

Waimakariri District Council

Utilities and Roading Committee

Agenda

Tuesday 15 October 2024

9am

Council Chambers
215 High Street
Rangiora

Members:

Cr Paul Williams (Chairperson)

Cr Robbie Brine

Cr Niki Mealings

Cr Philip Redmond

Cr Joan Ward

Mayor Dan Gordon (ex officio)

AGENDA CONTENTS – UTILITIES AND ROADING COMMITTEE MEETING

<u>Item Number</u>	<u>Item Topic</u>	<u>Page numbers</u>
3	Confirmation of Minutes	
3.1	Minutes of 20 August 2024	8-19
3.3	Notes of a workshop 20 August 2024	20-21
5	Staff Reports	
5.1	July 2023 Flood Recovery Progress Update	22-38
8	Matters Referred from Community Boards	
8.1	The Oaks, Kaiapoi - Request for No Stopping Lines	39-43
8.2	Bob Robertson Drive Proposed Bus Stop Facility	44-50
9	Matters for Information	
9.1	Subdivision Contribution Programme for 2024/25 and Approval of Ellis Road Seal Extension	51-57
9.2	Approval to Enter into Agreement with Auto Stewardship New Zealand for Removal of Tyres Under the Tyrewise Product Stewardship Scheme	58-64

The Chairperson and Members
UTILITIES AND ROADING COMMITTEE

A MEETING OF THE UTILITIES AND ROADING COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON TUESDAY 15 OCTOBER 2024 AT 9AM.

Sarah Nichols
GOVERNANCE MANAGER

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

BUSINESS

Page No

1 APOLOGIES

2 CONFLICTS OF INTEREST

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

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roothing Committee held on Tuesday 20 August 2024.

8-19

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roothing Committee held on 20 August 2024, as a true and accurate record.

3.2 Matters arising (From Minutes)

3.3 Notes of a workshop of the Utilities and Roothing Committee held on Tuesday 20 August 2024.

20-21

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Receives** the circulated Notes of a workshop of the Utilities and Roothing Committee held on 20 August 2024.

4 DEPUTATION/PRESENTATIONS

5 REPORTS

- 5.1 July 2023 Flood Recovery Progress Update – Jason Recker (Stormwater and Waterways Manager), Kalley Simpson (3 Waters Manager), Joanne McBride (Roading and Transport Manager) and Pat Towse (Flood Team Lead)

22 - 38

RECOMMENDATION

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 240906151625.
- (b) **Notes** that all 88 investigations have been triaged, scoped, and investigated, 5 are in the final approval stage and 83 are complete.
- (c) **Notes** that all 126 maintenance actions have been completed.
- (d) **Notes** that of the 24 immediate works projects, 15 projects have been completed, 2 are currently under construction, 7 are in the design phase.
- (e) **Notes** that the Infrastructure Resilience Team will take over the delivery of the remaining improvements works and implementing proposed future works.
- (f) **Notes** that the total cost estimate for the flood recovery work is \$4.055 million.
- (g) **Notes** that the expenditure to date is \$3,519,974 and the final forecast expenditure of \$4.133 million.
- (h) **Notes** the estimated 1.9% budget exceedance of \$77,697.
- (i) **Notes** that this budget exceedance will increase the District Drainage rate by approximately \$0.19 or 0.5% per property from 2025/26 onwards.
- (j) **Circulates** this report to all Community Boards for information.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

- 7.1 Roading – Councillor Philip Redmond
- 7.2 Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor Paul Williams
- 7.3 Solid Waste– Councillor Robbie Brine
- 7.4 Transport – Mayor Dan Gordon

8 MATTERS REFERRED FROM COMMUNITY BOARDS

8.1 The Oaks, Kaiapoi - Request for No Stopping Lines – Peter Daly, Road Safety Coordinator/Journey Planner and Joanne McBride (Roothing and Transport Manager)

The Kaiapoi-Tuahiwi Community Board considered report Trim 240711113549 at its meeting of 19 August 2024. An extract of the minutes of the Board meeting of have been included as an attachment to Item 8.1.

39 - 43

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Approves** the installation of 16 metres of 'No Stopping' lines at the dead end of the formed road of The Oaks, Kaiapoi, per Figure 3 of the report.
- (b) **Notes** the cost of approving this request is estimated at less than \$10.00, which will be funded from existing maintenance budgets. The work will be scheduled to coincide with other marking jobs in that area to minimise the cost of installation.

8.2 Bob Robertson Drive Proposed Bus Stop Facility – Peter Daly, Road Safety Coordinator/Journey Planner and Joanne McBride (Roothing and Transport Manager)

The Woodend-Sefton Community Board will consider report Trim 240813134940 at its meeting of 14 October 2024. The recommendation here is per the original staff report and staff will provide an update on the Board decision at the meeting, including any potential changes to the recommendation.

44-50

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Approves** the installation of a bus stop facility on Bob Robertson Drive between SH1 and Garlick Street, as per Figure 4 in the report.
- (b) **Notes** that the cost of installation is estimated to be \$5,800, to be funded from the minor safety budget.
- (c) **Notes** that staff will continue to work with NZTA and Environment Canterbury on consideration for future bus services and supporting infrastructure.

9 MATTERS FOR INFORMATION

9.1 **Subdivision Contribution Programme for 2024/25 and Approval of Ellis Road Seal Extension – Joanne McBride (Roading & Transport Manager) and Kieran Straw (Civil Projects Team Leader)**

(Report No. 240717116901 to Council Meeting 3 September 2024)

9.2 **Approval to Enter into Agreement with Auto Stewardship New Zealand for Removal of Tyres Under the Tyrewise Product Stewardship Scheme – Kitty Waghorn (Solid Waste Asset Manager)**

(Report No. 240903149394 to MTO Meeting 9 September 2024)

51-64

RECOMMENDATION

THAT the Utilities and Roading Committee

- (a) **Receives** the information in Items 9.1-9.2.

10 QUESTIONS UNDER STANDING ORDERS

11 URGENT GENERAL BUSINESS

12 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

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

- 11.1 Confirmation of Public Excluded Minutes from 20 August 2024.
- 11.2 Contract 24-57 Rangiora Eastern Link and Skewbridge Programme Manager – Proposal Evaluation and Contract Award Report - Report to Management Team Operations 9 September 2024.
- 11.3 Land Purchase for new gravel quarry - Report to Council 1 October 2024.
- 11.4 Procurement of Ocean Outfall Maintenance Services – Report to Management Team 7 October 2024

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

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
11.1	Confirmation of Public Excluded Minutes from 20 August 2024	Good reason to withhold exists under Section 7	As per Section 7(2)(h) of the Local Government Official Information and Meetings Act 1987, to “enable any local authority holding the information to carry on, without prejudice or disadvantage, commercial activities.”
11.2	Contract 24-57 Rangiora Eastern Link and Skewbridge Programme Manager – Proposal Evaluation and Contract Award Report - Report to Management Team Operations 9 September 2024	Good reason to withhold exists under Section 7	Resolves that the report, attachments, discussion and minutes remain public excluded for reasons of protecting the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege as per LGOIMA Section 7 (2)(h) ”.
11.3	Land purchase for new gravel quarry - Report to Council 1 October 2024	Good reason to withhold exists under Section 7	Resolves that the report, attachments, discussion and minutes remain public excluded for reasons of protecting the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege as per LGOIMA Section 7 (2)(a), (g) and (i) ”.
11.4	Procurement of Ocean Outfall Maintenance Services	Good reason to withhold exists under Section 7	Resolves that the recommendations in this report be made publicly available but that the contents remain public excluded as there is good reason to withhold in accordance with Section 7(2)(h) of the Local Government Information and Meetings Act: “enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities”.

CLOSED MEETING

See Public Excluded Agenda (separate document)

OPEN MEETING

NEXT MEETING

The next meeting of the Utilities and Roading Committee will be held on Tuesday 19 November 2024 at 9am.

Workshop

- *Kippenberger Underpass – Joanne McBride (Roading Manager), Colin Roxburgh (PDU Manager), Jennifer McSloy (Development Manager)*

MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON TUESDAY, 20 AUGUST 2024, AT 9AM.

PRESENT

Councillors P Williams (Chairperson), R Brine, P Redmond, J Ward and Mayor Gordon

IN ATTENDANCE

Councillors B Cairns, T Fulton

G Cleary (Utilities and Roading Manager), K Simpson (3 Waters Manager), J McBride (Roading and Transportation Manager), Sophie Allen (Water Environment Advisor), J Recker (Stormwater and Waterways Manager), Caroline Fahey (Water and Wastewater Asset Manager) and E Stubbs (Governance Support Officer)

One member of the public was present.

1 APOLOGIES

Moved: Councillor Williams

Seconded: Councillor Brine

THAT an apology for absence be received and sustained from Councillor N Mealings.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roading Committee held on Tuesday, 16 July 2024.

Moved: Councillor Brine

Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 16 July 2024 as a true and accurate record.

CARRIED

3.2 Matters Arising (From Minutes)

There were no matters arising.

4 DEPUTATION/PRESENTATIONS

4.1 Cattle Droving West Eyreton

No discussion took place on this matter as the member of the public who had requested a deputation was not present.

5 REPORTS

5.1 Proposed Project Scope and Timeframes for Oxford Wastewater Treatment Plant Project – C Fahey (Water and Wastewater Asset Manager)

C Fahey noted that the report sought approval for the proposed scope and timeframes for the Oxford Wastewater Treatment Plant (OWTP) project. A presentation had been provided to the Council during a workshop, which outlined the project and timeframes. The wastewater discharge consent for the Oxford Wastewater Treatment Plant expired in August 2031, at which time a compliant treatment option was required.

Staff proposed to carry out investigation work over the next year to develop options for consultation in 2026. Staff would also consider the community's financial and rating impact.

Councillor Fulton asked about the alignment of consents with the ocean outfall and assurance that decisions made would not need to be revisited. C Fahey advised that the ocean outfall consent expired in 2029.

Mayor Gordon asked whether it was worth the Council considering whether the new fast-track legislation would look at the ocean outfall project and whether it should be brought forward if achieving consent was likely to be more difficult in the future. G Cleary believed it was a good consideration to explore and could be made part of the scope for OWTP and ocean outfall projects. C Fahey noted that the Christchurch City Council ocean outfall consent expired a couple of years prior to the Council's consent, and their process may be able to provide some further information on options.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 240805129054.
- (b) **Approves** the proposed project scope and timeframes for the Oxford Wastewater Project.
- (c) **Notes** that the output from the project will enable the Council to make an informed decision on the long-term strategic option for the Oxford Wastewater Scheme to enable consenting and construction prior to the existing consent expiry in August 2031.
- (d) **Notes** that the proposed project timeframe helps ensure that the Oxford community continues to have access to compliant wastewater services post consent expiry.
- (e) **Notes** that the intention is to obtain Council endorsement for the preferred option by December 2025, undertake project-specific consultation, including 3 Waters rating review with the public in 2026 and confirm the project construction budgets for the preferred option to be included in the Council's 2027-37 Long Term Plan.
- (f) **Circulates** this report to the Oxford–Ohoka Community Board for information.

CARRIED

Councillor Williams thanked staff for the report and noted that the Oxford Wastewater Project needed to be completed.

Councillor Redmond agreed, noting that two options were presented; however, he suggested that piping to Christchurch could be a third option to consider.

Mayor Gordon appreciated the comment from C Fahey regarding potential information sharing with Christchurch City Council regarding the consent process. Consent renewals dates were approaching and now was the time to consider options. Oxford currently did not seem to have a satisfactory wastewater system, and a broader solution needed to be considered. There were potential future challenges and rating impacts needed to be considered, especially for areas with smaller populations such as Oxford. Mayor Gordon noted that joining the Eastern District Sewerage System Scheme would require careful consideration.

T Fulton noted the Central Government changes that resulted in starting and stopping infrastructure projects and whether it was worth considering approaching them about the project.

5.2 **Proposed Roothing Capital Works Programme for 2024/25 and Indicative Three-Year Programme – K Straw (Civil Projects Team Leader) and J McBride (Roothing and Transport Manager)**

J McBride spoke to the report, highlighting the Roothing Capital Works Indicative Three-year Programme from 2025/26 to 2027/28. The program had been presented to the Community Boards, and the Boards' feedback had been incorporated. The program was for the general allocation of assets such as footpaths, kerb and channels, and road safety programs; however, it did not include large capex projects. The budgets assumed that the National Land Transport Program (NLTP) funding would be received and, if not, a further report would be submitted to the Council.

Councillor Fulton enquired about the provision of lighting at a reserve linkage near the Oxford Service Centre. J McBride commented that as this was the Kowhai Street reserve, the lighting would not be funded by the Roothing Capital Works Programme; however, she would follow up with the Greenspace Team. She noted that during the switchover to Light-emitting Diode (LED) lights, adjustment to the distancing of some streetlights had been necessary, and there was still one road in Oxford to be completed.

Mayor Gordon advised that he had been contacted regarding the shared path near PaknSave and asked if staff could provide an update on the status of that project. J McBride explained that the project was to have been funded under the Transport Choices Project; however, with the change of Central Government, that funding had been withdrawn. As funding would not be available, staff were no longer progressing the project. Any future decisions regarding the shared path would be brought to the Council for consideration. However, staff were still progressing with the Woodend-Ravenswood link under NLTP.

Moved: Councillor Ward

Seconded: Councillor Brine

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 240624102322.
- (b) **Approves** the attached 2024/25 Proposed Roothing Capital Works Programme (Trim No. 240624102120V2).
- (c) **Notes** the Indicative Roothing Capital Works Programme for the 2025/26, 2026/27 and 2027/28 years.
- (d) **Notes** that the outcome of the National Land Transport Programme (NLTP) will not be known until September 2024, and as such, it will not be known whether co-funding is available until that time.

- (e) **Notes** that if co-funding is not secured, a further report will be brought to the Council.
- (f) **Notes** that feedback from the Community Boards is discussed within section 5 of this report and that the relevant changes have been made to the proposed programme of works for approval.
- (g) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Ward thanked staff for the report and noted her appreciation of the consultation with the Community Boards.

Mayor Gordon supported the budget and commented that it was unfortunate that Central Government funding was withdrawn; however, he would continue to take every opportunity to advocate for investment. He had questioned the Southbrook shared path to have the answer on the record, as there was no shared path currently near PaknSave. He expressed concern at the 'rumour mill' and noted that false speculation was unhelpful. The Council had only considered the Southbrook shared path because of the proposed 70% Transport Choices subsidy. Now that funding was no longer available, that project was not a priority; however, the Woodend–Ravenswood linkage was still considered necessary. He acknowledged J McBride and the Roothing Team for the huge amount of work put into the program. He noted that he had requested a document that outlined the district's priority projects coherently and persuasively. He thanked the team for collating the document and noted its usefulness when meeting with officials and advocating for the district.

Councillor Brine commented that he was a frequent user of the Southbrook Road cycleway and would walk his bike for the section near PaknSave due to safety concerns. He had been an advocate for the new link. However, he ultimately agreed with the Mayor that the link would have been nice to have with a 70% central Government funding contribution. However, he acknowledged that it was not a priority project for the district.

Councillor Williams thanked staff for a detailed programme. He believed it was important to incorporate the Community Boards' feedback. However, similar to the Mayor, he was concerned with the 'unknowns' in funding, with the outcome of the NLTP not being known until next month.

Councillor Fulton asked about the increased risk to pedestrians with cyclists using footpaths due to the reduction of cycleway funding, and asked about footpath counts for cyclists. J McBride advised the Council did not monitor how many cyclists used standard footpaths however they did have information on the shared paths and that information could be provided.

Councillor Ward acknowledged the concerns regarding the uncertainty of central government funding. However, she encouraged colleagues to support safe passage between Woodend and Ravenswood even if Central Government funding was not available.

5.3 **Midge Management and Monitoring at Wastewater Treatment Plants 2023-24 – S Allen (Water Environment Advisor)**

S Allen briefly introduced the report and highlighted the different techniques for midge management that had been trialled, including *Bacillus thuringiensis* serotype israelensis (Bti) at the Woodend Wastewater Treatment Plant (WWTP) and dredging at the Kaiapoi WWTP.

Councillor Williams sought clarity on the timeframe for clearing and planting natives for midge protection at the Kaiapoi WWTP, as that had been under discussion for a number of years. S Allen advised she had checked with the project lead, and a staged approach with native planting would be taken starting in the next financial year. There would then be a five to six-year waiting period to allow the natives to grow prior to the next lot of pines being removed. C Fahey clarified that there was budget available for planting this year.

Councillor Williams asked if the replanting needed to be native or if faster-growing exotic options could be considered. S Allen advised that the natives selected would be fast-growing and included the Harakeke and Cabbage trees. The advantage of natives was that they were easy to obtain restoration-grade plants, and natives also had biodiversity benefits.

Councillor Williams questioned why the pine trees could not be retained as a barrier and S Allen explained that as pine trees aged, they became a health and safety risk.

Councillor Redmond referred to the slow-growing natives at the Woodend WWTP and asked if a faster-growing species could be planted there. S Allen noted that the Woodend WWTP site was very sandy and difficult to grow and the small gap for the fence also had a negative impact.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 240701105929.
- (b) **Notes** the use of the larval disruption dredging, oil surfactant spreading and *Bacillus thuringiensis* (Bti) techniques that have been trialled at Kaiapoi and Woodend Wastewater Treatment Plants (WWTPs) for midge management.
- (c) **Notes** that the Bti treatment trial at Woodend WWTP in November-December 2023 appeared effective at reducing midge densities in treated areas when applied at the recommended dosage rate. However, the control area also saw a decrease in midge densities.
- (d) **Notes** that midge monitoring (and treatment methods when required) is intended to commence earlier in spring in 2024-25, i.e. September 2024, rather than in October in previous years, as complaints indicate that midges are emerging in September.
- (e) **Notes** that midge emergence trap monitoring is not able to demonstrate if the dredging management techniques reduces midge densities, at Kaiapoi WWTP therefore yellow sticky traps are proposed to be installed for monitoring as a replacement.
- (f) **Notes** the cost of midge management for Kaiapoi and Woodend WWTP is estimated to have been approximately \$29,480 (excl. GST) and \$12,100 (excl. GST) respectively for the 2023-2024 season, with an estimated additional cost of \$12,000 (excl. GST) for midge emergence trap and larval monitoring costs for both WWTPs, sourced from existing operational budgets, and is subsidised by avian botulism inspections that means that ecological contractors are already on-site.
- (g) **Notes** that staff will continue to communicate proactively with affected residents about midge management.

- (h) **Notes** the intention to submit a new insect control management plan (entitled 'Midge Management Plan August 2024') focusing on non-insecticide control methods to Environment Canterbury as fulfilment of a condition in consent CRC041049.

CARRIED

Councillor Williams was concerned at the prevalence of planting slower-growing natives and did not believe soil conditions at the Kaiapoi WWTP were much better than at the Woodend WWTP. He was also concerned as he believed budget had been made available five years ago for planting and it was vital to plant as soon as possible to mitigate the midge issue for residents. Thus, he felt there needed to be further consideration of faster growing trees. He commented that if midges had been a problem for so long, the Council needed to consider a different treatment.

Councillor Ward supported the motion and suggested Pittosporums as a fast-growing species.

Mayor Gordon thanked staff for the report, noting that he had recently had an onsite meeting with Michael Bate, a concerned resident. While he supported the work, he cautioned Councillors about advocating for bringing projects forward into an already full work program, as fast-tracking projects could make the program unachievable. This could lead to staff being criticised for not being able to deliver the program. He thanked S Allen for her work and her consideration to achieve broader objectives. It was important to be a responsible asset owner.

Councillor Redmond commented on his experience with midges, noting that they had been a problem for 50 years and were still a problem. The Council should do whatever it could to mitigate the effects.

5.4 **Avian Botulism Management 2023-24 – S Allen (Water Environment Advisor)**

S Allen advised that there had been a minor Avian Botulism outbreak at the Kaiapoi Wastewater Treatment Plant (WWTP) in the 2023/24 season. However, with only 300 bird deaths, it could have been much worse.

S Allen advised that the Council's Avian Botulism Management Plan 2020 would be updated with minor amendments before December 2024, including procedures if Highly Pathogenic Avian Influenza (such as H5N1) was suspected. The amendments would follow the Department of Conservation and Ministry for Primary Industry guidelines as there was a risk of H5N1 being transmitted to contractors picking up dead birds. There was the potential to look at some possible prevention measures for avian botulism, such as desludging.

Councillor Fulton asked how dead birds were disposed of, and S Allen advised that birds were incinerated in the same process followed by veterinarians.

Councillor Redmond enquired about the mechanism of notifying organisations, such as Fish and Game and Game Bird Hunters, about the Avian Botulism outbreak, and S Allen outlined the notification process.

Mayor Gordon noted the recommendations which resulted from the on-site meeting held with M Bate. S Allen commented that the proposed recommendations related to the function of the wetlands in general.

Mayor Gordon enquired if the sludge noted on the edges of the wetland during the on-site meeting had a worsening effect on botulism. S Allen advised that it was out of the scope of the report; however, there was no current literature regarding the effect of sludge on botulism.

Moved: Councillor Ward

Seconded: Councillor Brine

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 240701105914.
- (b) **Notes** the bird death numbers (431 birds) for the 2023-24 season at coastal Waimakariri District Council wastewater treatment plants (WWTPs), as collected by contractors, with a minor avian botulism outbreak at the Kaiapoi WWTP, and two birds collected at the Kaiapoi Lakes.
- (c) **Notes** that the WDC Avian Botulism Management Plan 2020, information leaflets and FAQ sheet will be updated with minor amendments before December 2024, including procedures if Highly Pathogenic Avian Influenza (such as H5N1) is suspected instead of avian botulism.
- (d) **Notes** that WDC staff and contractors will be advised of the low risk of avian botulism toxin being spread by contaminated clothing and footwear if standard hygiene practices are followed so that appropriate actions can be taken if visiting poultry or dairy farms.
- (e) **Notes** that WDC staff will continue to proactively engage with any affected residents and/or concerned members of the public about avian botulism control.
- (f) **Circulates** this report to the Council, the Waimakariri Water Zone Committee, and the Community Boards for information.

CARRIED

Councillor Ward thanked staff for the report and acknowledged the focus on waterway vegetation and birdlife. She noted that she had advised of a dead bird in a reserve and had been impressed with the speed at which the matter had been dealt.

Councillor Cairns commented that 331 bird deaths from avian botulism were a much better outcome than the 5,500 bird deaths in 2014/15.

Councillor Williams acknowledged M Bate's presence in the gallery, who had come to listen to the discussion of these reports, and thanked him for his time, energy, and passion in advocating on these matters.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 Roading – Councillor Philip Redmond

Focus areas for staff:

- Remetalling was continuing on unsealed roads, with 26 roads around the district being metalled during June and July 2024. Maintenance grading was also underway. Staff were carrying out inspections of unsealed roads.
- Drainage maintenance and culvert renewals were continuing. Drain cleaning was underway on Turiwhaia Road, Cones Road, Loburn Terrace Road, Rossiters Road, and Forestry Road. Culvert maintenance had been carried out on School Road in Horrellville, Hawthorne Mews, and Wellington Street.
- Work was about to commence on pre-reseal repairs ahead of the next reseal season.

- Two hundred and ninety-nine damaged / missing edge marker posts have been replaced over the last month.
- The rail on the Eyre River Bridge on Depot Road was repaired, and the abutment on the Swamp Road bridge in Cust was repaired.
- Staff had followed up on a number of incidents with mud on the road, which was likely to continue following recent wet weather.

Capital:

- The focus had moved to design for the 2024/25 financial year. However, work which was proposed for co-funding through the NLTP was not proceeding past design until such time as the outcome of the NLTP was known (likely to be early September).

Other works:

- Work was continuing on the installation of the water, stormwater and sewer mains through the Blakett Street / King Street roundabout. The work in the roundabout was now complete, and the roundabout had reopened. The focus was now on trenching along Blakett Street between Good Street and King Street. Blakett Street was closed in a westbound direction from Good Street to King Street. Durham Street and Good Street were open. Minor changes to bus detour routes continued, as agreed with ECan. Businesses were continuing to be updated as the work progressed. Signage advising businesses were open had been provided.
- Lineside Road Stormwater work was planned with ducting to go across the road near the NPD petrol station. A one-night southbound closure was proposed. Businesses were to be notified.
- Water cutting off excess bitumen Skewbridge Road, Rangiora Woodend Road (nightworks) and Coldstream Road / Golf Links Road (daytime).

Events:

- The "Loburn 39" Road Relay Race was scheduled for Saturday 7th September 2024.
- A Canterbury Rugby Game was to be held on Sunday, 1 September 2024, at the Rangiora Showgrounds.

Road Safety:

- Planning continued for the Kick Start Motorcycle Event, an annual collaboration between Christchurch, Selwyn, and Waimakariri Councils. The event was planned for 22nd September 2024.

It was raised that the culverts on Max Wallace Place appeared rusty. G Cleary agreed to put in a service request for an inspection.

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

Water

- The works to install the 450mm water main in Blakett Street were going well. The section in the King Street / Blakett Street roundabout was installed, and the roundabout is now open. The carrier pipe and water main under the railway line near the toy library had been successfully installed. The work to install the remaining sections would be ongoing until early December. Staff had been working on the closure with business owners to keep them informed and minimise disruption.
- Taumata Arowai had visited the Pegasus Water Treatment Plant site earlier this month. A report on the Pegasus-Woodend Water Supply chlorine exemption application was expected in the coming months.

Wastewater

- The sewer system performed well during the rainfall event over the weekend. Sucker trucks were deployed to Cridland Street West and Ohoka Road. However, there were no reported issues or overflows from the network.

Drainage

- Cones Road Drain Upgrade was completed and performed well during the rainfall event over the weekend. Several photographs were taken during the event and staff would consider whether further modifications of the weir were warranted.
- Drainage improvement works were underway across the district at Washington Place, Tram Road and Woodfields Road.
- The Green Road Diversion upgraded works in Tuahiwi were programmed to commence in September 2024.
- During the wind event early last week, several trees along North Brook fell and damaged a nearby residential dwelling. The trees had been removed, and the bank had been repaired. Work was underway to repair the path and plant out the area with natives. A wider inspection would be undertaken to ensure that there were no other 'at risk' trees that need to be addressed.
- Councillor Fulton asked if the recent weather event had had an effect on groundwater levels. G Cleary noted that there had been around 50-60mm of rain. The snow had created some issues for the roads; however, it was a reasonably manageable event, and stormwater systems had coped as expected. An update could be provided on groundwater levels.
- Councillor Williams commented that options would be looked at for Threkhelds Road drain.

Councillor Williams noted that the deputation on cattle damage to the footpath at West Eyreton had not occurred and requested that the Committee be updated or provided a report on the matter.

7.3 Solid Waste– Councillor Robbie Brine

- Planned maintenance of the rubbish pit floor would be carried out at the end of the month to renew a portion of the pit floor that had reached the end of its life. This would impact on rubbish operations. Work would start on Thursday evening, and the pit would be closed on Friday and Saturday to allow time for the concrete to cure. The decision had been made to not accept general rubbish for those two days, owing to health and safety concerns and delays to customers. The rest of the site would be open as usual. There was capacity to store rubbish from the smaller commercial collectors, including Salvation Army, Corde and Delta. The rubbish would be held in skips and loaded into the compactor once the pit was open again. However, it was uneconomical to send a large number of skips of uncompacted rubbish to a Christchurch-based transfer station.

Planned communications:

- Staff had advised WM commercial service of the closure would advise them they would have to take their rubbish to an alternative site on Friday and Saturday.
- Solid waste staff would advise the companies and organisations from whom rubbish would be accepted on Friday.
- A news story would be posted on the website early in the week.
- Signage would be erected at the site in several places to advise customers of the upcoming pit closure.
- Handouts would be given to customers over the next two weeks.

- Social media posts would be made in the lead-up to the closure, with a link to the news story.
 - Council would advise about the pit closure in the Community Noticeboards for the next two weeks.
- Staff met with a Tyrewise representative on Thursday to discuss the new product stewardship scheme for tyres. Southbrook RRP was registered as a collection point. Since the 1st of March 2024, a tax had been levied on all vehicle tyres entering the country, and as of the 1st of September 2024, Southbrook RRP would be able to accept all vehicle tyres at no charge. Their removal would come at no cost to the Council, and it would receive a small payment to cover handling and administration costs. Tyres still on rims would not be accepted. The tyres would be tracked to ensure they were deposited at a registered processing site. Information would be sent out the following week.
 - Following numerous issues collecting bins, for example being placed too close together, under trees and so on, staff had a bin placement handout created to include in the information pack when new bins are delivered. Staff were also trialling some placement tips lid stickers. Staff were aware that there would be some areas where infill had made it very difficult for residents to put their bins out but hoped to reduce the delay in collection by staff needing to move bins to empty them.
 - Oxford transfer station was closed early on Sunday (around 2:45pm) due to the snow. Very few customers were visiting the site due to the snowy conditions. Messages about the closure were posted on social media, and staff put a sign up at the gate to advise of the closure.
 - Councillor Brine provided an update on the Transwaste Joint Landfill. The Committee had approved \$112,000 in grants, and the fund would be increased to \$120,000 the following year. He advised that Transwaste was now 20 years old and a review of the governance structure and agreements was currently being undertaken. He was not part of the Review Committee and would be made aware of considerations during a briefing session on 20 September 2024; decisions would be put to the AGM on 28 November 2024. He would provide an update, including any concerns to G Cleary following the briefing session, regarding any potential changes to the structure. However, current advice was that there was nothing too radical in the proposals.

Mayor Gordon requested that Councillor Brine raise any concerns if he believed there could be any risk to the agreements following the 20 September meeting, which required the Council's support. Councillor Brine advised that he would request a review of the agreement from the lawyer who had set up the initial agreement if he believed there were any concerns; this step required agreement from other shareholders.

7.4 **Transport – Mayor Dan Gordon**

Mayor Gordon thanked staff and contractors for the great response to the weekend's weather event to ensure the district kept running. He commented that the new drainage system at Cones Road coped well with the event, and it was not until events such as this latest one that they could be tested.

Mayor Gordon commented on the current consultation on the Northern Corridor and the importance of having this district's views heard.

He had attended Fernside School to view how its carpark was operating as some concerns had been raised.

8 MATTERS FOR INFORMATION**8.1 Waikuku Beach Drainage Investigations Update – Jason Recker (Stormwater and Waterways Manager) and Kalley Simpson (3 Waters Manager)**

(Report No. 240527085488 to Woodend Sefton Community Board Meeting 10 June 2024)

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Utilities and Roading Committee(a) **Receives** the information in Item 8.1.**CARRIED****9 QUESTIONS UNDER STANDING ORDERS**

Nil.

10 URGENT GENERAL BUSINESS

Nil.

11 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

Moved: Councillor Williams

Seconded: Councillor Ward

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

- 11.1 Confirmation of Public Excluded Minutes from 16 July 2024.
- 11.2 Sole Source Ocean Outfall Pumps for Kaiapoi and Woodend Wastewater Treatment Plants - Report to Management Team Operations 29 July 2024.
- 11.3 Supplier Selection for Rangiora WWTP Aeration Basin Trial Upgrade - Report to Management Team Operations 29 July 2024.

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

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
11.1	Confirmation of Public Excluded Minutes from 16 July 2024	Good reason to withhold exists under Section 7	As per Section 7(2)(h) of the Local Government Official Information and Meetings Act 1987, to “enable any local authority holding the information to carry on, without prejudice or disadvantage, commercial activities.”
11.2	Sole Source Ocean Outfall Pumps for Kaiapoi & Woodend Wastewater Treatment Plants - Report to	Good reason to withhold exists under Section 7	Resolves that the recommendations in this report be made publicly available but that the contents remain public excluded as per Section 7(2)(h) of the Local Government Official Information and Meetings Act 1987, to “enable any local authority holding the

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
	Management Team Operations 29 July 2024		information to carry out, without prejudice or disadvantage, commercial activities".
11.3	Supplier Selection for Rangiora WWTP Aeration Basin trial upgrade - Report to Management Team Operations 29 July 2024	Good reason to withhold exists under Section 7	Resolves that the recommendations in this report be made publicly available but that the contents remain public excluded as per Section 7(2)(h) of the Local Government Official Information and Meetings Act 1987, to "enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities".

CARRIED

CLOSED MEETING

The public excluded portion of the meeting commenced at 10.42am until 10.50amm.

Resolution to Resume in open meeting

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT open meeting resumes, and the business discussed with the public excluded remains public excluded unless otherwise resolved in the individual resolutions.

CARRIED

NEXT MEETING

The next meeting of the Utilities and Roding Committee will be held on Tuesday 17 September 2024 at 9am.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 10.50M.

Chairperson
Councillor Paul Williams

Date

NOTES OF A WORKSHOP OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBERS, HIGH STREET, RANGIORA ON TUESDAY, 20 AUGUST 2024, COMMENCING AT 11 AM.

PRESENT

Councillor P Williams (Chairperson), Mayor Gordon, Councillors R Brine, P Redmond and J Ward.

IN ATTENDANCE

Councillors B Cairns and T Fulton

G Cleary (Utilities and Roading Manager), J McBride (Roading and Transportation Manager) and E Stubbs (Governance Support Officer)

1. APOLOGIES

Moved: Councillor Williams

Seconded: Councillor Brine

THAT an apology for absence be received and sustained from Councillor N Mealings.

CARRIED

1. Christchurch City Council Cranford Street Consultation

Presenter(s) J McBride (Roading and Transportation Manager)

Trim ref: 240906152270.

Key Points:

- Christchurch City Council (CCC) Consultation on options for Cranford Street closed on 26 August 2024.
- Three options proposed for usage of the existing peak-hour bus lanes between Berwick Street and Innes Road.
- Options are Bus-lane, clearway or T2 lane.

Questions/ Issues/ Observations:

- Who provided the technical summary conclusion?
Stantec – an independent consultant used by CCC.
- What was the problem to be solved?
Cranford Street was included in the Northern Corridor Management Plan. The bus lanes were a trial, and as part of the Management Plan it was a requirement to assess how they were working and what the issues were.
- The T2 lane was not enforced on the motorway why was it being considered here?
The CCC would need to work with NZTA on the links between the T2 on the motorway and Cranford Street. If T2 was the preferred option, it would take some time to setup.
- What were considerations for the east-west connection?
The corridor got heavy use, as the fast service route from Rangiora – Kaiapoi to the city and was an important consideration for this district.

- If a clearway was the preferred option what would happen outside of peak hour?
All three options were being considered for peak hour, if it was a clearway it would be a clearway for 24 hours. Currently they were used as peak-hour bus lanes and outside of those hours they could be used for parking.
- Comment that the district did not want to lose the gains that it had now, and there had been considerable investment in Park n ride. To lose that connection would be a mistake. Needed to consider future mass rapid transport option.
No option proposed losing the lane during peak hours.
- Comment that T2 was a waste of time as the T2 was not functioning on the motorway.
- Comment that there was surprise at the projected travel times.
The current bus lane was projected to lose cars 2 minutes travel time in four years. With a clearway or T2, cars would be 2 minutes quicker without significant impact on buses. There were complexities to the T2 lane.
- Was there potential to remove bus stops for that portion of the road for safety?
The Express service from Waimakariri did not stop on Crandfords Street, however other bus routes did and the area had a large catchment of residential properties. It was not unusual to have bus stops in Christchurch on busy roads.
- What was the staff's view on option preference, in particular with regard to travel times?
From a transport engineer's point of view, the bus lane would promote public transport. Stantec would have rated T2 as the best option to provide a balance between different modes.
- Comment that the clearway or T2 options provided the best service for non-bus users. However, T2 should not been seen as revenue gathering and T2 would need to be utilised on the motorway as well if that was the preferred option.
- Comment that any improvements should also consider safe pedestrian crossing points.
- Noting the short submission timeframe request that staff draft a proposed submission and circulate to all Councillors for comment. Indicate that the Council would like to speak to the submission.
- Question around which entity or community the Council should be considering in the submission – The Greater Christchurch Partnership or the Districts Residents. The preference for residents would be a quicker commute. Was T2 the compromise?
- The importance of not losing gains made in the Northern Corridor development was highlighted.

THERE BEING NO FURTHER BUSINESS THE WORKSHOP CONCLUDED AT 11.20AM.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: RDG-22-04, DRA-16-05 / 240906151625

REPORT TO: UTILITIES AND ROADING COMMITTEE

DATE OF MEETING: 15 October 2024

AUTHOR(S): Jason Recker, Stormwater and Waterways Manager
 Kalley Simpson, 3 Waters Manager
 Joanne McBride, Roding and Transport Manager
 Pat Towse, Flood Team Lead

SUBJECT: July 2023 Flood Recovery Progress Update

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



General Manager



Chief Executive

1. SUMMARY

- 1.1 This report provides a progress update on the July 2023 Flood Recovery work programme, including investigation work and maintenance actions, and provides an overview of the physical works programme recommended by the investigations.
- 1.2 A total of 351 service requests have been received related to the July 2023 storm event, which have been triaged, grouped and classified into a total of 88 investigations, 126 maintenance actions and 31 customer advice actions¹.
- 1.3 As at 27 September 2024, all 88 investigations have been triaged, scoped and investigated, 5 are in the final approval stage and 83 have been completed. The remaining 5 investigations are in the final stages of review before final sign off. A majority of these remaining investigations are complex and have required additional survey, modelling and analysis in order to confirm the recommended improvements.
- 1.4 A further 126 maintenance actions were also identified from the service requests following the July 2023 event. As at 27 September 2024, all 126 maintenance actions have been completed.
- 1.5 Work on the following three key focus areas that experience extensive flooding has commenced:
- **Cam River / Ruataniwha** – Substantial work has been completed on the Cam River / Ruataniwha by both Environment Canterbury and Waimakariri District Council, which has included tree felling and vegetation clearance as well as localised stopbank improvement works. The waterway has recently been reinspected to identify any minor follow up work required. Environment Canterbury have undertaken survey of the stream bed and stopbanks which will be used to identify any future upgrading works to the Cam River system.

¹ Note that the total number of service requests is greater than the number of investigations and maintenance tasks as an investigation or maintenance task can have multiple service requests associated with the work.

- **Tuahiwi** – Council has completed heavy maintenance work, including trimming of vegetation from the banks and removal of sediment from the bed, along the main channel of the Tuahiwi Stream / Waituere between Church Bush Road to the Cam River, and vegetation clearing works on the Tuahiwi Stream / Waituere between Greens Road and Church Bush Road. The new box culvert on the upper end of the diversion drain (between Greens Road and the Cam River) has been installed and the drain regrading / widening the middle section above Pa Road has been completed.
- **Waikuku Beach** – Detailed assessment is underway to determine the cause of flooding from the Taranaki Stream which was higher than expected, although will take some months to complete. This work will be coordinated with Environment Canterbury and will look at factors such as the operation of the flood gate, upstream development, and the catchment hydrology, including any recharge from the Ashley River.

- 1.6 There are a total of 24 immediate works projects that are being progressed in the 2023/24 financial year to implement drainage improvements that have been identified as part of the investigation work. 15 projects have been completed, 2 are currently under construction, 7 are in the design phase.
- 1.7 The total budget for the flood recovery work is \$4.055 million, as approved by Council at the October 2023 Council meeting (refer Trim 230921147926). To date \$3,519,974 (or approximately 87%) of the work has been completed and it is estimated that the final expenditure will exceed the budget estimate by \$77,697 for a total of \$4.133 million.
- 1.8 The Flood Team has effectively been wrapped up, with just the final changes to the remaining investigations to be completed. Recruitment of the Infrastructure Resilience Team has been successful, with all four positions appointed. The Infrastructure Resilience Team will take over the delivery of the remaining improvements works and implementing proposed future works.

Attachments:

- i. Flood Recovery July 2023 Event Tracking – As at 27th September 2024 (Trim 241001168421).
- ii. Flood Recovery July 2023 Event Dashboard – As at 27th September 2024 (Trim 241001168426).

2. RECOMMENDATION

2.1. **THAT** the Utilities and Roading Committee:

- a. **Receives** Report No. 240906151625.
- b. **Notes** that all 88 investigations have been triaged, scoped, and investigated, 5 are in the final approval stage and 83 are complete.
- c. **Notes** that all 126 maintenance actions have been completed.
- d. **Notes** that of the 24 immediate works projects, 15 projects have been completed, 2 are currently under construction, 7 are in the design phase.
- e. **Notes** that the Infrastructure Resilience Team will take over the delivery of the remaining improvements works and implementing proposed future works.
- f. **Notes** that the total cost estimate for the flood recovery work is \$4.055 million.
- g. **Notes** that the expenditure to date is \$3,519,974 and the final forecast expenditure of \$4.133 million.
- h. **Notes** the estimated 1.9% budget exceedance of \$77,697.

- i. **Notes** that this budget exceedance will increase the District Drainage rate by approximately \$0.19 or 0.5% per property from 2025/26 onwards.
- j. **Circulates** this report to all Community Boards for information.

3. **BACKGROUND**

- 3.1 The district experienced a significant rainfall event over the weekend of 22-24 July 2023, with the coastal area around Woodend receiving approximately 150mm of the rainfall over a 48 hour period.
- 3.2 A total of 351 service requests related to the July 2023 storm event were received. All service requests have been acknowledged and have been collated, triaged and categorised. This work has identified that there is a total of 88 investigations and 126 maintenance tasks that need to be undertaken to address the issues raised in the service requests (refer Table 1 below). There are also 31 service requests predominantly related to private drainage issues where advice has been provided to the customer. These predominantly onsite that are not the responsibility of Council to address.

Table 1 – Classification of Service Requests

Classification		No. SR	Investigations	Maintenance Tasks
Investigations	Recent (July 2022)	82	36	-
	Historical (pre 2022) ¹	54	30	-
	New (July 2023)	25	22	-
Maintenance		159	-	126
Customer Advice		31	-	-
TOTAL²		351	88	126

¹ These are locations where previous investigation work has been undertaken in the past, which was used as a reference for assessing any improvement works required.

² Note that the total number of service requests is greater than the number of investigations and maintenance tasks as an investigation or maintenance task can have multiple service requests associated with the work.

- 3.3 The Flood Team was established, which was overseen by a Flood Recovery Project Control Group (PCG), comprised of relevant managers from the Utilities & Roading department. A tracking spreadsheet was updated fortnightly and was reported formally to the Utilities and Roading Committee monthly.

4. **ISSUES AND OPTIONS**

Key Focus Areas

- 4.1. The three key focus areas that experience extensive flooding that will require more detailed assessment, investigation and community and stakeholder are:
 - Cam River / Ruataniwha
 - Tuahiwi
 - Waikuku Beach

Cam River / Ruataniwha

- 4.2. A report Cam River / Ruataniwha was presented to the previous Utilities & Roading Committee meeting in October (refer Trim 231005158212). Immediate maintenance works to remove fallen trees was completed in October. Environment Canterbury have completed the maintenance work, including tree felling and vegetation clearance, on the lower Cam River from the Kaiapoi River up to Bramleys Road. Work on the upper Cam River above Bramleys Road up to Marsh Road has also now been completed. This work took longer than expected due to the amount of tree maintenance work required.

- 4.3. Localised stopbank improvement works to improve the upper Cam River / Ruataniwha system upstream of Bramleys Road have been completed. This has included raising the accessway to 151 & 153 Bramleys Road to reduce the likelihood of breakout flow on the true right bank and raising the stopbank at 100 Topito Road to reduce the likelihood of breakout from on the true left bank. Environment Canterbury also raised a section of the stopbank adjacent to 73 & 79 Tuahiwi Road, which was particularly vulnerable.
- 4.4. Environment Canterbury have been re-surveying of the bed and banks of Cam River, the section downstream of Bramleys Road has been completed and the section above Bramleys Road is expected to be completed over the coming months. The new survey information will be compared to the historical survey from the 1980s, to identify any areas that need immediate works, and also undertake modelling of the Cam River to determine if any larger scale upgrades are required. A report will be prepared on their findings but this is not expected to be complete until the end of this calendar year. This information will feed into the proposed update of the Scheme Plan for the Cam River/ Ruataniwha.

Tuahiwi

- 4.5. Council has completed heavy maintenance work, including trimming of vegetation from the banks and removal of sediment from the bed, along the main channel of the Tuahiwi Stream / Waituere between Church Bush Road to the Cam River, and vegetation clearing works on the Tuahiwi Stream / Waituere between Greens Road and Church Bush Road.
- 4.6. Upgrading works on the diversion drain (between Greens Road and the Cam River) have been completed. The new box culvert at the upper end of the diversion has been installed and the regrading / widening the middle section upstream of Pa Road has been completed.
- 4.7. Survey work has been completed for a potential overflow diversion at Church Bush Road in the lower reach of the Tuahiwi Stream. This has been discussed with Environment Canterbury River Engineers who support this as an option. Further work is needed to develop the upgrade and estimate the costs. Council staff will review existing budgets to determine available funding and assess if additional budget is needed for the project.

Waikuku Beach

- 4.8. Modelling works of the Taranaki Stream has commenced as part of the detailed assessment to determine the cause of higher than expected flooding in Waikuku Beach. This work will assess factors such as the operation of the flood gate, upstream development, flood storage within the Tutaepatu Lagoon area and the catchment hydrology, including any recharge from the Ashley River. A meeting with Environment Canterbury has been held as part of scoping the modelling work required. They are looking at upgrading the flood gates on the outlet of the Waikuku Stream at Leggitts Road to make them less susceptible to blockage. This modelling work has commenced but will take some months to complete and it is not expected to know the outcome until November 2024.

Threlkelds Road

- 4.9. While not one of the original key focus areas, the Threlkelds Road site has been an area of recent focus. A meeting was held with the Threlkelds Road residents on the 31 July 2024. Since that meeting maintenance of a private drain along has been undertaken by the Council and further upgrading works are proposed to extend this drain further west towards Armstrongs Drain. Further work is required to develop this upgrade and to seek additional budget from Council for the work. At the September 2024 Ohoka-Mandeville Drainage Advisory Group meeting, it was proposed (following a request from residents) to designate this drain as a Council maintained asset under the Ohoka Rural Drainage account. The proposal was approved by the advisory group and will now be included in the regular inspection and maintenance program. The estimated cost of maintenance for this drain is \$5,300, which will be funded by the Ohoka Drainage Scheme within existing operational budgets.

- 4.10. Further maintenance work to improve the outlet of the Threlkelds Road drain to both the Cust River and the east side of Threlkelds Road (via the overflow pipe) is proposed. This work includes removal of large trees and the potential improvements to the flap gate. Additionally, a hydraulic modelling assessment of options to upgrade the overflow pipe to the east side of Threlkelds Road will be undertaken to establish if additional flow can be conveyed without increasing downstream flooding.

Progress of Investigations

- 4.11. All of the 88 investigations have been triaged, scoped and investigated, and 5 are being reviewed and 83 are complete. The current status of these are summarised in the following table.

Table 2 – Progress of Investigations

Phase	Previous Report	Current Status ⁴	Change
Triaging	0	0	-
Scoping	0	0	-
Under investigation (Flood Team)	0	0	-
Review and approval (Asset Manager)	16	5	-11
Maintenance / immediate works programmed ¹	0	0	-
Improvement works proposed ²	0	0	-
Completed ³	72	83	+11
Total	88	88	-

¹ For the current financial year.

² Subject to future year budget process.

³ Investigation complete, actions agreed. works programmed or budgeted, customer/s called back.

⁴ As at 27 September 2024.

- 4.12. All investigation work has been completed by the Flood Team and is either currently under final internal review by Council staff or has been signed off as complete. Once signed off as complete, the physical works have been either programmed as immediate works or budgeted for future years and customers have been contacted to let them know the outcome of the investigation. Where the issue related to private drainage issues practical advice has been provided to the customer on onsite measures they could consider to put in place.
- 4.13. There are 5 investigations are currently being reviewed internally before final signed off. A majority of these remaining investigations are complex and have required additional survey, modelling and analysis in order to confirm the recommended improvements. The remaining investigations are now all in the final review stage and are expected to be completed and signed off by the end of October 2024.
- 4.14. The following table provides a summary of the solutions identified by the investigations, which will be updated as the investigations are reviewed and approved.

Table 3 – Outcome of Investigations

Implementation Solutions	Previous Report	Current Status	Change
Not yet determined	16	5	-11
Physical Works FY23/24	43	49	+6
Future year capex	12	14	+2
O&M changes	0	0	-
No action/Customer Advice	17	20	+3
Total	88	88	-

- 4.15. There are 35 investigations that have been previously investigated due to past flooding events. The budgets assigned to these investigations (FT04 to NS5) are to cover the costs associated with investigating the cause of flooding and confirm if the previous programmed works would address the flooding issues observed in the recent July 2023 event.

Progress with Maintenance Actions

- 4.16. Of the 126 maintenance actions all 126 have now been inspected and either completed or programmed. The current status of these is summarised in the following table.

Table 4 – Progress with Maintenance Actions

Phase	Previous Report	Current Status ²	Change
To be started	0	0	-
Work in progress	6	0	-6
Completed ¹	120	126	+6
Total	126	126	-

¹ Inspection complete, maintenance required programmed, customer/s called back.

² As at 27 September 2024.

Progress with Immediate Works

- 4.17. There is a total of 24 immediate works that are being progressed in the 2023/24 financial year to implement drainage improvements that have been identified as part of the investigation work (refer Table 5 below). Note that some of these projects are funded from existing capital works budgets that existed prior to the July 2023 flood event, as well as new capital works budget approved by Council in October 2023.

Table 5 – Progress with Immediate Works

Project	Budget	Status
Broadway Ave, Waikuku Beach	\$15,000	Complete
10 Beach Crescent, Waikuku Beach	\$80,000	Design
Rotten Row, Waikuku Beach	\$25,000	Design
Pegasus Main Street, Pegasus	\$50,000	Design
Pearson Drain Improvements, Oxford	\$330,000	Under Construction
Helmore Street Bund, Rangiora	\$75,000	Complete
Main North Road, Kaiapoi	\$5,000	Complete
Tram Road, Clarkville	\$100,000	Under Construction
Edmunds Road, Clarkville	\$50,000	Complete
Revells Road, Tuahiwi	\$50,000	Design
Greens Road, Tuahiwi	\$200,000	Complete
Woodfields Road, Cust	\$150,000	Complete
South Eyre Road, Eyrewell	\$20,000	Complete
Washington Place, West Eyreton ¹	\$210,000	Complete
Lower Sefton Road, Ashley	\$100,000	Design
Upper Sefton Road, Ashley	\$80,000	Design
North Eyre Road, Eyreton	\$15,000	Complete
Poyntzs Road, Cust	\$80,000	Design
Wilson Drive, Ohoka	\$200,000	Complete
Bramleys Road, Tuahiwi	\$100,000	Complete
Upper Cam River	\$150,000	Complete
Siena Place, Mandeville	\$30,000	Complete
Featherstone Ave, Kairaki	\$90,000	Complete
306 Beach Road	\$72,000	Complete

Total	\$2,277,000	
--------------	--------------------	--

¹ Washington Place had existing capital works budget (\$160k) prior to the July 2023 flood event and additional capital works budget (50k) approved by Council in October 2023 as part of the flood response.

- 4.18. 15 projects have been completed, 2 are currently under construction, 7 are in the design phase. Approximately, \$1.4 million was carried over into the 2024/25 financial year, however a majority of this was either under construction or is expected to commence construction this calendar year. These projects will continue to be reported to the Audit & Risk Committee as part of the quarterly capital works programme report.

Proposed Future Works

- 4.19. There are 13 investigations that relate proposed future works that have capital works budgets in outer years. The works for Washington Place have been completed and Cust Road drainage improvements are under construction, while the other projects which relate to improvements in Kaiapoi, Rangiora, Oxford, Waikuku Beach and Mandeville are planned for outer years as shown in Table 6 below.

Table 6 – Proposed Future Works

Project	Budget	Construction
Washington Place, West Eyreton	\$130,000	23/24 - 24/25
Cust Road, Cust	\$300,000	24/25
Depot Road, Oxford (Roading)	\$1,000,000	24/25 - 25/26
Kaikanui Diversion	\$1,570,000	24/25 - 26/27
Percival Street, Rangiora (Sewer)	\$550,000	25/26
Cridland Street West, Kaiapoi	\$2,000,000	25/26 - 26/27
Belmont Avenue, Rangiora	\$480,000	27/28
10 Beach Crescent, Waikuku Beach (Stage 2)	\$1,100,000	28/29
Mandeville Resurgence Channel (Stage 1 & 2)	\$22,600,000	24/25 - 31/32
Taranaki Stream Pump Station	\$6,250,000	34/35 - 35/36
Church Bush Road overflow diversion	TBC	TBC
MacDonalds Lane, Waikuku	TBC	TBC
Threlkelds Road, Ohoka	TBC	TBC

- 4.20. The Church Bush Road overflow diversion, MacDonalds Lane upgrade and Threlkelds Road drain upgrade projects will require further work to develop potential solution and to seek additional budget from Council for the work or be funded from the Infrastructure Resilience Fund.
- 4.21. It's important to note that the district wide flood model is due for review. This is a multi-year project with an estimated cost of \$350,000. Council staff are currently exploring options to fund this work within existing budgets.

Communications

- 4.22. The communications strategy document was prepared and endorsed by the Utilities & Roading Committee. The website has been updated to deliver the flood response progress to the public based on the progress as at 27th September 2024.
- 4.23. A programme of regular communications has been implemented to support the recovery programme. In particular, the following key activities have been undertaken:
- A fortnightly dashboard and detailed tracking sheet published on the website.
 - Personal phone calls or emails to submitters when investigations begin to understand the issue, with follow up communications to confirm the outcomes.

- Residents meetings, either street meetings or at community halls, will be held where appropriate. A residents' meeting has already been held in the West Eyreton Hall for the Washington Place flooding issue. Additionally, several street meetings have already been held for the Bramleys Road / Cam River flooding issue, the Threlkelds Road flooding issue and the Tram Road flooding issue. A meeting was held with the Threlkelds Road residents on the 31 July 2024.
- Close out emails or communications with submitters as appropriate when each investigation is complete.

Implications for Community Wellbeing

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

5. COMMUNITY VIEWS

Mana whenua

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

Groups and Organisations

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

Wider Community

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

- 6.1. The Council has approved unbudgeted expenditure of up to \$4.055 million in the 2023/24 financial year for emergency and immediate works responding to and recovering from the flooding.
- 6.2. The updated cost estimate and spend to date for the works associated with recovery from the flood is summarised below with the assessment of the funding source.

Table 7 – Financial Spend Summary

Area	Estimate	Spent to date	Forecast final expenditure
Roading	\$1,950,000	\$1,934,476	\$1,934,476
Stormwater	\$230,000	\$102,554	\$205,994
Land Drainage	\$815,000	\$295,891	\$742,509
Rivers	\$300,000	\$198,535	\$261,200
Wastewater	\$160,000	\$116,320	\$116,320
Flood Response Investigations	\$600,000	\$872,198	\$872,198
TOTAL	\$4,055,000	\$3,519,974	\$4,132,697

- 6.3. At this stage it is expected that the final expenditure will exceed the budget estimate approved by Council in October 2023 by \$77,697, for a total of \$4.133 million (1.9% exceedance). There is approximately \$985,000 of immediate works budgeted in the \$4.055 million approved by Council in October 2023 that will carry over into the 2024/25 financial year. Note that there was a carry over of approximately \$400,000 of expenditure, which has been allowed for in the total forecast cost.
- 6.4. The flood response investigations expenditure is \$872,198 for this past financial year (23/24). Any additional expenditure for flood response investigations in the current financial year (24/25) will be funded from existing Infrastructure Resilience Team budgets.
- 6.5. The investigation budget overspend was mainly due to a large number of complex flooding issues across the district. Several flood issues were not straight forward and required in-depth analysis from both the Flood Team and 3 Waters staff. These investigations required additional survey, modelling and analysis in order to confirm the next steps, whether that involved immediate physical works, further investigation by the Infrastructure Resilience Team, maintenance tasks, or providing advice to customers.
- 6.6. The fully staffed Infrastructure Resilience Team is expected to reduce future response costs for significant events. With the team already onboarded, familiar with Council processes, and an understanding of historical flooding issues, they will be able to respond to future incidents more efficiently.

Table 8 – Immediate Works Financial Spend Summary

Project	Status	Budget	Spent to Date	Final Forecasted Expenditure
Broadway Ave, Waikuku Beach	Complete	\$15,000	\$18,497	\$18,497
10 Beach Crescent, Waikuku Beach	Design	\$80,000	\$0	\$80,000
Rotten Row, Waikuku Beach	Design	\$25,000	\$1,560	\$25,000
Pegasus Main Street, Pegasus ¹	Design	\$50,000	\$0	\$50,000
Pearson Drain Improvements, Oxford ¹	Design	\$330,000	\$14,360	\$50,000
Helmore Street Bund, Rangiora ¹	Complete	\$75,000	\$5,514	\$5,514
Main North Road, Kaiapoi	Complete	\$5,000	\$5,019	\$5,019
Tram Road, Clarkville	Under Construction	\$100,000	\$0	\$100,000

Edmunds Road, Clarkville	Complete	\$50,000	\$54,078	\$54,078
Revells Road, Tuahiwi	Design	\$50,000	\$0	\$50,000
Greens Road, Tuahiwi	Under Construction	\$200,000	\$96,099	\$200,000
Woodfields Road, Cust	Complete	\$150,000	\$130,728	\$150,000
South Eyre Road, Eyrewell	Complete	\$20,000	\$0	\$0
Washington Place, West Eyreton ²	Complete	\$160,000	\$63,821	\$150,000
Washington Place, West Eyreton	Complete	\$50,000	\$0	\$0
Lower Sefton Road, Ashley	Design	\$100,000	\$4,740	\$100,000
Upper Sefton Road, Ashley	Design	\$80,000	\$1,815	\$80,000
North Eyre Road, Eyreton ¹	Complete	\$15,000	\$15,000	\$15,000
Poyntzs Road, Cust ¹	Design	\$80,000	\$3,200	\$80,000
Wilson Drive, Ohoka	Complete	\$200,000	\$128,212	\$128,212
Bramleys Road, Tuahiwi	Complete	\$100,000	\$61,200	\$61,200
Upper Cam River	Complete	\$150,000	\$137,335	\$150,000
Siena Place, Mandeville	Complete	\$30,000	\$0	\$0
Featherstone Ave, Kairaki ¹	Complete	\$90,000	\$125,811	\$125,811
306 Beach Road ¹	Complete	\$72,000	\$88,731	\$88,731
Total		\$2,227,000	\$955,720	\$1,767,062

¹ These projects are funded from existing capital works budgets that existed prior to the July 2023 flood event, as well as new capital works budget approved by Council in October 2023.

² Washington Place had existing capital works budgets prior to the July 2023 flood event.

Sustainability and Climate Change Impacts

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

Risk Management

- 6.8. There are risks arising from the adoption/implementation of the recommendations in this report.
- 6.9. A risk-based approach has needed to be adopted around the management of any improvements works. Whole of life cost will be considered when agreeing the extent of works and the residual risk due to further rainfall events.

Health and Safety

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

7. CONTEXT

Consistency with Policy

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

Authorising Legislation

- 7.2. The Land Transport Management Act is the relevant legislation in relation to Roading activities.

Consistency with Community Outcomes

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

- 7.4. This report considers the following outcomes:

There is a safe environment for all

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

Transport is accessible, convenient, reliable and sustainable

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

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

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

Authorising Delegations

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

Flood Recovery Tracking October 2024

As at 27 September 2024

Work package	Location	Report status	Investigation Outcome	% Completed
23I-01	228 Marsh Road & 2 Marshall Street, Rangiora	Approved	Physical Works FY23/24	100
23I-02	12 & 14 Pascoe Drive, WOODEND	Submitted for Review		75
23I-03	1639 Poyntzs Road, HORRELLVILLE	N/A	Physical Works FY23/24	100
23I-04	138 Edmunds Road & 585 Tram Road, CLARKVILLE	N/A	Physical Works FY23/24	100
23I-05	19 B Newnham Street, RANGIORA	Approved	No Action/ Customer Advised	100
23I-06	165 Raddens Road, OHOKA	Approved	Physical Works FY23/24	100
23I-07	1758 North Eyre Road, EYRETON	N/A	Physical Works FY23/24	100
23I-08	242 Jeffs Drain Road, CLARKVILLE	Approved	No Action/ Customer Advised	100
23I-09	785 Tram Road, WAIMAKARIRI DISTRICT	Approved	Physical Works FY23/24	100
23I-10	489 Woodfields Road, SWANNANOA	Approved	No Action/ Customer Advised	100
23I-11	97 & 97 A Threlkelds Road, OHOKA,	Approved	No Action/ Customer Advised	100
23I-12	153 & 180 Loburn Terrace Road, LOBURN NORTH	Approved	Physical Works FY23/24	100
23I-13	187 Terrace Road, CUST	Approved	No Action/ Customer Advised	100
23I-14	Waikuku Beach Road / Leggits Road, WAIKUKU BEACH	Approved	Physical Works FY23/24	100
23I-15	236 & 269 Swannanoa Road, FERNSIDE	Approved	Physical Works FY23/24	100
23I-16 - Draft email sent to Gerard	196 Loburn Terrace Road, LOBURN NORTH	Approved	No Action/ Customer Advised	100
23I-17	60 Siena Place, MANDEVILLE	N/A	Physical Works FY23/24	100
23I-18	13 & 26 Collins Drive, WAIKUKU BEACH	Approved	Physical Works FY23/24	100

23I-19	79 Park Terrace, WAIKUKU BEACH	Approved	Future Year CAPEX	100
23I-20	4, 6 & 8 Waikuku Beach Road, WAIKUKU BEACH & 1/57 Topito Road, TUAHIWI	Approved	Future Year CAPEX	100
23I-21	229 Island Road, KAIAPOI	Submitted for Review		75
23I-22	214 Greigs Road, CLARKVILLE	Submitted for Review		75
23I-23	964 Woodfields Road, CUST	N/A	No Action/ Customer Advised	100
23I-24 - Draft email forwarded to Jason 29/05/24	102 Topito Road, TUAHIWI	Approved	Physical Works FY23/24	100
23I-25	29 Reserve Road, WAIKUKU BEACH	Approved	Future Year CAPEX	100
23I-26	23 & 31 Queens Avenue, WAIKUKU BEACH	Approved	Physical Works FY23/24	100
23I-27	3 B Charles Street, RANGIORA	N/A	No Action/ Customer Advised	100
23I-28	793 Browns Road, SWANNANOA	Approved	Future Year CAPEX	100
23I-29	152 Ohoka Road, KAIAPOI	N/A	No Action/ Customer Advised	100
23I-30	8 Rowse Street, RANGIORA	Approved	No Action/ Customer Advised	100
23I-31	102 Eders Road, WOODEND	N/A	No Action/ Customer Advised	100
23I-32	47 Upper Sefton Road, SEFTON	Submitted for Review		75
23I-33	82 & 110 Old North Road, KAIAPOI	Approved	Physical Works FY23/24	100
23I-34	198 Sladdens Farm Road, COOPERS CREEK	N/A	Physical Works FY23/24	100
23I-35	69 Old North Road, KAIAPOI	N/A	Physical Works FY23/24	100
23I-36	18 Evans Place, KAIAPOI	N/A	No Action/ Customer Advised	100
23I-37	105 Otaki Street, KAIAPOI	N/A	No Action/ Customer Advised	100
23I-38	2 Alpine Lane (Pvt), KAIAPOI	Approved	No Action/ Customer Advised	100
23I-39	43 Cam Road, KAIAPOI	N/A	Future Year CAPEX	100

23I-40	3 Allin Drive & Kings Avenue, WAIKUKU BEACH	N/A	Physical Works FY23/24	100
23I-41	10 Parkinson Place, WOODEND	Approved	Physical Works FY23/24	100
23I-42	246 Revells Road, KAIAPOI	Approved	Future Year CAPEX	100
23I-43a	3307 South Eyre Road, EYREWELL	N/A	No Action/ Customer Advised	100
23I-43b	3359 South Eyre Road, EYREWELL	Approved	Physical Works FY23/24	100
23I-44	533 Lower Sefton Road, ASHLEY	Approved	Physical Works FY23/24	100
23I-45	3 Railway Street, SEFTON	Approved	No Action/ Customer Advised	100
23I-46	67 & 77 Fairweather Crescent, KAIAPOI	Approved	Future Year CAPEX	100
23I-47	119 Greens Road, TUAHIWI	Approved	Physical Works FY23/24	100
23I-48	183 B Tuahiwi Road, TUAHIWI	N/A	No Action/ Customer Advised	100
23I-49	109 Te Pouapatuki Road, WOODEND	Approved	Physical Works FY23/24	100
23I-50	1/57 Topito Road, Tuahiwi	Approved	Physical Works FY23/24	100
23M-066	127 Mairaki Road, Waimakariri District	Approved	Physical Works FY23/24	100
FT04	310 Beach Road, KAIAPOI	N/A	Physical Works FY23/24	100
23M-027 & 23M-081	Fullers Road, Kaiapoi	Approved	Physical Works FY23/24	100
FT10	59 Main North Road, KAIAPOI	N/A	Physical Works FY23/24	100
FT17	15 Cridland Street West, KAIAPOI	N/A	Physical Works FY23/24	100
FT24	31 & 35 Broadway Avenue, WAIKUKU BEACH	N/A	Physical Works FY23/24	100
FT25	34 Kiwi Avenue, WAIKUKU BEACH	Approved	Physical Works FY23/24	100
FT27	4 Swindells Road	N/A	Physical Works FY23/24	100
FT31	29, 30 & 31 Pegasus Main Street, PEGASUS	N/A	Future Year CAPEX	100
FT37	Church Street Reserve, OXFORD	Approved	Physical Works FY23/24	100
FT42	5 & 10 Wilson Drive. OHOKA	N/A	Physical Works FY23/24	100

FT44	1461 Main North Road (Sh1) (Wnd-Amb), WOODEND	N/A	Physical Works FY23/24	100
FT45	6 & 16 Macdonalds Lane, WAIKUKU	Approved	Future Year CAPEX	100
FT46	2, 4, 11, 14 & 28 Stalkers Road and 62 Ferry Road, WOODEND BEACH	N/A	Physical Works FY23/24	100
FT49	1838 & 1840 Cust Road. CUST	N/A	No Action/ Customer Advised	100
FT50	1689 & 1689 B Cust Road, CUST	N/A	Physical Works FY23/24	100
FT56	4123 South Eyre Road, EYREWELL	N/A	Future Year CAPEX	100
FT62	56 Featherstone Avenue, KAIRAKI	N/A	Physical Works FY23/24	100
H08	14 Blakeley Place & Hinemoa Park, KAIAPOI	Approved	Physical Works FY23/24	100
H14	1140 & 1170 Woodfields Road and 50 Howsons Road, CUST	N/A	Physical Works FY23/24	100
H16	205 Cones Road / Fawcetts Road & 36 Max Wallace Drive, ASHLEY	N/A	Physical Works FY23/24	100
H18	79 Greens Road, TUAHIWI	Approved	Physical Works FY23/24	100
H21	28 Belmont Avenue, RANGIORA	Submitted for Review		75
H24	32 Wetherfield Lane, MANDEVILLE	N/A	Future Year CAPEX	100
H27	376 Island Road, KAIAPOI	N/A	No Action/ Customer Advised	100
H30	308, 380 & 414 No 10 Road, EYRETON, 1124 & 1126 Tram Road, WAIMAKARIRI DISTRICT, 8 Wetherfield Lane, MANDEVILLE	N/A	No Action/ Customer Advised	100
H32	5 Washington Place, WEST EYRETON & 9 Earlys Road, CUST	N/A	Physical Works FY23/24	100
H41	301, 305 & 306 Tram Road, WAIMAKARIRI DISTRICT	Approved	Physical Works FY23/24	100
N08	15 & 29 Holland Drive, KAIAPOI	Approved	Physical Works FY23/24	100
N13	10 Beach Crescent, WAIKUKU BEACH	Approved	Physical Works FY23/24	100
N18	29 & 53 Northside Drive, WAIKUKU BEACH	Approved	Physical Works FY23/24	100

N19	16 Church Bush Road, TUAHIWI	Approved	Future Year CAPEX	100
N30	150 Bramleys Road, TUAHIWI	N/A	Physical Works FY23/24	100
N32	45 Queens Avenue, WAIKUKU BEACH	Approved	Physical Works FY23/24	100
NS1	51 Percival Street, RANGIORA	N/A	Future Year CAPEX	100
NS4	32 Wetherfield Lane, MANDEVILLE (FYI SR is actually for 380 No10 Road)	N/A	Future Year CAPEX	100
NS5	183 B & 255 Tuahiwi Road, TUAHIWI	N/A	Physical Works FY23/24	100

FLOOD RECOVERY STATUS REPORT As at Friday, 27 September 2024



Fortnightly Report

Introduction
The district experienced a significant rainfall event over the weekend of 22-24 July 2023, with the coastal area around Woodend receiving approximately 150mm of the rainfall over a 48 hour period.

The purpose of this report is to update the Utilities and Roading Committee and Community Boards on the status of the drainage and sewer service requests and further investigations:

Report Format
This report will be prepared fortnightly and will include the following information
- This Dashboard showing:
- General commentary
- Dashboard metrics
- Specific commentary on Key Focus Areas
- An attached report on all the investigations

General Update
Maintenance Investigations - Great news in that all the Maintenance Investigations have now been completed.
We are now down to only 5 Investigation Reports that are in the final stages of being approved, with the view of having them all closed off this month.

Physical Works
Woodfields Road Drainage Improvements works have been completed.
Washington Place channel and box culvert improvements have been completed.
Tram Road works are programmed to start early October.
Greens Road diversion drain works have been completed

Maintenance Works
CORDE have completed all the remaining maintenance work identified in relation to the July 2023 event.



Woodfields Road Drainage Improvements Culvert Upgrade

Key Metrics

Investigation Phase	As at 4 July	This report
Triaging	0	0
Scoping	0	0
Under investigation	0	0
Submitted for approval	16	5
Investigations completed	72	83
% of work Investigation completed	99%	100%
Total	88	88

Implementation Solutions	As at 4 July	This report
Not yet determined	16	5
Physical Works FY23/24	43	49
Future year capex	12	14
No action/Customer Advice	17	20
Total	88	88

Maintenance Actions Phase	As at 4 July	This report
To be started	0	0
Work in progress	0	0
Works programmed	0	0
Completed	126	126
Total	126	126

Key Focus Areas

Cam River	ECan maintenance work on the Cam River up to Marsh Road has been completed with the chipping and removal of tree material due to be finished this month.	Completed
Tuahwi	Maintenance of Tuahwi Stream from Greens Road to the Cam River and Te Pouapatuki Road drain are complete. Greens Road Diversion access way culvert upgrade is complete. Downstream channel capacity improvements have been completed.	Under Construction
Waikuku Beach	A Waikuku modelling study is to be undertaken to determine the cause of flooding which was higher than expected. This work will look at factors such as the operation of the flood gate, upstream development, and the catchment hydrology, including any recharge from the Ashley River.	Under Investigation
Swindells Road, Waikuku Beach	Temporary pump has been delivered and testing has been undertaken. Swale and pipework improvements along stopbank work has been completed.	Completed
Stalkers Road, Woodend Beach	The Stalkers Road Upgrade works have now been completed.	Completed
Cust Road, Cust	Overflow pipe to the lower terrace is under construction and expected to be complete in October.	Under Construction
Washington Place, West Eyreton	The channel improvements either side of Earlys Road have been complete. Box culvert installation has also been completed.	Completed
Featherstone Ave, Kairaki	Issue with inflow and infiltration overloading the sewer. Urgent works to address main issues in campground completed. Additional remedial work on manholes and laterals in Featherstone Ave completed.	Completed
Cones Road, Ashley	Cones Road Drain Upgrade works have been completed.	Completed
Mandeville Resurgence Flow	Modelling to assess downstream impacts from stage 1 improvement works is underway. Site visit with elected members was undertaken on August 14. Meeting with Ohoka Mandeville Drainage Advisory Group was undertaken on 25 September. Meeting with Oxford-Ohoka Community Board on 7th November.	Future Year Capex
Beach Crescent, Waikuku Beach	Install sumps and pipework to connect existing low points to a new pump chamber in the campground and install a discharge main through to the sand dunes for the discharge from a portable pump. Design is under review.	Under Investigation / Design
Tram Road, Clarkville	Upsize the 375mm culvert to a 600mm culvert on both sides of Tram Road is under construction and expected to be complete by the end of October.	Under Construction
Upper Sefton Road, Sefton	Investigation report under review. Site meeting to review of options with residents has been held. Design of weir modifications currently being updated.	Under Investigation / Design

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-28 / 240711113549

REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD

DATE OF MEETING: 19 August 2024

AUTHOR(S): Peter Daly, Road Safety Coordinator/Journey Planner
Joanne McBride, Roding and Transport Manager

SUBJECT: The Oaks, Kaiapoi - Request for No Stopping Lines

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report arises from a request from the residents of The Oaks, Kaiapoi to have 'No Stopping' lines installed at the end of the street.
- 1.2. This has been requested to make it easier and safer for residents to get in and out of driveways.

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 240711113549.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Utilities and Roding Committee:

- (b) **Approves** the installation of 16 metres of 'No Stopping' lines at the dead end of the formed road of The Oaks, Kaiapoi, per Figure 3.
- (c) **Notes** the cost of approving this request is estimated at less than \$10.00, which will be funded from existing maintenance budgets. The work will be scheduled to coincide with other marking jobs in that area to minimise the cost of installation.

3. BACKGROUND

- 3.1. Prior to the September 2010 earthquake, The Oaks was a 160-metre-long street with a cul-de-sac turning head, extending south from Courtenay Drive.
- 3.2. In 2018 approximately 120m of The Oaks formed roadway was decommissioned, leaving a remaining short distance of roadway from Courtenay Drive to the driveways of no. 1 and no. 22, as shown in Figures 1 and 2. A turning head not provided at the end of the road.
- 3.3. The properties at no. 1 The Oaks and no. 22 have their driveways exiting close to where the road has been terminated, as shown in Figure 1.

Figure 1. The Oaks, Kaiapoi



Figure 2. Decommissioning of The Oaks



- 3.4. The residents of no. 1 and no. 22 The Oaks use the short distance of roadway remaining as their manoeuvring area when reversing into or out of their driveways.
- 3.5. The space is regularly used during the day for parking by people who use the adjacent recreational area. In addition, the space is a short distance from Woodford Glen. People attending events at Woodford Glen use those spaces and walk across the recreational area to avoid the traffic congestion on Doubledays Road.
- 3.6. When people use this space for parking it's makes it significantly more difficult for the residents of the adjacent houses to move in and out of their driveways.

- 3.7. Those parking in The Oaks have the option to utilise the significant free parking spaces on The Oaks adjacent to the kerb, or alternatively on nearby Courtenay Drive (approximately 30 metres away). Installing no stopping lines as requested would also provide a clear space for turning at the end of the street.

4. **ISSUES AND OPTIONS**

- 4.1. The requested road markings are as shown below in Figure 3.

Figure 3. Requested Parking Restrictions – Proposed No Stopping Lines



- 4.2. The following options are available:

4.2.1. **Option One: Approve the installation of No Stopping Lines**

This option involves approving the installation of 16 metres of ‘No Stopping’ lines as shown in Figure 3 to provide a clear turning area at the end of the street.

This is the recommended option as it provides space for manoeuvring at the end of the formed roadway.

4.2.2. **Option Two: Decline the installation of No Stopping Lines**

This option would see the installation of no stopping lines being declined. This is not the recommended option, as it does not provide space for turning at the end of the formed area.

Implications for Community Wellbeing

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

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

5.3. **Wider Community**

Those who currently use this area for parking have free parking available on The Oaks and in nearby Courtenay Drive.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

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

The cost of road marking is provided for from within the existing road maintenance budget. The cost of this work is minimal and can be covered within existing budgets. The work can be managed within current workloads.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts, though even minor improvements to the level of service of public transport operations are desirable.

6.3 **Risk Management**

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

6.4 **Health and Safety**

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Land Transport (Traffic Control Devices) Rule 2004, Section 2, requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

7.3. **Consistency with Community Outcomes**

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

7.4. **Authorising Delegations**

The Community Board has the following delegations:

- Maintaining an overview of services provided by the Council such as road works, water supply, sewerage, stormwater drainage, parks, recreational facilities, community activities, and traffic management projects within the community.
- The Utilities and Roading Committee enjoys all powers granted to a standing committee and are responsible for Roading matters.

6 REPORTS

6.1 The Oaks, Kaiapoi – Request for No Stopping Lines – P Daly (Road Safety Coordinator/Journey Planner) and J McBride (Roading and Transport Manager)

J McBride noted the report sought the installation of no-stopping lines at the end of the dead-end road which had no turning circle to ensure easier manoeuvring for residents.

A Blackie questioned if the \$10 figure was correct. J McBride noted it was correct as the works would be done when road markings were already being undertaken in the area.

Following a query from T Bartle, J McBride confirmed the matter was originally raised by the neighbouring residents.

Moved: A Blackie

Seconded: T Bartle

THAT the Kaiapoi-Tuahwi Community Board:

(a) **Receives** Report No. 240711113549.

AND

THAT the Kaiapoi-Tuahwi Community Board recommends:

THAT the Utilities and Roading Committee:

(b) **Approves** the installation of 16 metres of 'No Stopping' lines at the dead end of the formed road of The Oaks, Kaiapoi, per Figure 3 of the report.

(c) **Notes** the cost of approving this request is estimated at less than \$10.00, which will be funded from existing maintenance budgets. The work will be scheduled to coincide with other marking jobs in that area to minimise the cost of installation.

CARRIED

6.2 Kaiapoi-Tuahwi Community Board's 2024/25 Discretionary Grant Fund and 2024/25 General Landscaping Budget – K Rabe (Governance Advisor)

K Rabe presented the report and noted the changes to the application form had been made based on the direction of the Board, however drew the Board's attention to two slight changes to the timelines quoted in the criteria.

There were no questions.

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahwi Community Board:

(a) **Receives** Report No. 240515077917.

(b) **Notes** that the Board's General Landscaping Budget allocated by the Council for 2024/25 is \$28,660, with a carryover from 2023/24 of \$16,990, for a total allocation of \$45,650 during the current financial year.

(c) **Notes** that the Board's Discretionary Grant Funding allocated by the Council for 2024/25 was \$8,600.

(d) **Approves** the Board's 2024/25 Discretionary Grant Fund Application Criteria and Application Form (Trim No. 210603089866), subject to the minor changes to be made to the timelines as discussed.

(e) **Approves** the Board's 2024/25 Discretionary Grant Accountability Form (Trim No. 210603089980).

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-28 / 240813134940

REPORT TO: WOODEND-SEFTON COMMUNITY BOARD

DATE OF MEETING: 14 October 2024

AUTHOR(S): Peter Daly, Road Safety Coordinator/Journey Planner
Joanne McBride, Roding and Transport Manager

SUBJECT: Bob Robertson Drive Proposed Bus Stop Facility

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



 General Manager



 Chief Executive
1. SUMMARY

- 1.1. This report seeks approval for the establishment of a bus stop on Bob Robertson Drive, Ravenswood, between SH1 and Garlick Street.
- 1.2. The bus stop is sought to significantly improve the safety of bus passengers who currently need to cross the SH1 Pegasus Roundabout to access Ravenswood and the commercial area.
- 1.3. While there are pedestrian links on either side of the roundabout and pedestrian islands on the approach roads of the roundabout, crossing SH1 involves crossing two lanes of higher speed traffic with very few gaps, and as such is high risk.
- 1.4. The bus stop is requested as a step to address the connectivity issues in the short term. In the mid-term the Woodend Bypass is to be constructed and this will include improved connectivity to between Ravenswood and Pegasus as part of the project.
- 1.5. As part of the Woodend Bypass coordination, staff will work with NZTA and Environment Canterbury and consideration will be given to future bus services and supporting infrastructure.
- 1.6. This change to the bus route has long been requested by the Community Board.

2. RECOMMENDATION

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 240813134940.

AND

THAT the Woodend-Sefton Community Board recommends:

THAT the Utilities and Roding Committee:

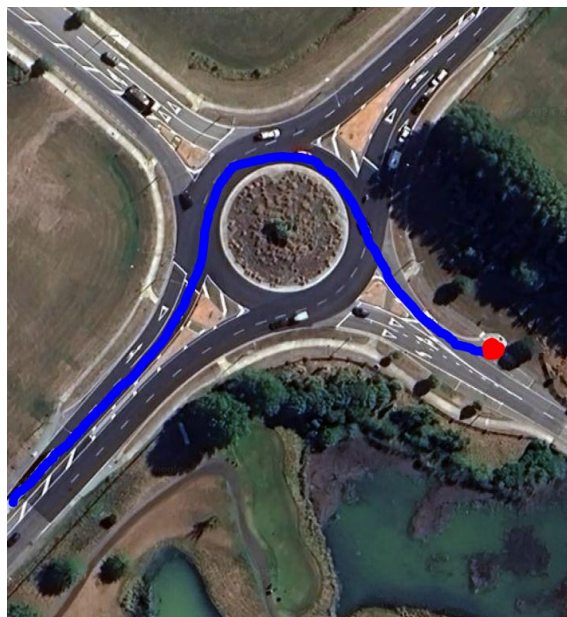
- (b) **Approves** the installation of a bus stop facility on Bob Robertson Drive between SH1 and Garlick Street, as per Figure 4 in the report.
- (c) **Notes** that the cost of installation is estimated to be \$5,800, to be funded from the minor safety budget.

- (d) **Notes** that staff will continue to work with NZTA and Environment Canterbury on consideration for future bus services and supporting infrastructure.

3. **BACKGROUND**

- 3.1. Environment Canterbury (ECan) is the operator of the scheduled bus services within Waimakariri District. ECan contracts various bus operators to deliver that service but is responsible for determining the routes.
- 3.2. Waimakariri District Council are responsible for providing the infrastructure to support the bus services, including road marking, signs, footpath connections to bus stop locations, bus timetable information and bus shelters (where required).
- 3.3. The existing bus route that services Waikuku, Pegasus, Woodend and Kaiapoi to the city is Route 95. A second Route that services Rangiora-Pegasus is Route 97.
- 3.4. Both Routes 95 and 97 travel North from Woodend along SH1, then turn right at the Pegasus SH1 Roundabout into Pegasus Boulevard. The first stop for each service is immediately past the roundabout (refer the red dot in Figure 1 below).

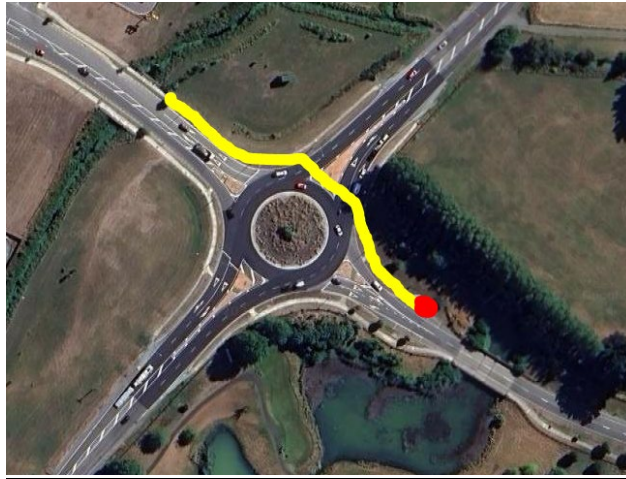
Figure 1 – Routes 95 and 97, bus stop location shown in red.



- 3.5. ECan figures show that on average, 11 passengers per journey alight from the bus on the 95 service at that stop. No estimate of passengers alighting from the 97 are available.
- 3.6. A proportion of those passengers then seek to get to Ravenswood. Some have parked there in the morning to use the bus to the city, others are accessing the shopping facilities, while others are likely to live in Ravenswood.
- 3.7. To get back across to Ravenswood from Pegasus Boulevard, the passengers must walk across SH1. There is no dedicated pedestrian route on the north side of the roundabout and as such anyone crossing to the north will be doing so in an uncontrolled way. There are footpath connections to the east, west and south of the roundabout. This requires three separate road crossings and is a much longer route. As such it is likely that pedestrians will take the direct route, where no dedicated facilities are in place.
- 3.8. When the roundabout was built (approximately 2015), there was little provision made for pedestrian demand, reflecting the surrounding land use at the time of design / construction. Since that time Ravenswood has developed including the commercial area, and with this there has been increasing demand and need for pedestrian access.

- 3.9. There is significant risk for pedestrians and cyclists needing to cross a multi-lane roundabout, the pedestrian desire line being as shown in Figure 2 below.
- 3.10. The pedestrian desire line is the preferred line that some pedestrian's default to, due to the directness of the route. The same issues are present whether crossing to the north or the south of the existing roundabout.
- 3.11. This is across two lanes of traffic accelerating out of the roundabout when travelling south to north, or coming in from an 80km/h speed zone from the north travelling south. The speed limit through the roundabout is 70 km/h.

Figure 2 : Pedestrian desire line

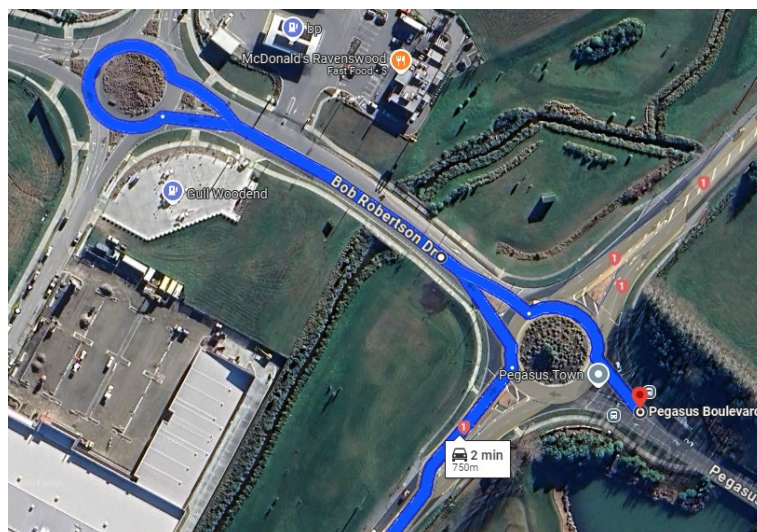


- 3.12. Staff have been working with ECan to progress a request to make an adjustment to the 95 and 97 Routes, to help alleviate the risks identified. ECan have agreed in principle to alter both routes to allow for a short loop into Ravenswood as shown in Figure 3, below, provided that a bus stop facility is provided by Waimakariri District Council.
- 3.13. An additional benefit is that this would allow residents of Pegasus to use the bus service to access the shopping facilities in Ravenswood, without having to walk across the SH1 roundabout.

4. ISSUES AND OPTIONS

- 4.1. The requested adjustment to the 95 and 97 Routes are that ECan amend the route as follows.

Figure 3 – Bus route amendment proposal



- 4.2. The proposal would see the 95 and 97 travel North from Woodend, but turn left into Bob Robertson Drive, traverse the first roundabout, then stop at the proposed bus facility on the North side of Bob Robertson Drive.
- 4.3. ECan advise that the proposed change will be applicable to both the 95 and the 97 routes and are applicable on those routes both inbound and outbound. A change in bus routes of this nature would require alteration of the timetable, to reflect the additional time required to allow for the deviation. Advertising of the changes to the route will be undertaken by ECan.
- 4.4. The proposed bus stop layout for the establishment of the bus stop facility is at Figure 4, below.

Figure 4 – Proposed bus stop



- 4.4 There are existing no stopping lines in the site in question, so no additional restriction of parking is sought. Both entry and exit tapers have broken yellow lines. These will be refreshed as part of routine road marking maintenance.
- 4.5 The lane is 7.5 metres wide at that point, so a 2.7-metre-wide bus stop in this location would not restrict the flow of traffic toward SH1 or restrict the exit from the adjacent commercial premises (BP & McDonalds) when the bus is present..
- A section of verge would have to be sealed (as shown) to provide solid ground underfoot for passengers entering and exiting the bus service across the grass verge. A Bus Stop sign would be necessary.
- 4.6 This new bus stop is proposed in the short term, with the understanding that the following future improvements will require further changes in the mid-term:
- i. The SH1 Belfast to Pegasus motorway and Woodend Bypass RoNS project will result in changes to the SH1 / Pegasus Boulevard Intersection. As part of this project, consideration will be given to public transport connections.
 - ii. Consideration is to be given for how best to service the wider Ravenswood area from a public transport perspective, and this may include a change to the current public transport routes. This route review will be led by ECan with Waimakariri District Council input.
- 4.7 While there are uncertainties around the location of stops once the Woodend Bypass is constructed, this is likely to be some time away and is not considered to be a reason to delay the installation of the bus stop in the proposed location. There are significant benefits to adding this bus stop in the short term.

4.8 The following options are available:

- I. Option One: Approve the installation of the bus stop facility between SH1 and Garlick Street.

This is the recommended option as it will help mitigate the risk to pedestrians crossing SH1 at the Pegasus Roundabout and improve the level of service for residents of Pegasus and Ravenswood.

- II. Option Two: Decline the installation of the bus stop facility

This option would see the significant risk to bus passengers continue until such time as alternative bus routes can be determined and the Woodend Bypass is completed. These will take some time to work through and as such this option does not address the risk in the short term. As such this is not the recommended option.

5. Implications for Community Wellbeing

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

Enhancing safety for public transport users contributes to a safer and more efficient transport network. There is currently a risk to pedestrians crossing in this location which can be reduced by extending the public transport services to connect into Ravenswood.

- 5.1. The Management Team has reviewed this report and supports the recommendations.

6. COMMUNITY VIEWS

6.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by the proposal, other than those who choose to use the bus services as identified.

6.2. **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.

Mobility impaired passengers are currently unable to use that service as crossing back to Ravenswood is beyond the abilities of any mobility impaired users. Providing the bus stop facility will make that service viable.

The Woodend-Sefton Community Board has long been advocating for a bus stop into Bob Robertson Drive.

6.3. **Wider Community**

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

Enhancing safety for public transport users encourages the uptake of those services. The proposal will benefit public transport users from both Ravenswood and Pegasus.

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

7.1. **Financial Implications**

There are financial implications of the decisions sought by this report. The cost of establishing the new bus stop is estimated at \$5,800. This can be accommodated from within the existing minor safety budget (PJ 100185.000.5133).

This budget is included in the Annual Plan/Long Term Plan.

7.2. Sustainability and Climate Change Impacts

The recommendations in this report have sustainability and/or climate change impacts. Provide safe and efficient public transport reduces the reliance on private vehicles, contributing to reduced emissions.

7.3. Risk Management

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

Not adopting the recommended approach does not address safety concerns for those that need to access public transport.

7.4. Health and Safety

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

The physical works will be undertaken through the Road Maintenance Contract. All contractors are required to be SiteWise accredited (or equivalent) with a minimum score.

8. CONTEXT

8.1. Consistency with Policy

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

8.2. Authorising Legislation

Land Transport Act 1998 Section 22 AB

8.3. Consistency with Community Outcomes

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

The relevant community outcomes are:

Social:

A place where everyone can have a sense of belonging...

- Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

Environmental:

...that values and restores our environment...

- Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change.
- Our district transitions towards a reduced carbon and waste district.
- The natural and built environment in which people live is clean, healthy and safe.

Economic:

...and is supported by a resilient and innovative economy.

- Infrastructure and services are sustainable, resilient, and affordable.

8.4. **Authorising Delegations**

The Community Board has delegation to consider items in relation to maintaining an overview of services provided by the Council such as road works, water supply, sewerage, stormwater drainage, parks, recreational facilities, community activities, and traffic management projects within the community.

The Utilities and Roading Committee enjoys all powers granted to a standing committee and are responsible for Roading matters.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-11 / 240717116901

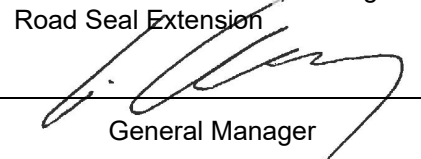
REPORT TO: COUNCIL

DATE OF MEETING: 3 September 2024


AUTHOR(S): Joanne McBride, Roding & Transport Manager
Kieran Straw, Civil Projects Team Leader

SUBJECT: Subdivision Contribution Programme for 2024/25 and Approval of Ellis Road Seal Extension

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



 General Manager



 Chief Executive

1. SUMMARY

1.1. This report is to:

- Update Council on the Roding Subdivision Contribution Programme for 2024/25;
- Approve sealing of Ellis Road under the Private Funding of Seal Extension Policy as requested by McAlpine's.

1.2. There are a number of developments around the district each year where Council contributes to the cost of upgrading Roding infrastructure. These include housing and commercial developments as well as requests for seal extensions in line with the Private Funding of Seal Extension Policy.

1.3. As developments progress through the year and further information becomes available, the funding contributions required by Council are confirmed and updated.

1.4. A summary of updated commitments is included in the Financial Implications section as Table One.

1.5. There are a number of developments underway which require funding of Council commitment share. There are also a number of requests for rural seal extensions which staff are currently working through. This will likely exceed the available budget if all projects are to proceed.

1.6. The full extent and timing of the commitments can be difficult to predict and as such any budget changes are only requested when there is certainty around the timing of projects.

1.7. Over the next 12 months there are a number of projects which have a high likelihood of proceeding. Urbanisation works are underway on South Belt and residents have requested a rural seal extension be undertaken on Riverside Road. Browns Road sealing has previously been agreed to with Christchurch ReadyMix.

1.8. McAlpine's have requested the sealing of Ellis Road to be undertaken under the Private Funding of Seal Extensions Policy. The total cost of the sealing is estimated to be \$170,000 with Council funding 50% of this or \$85,000 should this proceed. If this project is approved, written confirmation will be sought prior to acceptance of a physical works tender.

- 1.9. The developers of Bellgrove have completed the urbanisation of Kippenberger Ave east of the MacPhail Avenue Roundabout. This leaves a gap on Kippenberger Avenue which requires urbanisation of approximately 250m, to be completed by Council.
- 1.10. This budget is managed on an under's / overs basis and over the last six years this area has been underspend by approximately \$1.3M.

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 240717116901;
- (b) **Approves** the sealing of Ellis Road under the Private Funding of Seal Extensions Policy at an estimated cost of \$170,000, subject to written confirmation from McAlpine's that they will fund 50% cost share (Council share being \$85,000);
- (c) **Notes** staff are proceeding with the following Council led projects, subject to normal procurement approvals:
 - i. East Belt Kerb & Channel (in conjunction with the new footpath component)
 - ii. Kippenberger Ave Urbanisation (no. 102 to McPhail Roundabout)
 - iii. Ellis Road Seal Extension
 - iv. Completion of River Road Upgrade
 - v. Riverside Road Seal Extension New Targeted Rate consultation
- (d) **Notes** that the current budget of \$779,077 (excluding GST, and carry-over budget) is unlikely to be sufficient to meet Council's share of costs associated with development and urbanisation costs, and as such this budget is likely to be overspent if all projects were to proceed. It is however considered that sufficient budget has been forecast for the period of the Long Term Plan even if some of the years are over extended;
- (e) **Notes** the updated commitments as summarised in Table One of this report;
- (f) **Notes** that funding for growth areas is budgeted to allow under's and over's and as such it is proposed to accept over expenditure in the short term, and continue to monitor growth over the next year, before any decisions about longer term budget adjustments are made;
- (g) **Notes** that over the last 6 years the budget has typically been sufficient to fund works;
- (h) **Circulates** this report to the Utilities and Roading committee and the Community Boards for information.

3. BACKGROUND

- 3.1. The Roading Subdivision Contribution Budget is the funding source for financial contribution driven seal extensions and for rural seal extensions. It also funds other cost share projects where existing roads need to be upgraded in response to development, such as the urbanisation. The funding covers the cost of the benefit to existing ratepayers resulting from the work.
- 3.2. As a large portion of this work is driven by developers it is often difficult to budget accurately and in the past funding has not been expended at year end due to expected work not being completed in the time anticipated.
- 3.3. Council often doesn't have control over when this work is carried out. The exception is Council managed projects and that is normally where financial contributions have been taken and Council completes the work, such as seal extensions.
- 3.4. In the 2024/25 year the commitments (confirmed and likely) are as follows:
 - 3.4.1. Kippenberger Ave urbanisation (completing the section between No. 102 and the MacPhail Ave roundabout). Estimated cost of \$350,000.

- 3.4.2. Ellis Rd Seal Extension - request for private funding of seal extension – 250m long seal extension completed with an estimated cost to Council of \$85,000 (being 50% of the total costs for the project of \$170,000).
- 3.4.3. East Belt kerb and channel extension outside No. 160 and 164 East Belt, in conjunction with the new footpath programme. Estimated cost of \$60,000.
- 3.4.4. River Road Urbanisation was largely completed in 2023/24 with \$87,763 paid in this financial year. As the project is not yet complete the expenditure and budget has been carried over. Works will be completed by the end of August 2024, with \$50,000 remaining costs to come for this project.
- 3.5. Report no. 231123188760 was approved by Council with an agreement in principle for the seal extension of Riverside Road and Inglis Road, subject to property owners agreeing to a targeted rate to “top up” the development share to 30%. This contract has been tendered, and the lowest price preferred tender is Grant Hood Contracting Ltd. A tender will not be awarded until a targeted rate has been set, which requires further consideration by residents and approvals by Council.
- 3.6. The sealing of Browns Road by Christchurch ReadyMix was approved by Council in 2023, and this is being funded over three years. Years one and two have been invoiced by Christchurch ReadyMix and paid. Only the year three payment is still to come and that will be due after 1 July 2025.
- 3.7. Private seal extensions up to a total length of 1km per year may be approved by the Manager, Utilities and Roding, under delegated authority, subject to meeting the conditions of the Private Funding of Seal Extensions Policy conditions. Staff are working with residents in regard to requests to progress rural seal extensions on Lilly Road, Ashworth Road and Egans Road, however there is currently no certainty around these sites and therefore they are not included within Section 3.4 above. Approval of these seal extensions will be subject to additional reports to Council specific to these projects.
- 3.8. Professional Fees are excluded from the values above, however there is a \$50,000 allowance for professional fees associated with the delivery of these projects.

4. ISSUES AND OPTIONS

- 4.1. The issues to be considered are as follows:
- 4.2. The Roding Financial Contribution Budget is an allocation each year and as a high proportion of the work depends on developers and their timing, often budget needs to be carried over at year end.
- 4.3. Updated estimates indicate that the current budget is likely to be insufficient to cover the commitments for the 2024/25 financial year, hence overspend in this area is anticipated.
- 4.4. Options are to only budget for the confirmed projects with a contingency to cover unknowns, or to budget an annual allocation each year based on knowledge and experience and accept that in some years the budget will be too high and in others it may be too low.
- 4.5. The approach taken previously is to be conservative and only budget for confirmed projects, accepting that in some situations funding may have to be brought forward. This option is adopted to minimise unnecessary carry overs at year end. It may result in funding having to be brought forward if projects advance more quickly or developments happen and the Council has to respond with a contribution.

Implications for Community Wellbeing

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

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

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū may be affected by, or have an interest in the subject matter of specific projects within this report, and staff will liaise with Mahaanui Kuruaiao Ltd specifically in regards to individual projects.

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.

No specific consultation has been undertaken on this subject however the view of the community has been monitored through Service requests and Long Term Plan submissions. Staff work with developers and property owners where works are requested which may require a Council contribution towards the cost of upgrading a road.

5.3. Wider Community

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

The following table outlines the projects that have a very high likelihood of being completed in the 2024/25 year:

DESCRIPTION	TIMELINES		ESTIMATED COST (\$)
	2024 / 2025	Status	
Professional Fees	✓	On Track	50,000
Riverside Road (Okuku) Seal Extension (Council 70% share only)	✓	Tender Received	331,500
East Belt Kerb & Channel (in conjunction with new footpath)	✓	Detailed Design	60,000
Kippenberger Ave Urbanisation	✓	Scheme Design	350,000
Ellis Road Seal Extension (Council 50% share only)	✓	Ready for Tender	85,000
ReadyMix Browns Road Seal Extension (Council 50% share only)	✓	Complete	117,391
River Road Urbanisation (total development related costs)	✓	Work in Progress	140,000
Silverstream – Reshaping of the Ford	✓	Quotation Received	30,000
South Belt Urbanisation (in conjunction with Summerset Development)	✓	Work in Progress	334,234
Total (estimate) for 2024/25			\$1,498,125
Budget (2024/25)			\$779,077
Predicated Carry Over from 2023/24			\$208,636
Budget Shortfall (possible overspend if all projects proceed)			-\$510,412

Table One – Projects for 2024/25

The overall Subdivision Contribution Area budget at the start of the year is \$779,077. This is made up from two areas:

- Council Performed Works – PJ 100361.000.5133 - \$360,469
- Direct Payment to Developers – PJ 100364.000.5133 - \$418,608

These two budgets then get further allocated to smaller projects within this subdivision contribution area, as required through the year.

The predicted carry over from 2023/24 is \$208,636.

The predicted expenditure for the financial year if all projects proceed and are claimed is \$1,498,125 as detailed in Table One above. This would result in a budget shortfall of \$510,412.

Funding for Roding growth areas is budgeted to allow under's and over's due to the fluctuating nature of growth within the district and the fact that growth assumptions and actual growth are likely to differ. Therefore, it is important to consider this budget as a whole over a longer period of time.

The table below shows the budget vs expenditure of the two budget areas over the past 6 years. The table demonstrates that this area has typically not been overspent in the past, despite predictions that it would be. The exceptions to this are the 2022/23 year which showed as an overspend, however a significant amount (\$89,576) was on-charged to the developer, bringing the actual overspend to \$49,661.89

In 2023/24 the expenditure included a significant contribution of \$1,050,961 towards the urbanisation of Kippenberger Ave upgrade associated with Bellgrove. Of this, \$553,452 was recovered from Kaianga Ora as part of the development agreement. When taking this cost recovery into account, the 2023/24 year was also delivered within \$56,000 of the available budget.

Budget PJ Code	2018/19 \$	2019/20 \$	2020/21 \$	2021/22 \$	2022/23 \$	2023/24 \$	TOTAL \$
100361.000.5133	328,841.00	100,000.00	340,468.80	360,468.80	360,468.80	360,468.80	-
100364.000.5133	438,469.00	318,608.00	343,108.00	266,258.04	418,608.00	1,158,608.00	-
TOTAL Combined Budget	767,310.00	418,608.00	683,576.80	626,726.84	779,076.80	1,519,076.80	-
Expenditure							
100361.000.5133	173,949.00	0	159,227.53	192,801.85	316,343.66	493,255.72	-
100364.000.5133	127,496.00	58,602.00	366,626.65	53,909.53	601,971.03	1,635,337.87	-
TOTAL Combined Expenditure	301,445.00	58,602.00	525,854.18	246,711.38	918,314.69	2,128,593.59	-
Under's & Overs							
Budget minus Expenditure	465,865.00	360,006.00	157,722.62	380,015.46	- 139,237.89	- 609,516.79	614,854.40
Revenue	0	110,000.00 *	12,706.00	43,000.00	89,576.00	553,452.00	698,734.00
Overall Surplus or Overspend	465,865.00	360,006.00	170,428.62	423,015.46	- 49,661.89	- 56,064.79	1,313,588.40

* North Eyre Rd / Browns Rd Targeted not considered as revenue for this exercise.

Therefore overall, this area has been underspent by approximately \$1.31M over the last six years. As such, it is proposed to accept the overspend in the short term and continue to monitor expenditure and growth over the next 12 months before any decisions about longer term budget adjustments are made.

This budget is included in the Long Term Plan.

6.2. Sustainability and Climate Change Impacts

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

Consideration will be given to the use of alternate / recycled materials where appropriate.

6.3 Risk Management

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

Normal construction risks will apply, and a contingency value is included in these estimates, where appropriate to do so.

There is a risk that development may occur either ahead or behind of the anticipated programme. Staff liaise with developers to better understand timing of proposed developments with an aim to mitigate the risk around this issue.

6.4 **Health and Safety**

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

As part of any Council contracts, any contractor undertaking physicals works will be required to submit a Site-Specific Health & Safety Plan for approval, prior to work commencing on site.

Developments are inspected by Council staff during construction, and any Health & Safety concerns identified and escalated with the Developer.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

The Land Transport Management Act is the relevant legislation in this matter.

7.3. **Consistency with Community Outcomes**

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

The relevant community outcomes are:

Social:

A place where everyone can have a sense of belonging...

- Housing is available to match the changing needs and aspirations of our community.
- Our community has equitable access to the essential infrastructure and services required to support community wellbeing.

Environmental:

...that values and restores our environment...

- Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change.
- Our district transitions towards a reduced carbon and waste district.
- The natural and built environment in which people live is clean, healthy and safe.

Economic:

...and is supported by a resilient and innovative economy.

- Infrastructure and services are sustainable, resilient, and affordable.

7.4. **Authorising Delegations**

The Council has authority to receive this report and make a decision on this matter.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: SHW-02-01 SHW-34-01 / 240903149394

REPORT TO: MANAGEMENT TEAM

DATE OF MEETING: 9 September 2024

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

SUBJECT: Approval to Enter into Agreement with Auto Stewardship New Zealand for Removal of Tyres Under the Tyrewise Product Stewardship Scheme

ENDORSED BY:

(for Reports to Council, Committees or Boards)	General Manager	Chief Executive
---	-----------------	-----------------

1. SUMMARY

- 1.1. This report is seeking approval from the Management Team for staff to enter into a Service Level Agreement with Auto Stewardship New Zealand (ASNZ) for the removal of tyres from Solid Waste Facilities, under the Tyrewise Product Stewardship Scheme. There will be no cost to the Council for this service, and we would receive approximately \$4,200 per annum to cover tyre handling costs.
- 1.2. Previously we have charged for the disposal of tyres at a gate fee that was calculated to cover their handling and removal costs. Staff have estimated that the 2023/24 income for tyre disposal was around \$14,000, but the costs for removal were \$20,316. This is a significant discrepancy in the number of inwards tyres and outwards tyres, indicating that many customers were not declaring all tyres they were dropping off. Gate charges were increased this year to offset this discrepancy.
- 1.3. The Waste Minimisation (Tyres) Regulations 2023 were approved in early October 2023, and in November Council staff registered interest in Southbrook resource recovery park (SRRP) becoming a public collection facility (collection point) under the Tyrewise product stewardship scheme. Tyrewise was launched on 1 March with a levy being applied to all tyres for motorised vehicles entering New Zealand. The second phase commenced on 1 September which was to allow households access to free disposal of tyres at businesses or public collection facilities.
- 1.4. Under this scheme owners of public collection points would receive a nominal fee for handling tyres disposed of at their sites, and the tyres would be removed by a registered transporter at no cost to the operators or owners. The transporter would recover their costs from Tyrewise, after making their delivery to a registered processor. These fees are funded from the levy that has been charged up-front when the tyres are imported. This will be better than cost-neutral for the Council, and significantly reduces the financial risks from Council receiving more tyres than are being disposed of and removed.
- 1.5. Owing to several delays, Council did not receive the Service Level Agreement documentation (*Attachment i*) on Friday 30 August 2024. Staff do not have the delegated authority to enter into an agreement of this type, therefore are seeking approval from the Management Team to sign the agreement on behalf of the Council.

Attachments:

- i. Tyrewise Service Level Agreement (TRIM 240903149401)
- ii. Information About Auto Stewardship New Zealand (240903149403)
- iii. Email trail WDC Tyrewise Meeting Discussions and Accepted Tyres (240903149405)
- iv. Code of Participation Between Tyrewise and WDC (TRIM 240903149407)

2. RECOMMENDATION

THAT the Management Team:

- (a) **Receives** Report No. 240903149394.
- (b) **Approves** Council entering into a Service Level agreement with Auto Stewardship New Zealand for the removal of tyres from Southbrook resource recovery park and Oxford transfer station, under the Tyrewise Product Stewardship Scheme.
- (c) **Notes** that there would be no cost to Council for the removal of the tyres, and Council would receive an estimated \$4,200 per annum from the scheme to fund the tyre handling costs at our facilities.
- (d) **Circulates** this report to the Utilities and Roading Committee and all Community Boards for their information.

3. BACKGROUND

- 3.1. The Tyrewise™ project was set up in 2012 to provide a framework for the development of a stewardship programme to manage end-of-life tyres (ELTs) in New Zealand. In the following ten years, project managers, 3R Group, worked with industry, Government and Auto Stewardship New Zealand (ASNZ) to create a framework for a mandatory stewardship programme for ELTs.
- 3.2. ASNZ has been established to hold and own product stewardship schemes related to whole of vehicle stewardship and is the appointed Product Stewardship Organisation for Tyrewise, the Regulated Product Stewardship Scheme for end-of-life tyres. They are a registered not-for-profit charitable trust (Registered number: CC59525) with six trustees who appear to have varied experience. Individuals have worked in the automotive industry, within business and community groups, in the infrastructure industry, logistics, investment and have experience around sustainability and decarbonisation. Details about the ASNZ trustees are provided in *Attachment ii*.
- 3.3. In June 2022 ASNZ was awarded \$1.2 million from the Waste Minimisation Fund to implement the Tyrewise programme. This allowed ASNZ and project implementation manager, 3R Group, to put in place the practical building blocks to launch the scheme in late 2023.
- 3.4. The Waste Minimisation (Tyres) Regulations 2023 were approved in early October 2023, which allowed Tyrewise to start the next phase of work to seek registrations from industry players and potential public collection facilities. Solid Waste staff attended the scheme's Collection Site webinar in November 2023, after which we registered interest in Southbrook resource recovery park (SRRP) becoming a public collection facility under the Tyrewise scheme.
- 3.5. ASNZ entered the Regulated Product Stewardship Tyrewise Scheme Delivery Deed with the Ministry for the Environment acting for the Crown signed on 27 February 2024. Under this deed, ASNZ must provide, or arrange for others to provide, a take-back service for waste regulated tyres. The take-back service must apply to Waste Regulated Tyres that satisfy criteria for acceptance under the accredited tyre scheme.
- 3.6. The Tyrewise scheme officially launched on 1 March 2024, with a levy being applied to all new motor vehicle tyres entering New Zealand. A media release from 1 March 2024 stated that *"from 1 September, Tyrewise will be responsible for arranging the free collection of end-of-life tyres from registered tyre sellers, garages, and public collection sites around the country. The scheme will also ensure the tyres go to registered processors and manufacturers, so they get a second life in a new product, rather than being landfilled, stockpiled, or dumped.*
- 3.7. *...The scheme initially covers all pneumatic and solid tyres for use on motorised vehicles such as cars, trucks, buses, motorcycles, trailers, caravans, all-terrain vehicles, tractors,*

forklifts, aircraft, and off-road vehicles, whether they're imported loose, or already on a vehicle. ...

- 3.8. *There are plans to bring a second scope of tyres for products like bicycles, and non-motorised equipment, such as prams, as well as pre-cured rubber for retreads, into the scheme later. Consultation on scope two tyres is expected in late 2024.*
- 3.9. *All costs for removal of the tyres from collection points will be covered by the levy, and the owners of the collection point would receive a nominal sum to cover handling costs. Registered sites will be able to request removal only by registered transportation companies, and they in turn can only deposit the tyres at registered processing sites. All tyres will be tracked through the Tyrewise App...".*
- 3.10. No contact was made by Tyrewise after the initial registration was submitted, and staff emailed them on 13 June 2024 to ask about progress of our registration. An email response on 19 June 2024 confirmed that the responder was managing Councils and their registered collection sites. They planned to be in the South Island "in the next few weeks" and said that they would confirm dates and contact us to arrange a suitable time to visit.
- 3.11. After being contacted by the Tyrewise representative on 4 August 2024 to advise they would be in Christchurch on the week of the 12th of August, Council staff met with the representative on 15 September 2024 to discuss the scheme. After the meeting, they inspected SRRP, along with WDC and WM New Zealand staff, to determine its suitability as a public collection facility. Staff were advised that Council will receive a 'nominal' \$1 per tyre payment for the tyres received at our facilities, in addition to the costs for removal of tyres being covered by the scheme.
- 3.12. On 26 September staff emailed Tyrewise to confirm the discussion points from the meeting, seeking confirmation on the range of tyres we could accept at our facilities and registered Oxford Transfer Station (OTS) as a second public collection facility. We received an email confirmation that we could continue to accept the same range of tyres that we had in the past (*Attachment iii*)
- 3.13. The site operator's H&S Policy and confirmation that WDC had received and read the Code of Participation (CoP) were subsequently emailed to Tyrewise, on 27 August. A copy of the CoP is appended as *Attachment iv*.
- 3.14. Council received the Service Level Agreement documentation (*Attachment i*) on Friday 30 August 2024 with the request that this be signed and returned as soon as possible.

4. ISSUES AND OPTIONS

- 4.1. Staff have considered two options: Option 1 being the status quo, and Option 2 being to enter the Tyrewise scheme as a registered public collection facility. There is no other entity available that has been set up
- 4.2. Option 1 (Status Quo) would mean that we would charge the Council-approved gate fees for tyres and be responsible for the costs of removal of the tyres. This is not recommended for the following reasons:
 - 4.2.1. There is an expectation that the Council will continue to accept tyres at our facilities, and there would be backlash from customers if we continue to charge for end-of-life tyres when there is a free scheme available elsewhere. This could be a reputational risk to the Council.
 - 4.2.2. There is a known financial risk to the Council in charging for tyres, as customers may under-report and under-pay for the number of tyres that are bringing in. This would result in under-recovery of the removal costs.
 - 4.2.3. Customers may hide tyres in their loads of rubbish as this may be seen as a cheaper option than paying for individual tyres. The operations contractors must remove tyres from the rubbish pit, as tyres are not an accepted waste at the Kate

Valley Landfill, and there are penalties for sending tyres to that site. There is a risk that operations staff will not see all the tyres in a load of rubbish when they are loading the compactor, and the Council would be charged for the presence of a tyre in the rubbish pod.

- 4.2.4. Price is said to be a barrier to diversion and appropriate disposal of materials, and very likely results in illegal dumping and stockpiling of tyres.
 - 4.2.5. With the introduction of the Tyrewise scheme, there will be a larger demand on the limited number of transporters and processors, and there is a risk that they may not be able to manage tyres from sites that are not registered with Tyrewise.
- 4.3. Option 2 (Sign SLA with ASNZ and be a registered partner of Tyrewise) would mean that we can accept tyres at no charge, have them removed at no cost, and receive a small fee from the Tyrewise scheme. This is the recommended option for the following reasons:
- 4.3.1. Being a registered participant in a product stewardship scheme for the management of tyres, and accepting tyres at no charge, is a public good and aligns with the vision and goals of our Council's Waste Management & Minimisation Plan and with the principals of Ta mātou maori.
 - 4.3.2. This will remove the price barrier for correct disposal of tyres, will improve environmental outcomes and reduce risks to public health by reducing the incidence of illegal dumping of tyres. It will be less likely that customers will hide tyres in their load of rubbish if they can dispose of the tyres at no charge. If operations staff find a tyre in the rubbish pit, it can be added to the tyres destined for the Tyrewise scheme at no cost to Council.
 - 4.3.3. This option will be better than cost-neutral for the Council, as discussed in Section 6.1, and will reduce current financial risks of under-recovering expenditure for the disposal of tyres dropped off at our facilities.
- 4.4. As a public collection facility SRRP and OTS would be able to accept only domestic loads of 'domestic' tyres, e.g. a maximum of 5 tyres per customer. We have received an email confirmation that we would still be able to accept the range of tyres that have previously been received at our sites, and not be limited to smaller (e.g. car and four-wheel drive) tyres (*Attachment iii*).
- 4.5. There are requirements for the tyres to be clean, and not to be on rims, to comply with the scheme. This will have to be managed by the Council's transfer station operations staff, and through ongoing messaging by both Council and Tyrewise. The contractor will also manage the orders for removal of the tyres via the Tyrewise App and oversee the transporter's operations on both sites.
- 4.6. WDC staff will have access to the Tyrewise App to determine the number of tyres that are transferred through our solid waste facilities, which will allow them to report on this data to Council and the Ministry for the Environment.
- 4.7. Staff do not have the delegated authority to enter into this agreement, therefore are seeking approval from the Management Team to sign the agreement on behalf of the Council.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The scheme will fund the removal of tyres from Council-owned public collection facilities, and this will allow members of the community to drop their tyres off for free. This in turn will reduce the barriers to correct tyre disposal and should reduce the incidences of tyres being fly-tipped or stockpiled. Stockpiled tyres harbour many pests, mosquitos and other insects that spread contagious and unknown diseases and can cause harm to the environment from leaching. Fires in stockpiled tyres are also a health risk to the community.

- 4.8. The General Manager: Utilities & Roading has reviewed this report and support the recommendations. Staff have also discussed this matter with the Procurement Manager who suggested that this report cover all of the relevant options normally addressed in a Procurement Plan to ensure the information provided to the Management Team is as complete as possible.

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 reduction of tyre stockpiles will result in less potential damage being caused to the environment from leaching of potentially toxic chemicals onto land and into waterways, which will be of interest to Te Ngāi Tūāhuriri hapū.

5.2. **Groups and Organisations**

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

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. As mentioned above, the scheme will allow householders to drop their tyres off for free at Council facilities. They should also not be charged for disposal of tyres at garages and tyre companies, although they will be paying an additional cost up-front when they buy new tyres or have new tyres installed on their vehicles. This free disposal will reduce the barriers to correct tyre disposal and should reduce the incidences of tyres being fly-tipped or stockpiled, which have a detrimental impact on the health of our communities and the environment.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

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

In 2023/24 Council recorded 2,042 tyres coming into SRRP, with a revenue of \$13,523. Another 860kg of tyres were removed from the rubbish pit; these had been charged as part of the general waste load, with an estimated income of \$257. A small number of tyres were disposed of at Oxford transfer station over that year, which were transported by operations staff to SRRP. The income for tyre disposal in 2023/24 year is therefore estimated to be around \$14,000 excluding GST.

A total of 3,289 tyres were removed from our facilities at a cost of \$20,313.18 excluding GST (an average of \$1,693 per month, or \$6.18 per tyre).

As can be seen, there was a discrepancy between income received for the tyres and expenditure. The gate charges were set to cover the removal and handling costs of the tyres; therefore it is very likely that many customers were under-reporting the number of tyres they were bringing into the site.

Staff increased the tyre gate charges in 2024/25 to recover more income from the disposal of tyres. They also signaled in the Long Term Plan budgets that the new Tyrewise scheme would be coming into effect part way through the year, at which time Council could expect to accept domestic tyres at no charge, however at that time it was unclear if we would be able to accept larger tyres from loaders and tractors under the scheme or if these would have to be managed separately.

The Service Level Agreement states that under the Tyrewise product stewardship scheme, the Council will receive a handling fee of \$250/month at SRRP and \$100/month at OTS (\$350/month). This equates to \$4,200 per annum. The handling fee will be reassessed after a few months to determine if the level of payment is appropriate. Staff will seek confirmation from Tyrewise if this income is exclusive or inclusive of GST.

While this will result in a decrease in income of around \$10,000, it will further decrease expenditure by over \$20,300 as Council will not be charged for the removal of compliant tyres. Therefore, Tyrewise would be better than cost-neutral for the Council.

A budget allowance for tyre removal expenditure and from income from tyre disposal is included in the Annual Plan/Long Term Plan for the 2024/25 year, but not in future years.

6.2. Sustainability and Climate Change Impacts

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

In 2020, only 30% of the over 5 million tyres entering the country were recycled, the remainder are landfilled or illegally dumped.

Tyres create voids in landfill which then accumulate landfill gas. Stockpiles of tyres occupy a large area of land and the potential leaching of metals and other chemicals contained in the tyres is a danger to the environment as they may result in water and soil contamination. Another big threat of in landfilling and stockpiling waste tyres is the potential for uncontrolled fires which are difficult to extinguish, and emit gases that have a significant environmental harm.

Tyrewise was created to prevent this from happening, to protect the health of both our environment, and our communities.

6.3 Risk Management

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

There could be a reputational risk to the Council if we do not sign up to Tyrewise and continue to charge for end-of-life tyres when there is a free scheme available elsewhere. This risk will be minimised by becoming a registered partner and accepting tyres at no charge.

There could be a financial risk to the Council if the Tyrewise scheme fails. This is a Government-backed product stewardship scheme, and the governance structure is based on good practice observed in similar overseas product stewardship schemes, therefore this is a small risk. Council can reduce the risk of paying for tyre removal if the scheme fails, by arranging for a weekly removal of tyres to limit the number of tyres stored on site.

There is a risk that tyres received will not be collected by an “registered” transporter and they may dispose of at an “unregistered processor” or dump the tyres illegally. Under the Tyrewise product stewardship scheme, the number and type of tyres will be submitted when the operations contractor orders their removal by a registered transportation company via the Tyrewise App: this will minimise the risks of an unregistered transporter being involved in this transaction. The number of tyres will be confirmed by the transporter and operations contractor via the App when the tyres are removed from the site. The transporter will not receive payment until after they have delivered the tyres to the registered processor, and these are confirmed as having been delivered via the App. This risk is therefore minimised by utilising only those transporters that are registered with Tyrewise and listed on their App.

There is a risk that customers will bring in commercial loads or unacceptable tyres (e.g. tyres that are dirty, on rims, or not from motorised vehicles). This will be managed by contractor staff at both solid waste facilities: loads with greater than the stipulated number of tyres, with dirty tyres or tyres still on rims will be turned away, and customers advised to clean the tyres or to take the others to a registered commercial Tyrewise business for disposal.

There is still a risk that some customers will dump tyres in a load of rubbish. Tyres found in the rubbish pit will be pulled out, cleaned and placed with the other tyres for removal. The planned upgrades would also provide for a diversion space before the kiosk and weighbridge for customers to drop tyres off before being weighed in, so that this risk would

be further minimised. Tyres still on rims will have to be dealt with separately, however the revenue from disposal of the tyre (charged by weight with the load) will most likely cover the cost of delivering these tyres to a garage or tyre company to be re-rimmed.

There is a risk that we will receive more tyres than previous levels, and that the transporters will not be able to keep up with demand from all registered Tyrewise sites and businesses. This is a current risk, and WDC staff have spoken with, and will continue to communicate with, the current service provider (who is a registered transporter) to discuss how this can be managed. Note that it is likely that the number of tyres that have been stored will reduce, and that this risk will drop over time.

There is a risk that the one current tyre transportation company in greater Christchurch cannot manage demand levels, given that this is a new scheme and there has been limited time for them to expand their fleet and staffing levels. WDC staff have spoken with the current service provider about this risk, and they have assured us that they are working toward expanding their business to meet that demand. Additional transporters may set up and register to operate as transporters under Tyrewise, which would further reduce that risk.

6.3 **Health and Safety**

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

There is a H&S risk to staff with handling tyres. This is a current risk and is being managed by the site operations contractor by using plant to move larger tyres and large quantities of tyres, and training staff in lifting techniques. Council staff will work with the contractor to understand and minimise other risks in the event that tyre numbers consistently exceed previously recorded levels.

Stockpiled tyres harbour many pests, mosquitos and other insects that spread contagious and unknown diseases and can cause harm to the environment from leaching. Fires in stockpiled tyres are also a health risk to the community and the environment.

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.

This matter is consistent with the Councils Procurement and Contract Management Policy.

7.2. **Authorising Legislation**

Waste Minimisation Act 2008 Sections 9 through to 24 (Priority Products, Product Stewardship Schemes, Accreditation of Product Stewardship Schemes, Monitoring, Regulations, and Information from NZ Customs Service)

Waste Minimisation (Tyres) Regulations 2023

7.3. **Consistency with Community Outcomes**

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

7.4. **Authorising Delegations**

The Management Team have the delegated authority to approve an agreement that has a low annual financial value with a long term.