms

9. Budget and Resources

Several assumptions are made in preparing this budget:

1. Primarily using internal resources for graphic design, photography, videography and engagement.
2. Advertising restricted largely to local media outlets.
3. Use of internal facilitators for engagement events.
4. The following refers to these schemes only unless stated otherwise:
 - a. Pegasus to Woodend
 - b. Kaiapoi to Woodend
 - c. Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane

Product	Notes	Who	When	Budgeted Cost
Advertising	Newspaper	Comms	April/May	\$3000
	Social Media			\$2000
	Radio			In-house
	Video Production			\$3000
	Digital Billboard			\$2000
	Digital Screens			In-house
Document – Design & Print	Let's Talk and feedback form content development	Comms	Feb/March	In-house
	Graphic Design			In-house

	Photography			In-house
	Let's talk flyer to targeted residents			\$5000 - \$7000
	Production of full scale decals and other props or display items			\$5000
	Specific Targeted Community Meeting Flyer - Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane		March	In-house
Online presence	Bang the Table page	Comms	April/May	In-house
	Latest news article			In-house
	Facebook/Twitter			In-house
Engagement Events	Banners / Posters / Display Printing	Comms	April/May	\$2000
	Drop-in sessions			\$500
	Targeted community meeting Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane		Early April	In-house
TOTAL				\$24500

Waimakariri District Council: No-Stopping Restriction Schedule associated with Rangiora Grade 3 Cycle Lanes

Item	Locality	Street	Side of Street	Location	Distance [m]	No. of spaces impacted	Notes
					61		
	Rangiora	Ashley Street	West	89 Ashley Street		33	3 Existing width insufficient for on-street parking, regardless of this project
	Rangiora	Ashley Street	West	79 - 85 Ashley Street		66	6 Existing width insufficient for on-street parking, regardless of this project
	Rangiora	Ivory Street	East	34 Ivory Street		30	5 Required for pedestrian refuge crossing location
	Rangiora	Ivory Street	West	35 & 29 Ivory Street		27	4 Required for pedestrian refuge crossing location
	Rangiora	Ivory Street	East	No. 4 Ivory Street		12	2 Parking spaces cannot be retained due to tracking curve requirements for heavy vehicles around the bend.
	Rangiora	Victoria Street	West	Alongside Lillybrook Park		70	12 Low parking demand, no residential housing, required to accommodate the on-road cycle lanes
	Rangiora	Percival Street	West	Outside Lillybrook Shops		8	1 Parking space cannot be retained due to the need to retain the right turn lane into Johns Rd.
	Rangiora	Ashley Street	West	Opposite Coldstream Road		38	6 Provision for future refuge crossing outside undeveloped parcels of land.
	Rangiora	Ashley Street	West	73A Ashley Street		6	1 Taper of cycle lane to match existing.

Evaluation/Measures of Success

Outputs:

- Distribution of scheme designs and feedback form
- Number and reach of advertisements
- Number of people reached through engagement events
- Number of media releases and responses to media enquiries
- Number of conversations had with the public
- Number and reach of social media postings
- Number and variety of stakeholder events
- Number of collaborative meetings with key stakeholders and interest groups

Outcomes:

- Feedback from our partners and key stakeholder on engagement during the engagement process
- Quantity and quality of submissions received
- Number of people attending engagement events, including drop-ins
- Quantity and quality of comments and engagement on social media
- Volume and integrity of media coverage of the scheme designs, especially during the engagement phase

10. Debrief

For large engagements, a debrief should be held following that looks at:

1. What worked?
2. What didn't work?
3. How can we communicate the results of the process to our stakeholders and community?
4. How can we learn from this process?

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-32-115-04 / 230131011989

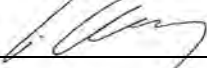
REPORT TO: WOODEND SEFTON COMMUNITY BOARD

DATE OF MEETING: 13 March 2023

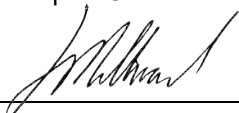
AUTHOR(S): Kieran Straw – Civil Projects Team Leader
Allie Mace-Cochrane – Project Engineer
Joanne McBride – Roading & Transportation Manager

SUBJECT: Approval of Scheme Design for Consultation – Transport Choices Project 3
- Woodend to Pegasus Footpath

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



General Manager



Acting Chief Executive

1. SUMMARY

- 1.1. This report is seeking approval of the scheme design for the proposed Woodend to Ravenswood cycle connection, and associated footpath alongside State highway 1 to Pegasus.
- 1.2. The route is providing a safe walking and cycling link between Woodend (Woodend Road) and Ravenswood, via Garlick Street, as well as a formed unsealed footpath connection to Pegasus alongside State Highway 1.
- 1.3. These routes are as approved on the Walking and Cycling Network Plan.
- 1.4. The Transport Choices funding agreement is for the Woodend to Ravenswood link only, and there is no guarantee that funding will extend to complete the Pegasus link at the same time.
- 1.5. The “Transport Choices” funding stream requires that all works is complete by June 2024.

Attachments:

- i. Scheme Design Drawing Set (Trim No. 230216020674)
- ii. Community Engagement Plan (Trim No. 230131012350)
- iii. Parking Removal Schedule associated with the Woodend to Ravenswood / Pegasus Cycleway (Trim 230302028850)
- iv. Drawing showing the relationship between Project 1 and Project 3 (Trim No. 230302028912)

2. RECOMMENDATION

THAT the Woodend Sefton Community Board:

- (a) **Receives** Report No. 230131011989
- (b) **Recommends** to the Utilities and Roading Committee that it:
 - i. **Approves** the Scheme Design as per Attachment i of this report for the purposes of consultation

- ii. **Notes** that staff will present the approved Scheme Design to directly impacted residents and stakeholders for feedback.
- iii. **Notes** that feedback from the consultation will be fed into the Detailed Design and that the Detailed Design will be reported back to the Community Boards and the Utilities and Roading Committee in May 2023 for their approval before procurement begins.
- iv. **Notes** that the Scheme Design will be distributed to Greenspace's Landscape Architect for comment around amenity options, which will be fed into the Detailed Design and reported back to the Community Board, and Utilities and Roading Committee.
- v. **Notes** that the Scheme Design requires the removal of 40 on-street car parking spaces at the locations detailed within the draft parking removal schedule included as attachment iii. of this report, and that the final approval of any parking spaces to be removed will be included within the detailed design report in May 2023.
- vi. **Notes** that any parking to be removed as a result of the Scheme Design will be communicated directly with the immediately adjacent residents.
- vii. **Notes** that staff have designed two links; one as a connection to Pegasus and one as a connection to Ravenswood. Both of these are on the approved Network Plan, however the Transport Choices Funding application only allowed for the Ravenswood connection.
- viii. **Notes** that the Pegasus footpath connection will only proceed if there is adequate budget to do so.
- ix. **Notes** that staff are working closely with Waka Kotahi to co-ordinate this cycleway project with the planned Woodend Safety Improvement project that is currently being designed.
- x. **Notes** that this project is funded through the "Transport Choices" funding stream (which is still subject to final signing and confirmation), and this requires that all works is complete by June 2024.
- xi. **Notes** that the funding agreement between Waka Kotahi and the Waimakariri District Council is dependent on the site having been through an independent Road Safety Audit process, which will proceed upon acceptance of this report, and that the safety audit may result in further minor design changes.
- xii. **Notes** a small corner snipe of land may be required for the purposes of constructing the cycleway, and that staff upon approval of this report will enter negotiations with the relevant land owners to purchase the required land, noting that a report approving purchase will be brought back to Council.

3. **BACKGROUND**

- 3.1. The Waimakariri District Council have committed to improving multi-modal transport options throughout the District. The intention is to provide safe and accessible facilities which encourage active movements within the community.
- 3.2. The Walking and Cycling Network Plan has been derived to deliver upon the actions which were agreed and endorsed in the Waimakariri Walking and Cycling Strategy 2017-2022. The vision of this strategy is "Waimakariri residents choose to walk and cycle, and that the environment is friendly, safe and accessible for walkers and cyclists". Overall, the aim of the strategy is to encourage walking and cycling, both for recreational and commuter travel. This policy was developed with alignment to Regional Transport Plans and other national/regional policy documents.

- 3.3. A previous report was taken to All Boards in August 2021 seeking approval to consult on the draft Walking & Cycling Network Plan. This report then went on to be approved by Council in October 2021. Refer to TRIM No. 210920151361 for further background information.
- 3.4. Following this district wide consultation, a further report was taken to the Boards and then the Council in October 2022 seeking adoption of the Walking and Cycling Network Plan, and associated Infrastructure Prioritisation Programme. This was adopted.
- 3.5. At the time of the adoption of the Walking and Cycling Network Plan, there was a Council funded budget of \$660,000 within the 2023 / 2024 financial year for all the "Priority One" sites. This budget was inadequate for this work, so it was also noted within that report that additional funding was being sought through Waka Kotahi "Transport Choices" of the following links:
- xiii. Woodend to Pegasus / Ravenswood;
 - xiv. Kaiapoi to Woodend
 - xv. Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane;
 - xvi. Ashley Street/Ivory Street/Percival Street;
 - xvii. Tram Road (School path);
 - xviii. McHughes Road/Mandeville Road (Sportsground path);
- 3.6. The Waimakariri District Council's funding application was approved for all links, with funding agreements yet to be confirmed.

4. ISSUES AND OPTIONS

- 4.1. The Design for this route has been broken into sections and described below. The following descriptions should be read in conjunction with Attachment I of this report.

4.1.1. Main Road, Woodend (Woodend Road to Chinnery's Road)

The proposed route takes the existing 1.5m footpath on the western side of Main Road, and widens it to 2.5m.

The footpath alignment currently meanders along a wide berm with good sightlines, and few vehicle entrances.

The proposed shared use path will connect with the proposed Waka Kotahi traffic signals at Woodend Road, which provides south-bound cyclists with an opportunity to transition to the existing on-road cycle lanes south of Woodend Road.

A property at Mai Road needs to be approached about moving their fence back off the road reserve, to allow sufficient space.

The proposed design includes a pedestrian refuge island immediate north of the McQuillan Ave intersection providing pedestrian connectivity from the end of the existing footpath across the State Highway to the proposed path extension to the north of Chinnery's Road.

The installation of this pedestrian refuge island will require the installation of no-stopping lines on each side, resulting in the loss of 10 on-street car parking spaces.

4.1.2. Main Road, Woodend (Chinnerys Road to 70km/hr speed threshold)

On the northern side of the Chinnerys Road intersection, it is likely that there will be a minor property purchase required, taking a corner snip a property on Main Road. This will allow the path to be kept clear of the intersection before transitioning onto the existing sealed shoulder of State Highway 1. This is yet to be confirmed with the landowner. A fall back position would be to realign the path but this would be less optimal.

The shared path along the sealed shoulder will be separated from the passing traffic using concrete kerb separators, and will require additional sealed shoulder construction to ensure a minimum width of 2.5m. This design will eliminate all on-street parking between Chinnery's Road, and the Barnaby Church, however it is noted that there are very few houses that front onto this stretch of road, and subsequently there is a very low parking demand for this section of road.

To maintain the on-road parking along this length would require to both the undergrounding of the high-voltage overhead lines, and to pipe the existing open drain, which would make this project cost-prohibitive. Alternatively the shared path could be constructed on the east side of the highway, but this doesn't provide the same connectivity and would require a difficult cycle crossing near the church, which is not recommended.

Parking outside Barnaby Church will be retained, and formalised to accommodate 9 on-street car parks.

4.1.3. Garlick Street connection

The 2.5m shared use path will be continued from Main Road Woodend, through to connect to the future location of a road to be constructed as part of Stage 6 of Ravenswood. This road will cross Taranaki Stream with a new two lane bridge with a cycleway built in, and extend approximately half way to the state Highway. Therefore this section of the path will be constructed by the Developers of Ravenswood, and is planned to be completed by started during 2024.

The Council will construct a new shared path to that point. If the Stage 6 works are delayed, the Council will also construct a temporary gritted path the existing footbridge over the Taranaki, noting that this bridge is not the appropriate width.

This will then provide connectivity to the existing shared use path on the western side of Garlick Street.

4.1.4. Main Road, Woodend (Pegasus Connection)

Provisionally, the design also includes the construction of a 1.8m unsealed footpath from Pegasus Boulevard to an appropriate pedestrian crossing location in the vicinity of St Barnabas Church (exact location to be confirmed with discussions with the Church). The proposed refuge crossing will provide pedestrian connectivity back to the proposed shared path connection on the western side of the State Highway.

This path will require the piping of an existing open drain, as well as the construction of a small pedestrian bridge across the Taranaki Stream.

The path will end at Pegasus boulevard. Discussions have been had with Waka Kotahi, and it is unlikely that their proposed changes at the roundabout will affect this.

It should be noted that the Transport Choices funding application did not include this link, so it is unlikely that this portion of the design will be constructed in conjunction with sections 4.1.1 to 4.1.3 above. Instead it may be that this is considered as part of future waling and cycling links.

4.2. Implications for Community Wellbeing

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

The addition of walking and cycling infrastructure encourages a greater uptake of walking and cycling, both for commuters and recreation. An uptake in walking and cycling also contributes to improved health and wellbeing of members within the community. Further to this, including infrastructure which caters for a wide range of skill levels encourages less confident cyclists, who may have otherwise chosen to travel via motor vehicle, to use the provided facilities.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

The cycleway passes through road reserve immediately adjacent to Māori Reserve Land.

Mahaanui Kurataiao have been engaged to carry out an assessment to accompany the archaeological authority that will be required to complete the work. This process is on-going and there remains a risk that the design and / or alignment may need to change subject to consultation with the Rūnanga.

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.

Waka Kotahi

Staff have been working with Waka Kotahi to co-ordinate the design of the cycleway with the proposed Woodend Safety Improvements, including the changes at the existing State Highway 1 / Pegasus Roundabout.

Waka Kotahi have not voiced any concerns with the design, and are supportive of the project.

Waka Kotahi are also required to provide approval for the installation of infrastructure on their road carriageway. Discussions, and approvals related to this Scheme Design are on-going.

St Barnabas Church

The design includes a pedestrian refuge crossing location adjacent to the church to provide connectivity to the Garlick Street path, and the church. Staff are yet to discuss and

confirm the exact location of this refuge with the church, and there is flexibility within the design to modify this if required.

The works also include changes to existing parking which will be discussed.

Main Road Woodend

One property is currently occupying road reserve. Staff will be making contact with these property owners shortly to discuss the project, which will require the fence to be relocated to the property boundary.

Ideally, the design will require a corner-snip of land to be purchased from another property on Main Road. This corner snip will allow the proposed shared path to safely cross the Chinnerys Road intersection and transition to the separated path on the existing seal on State Highway One.

An initial conversation has been held with the property owner, however it is too soon to confirm that they are on board with the proposal. If the property purchase is unobtainable, then consideration will be given to a realignment of the existing kerb and channel at this intersection to construct the shared path.

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.

Feedback from the wider community was reported on during the consultation of the proposed route selection as part of the Walking and Cycling Network Plan. It is not considered necessary to consult the wider community on the Scheme Design of the proposed facilities.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

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

The Council has been informed that it has been successful in receiving Transport Choices funding of \$670,000 for this project but this is subject to the "Transport Choices" funding agreement, which is yet to be confirmed.

The funding application is based on the estimate below:

Activity	TOTAL Estimated Cost (\$)
Project Management	10,000
Communications and engagement	7,000
Monitoring and evaluation	5,000
Investigate / Design / Safety Audits	30,000
Statutory processes/consents/approvals	8,000
Implementation (TTM, construction, adaptation/maintenance costs before June 2024)	498,000
Contingency (20%)	112,000
Local share contribution (33%)	
TOTAL	\$670,000

6.2. **Sustainability and Climate Change Impacts**

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

Creating a safe and accessible walking and cycling network, which comes with improving infrastructure, increases the uptake of these activities for both recreational and commuter users. This results in a subsequent decrease in the number of people using single occupancy vehicles, particularly for shorter trips. This comes with many benefits, including health and the reduction of greenhouse gas emissions.

6.3 Risk Management

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

There is a risk that the funding will be reduced or removed. This will be managed by delaying key commitments until after the funding is confirmed. However, we need to proceed in the interim in order to meet the very tight timeframes.

There is a risk that residents may not favour the inclusion of a facility along their street. To minimise this risk, staff will begin engaging with residents during the design phase of facilities. This will show residents exactly what is proposed along the road corridor and enable them to notify staff early on if there are aspects which they are not in favour of. This feedback will be fed directly into the design process, and reported back to the Utilities and Roading Committee in May 2023.

There are risks that accidents will occur along the proposed cycleway, due to the increased use by cyclists, and potential for conflicts with vehicles. This needs to be carefully managed through a mixture of good design, signage and education, which should minimise these risks. However, a residual risk will remain, and this needs to be recognised.

There is a risk that objections to the location or the design of the cycleway will delay the project to the point that it cannot be constructed in time. This needs to be managed by open communication with affected stakeholders, seeking to mitigate their issues. However even with these actions, this remains a risk.

6.3 Health and Safety

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

The Scheme Design that is included as attachment i of this report has yet to go through an independent Road Safety Audit. Staff will send these drawings for auditing upon approval of this report, and in conjunction with the consultation phase.

Contractors engaged for the works will be required to be SiteWise registered, and complete Site Specific Safety Plans prior to commencing works on site.

7. CONTEXT

7.1. Consistency with Policy

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

7.2. Authorising Legislation

Local Government Act 2002

7.3. Consistency with Community Outcomes

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

Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity.

- There are wide-ranging opportunities for people to enjoy the outdoors.
- The accessibility of community and recreation facilities meets the changing needs of our community.

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

- Climate change considerations are incorporated into all infrastructure decision-making processes.

Transport is accessible, convenient, reliable, and sustainable.

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

7.4. **Authorising Delegations**

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

The Utilities and Roading Committee have the Delegations to accept this report, and approve the Scheme Design of this cycleway.



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	01/03/2023

SURVEYED			PROJECT No	PD001950
DRAWN	AMC	01/03/2023	CON No	
DRAWING CHKD	KS	01/03/2023	SCALE (A3)	1:1000
DESIGNED	AMC	01/03/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	01/03/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	01/03/2023	VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
 WOODEND TO RAVENSWOOD/PEGASUS

SHEET TITLE
 MAIN NORTH ROAD
 WOODEND ROAD TO
 109 MAIN NORTH ROAD

FOR INFORMATION
 NOT FOR CONSTRUCTION
 DRAWING **4357**
 SHEET 001 REVISION A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	01/03/2023

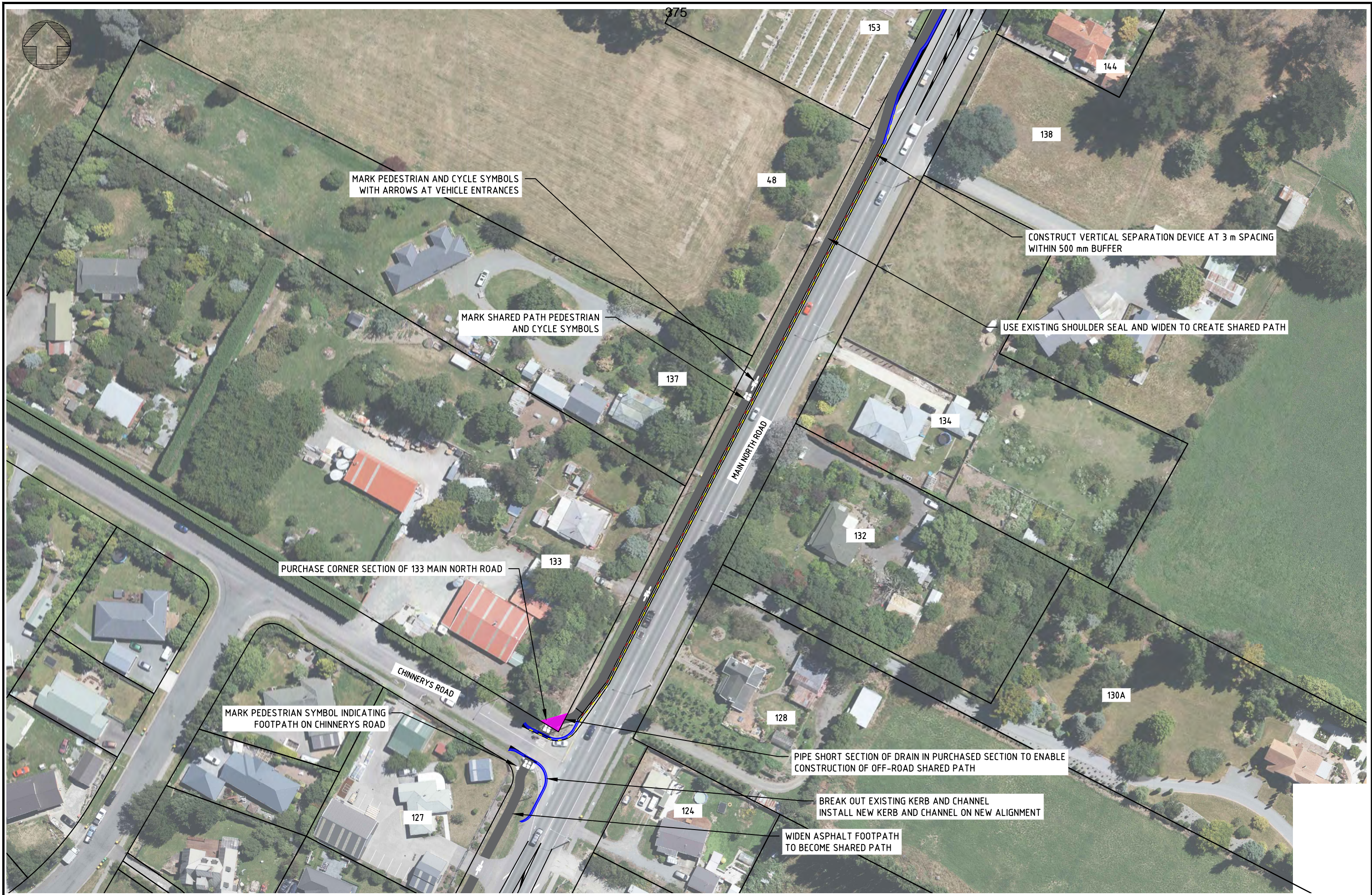
SURVEYED	DRAWN	DESIGNED	DESIGNED CHKD	APPROVED	PROJECT No	CON No	SCALE (A3)	DATUM ORIGIN	HORIZONTAL	VERTICAL
AMC	AMC	AMC	KS	JM	PD001950		1:1000	NZTM GD2000	NZTM GD2000	



PROJECT
TRANSPORT CHOICES PROJECTS
 WOODEND TO RAVENSWOOD/PEGASUS

SHEET TITLE
MAIN NORTH ROAD
HEWITTS ROAD TO
127 MAIN NORTH ROAD

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4357
SHEET	REVISION
002	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	01/03/2023

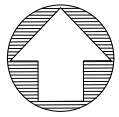
SURVEYED		PROJECT No	PD001950	
DRAWN	AMC	01/03/2023	CON No	
DRAWING CHKD	KS	01/03/2023	SCALE (A3)	1:1000
DESIGNED	AMC	01/03/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	01/03/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	01/03/2023	VERTICAL	



PROJECT	TRANSPORT CHOICES PROJECTS WOODEND TO RAVENSWOOD/PEGASUS
---------	---

SHEET TITLE	MAIN NORTH ROAD CHINNERYS ROAD TO CHURCH
-------------	---

FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING	4357
SHEET	REVISION
003	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	01/03/2023

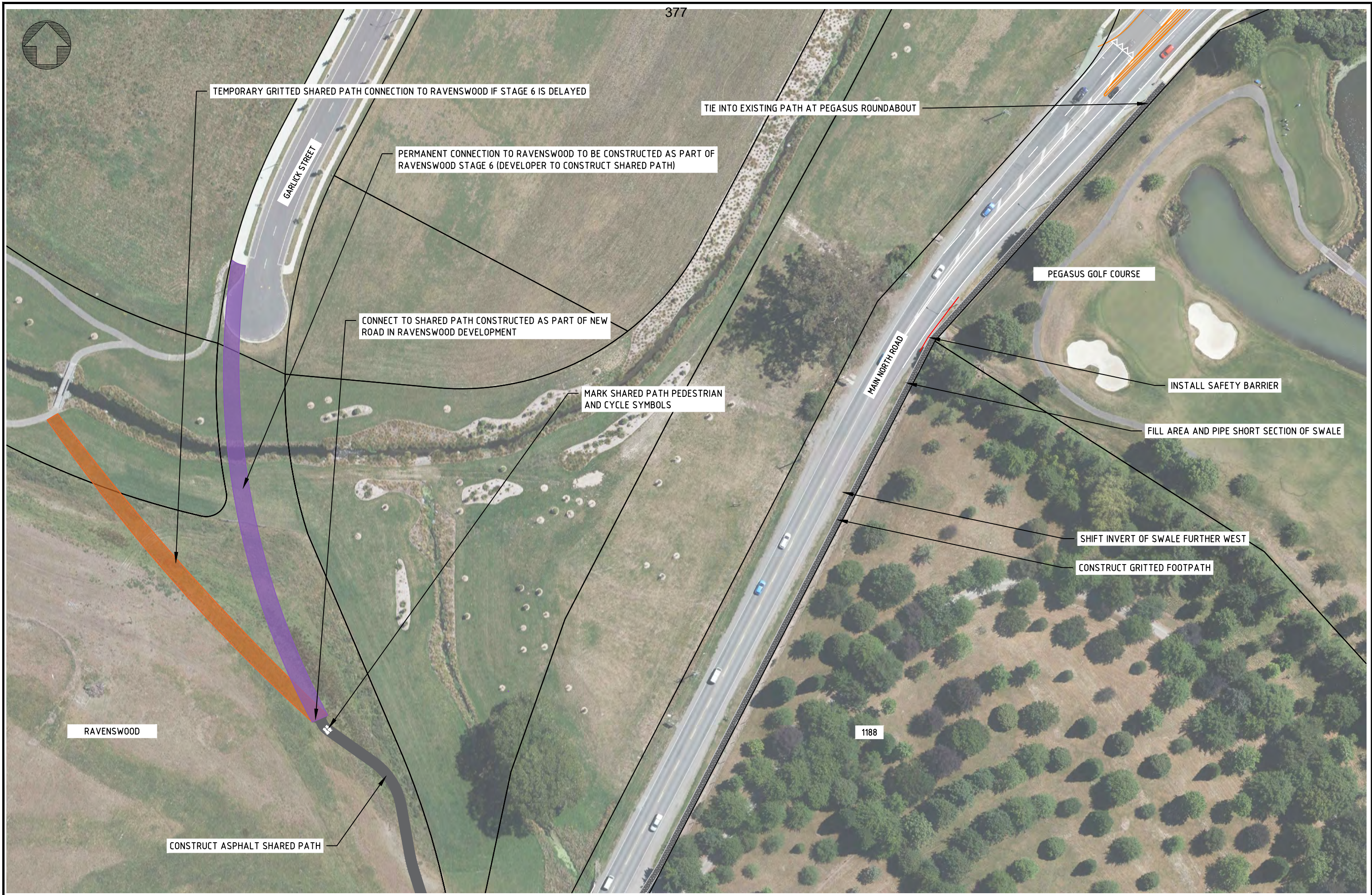
SURVEYED		PROJECT No	PD001950	
DRAWN	AMC	01/03/2023	CON No	
DRAWING CHKD	KS	01/03/2023	SCALE (A3)	1:1000
DESIGNED	AMC	01/03/2023	DATUM ORIGIN	
DESIGNED CHKD	KS	01/03/2023	HORIZONTAL	NZTM GD2000
APPROVED	JM	01/03/2023	VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
 WOODEND TO RAVENSWOOD/PEGASUS

SHEET TITLE
MAIN NORTH ROAD
 CHURCH TO RAVENSWOOD

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4357
SHEET	REVISION
004	A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	JM	01/03/2023

SURVEYED	PROJECT No	PD001950
DRAWN AMC 01/03/2023	CON No	
DRAWING CHKD KS 01/03/2023	SCALE (A3)	1:1000
DESIGNED AMC 01/03/2023	DATUM ORIGIN	
DESIGNED CHKD KS 01/03/2023	HORIZONTAL NZTM GD2000	
APPROVED JM 01/03/2023	VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS
 WOODEND TO RAVENSWOOD/PEGASUS

SHEET TITLE
MAIN NORTH ROAD
RAVENSWOOD AND PEGASUS
CONNECTION

FOR INFORMATION	
NOT FOR CONSTRUCTION	
DRAWING	4357
SHEET	REVISION
005	A



Transport Choices - Walking and Cycling Infrastructure Implementation Communications & Engagement Plan

DRAFT FOR APPROVAL

Project Sponsor	Joanne McBride	
Communications and Engagement Advisor	Karen Lindsay-Lees	
Media Spokesperson	Joanne McBride/Don Young	
Trim Reference:	RDG-32-115; 230131012350	
Budget	\$30,000	GL:

Version	Notes	Author	Date
0.1	Initial Draft	Karen Lindsay-Lees	19/01/23
0.2	PCG Review		
0.3	Final Revision		
0.4			
1.0	Finalised & Adopted		

1. Project Background/Purpose

The Walking and Cycling Strategy, developed by the Council, is a comprehensive plan that aims to improve the accessibility and safety of walking and cycling networks in the community. The strategy was created in partnership with the community and was adopted in 2017.

It has a vision that residents in Waimakariri will choose to walk and cycle more often, and that the environment will be friendly, safe and accessible for walkers and cyclists.

Key Priorities:

- Inclusive Infrastructure
- Community Connections
- Safe Travel
- Healthy Lifestyles

The Walking and Cycling Network Plan is a key task that supports the strategy to increase the accessibility and safety of walking and cycling networks. The plan was developed in conjunction with Community Boards, Councillors and a community reference group. The plan was further refined and prioritised with extensive engagement with the community.

The final plan and infrastructure prioritisation programme was adopted by Council in October 2022. The projects proposed for Climate Emergency Response Funding – Transport Choices (CERF) align with the priorities of the Walking and Cycling Network Plan and aims to address gaps in the network.

The plan was developed with regional coordination in mind and alignment with the strategic direction of the Greater Christchurch Partnership. It includes strategic linkages and alignment with the public transport network, key activity centres, and essential services. Additional planning is underway to create strong connections from homes to destinations, and mode change points to make alternative modes of travel competitive and facilitate mode shift.

The following routes were including in Priority One in the infrastructure prioritisation programme:

- Pegasus to Woodend

- Kaiapoi to Woodend
- Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane
- Ashley Street/Ivory Street/Percival Street
- Tram Road (School path)
- McHughs Road/Mandeville Road (Sportsground path)

These projects were put forward for the CERF Transport Choices funding stream, and the Woodend to Kaiapoi connection was also put forward for the 'Better Off' funding stream (Three Waters Reform). Council has since secured this funding. Council now needs to design and build these projects by June 2024.

This plan focuses on community engagement on the following priority routes only, as these projects will require the highest level of communications and engagement:

- Pegasus to Woodend
- Kaiapoi to Woodend
- Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane

Targeted engagement will be undertaken with residents and stakeholders for the other projects, however due to the much smaller scale of the communication / consultation and the fact this will be specifically targeted, this is not covered in this plan

Table 1. Indicative funding programme.

Programme of Improvements	Transport Choices Share	Council Share	Total
Delivering strategic cycling / micro mobility networks	67%	33%	100%
Woodend to Kaiapoi Cycleway	\$ 2,000,000	\$ 1,000,000*	\$ 3,000,000.00
Railway Road/Torlesse Street/Coronation Street/Ellis Road	\$ 950,600	\$ 465,500	\$ 1,416,100.00
Woodend to Pegasus (SH1)	\$ 449,500	\$ 220,500	\$ 670,000.00
Ashley Street/Ivory Street/Percival Street	\$ 489,900	\$ 240,100	\$ 730,000.00
Wayfinding Signage	\$ 50,000	\$ -	\$ 50,000.00
Cycle stands	\$ 20,000	\$ -	\$ 20,000.00
Supporting safe green and healthy school travel			

Tram Road (Mandeville to Swannanoa School path)	\$ 300,300	\$ 147,000	\$ 447,300.00
Mandeville Road (McHughs Road to Mandeville Sports Ground)	\$ 68,700	\$ 34,300	\$ 103,000.00
Southbrook Schools Traffic Calming & Pedestrian Facilities	\$ 67,000	\$ 33,000	\$ 100,000.00
Creating walkable neighbourhoods			
New footpaths in urban areas	\$ 400,000	\$ 200,000	\$ 600,000.00
			\$ 7,186,400.00

* Council share of the Woodend to Kaiapoi Connection is from "Better Off" funding.

2. Key Milestones

The proposed timeline includes:

2022

- Adoption of the Walking and Cycling Network Plan and Infrastructure Prioritisation Programme
- Secure funding to design and construct priority one routes in the infrastructure prioritisation programme

2023

March:

- Report to the Utilities and Roding Committee:
 - Pegasus to Woodend (Approval to consult on scheme design)
 - Kaiapoi to Woodend (Approval to consult on scheme design)
 - Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane (Approval to consult on scheme design)
 - Ashley Street/Ivory Street/Percival Street (Approval of design)
- Kaiapoi-Tuahiwi Community Board (Approval to consult on scheme design)
 - Pegasus to Woodend
 - Kaiapoi to Woodend
- Woodend-Sefton Community Board (Approval to consult on scheme design)
 - Pegasus to Woodend
 - Kaiapoi to Woodend
- Rangiora-Ashley Community Board
 - Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane (Approval to consult on scheme design)
 - Ashley Street/Ivory Street/Percival Street (Approval of design)

April/May:

- Let’s Talk Community Engagement on the scheme design for the following routes:
 - Pegasus to Woodend
 - Kaiapoi to Woodend
- Targeted community information session for residents and businesses on Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane

May:

- Detailed design Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane – Utilities and Roading Committee for Approval

June – September:

- Tender process, award and build Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane
- Collate community feedback from Let’s Talk
- Detailed design completed on:
 - Pegasus to Woodend

Kaiapoi to WoodendOctober:

- Detailed Design for Approval – Utilities and Roading Committee
 - Pegasus to Woodend
 - Kaiapoi to Woodend
- Detailed Design for Approval – Kaiapoi-Tuahwi Community Board
 - Pegasus to Woodend
 - Kaiapoi to Woodend
- Detailed Design for Approval – Woodend-Sefton Community Board
 - Pegasus to Woodend
- Kaiapoi to WoodendTender, Award and Build: The timeframe for delivery of the projects in the Transport Choices Package is as per the programme submitted with the funding agreement, and varies across the various projects.

3. Communications Approach

Based on the IAP2’s Public Participation Spectrum, the level of public engagement to be used is ‘Consult’.

INFORM and CONSULT	
Public Participation Goals	<p>Provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</p> <p>“We will keep you informed”</p> <p>To obtain public feedback on analysis, alternatives and/or decisions.</p> <p>“We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals”</p>

4. Communications Objectives

To support the delivery of the infrastructure prioritisation programme, the communication objectives are to:

- Seek community feedback on the proposed scheme designs for:
 - Pegasus to Woodend
 - Kaiapoi to Woodend
 - Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane
- Raise residents' awareness of the cycleways within the District as a viable commuter route between towns and into Christchurch City, promoting the greater connections and ease of movement.
- Promote the cycleways as an accessible, safe and healthy way for people to travel between Pegasus, Woodend, Kaiapoi, and the wider Waimakariri District.
- Ensure details of the cycleways are easy to find and accessible.
- Ensure it is easy to provide feedback, and that a variety of feedback methods are available to suit the different needs within the community.
- Ensure all business owners and property owners within the vicinity of the cycleways are provided with information on the project and have the opportunity to give feedback.
- The community are given a range of opportunities to participate in this engagement and have their voices heard.
- Make sure other relevant stakeholder groups are provided with information on the project and have the opportunity to have a say.

5. Risks and Mitigation

Communication Risk	Mitigation
Why are we wasting money on cycleways?	Highlight the significant government funding to build these cycle connections.

	<p>Explain the background to the project and the level of previous public consultation. Mandate from the public to deliver more connections between towns and areas of interest for walkers and cyclists and higher investment in these facilities.</p> <p>Link back to the engagement as well as our community outcomes.</p>
<p>Backlash from members of the public or business owners who disagree on the scheme design, routes or disagree that Council should be funding the construction of a new cycleways.</p>	<p>Closely monitor social media channels and use replies to encourage complainants to make a formal submission with their concerns.</p> <p>Correct inaccurate information posted by residents if and as required.</p>
<p>The public are apathetic about the project resulting in lack of feedback.</p>	<p>Clear messaging about the project and benefits to the wider community. Clearly explain the process and impact. Widely promote the project and its benefits. Use multiple communication channels.</p>
<p>Community members do not read communication material or engage in the feedback process.</p>	<p>Use multiple communication tools to target key stakeholders. We will measure awareness as a key metric to quantify the reach of our engagement material.</p> <p>At all stages we will encourage members of the public to engagement in the submission process.</p>
<p>Key stakeholders don't receive information, read communication material or engage with the engagement.</p>	<p>Use multiple mediums of communication to target key stakeholders.</p> <p>Make sure every business owner and landowner in the area receives written information about the project.</p> <p>Visit businesses in the area in person.</p> <p>Build and maintain a current stakeholder database.</p> <p>Ensure good briefings of the Councillors and the Community Boards</p>
<p>The Community feel that they haven't been consulted well.</p>	<p>Use multiple mediums of communication to reach residents and businesses.</p> <p>Make sure it's easy to provide feedback.</p> <p>Hold public drop-in sessions.</p>

	<p>Use advertising and local media.</p> <p>Ensure community board members and resident associations, cycling interest groups and businesses are well informed.</p>
Residents are not willing to engage with Council to discuss solutions.	Use face-to-face meetings and discussions where possible and ensure all opportunities to talk to Council are followed through.
People feel that their view is not taken into account because something different to what they want is implemented.	The final decision, rationale why, and benefits of the changes are explained following the adoption of final design plans. Close the loop by sharing feedback received and decision-making process through Bang the Table and other channels.
Media portray the project or engagement in a negative light.	<p>Brief media about the project before engagement begins and discuss with them key messages.</p> <p>Find interesting perspectives and stories for the media to use.</p> <p>Correct inaccurate information if it arises.</p>

6. Audience and Stakeholders

Directly affected	<ul style="list-style-type: none"> • Waimakariri District residents along each route • Local Businesses • Schools
Internal	<ul style="list-style-type: none"> • Rooding & Transport Manager – Joanne McBride • Senior Engineering Advisor – Don Young • Civil Projects Team • Rooding Team • Greenspace Team • Senior Communication and Engagement Advisor – Karen Lindsay-Lees • Community Boards • Mayor and Councillors • Management Team
Other Stakeholders	<ul style="list-style-type: none"> • Walking advocate • Cycling advocate • Waimakariri Access Group • Age Friendly Advisory Group • Councillors and Board reps • Youth Council • School Representative • Enterprise North Canterbury • Oxford Promotions Action Committee • Kaiapoi Promotions Association • Rangiora Promotions Association • Pegasus Residents Group • Pines and Kairaki Beach Association • Kaiapoi East Residents Association • Woodend Community Association • Environment Canterbury • Waka Kotahi • Emergency Services • Key Businesses?

7. Key Messages

- The community prioritised these projects through previous community engagement and mandated for a higher level of investment in walking and cycling projects – we’re delivering on this
- Funding to build these connections has been secured from the Better Off Fund and CERF (Transport Choices)
- We are committed to providing safe walking and cycling opportunities across the District
- Building these connections between our main towns make the routes safer and accessible for everyone
- Everyone benefits when we have accessible infrastructure like cycleways which encourage people to move around the district in different ways
- There are holistic benefits of making it easier to walk and cycle around Waimakariri
- It means fewer cars on the road and in turn more availability of parking. For people who walk and bike it’s knowing you’re moving around in a way that is good for your health – you also never need to worry about where to park
- Transport Choices key messaging
 - The funding is part of the Transport Choices package included within the Climate Emergency Response Fund (CERF), and it is an ambitious programme of work that will open our streets and help people in communities across the country get to where they need to go safely and efficiently.
 - Waka Kotahi will be working with local councils to progress strategic cycle networks, create walkable neighbourhoods and safer, greener, and healthier school travel, and make public transport more reliable, affordable, and easier to use.
 - Transport is a major source of emissions. Transport Choices will help reduce these emissions from transport and create fairer, safer, and healthier environments for people to live, work and play across the country.
- CERF key messaging
 - We need to think clearly about how we can contribute to tackling one of the biggest challenges of our time, climate change. When it comes to transport, it means looking at how we can offer safer, healthier, and more accessible alternatives for everyone across New Zealand to move around their towns and cities more easily.
 - By providing more low-carbon travel options, we will be able to make our towns and cities more people friendly and pleasant places to live, work and visit. In doing so, we can help to create a better future for ours and future generations.
 - The CERF programme includes transport initiatives that will enable people across New Zealand to help mitigate climate change – it will provide increased transport options, improved health, social and equitable outcomes, and deliver a healthier future for us all.
 - Budget 2022 also provided \$1.2 billion to Waka Kotahi to reduce emissions through the Climate Emergency Response Fund.
 - The three areas of focus for transport are:
 - reduce reliance on cars and support people to walk, cycle and use public transport
 - rapidly adopt low-emissions vehicles and fuels
 - begin work now to decarbonise heavy transport and freight

8. Communications Channels

	Tactic	Who
Distribution Consultation Document	Let's talk booklet with key messages, information about scheme designs and maps. Split into main routes with specific scheme design feedback options. Limited printing in-house.	Comms & PCG
	Email let's Talk material to Community / Special Interest Groups and invite to engagement event.	Comms / PCG
	Email e-copy consultation documents for schools and local businesses with link to Let's Talk page. Email with invite to relevant engagement event.	Comms / PCG
	Information display and copies of all documents at all Council Service Centres and Libraries. Pull-up banner and copies of consultation document.	Comms
Engagement	Drop-In Session / Business Breakfast / Engagement Event	PCG
	Maintain an updated stakeholder contact list. Including reference group and those special interest groups – North Canterbury Cycle Club and various walking groups.	PCG
	Re-do voiceover on video produced for social media and promote online engagement	Comms
Advertising	Regular newspaper adverts through engagement period in the Northern Outlook / North Canterbury News / Kaiapoi Advocate / Oxford Observer / Woodend Woodpecker	Comms

	Radio advertising on Compass FM and on-air interviews with spokesperson.	Comms / Spokesperson
	Facebook Advertising Campaign	Comms
Online Presence	Engagement page set up on Bang the Table. Ensure the page remains updated with progress. We will keep submitters up-to-date throughout the engagement period and close the loop when decisions are made	Comms
	News articles on Council website as required with links to the engagement page.	Comms
	Regular social media posts using the Council's digital channels – use video.	Comms
Media	Issue media releases as appropriate and pro-actively work with media as opportunities arise.	Comms
	In-person briefings with local media before the engagement opens and supply with graphics/photos.	Comms

9. Budget and Resources

Several assumptions are made in preparing this budget:

1. Primarily using internal resources for graphic design, photography, videography and engagement.
2. Advertising restricted largely to local media outlets.
3. Use of internal facilitators for engagement events.
4. The following refers to these schemes only unless stated otherwise:
 - a. Pegasus to Woodend
 - b. Kaiapoi to Woodend
 - c. Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane

Product	Notes	Who	When	Budgeted Cost
Advertising	Newspaper	Comms	April/May	\$3000
	Social Media			\$2000
	Radio			In-house
	Video Production			\$3000
	Digital Billboard			\$2000
	Digital Screens			In-house
Document – Design & Print	Let’s Talk and feedback form content development	Comms	Feb/March	In-house
	Graphic Design			In-house

	Photography			In-house
	Let's talk flyer to targeted residents			\$5000 - \$7000
	Production of full scale decals and other props or display items			\$5000
	Specific Targeted Community Meeting Flyer - Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane		March	In-house
Online presence	Bang the Table page	Comms	April/May	In-house
	Latest news article			In-house
	Facebook/Twitter			In-house
Engagement Events	Banners / Posters / Display Printing	Comms	April/May	\$2000
	Drop-in sessions			\$500
	Targeted community meeting Railway Road/Torlesse Street/Coronation Street/Ellis Road/Country Lane		Early April	In-house
TOTAL				\$24500

Evaluation/Measures of Success

Outputs:

- Distribution of scheme designs and feedback form
- Number and reach of advertisements
- Number of people reached through engagement events
- Number of media releases and responses to media enquiries
- Number of conversations had with the public
- Number and reach of social media postings
- Number and variety of stakeholder events
- Number of collaborative meetings with key stakeholders and interest groups

Outcomes:

- Feedback from our partners and key stakeholder on engagement during the engagement process
- Quantity and quality of submissions received
- Number of people attending engagement events, including drop-ins
- Quantity and quality of comments and engagement on social media
- Volume and integrity of media coverage of the scheme designs, especially during the engagement phase

10. Debrief

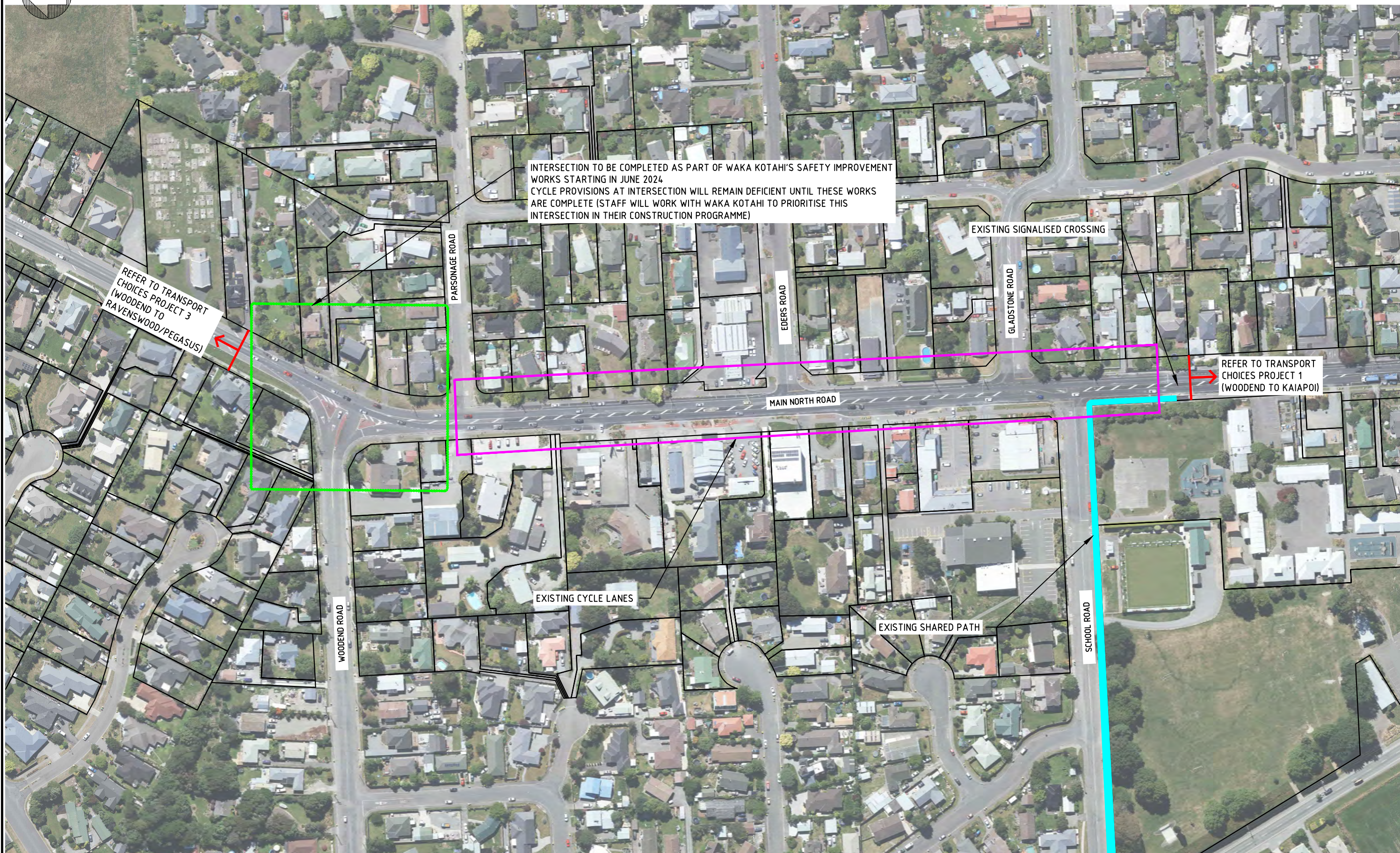
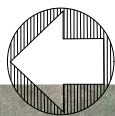
For large engagements, a debrief should be held following that looks at:

1. What worked?
2. What didn't work?
3. How can we communicate the results of the process to our stakeholders and community?
4. How can we learn from this process?

Parking Removal Schedule associated with the Woodend to Ravenswood / Pegasus Cycleway

Item	Locality	Street	Side of Street	Location	Distance [m]	No. of spaces impacted	Notes
	Woodend	Main Road (SH1)	West	Main Road frontage of No. 6 Woodglen Dr	33	5	
	Woodend	Main Road (SH1)	East	No. 122 Main Road	33	5	
	Woodend	Main Road (SH1)	West	Chinnerys Road to Church	200	28	
	Woodend	Main Road (SH1)	East	Ped refuge at Church	8	1	
	Woodend	Main Road (SH1)	West	Ped refuge at Church	8	1	

393



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	AMC	KS	DY	02/03/2023

SURVEYED	PROJECT No	PD001950
DRAWN AMC 02/03/2023	CON No	
DRAWING CHKD KS 02/03/2023	SCALE (A3)	1:2000
DESIGNED AMC 02/03/2023	DATUM ORIGIN	
DESIGNED CHKD KS 02/03/2023	HORIZONTAL NZTM GD2000	
APPROVED DY 02/03/2023	VERTICAL	



PROJECT
TRANSPORT CHOICES PROJECTS WOODEND CYCLE LANES

SHEET TITLE
MAIN NORTH ROAD EXISTING CYCLE LANES

PRELIMINARY NOT FOR CONSTRUCTION	
DRAWING	
SHEET	REVISION
	A