Utilities and Roading Committee

Agenda

Tuesday 21 February 2017

4.00pm

Waimakariri District Council Chambers
215 High Street
Rangiora

Members:
Cr Robbie Brine (Chairperson)
Deputy Mayor Kevin Felstead
Cr John Meyer
Cr Sandra Stewart
Cr Paul Williams
Mayor David Ayers (ex officio)
The Chairman and Members

WAIMAKARIRI DISTRICT COUNCIL

A Meeting of the UTILITIES AND ROADING COMMITTEE will be held in the COUNCIL CHAMBERS, 215 HIGH STREET, RANGIORA on TUESDAY 21 FEBRUARY 2017 to commence at 4.00pm.

Adrienne Smith
Committee Advisor

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

BUSINESS

1 APOLOGIES

2 CONFLICTS OF INTEREST

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

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the Utilities and Roading Committee held on Tuesday 22 November 2016

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) Confirms, as a true and correct record, the minutes of a meeting of the Utilities and Roading Committee held on Tuesday 22 November 2016.

4 MATTERS ARISING

5 PRESENTATION
6 REPORTS

6.1 Repairs to Mandeville Septic Tank Faults – Chris Sexton (Summer Intern Engineer) and Kalley Simpson (3 Waters Manager)

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) Receives report No. 170116002941.

(b) Notes that all works on repairs to septic tanks within the Mandeville scheme has been completed as of 30 November 2016.

(c) Notes that all affected homeowners have been contacted to inform them that all works are complete or that their property does not require repairs.

(d) Notes that notices have been placed on all property files in the scheme to reflect the fact that either septic tank repairs have been carried out or that repair work is not required to be carried out.

(e) Notes that a total expenditure for the repair work to the septic tanks was $78,964.95 compared to the budgeted amount of $270,000.

(f) Notes that the amount spent on the project will result in a wastewater rates increase of $0.39 for the Eastern District Sewer Scheme.

(g) Circulates this report to the Oxford Ohoka Community Board for their information.

6.2 Road Safety Action Plan – Kathy Graham (Journey Planner/Road Safety Coordinator)

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) Receives report no. 170209012554

(b) Endorses the 2016-2017 Road Safety Action Plan

(c) Circulates this report to the Council and Community Boards

7 REPORTS FOR INFORMATION ONLY

7.1 Request for Approval to Engage Opus International Consultants for the Mandeville Water Treatment Plant Upgrade – UV and Caustic Storage – Gary Stevenson (Utilities Projects Team Leader)

(refer to copy of report no. 161201123948 to the Management Team meeting of 5 December 2016)

7.2 Contract 15/66: Northbrook Road Urbanisation Tender Evaluation and Tender Acceptance Report – Kieran Straw (PDU Project Manager) and Ken Stevenson (Roading Manager)

(refer to copy of report no. 161110116241 to the Management Team meeting of 28 November 2016)
7.3 Chapman Place Pump Station Pump Renewal – Ric Barber (Development Manager)  
(refer to copy of report no. 170117003615 to the Management Team meeting of 23 January 2017)

7.4 Northbrook Booster Main Stage 1 – Engage Water Unit – Mark Andrews (Civil Engineer) and Colin Roxburgh (Water Asset Manager)  
(refer to copy of report no. 170201009132 to the Management Team meeting of 7 February 2017)

7.5 Approval to engage Beca Ltd for 2017 AMM Surface Condition Rating – Yvonne Warnaar (Asset Planning Engineer)  
(refer to report no. 170125006473 to the Management Team meeting of 30 January 2017)

All reports in 7.1 to 7.5 have been previously circulated to members.

RECOMMENDATION

THAT Items 7.1 and 7.5 be received for information.

8 PORTFOLIO UPDATES

8.1 Roading – Councillor John Meyer

8.2 Drainage and Stockwater – Councillor Sandra Stewart

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

8.4 Solid Waste– Cr Robbie Brine

9 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

RECOMMENDATION

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

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution, are as follows:
## Item No 9.1
Minutes/Report of: Minutes of the Public Excluded section of the Utilities and Roading committee meeting of 22 November 2016
General subject of each matter to be considered Confirmation of these minutes
Reason for passing this resolution in relation to each matter Good reason to withhold exists under Section 7
Ground(s) under section 48(1) for the passing of this resolution Section 48(1)(a)

### PUBLIC EXCLUDED REPORTS FOR INFORMATION ONLY – Items 9.2 to 9.7 previously circulated to members

<table>
<thead>
<tr>
<th>Item No</th>
<th>Minutes/Report of:</th>
<th>General subject of each matter to be considered</th>
<th>Reason for passage of this resolution in relation to each matter</th>
<th>Ground(s) under section 48(1) for the passing of this resolution</th>
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</thead>
<tbody>
<tr>
<td>9.2</td>
<td>Report of Gary Stevenson (Utilities Projects Team Leader) and Colin Roxburgh (Water Asset Manager)</td>
<td>Contract 16/78 Oxford Rural No. 2</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>9.3</td>
<td>Report of Ric Barber (Development Manager)</td>
<td>Ocean Outfall Resource Consent Testing</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>9.4</td>
<td>Report of Murray Kerr (Senior Design Engineer) and Ric Barber (Development Manager)</td>
<td>Contract of CON16/76 Rangiora WWTP Aeration Basin Construction Tender Report</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
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<tr>
<td>9.5</td>
<td>Report of Alicia Klos (Project Engineer) and Ric Barber (Development Manager)</td>
<td>Contract 16/46 Tram Road Sewer Extension Report</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>9.6</td>
<td>Report of Colin Roxburgh (Water Asset Manager) and Mark Andrews (Civil Engineer PDU)</td>
<td>Contract 16/79 Peraki Street Headworks Supply Main Replacement – Expression of Interest</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>9.7</td>
<td>Report of Oana Macarie (Subdivisions Engineer PDU) and Robert Frizzell (Utilities Officer 3 Waters)</td>
<td>Contract 16/52 Kaiapoi Aeration Basin De- Sludging Contract 2016 Tender Report</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
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This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

<table>
<thead>
<tr>
<th>Item No</th>
<th>Reason for protection of interests</th>
<th>Ref NZS 9202:2003 Appendix A</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.1 - 9.7</td>
<td>Protection of privacy of natural persons To carry out commercial activities without prejudice</td>
<td>A2(a) A2(b)ii</td>
</tr>
</tbody>
</table>
10 QUESTIONS

11 URGENT GENERAL BUSINESS

**STAFF BRIEFING**

At the conclusion of the meeting there will be a staff briefing to discuss:

- 3 Waters District Wide Rates
- Cycleways Project
WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBERS, 215 HIGH STREET, RANGIORA ON TUESDAY 22 NOVEMBER 2016 AT 4.00PM

PRESENT

Councillor R Brine (Chairperson), Mayor D Ayers, Councillors J Meyer, S Stewart and P Williams.

IN ATTENDANCE

Councillors N Atkinson, P Allen (to 6.00pm), D Gordon (to 6.05pm) and W Doody
Messrs G Cleary (Manager Utilities and Roading), K Simpson (3 Waters Manager), K Stevenson (Roading Manager), C Roxburgh (Water Asset Manager), R Barber (Development Manager, Project Delivery Unit), O Davies (Drainage Asset Manager), S Collin (Infrastructure Strategy Manager), S de Roo (Utilities Engineering Officer), Mrs K LaValley (Project Delivery Manager), Mrs J Fraser (Utilities Planner), Mrs A Smith (Committee Advisor)

1 APOLOGIES

Moved Councillor Meyer seconded Councillor Williams

THAT An apology be received and sustained from Deputy Mayor K Felstead.

CARRIED

2 CONFLICTS OF INTEREST

No conflicts of interest were noted.

3 RECEIPT OF MINUTES

3.1 Minutes of a meeting of the Utilities and Roading Committee held on Tuesday 27 September 2016

Moved Councillor Stewart seconded Councillor Meyer

THAT the Utilities and Roading Committee:

(a) Receives, for information, the minutes of a meeting of the Utilities and Roading Committee held on Tuesday 27 September 2016.

CARRIED

4 MATTERS ARISING

There were no matters arising.
5 PRESENTATION

5.1 New Zealand Post

Mr John Roche, New Zealand Post, was present to speak on the proposal of NZ Post to introduce four wheel postal delivery vehicles metro areas around New Zealand over the next two years. This will include Rangiora and Kaiapoi. Prior to the meeting, members had been able to view one of the vehicles in the Council car park. Mr Roche advised that volumes of letter deliveries are declining at about 14% per year and this would probably halve within the next four years. On the other side of the scale, the market for smaller parcels, is growing at the rate of 30% a year – which is attributed mostly to on-line shopping, from both within New Zealand and internationally. The option for delivering these parcels is either having more vans on the roads or having the four wheel electric mid-range vehicle.

The vehicle is a Paxster four wheeler, classified by NZTA as a Light Goods Vehicles Mr Roche advised that this four wheel electric vehicle has been approved by NZTA for operation both on the road and on the footpath. Mr Roche advised that following successful testing of the Paxster in parts of Auckland in 2014, Waimakariri Council provided “in principle” approval to operate this vehicle on the footpath. New Zealand Post is now seeking final footpath exemption approval to operate the new vehicles on the footpath in residential areas of Rangiora and Kaiapoi from early 2017. The required training, plus any safety issues, have been identified and information is contained in the complete application pack that was tabled at the meeting. Copies of the executive summary were also circulated to all members (Trim 161202124487).

Questions

Mr Roche advised that this system will mean more posties and less courier drivers. There will be no loss of jobs and NZ Post will actually be looking for more staff – to be known as delivery agents. Though letter post is declining, Mr Roche confirmed that there has been an increase in parcels deliveries.

Councillor Doody queried the stability of the vehicles in windy conditions (i.e. a strong nor’wester) These electric delivery vehicles have been operating in Norway for several years and Mr Roche advised that there hasn’t been any instances of the vehicles blowing over or falling over in strong winds. In the hazard assessment this didn’t come up as an issue.

Mr Roche said it could be possible for these delivery vehicles to be used to deliver and collect mail from the west areas of Rangiora (where the postal collection boxes were recently removed from), or possibly from retirement villages/rest homes.

Mayor Ayers asked what is the future in relation to private parcel deliverers, who have offered to deliver same day. Mr Roche advised that NZ Post do deliver same day, including to Rangiora. It is a competitive market, there is Toll, Fastways and PBT couriers in addition to Freightways and NZ Couriers. It was suggested that any new private businesses may not be prepared to outlay for the infrastructure required for a delivery service and would therefore make use of an existing provider.

The delivery vehicles have a top speed of 45kph. Councillor Brine asked if there would be a maximum speed limit on the footpaths. Mr Roche explained that the training guidelines state that deliverers are not to travel on the footpath for any distance beyond 50 metres (between deliveries), otherwise they would travel on the streets.
Councillor Williams had concerns with some streets in Rangiora being quite narrow, and there is in some cases footpaths are only on one side. Mr Roche advised that drivers are being advised they are not to drive on residents front lawns, only on footpaths. The delivery agent will have to get off the vehicle and walk to complete a delivery in some cases. The vehicles can be locked and contents are safe anytime the driver is not on the vehicle. Mr Roche said it is a requirement of any delivery agent to give way, when there is any interaction with other footpath users. He noted that in trials with the vehicles in Auckland, the highest number of interactions with other footpath users in a day was eight.

Councillor Atkinson asked if there had been any accidents involving the vehicles, during the trials. Mr Roche advised that there had definitely been accidents on the roads, but nothing on the footpaths, and these were all attributed to driver error.

Following a question from Councillor Allen, Mr Roche confirmed the LTSA have approved these vehicles to travel on the footpaths, but there still needs to be approval granted from the Councils.

Councillor Brine thanked Mr Roche for his presentation and explained that a report will be presented to the Committee early in 2017 and a decision will be made at that time.

6 REPORTS

6.1 Barkers Road petition and Road Sealing – Ken Stevenson (Roading Manager)

Mr Stevenson presented this report to update the committee on the Barkers Road petition and to seek support for the proposed way forward. This follows the presentation of a petition to the Utilities and Roading Committee meeting in August, seeking the sealing of the unsealed section of Barkers Road.

Mr Stevenson explained that currently the financial contributions that the Council has for sealing this part of Barkers Road is short of the 30% amount required by the policy by approx. $42,000. This equates to $1800 per property. All the property owners on that section of the road who met with the Roading Manager, have verbally agreed to pay this amount. The next stage is to write to all the property owners seeking their feedback on the proposal.

This sealing is only for the part of Barkers Road covered by the resource consent, not the whole of Barkers Road.

Councillor Allen noted this is not the first time a group of residents have come to Council because they have had expectations that their development contributions paid to developers, as part of the cost of the land they brought, would cover the cost of sealing the road. As there is still a short fall, Councillor Allen asks does this mean that the contributions are not sufficient and the policy is short of the requirement for sealing? Mr Stevenson said this is a problem and the issue is also that sometimes a developer proceeds with sealing just part of a road. Discussion took place on development contributions being refunded if after a period of time, it is not used towards sealing.

Mr Stevenson confirmed that there has been no financial contributions from property owners on the part of Barkers Road towards Fishers Road, which is not part of the planned sealed area. Mayor Ayers asked had the option been considered for sealing the entire length of Barkers Road? Mr Stevenson said
this had been looked at, but the cost would increase for each property owner up to $6,000 approx.

Councillor Doody has concerns with real estate agents promoting properties for sale, stating that the road would be sealed, when this is not confirmed at the time.

Councillor Williams has concerns with the possibility of any contracting firm buying one of the lifestyle properties and the damage from heavy trucks or machinery that would be done to the seal and where the seal and gravel sections of roads meet.

Moved Councillor Meyer seconded Mayor Ayers

THAT the Utilities and Roading Committee:

(a) Receives report No 161104114039

(b) Approves the sealing of Barkers Road between Swamp Road and 530/534/538 Barkers Road, a length of 2.1km, under the Seal Extension Policy subject to the adjoining property owners agreeing to pay the difference between the current financial contributions and the amount required to reach 30% of the cost of the sealing.

(c) Approves in principle a targeted rate as an option for property owners to pay their contribution.

(d) Supports the proposed process of writing to all adjoining property owners seeking their agreement or not to pay the contribution and if there is majority support to report to Council to initiate the targeted rate process.

(e) Notes that the Council share will be funded from existing budgets which are loan funded.

(f) Circulates this report to the Rangiora Ashley Community Board.

CARRIED

Councillor Meyer in support of the motion, noted he had attended the meeting with the residents, and this is betterment for the families living on Barkers Road. Councillor Meyer doesn’t believe the road will become a speedway and this is a plus for the future.

Mayor Ayers noted it is good to see this resolution to this issue. It is important to have a distinction between development contributions and financial contributions. Mayor Ayers believes that refunding development contributions some years after the original development, can be fraught with challenges and suggests that it may become more frequent for people to be asking for roads to be sealed.

Councillor Gordon, though not part of this committee, supports this recommendation and appreciates the concerns of residents. This is a win/win situation. In time, it may be resolved with residents of the remaining part of Barkers Road for it to be sealed, if further development takes place there.

Councillor Doody supports this matter also and fully supports the Council going out to speak with the residents, finding out their issues and sourcing a resolution to the problem.
6.2 Establishment of Solid and Hazardous Waste Working Party 2016 – Kitty Waghorn (Solid Waste Asset Manager)

Mr Collins presented this report, seeking re-establishment of the Solid and Hazardous Waste Working Party. The upcoming matters that the Working Party would be working on will include the Draft Waste Assessment and Waste Management Plan Review, which is timed for completion in May 2017 and would then go out for consultation. Following that is the renewal of the Kerbside Services Contract and the Transfer Station Contract.

Moved Councillor Brine seconded Councillor Meyer

THAT the Utilities and Roading Committee:

(a) Receives report No. 161031111497.
(b) Establishes a Solid and Hazardous Waste Working Party.
(c) Approves the Terms of Reference for the Solid and Hazardous Waste Working Party as contained in document 131126109445, with an amendment to note that the Working Party is to comprise seven Councillors. (Terms of Reference updated to Trim document 161214128948)
(e) Notes that Mayor Ayers is an ex-officio member of the Solid and Hazardous Waste Working Party.

CARRIED

6.3 Alignment on Stage 2 of Central Rangiora Sewer Capacity Upgrade – Ric Barber (Development Manager, Project Delivery Unit)

Mr Barber presented this report, seeking approval for the alignment of Stage 2 of Central Rangiora Wastewater Capacity Upgrade Project. This project spans eight years, with Stage 1 out to Tender at the moment. This request is looking for confirmation of the alignment of Stage 2. Once confirmed staff can begin work on detailed design and work with any affected property owners and community engagement.

There were three options presented to the Committee, and Mr Barber pointed out the preferred Option 2. This is recommended for a few main reasons, firstly as it is the lowest priced option, there is an opportunity to have wastewater mains on Denches Lane that aren’t there presently, it ties in with the roading surfacing on Southbrook Road and has the lowest number of affected properties on that route. Mr Barber advised that once there is confirmation of the preferred option, staff will work with the contractor and both New Life School and Southbrook School to arrange the best time to carry out the work.

Moved Councillor Meyer seconded Councillor Williams

THAT the Utilities and Roading Committee:

(a) Receives report No. 161109115759.
(b) **Approves** the preferred alignment of the wastewater pipeline, Option 2 in this report, traversing King Street, South Belt, Pearson Lane, Denchs Road and Railway Road, to connect to the Stage 1 works which are being constructed from December 2016.

(c) **Notes** that a public consultation plan is being developed in conjunction with the design work that includes appropriate consultation with all properties directly affected by the pipe alignment and other parties affected such as other road users, schools and local businesses.

(d) **Notes** that this report approves a pipeline alignment route planned for construction in the 2017/18 financial year. The design work, consultation and tendering will be carried out in 2016/17.

(e) **Circulates** this report to the Rangiora Ashley Community Board for their information.

CARRIED

6.4 **Reconvene Cam River Enhancement Subcommittee – Janet Fraser (Utilities Planner) and Owen Davies (Drainage Asset Manager)**

Mr Davies presented this report seeking to appoint two new committee members to the Cam River Enhancement Subcommittee. The first appointment recommended is Councillor Stewart, who is also the portfolio holder of the Canterbury Water Management Strategy and Council representative of the Waimakariri Water Zone Committee. The report calls for one further appointment from this committee to this subcommittee. This report also requests approval to a new structure to the committee, with updated Terms of Reference.

Councillor Atkinson noting the focus on water, is concerned that there is no mention in this recommendation of tie in with the other water committees, so constituents can see that everyone is working together. Mr Cleary agreed that there are a number of committees working in this area and there is deliberate overlap, so work is coordinated. This subcommittee is specific to administer the Fund.

Moved Councillor Stewart seconded Mayor Ayers

THAT the Utilities and Roading Committee:

(a) **Receives** report No. 161103113640.

(b) **Appoints** Councillor Stewart, holding the Canterbury Water Management Strategy portfolio, and Councillor Meyer from the Utilities and Roading Committee to the Cam River Enhancement Subcommittee.

(c) **Approves** the proposed new structure of the subcommittee, and amends the subcommittee membership within the Terms of Reference as follows:

- 1 member from the Utilities and Roading Committee
- The Waimakariri District Council Canterbury Water Management Strategy portfolio holder
- 1 member from the Waimakariri Water Management Zone Committee (Lowland Streams Subcommittee)
• 1 representative from the Department of Conservation
• 1 representative from Environment Canterbury
• 1 representative from North Canterbury Fish and Game
• 1 representative from Te Ngāi Tūāhuriri Rūnanga Inc.

(d) **Notes** the proposed new subcommittee structure formalises existing committee arrangements, ensures recognition of key stakeholder organisations and replaces a superseded working party structure with the new relevant portfolio structure.

(e) **Notes** that this committee is to liaise with the Kaiapoi River Rehabilitation Working Party.

**CARRIED**

Councillor Stewart supports this new structure and the agreement to liaise with the Kaiapoi River Working Party, but added it is important that the fund for Cam River is used for work only on this river.

Mr Davies pointed out the new committee membership structure is to include a representative from the Waimakariri Zone Committee, suggesting that Grant Edge may be the member appointed.

**6.5 Request for Budget for Stormwater Diversion Townsend Road, Townsend Fields Development – Kelly LaValley (Project Delivery Manager) and Owen Davies (Drainage Asset Manager)**

Ms LaValley and Mr Davies presented this report which seeks approval for a new budget of $980,000 for a stormwater main that diverts stormwater from Pentecost Road to the Townsend Road extension for the 2016/17 financial year. Ms LaValley provided an overview of the proposed project, which will provide a better service to the existing ratepayers during 50 year large rainfall events, and provide better drainage along Johns Road. Cost for the project would be funded 75% through rates, with the primary driver being the benefit to existing ratepayers and 25% through growth. The cost estimate is based on an engineers estimate, once work is tendered and staff have actual costs, the recommendation would be taken to Council in February with the projected cost for this.

Councillor Meyer questioned if the Council was being fair to the community with the cost. Ms LaValley said the benefit to the ratepayer is the primary benefit, referred to the water flows during the high rainfall event of 2014. Having done this work will reduce the risks and there will be extra capacity available, for infill development. Mr Cleary added, the best thing that can be done for storm water in Rangiora, is to try to keep the storm water flow from rural area from getting into the town. Once it gets into the town, it is very difficult and expensive to manage. This is a cost effective way of remediating flooding problems from Johns Road southwards. Another future project is for a diversion along Lehmans Road to provide benefit to the residents of Rangiora. This fits in well with the Council’s overall strategy and Mr Cleary believes the Rangiora ratepayer is getting a fair deal out of this.

Following a question from Councillor Atkinson, Mr Cleary explained that the new stormwater pipe being proposed to go through the new subdivision is for stormwater already treated from existing residential area or is rural runoff. The intention is to keep this separate from the new subdivision stormwater as this will have a new stormwater system as this will still need to be treated.
Moved Councillor Brine seconded Councillor Meyer

THAT the Utilities and Roading Committee recommends:

THAT the Council:

(a) **Receives** report No. 161109115427.

(b) **Notes** that a request for a new capital budget and contract award of an estimated $980,000 for the Pentecost Road stormwater diversion will come to Council for approval in the current financial year (2016/17).

(c) **Notes** that this work will be 75% funded through rates and will have an effect of a 0.3% increase on the Rangiora Drainage rate.

(d) **Notes** that this work will be 25% funded through the Rangiora Drainage Development Contribution and will increase this development contribution by $112 per lot (excl GST) to $196 per lot (excl GST).

(e) **Circulates** this report to the Rangiora Ashley Community Board for their information.

CARRIED

Councillor Brine believes this report is very much about reducing risk for the urban area of Rangiora, as reiterated by the staff comments.

6.6 **Renaming Maori Drain to Tuahiwi Stream – Kalley Simpson (3 Waters Manager)**

Mr Simpson presented this report seeking endorsement of the committee for renaming of Maori Drain to Tuahiwi Stream. This name change has been proposed for some time, and this better reflects the name from the area, and acknowledging the environment that it is a stream and not a drain. The proposal is supported by the Runanga and the Central Rural Drainage Advisory Group at their most recent meeting.

Moved Councillor Meyer seconded Councillor Williams

THAT the Utilities and Roading Committee:

(a) **Receives** report No. 161107114616

(b) **Endorses** the renaming of Maori Drain to Tuahiwi Stream.

(c) **Notes** that the Central Rural Drainage Advisory Group has endorsed the renaming of Maori Drain to Tuahiwi Stream.

CARRIED

6.7 **Expenditure due to Reactive Maintenance Work Carried Out on Rangiora, Kaiapoi and Pegasus Water Supply Wells - Sean de Roo (Utilities Engineering Officer)**

Mr de Roo presented this report, along with Mr Colin Roxburgh, advising of additional maintenance work that was required to be undertaken on the Rangiora, Kaiapoi and Pegasus water supply wells. Mr de Roo provided an
overview of the work that was undertaken at the three different wells, and the maintenance work undertaken will be an overspend on each scheme's budget.

Councillor Brine noted that this work was urgent work that needed to be undertaken. Mr Cleary advised that there is a budget set for maintenance work required for a year. This work was within the emergency delegation of the Utilities and Roading Manager, but it is required to be advised to the committee.

Councillor Atkinson questioned the lifespan of pumps for the wells, suggesting that the Rangiora well is not many years old. Mr Roxburgh said there was no definitive answer as to why this equipment failed. The pump was installed when the well was developed in 2010. Normally a pump would expect to have a life span of 10 to 20 years. The Warranty on a pump would not be covered, because the pump was pumping sand. Messrs Roxburgh and Cleary advised that the pump failed because it was pumping sand, and this would not be covered by warranty. The best and most cost effective thing to do is to fix it, otherwise it will cause damage by drawing sand through the pipeline and system as well. Councillor Gordon asked if there was insurance cover for a machinery replacement?. Mr Cleary confirmed this will be followed up by staff and it will be worth pursuing.

Councillor Williams questioned if the option of changing the impellers and housing in the pumps had been considered, as this would be a cheaper option. Mr Roxburgh advised that for the Rangiora pump, the size of the pump was not the appropriate size for the well – a smaller pump will be installed. The Pegasus well pump was damaged beyond repair and required replacement.

Moved Mayor Ayers seconded Councillor Brine

THAT the Utilities and Roading Committee recommends:

THAT the Council:

(a) Receives report No. 161109115696.

(b) Notes that due to the urgent nature of the maintenance work and importance of the wells for the supply of water to Rangiora, Kaiapoi and Pegasus, it was necessary to undertake the maintenance without delay

(c) Notes that the maintenance work to Rangiora Smith Street Wells 1, 2 and 3 is projected to cost approximately $74,970 and will be funded from the Rangiora Headworks maintenance budget. This over expenditure will be covered by the Rangiora Water Supply surplus account but may have an estimated $0.80 a year impact on rates per property.

(d) Notes that the maintenance work completed on Kaiapoi Davie Street well has cost $7,281.56 and that this has been funded from the Kaiapoi Headworks maintenance budget. This over expenditure will be covered by the Kaiapoi Water Supply surplus account but may have an estimated $0.12 a year impact on rates per property.

(e) Notes that the maintenance work to Pegasus Equestrian well 1 is projected to cost approximately $45,000 and that this will be funded from the Pegasus Headworks maintenance budget. Additional work to the fencing around the Equestrian wells has been completed to increase the security of the wells at an approximate cost of $40,000. Due to the amount of surplus within the Pegasus account it is envisaged that this should have no impact on rates.
(f) **Requests** renewal capital budget of $25,000 on the Pegasus Water Supply Scheme to replace Equestrian well 1 pump. This capital expenditure will be depreciated funded.

(g) **Requests** renewal capital budget of $25,000 on the Rangiora Water Supply Scheme to replace Smith Street well 3 pump. This capital expenditure will be depreciated funded.

(h) **Circulates** this report to the Rangiora-Ashley Community Board, the Woodend-Sefton Community Board and the Kaiapoi-Tuahiwi Community Board for their information.

Councillor Williams sought confirmation that the pump replaced was not discarded and Mr Roxburgh confirmed this.

### 6.8 Report on Expenditure to Protect Water Supply Sources from Contamination – Colin Roxburgh (Water Asset Manager)

Mr Roxburgh presented this report, along with Mr Simpson., which follows a previously presented report and follows the Havelock North events. An audit has been done of all water supply sites in terms of safety and tried to identify areas which could be improved. It was identified that the fencing at the Garrymere, Cust and Pegasus water schemes required to be upgraded to protect water supply sources from stock. This upgraded fencing has been completed at both Pegasus and Garrymere and there is still some work to be done regarding changes to the easements with the Cust supply. It is noted that this is the back-up water source at Cust. This work wasn’t programmed and not allowed for in existing budgets, but this was seen as work that staff didn’t want to delay and was approved by the Manager Utilities and Roading prior to coming before the committee.

Mayor Ayers asked and it was confirmed the maintenance contractor will keep the grass mowed around the water sources, within the slightly bigger fenced off areas.

Moved Councillor Brine seconded Councillor Meyer

**THAT** the Utilities and Roading Committee:

(a) **Receives** report No. 161108115158.

(b) **Notes** that improvements to the fencing at the Garrymere source are projected to have a total cost of $5,000, and that this will be funded from the source upgrade project budget.

(c) **Notes** that the improvements to the fencing at the Pegasus wells is projected to cost approximately $40,000, and that this will be funded from the Pegasus maintenance budget.

(d) **Notes** that the fencing at the Springbank 1 source on the Cust scheme is projected to cost approximately $8,000 and that this will be funded from the Cust maintenance budget.

(e) **Circulates** this report to the Rangiora-Ashley Community Board, the Woodend-Sefton Community Board and the Oxford-Ohoka Community Board for their information.

**CARRIED**
6.9 Request for increases to water source upgrade budgets for Waikuku Beach, Garrymere and Poyntzs Road water supply schemes – Colin Roxburgh (Water Asset Manager)

Mr Roxburgh presented this report, seeking to bring forward the upgrades to three of the Council’s water schemes from 2023/24 financial year to the 2018/19 financial year, as part of the requirements to scheme compliance with the Drinking Water Standards for New Zealand. These three schemes are Waikuku Beach, Garrymere and Poyntzs Road water supply schemes. Mr Roxburgh advised that it is planned to have these recommended changes to the Council as part of the draft annual plan.

Councillor Brine questioned how much consultation will be undertaken with the residents advising of this proposed work, being included in the Council’s Annual Plan. Mr Roxburgh advised it is proposed to have fairly comprehensive consultation for the Poyntzs Road and Garrymere schemes with information letter drops to residents, drop in sessions, and public community meetings. For Waikuku Beach, the level of increase is not the same as the other two schemes, the method of treatment is already defined and it is planned that this consultation go through the draft Annual Plan.

Councillor Atkinson questioned the timing of work to be undertaken, and consultation with the community. If there are any further changes to the standards that Councils are to comply with for the drinking water standards, would it not be advisable to wait to seek more information from Local Government New Zealand and identify if any further changes to standards are required. Mr Cleary said this matter has been discussed at both Council and Utilities and Roading committee meetings over the last few years. Staff have undertaken a lot of work on this matter to identify areas where the Council may be at risk. In terms of the community and public health aspect he does not believe the Council should hold off upgrading these water supplies and waiting for a technical solution.

Councillor Gordon noted with these schemes, regarding rating modelling, said it is important for residents to know of the effects to their rates as part of the annual plan consultation process. Mr Cleary advised some of the options available and it was agreed that there will be a further report back to the committee on potential options in the near future. Mr Cleary also confirmed there will be considerable consultation with the community on this matter. There will be plenty of opportunities for the public to come and engage with staff directly.

Councillor Allen questioned Item 3.9 in the report, which states that “an ultraviolet (UV) disinfection system would likely provide adequate treatment for the Kings Avenue source to achieve full compliance with the Drinking Water Standards for New Zealand.” Mr Roxburgh explained that there have over the past years (over ten years approx.) been manual water turbidity testing undertaken approximately twice a week by staff. This is the main thing that UV relies on is the clarity of water. A turbidity meter was installed two or three months ago, which provides continuous testing, and the data collected so far has always been within the limits of what a UV system can treat. Each month that passes staff are more confident and before construction will be far more confident that it will work.

Moved Councillor Brine seconded Councillor Meyer

THAT the Utilities and Roading Committee:

(a) Receives report No. 161108115095.

(b) Recommends that the Council considers among other priorities an increase to the Waikuku Beach treatment upgrade budget from
$220,000 to $400,000 for consultation as part of the 2017/18 Draft Annual Plan.

(c) **Notes** that the rating impact of the increase in the capital expenditure for Waikuku Beach is calculated at $32 per connection per year.

(d) **Recommends** that the Council considers among other priorities an increase to the 2017/18 Garrymere source upgrade budget from $150,000 to $250,000 for consultation as part of the 2017/18 Draft Annual Plan.

(e) **Recommends** that the Council considers among other priorities a further $200,000 of funding be allocated for the Garrymere source upgrade budget in 2018/19 as part of the Long Term Plan process, giving a total construction budget of $450,000 for the upgrade.

(f) **Notes** that the rating impact of the increase in the capital expenditure for the Garrymere scheme is calculated at $643 per connection per year.

(g) **Recommends** that the Council considers among other priorities a budget of $50,000 for a Poyntzs Road source upgrade investigation project for consultation as part of the 2017/18 Draft Annual Plan.

(h) **Recommends** that the Council considers among other priorities that the Poyntzs Road source upgrade budget of $150,000 in 2023/24 be increased to $450,000 and brought forward to 2018/19 as part of the Long Term Plan process.

(i) **Notes** that the rating impact of the increase in the capital expenditure for the Poyntzs Road scheme is calculated at $389 per connection per year.

(j) **Circulates** this report to the Rangiora-Ashley Community Board, the Woodend-Sefton Community Board and the Oxford-Ohoka Community Board for their information.

**CARRIED**

Councillor Meyer noted his concern with the impact on the ratepayers.

Councillor Atkinson has concerns that even with these upgrades put in place, there will still be further upgrades required over the coming years. Suggested that it is important to get the communications to the public right, and believes that there will be further changes required of Councils to meet water standards.

Councillor Allen has absolute confidence in the Council staff and how they handle the district water systems, there is quite a range of water schemes in the District. There has to be open communication with the public of the necessity for this work to be undertaken and the reasons why. Councillor Allen suggests that the guarantee that the public will want is that “the water they drink is going to keep them healthy”.

Mayor Ayers believes the Council is very close to the end of upgrading water schemes, including here in Rangiora, projects which have been quite challenging. All the Council can do is meet the standards required by the Government at this time, doubtless they will change in time. Information on
the rating possibilities either per scheme or if contributions were across the whole district is important information for the Council to consider.

Following a question from Councillor Stewart on the Poyntzs Road water source, Mr Roxburgh explained the process that is planned is that as part of the draft annual plan, there will be a budget of $50,000 requested to conduct an investigation project to consider options. Six months later there will be extensive consultation with the community on the options available - the consultation will include community meetings and drop-in sessions. Following this a preferred option will be identified which will be taken back to Council for consideration.

6.10 Ashley Rural Water Scheme WDC Representation – Simon Collin
(Infrastructure Strategy Manager)

Mr Collin presented this report and provided some background update on the Ashley Water Scheme, which was considered by the previous term of Council. It was noted that the Hurunui District Council have restructured the governance of their water committees which is to now include an elected member appointed by the Waimakariri District Council on its Water Liaison Committee. Mr Collins said it seems appropriate for this person (Councillor Williams) to be on both the Ashley Rural Water Scheme Local Advisory Group and the Water Liaison Committee. It is the intention to brief the committee on the Ashley Rural Water Scheme Review, but after the effects of the earthquake on Hurunui, it was felt appropriate to postpone this. It is proposed that there will be a briefing to Council early in 2017 on this.

Moved Mayor Ayers seconded Councillor Williams

THAT the Utilities and Roading Committee recommends:

THAT the Council:

(a) Receives report No. 161102113044,

(b) Provides a letter of thanks to the Hurunui District Council for its recognition of the representation issues with respect to the Ashley Rural Water Scheme, and for the opportunity it has provided to Waimakariri District Council to be represented on the Water Liaison Committee.

(c) Nominates Cr Williams, as WDC Water Supply and Wastewater Portfolio Holder, to be the WDC representative on the Water Liaison Committee for the duration of the 10th term of Council.

(d) Requests staff to approach HDC to request that the WDC representative on the Water Liaison Committee also be granted membership to the Ashley Rural Water Scheme Local Water Advisory Group. (This would be in addition to the representative selected from the Rangiora Ashley Community Board).

CARRIED

Mayor Ayers suggested that there could be a representative from both the Rangiora-Ashley Board and the Woodend-Sefton Board. This would require some liaison between the Chairs of both these Boards. The member selected would represent both boards.
7 REPORTS FOR INFORMATION ONLY

7.1 Acceptance of Tender from OnGrade Drainage Ltd for Middle Brook Improvements CON2016/59 – Owen Davies, (Drainage Asset Manager) and Dan Lewis (Construction Management Engineer)  
(refer to report no. 161027110427 to the Management Team meeting of 31 October 2016)

7.2 Request for Approval to Engage Opus International Consultants for Garrymere Water Supply Headworks Source Upgrade – Sean de Roo  
(Utilities Engineering Officer)  
(refer to report no. 161107114449 to the Management Team meeting of 14 November 2016)

7.3 Approval to Install Cattle Stops in Moderates Road – Ken Stevenson  
(Roading Manager)  
(refer to report no. 161019107953 to the Oxford-Ohoka Community Board meeting of 3 November 2016)

Moved Councillor Brine seconded Councillor Meyer

THAT the information in Items 7.1 and 7.3 be received.

CARRIED

8 PORTFOLIO UPDATES

8.1 Roading – Councillor John Meyer

Nothing to update.

8.2 Drainage and Stockwater – Councillor Sandra Stewart

Nothing to update.

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

Councillor Williams noted with the recent earthquakes there was only minor damage to one tank in the district.

8.4 Solid Waste – Cr Robbie Brine

Councillor Brine advised that the Southbrook transfer station was undamaged in the recent earthquake and opened at the usual time. Kate Valley opened and was able to take refuse from WDC but closed early to allow staff to go home. Transportation operations are independent of transfer station operations, so there was no disruption to this.
9 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

Moved Councillor Brine seconded Councillor Meyer

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

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

<table>
<thead>
<tr>
<th>Item No</th>
<th>Minutes/Report of:</th>
<th>General subject of each matter to be considered</th>
<th>Reason for passing this resolution in relation to each matter</th>
<th>Ground(s) under section 48(1) for the passing of this resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.1</td>
<td>Report of Ken Stevenson (Roading Manager and Joanne McBride (Civil Projects Team Leader)</td>
<td>West Kaiapoi New Arterial Road Update</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
<tr>
<td>9.2</td>
<td>Report of Ric Barber (Development Manager, Project Delivery Unit)</td>
<td>Contract 16/57 Wastewater renewals 2016/2019 tender award</td>
<td>Good reason to withhold exists under Section 7</td>
<td>Section 48(1)(a)</td>
</tr>
</tbody>
</table>

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

<table>
<thead>
<tr>
<th>Item No</th>
<th>Reason for protection of interests</th>
<th>Ref NZS 9202:2003 Appendix A</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.1 and 9.2</td>
<td>Protection of privacy of natural persons To carry out commercial activities without prejudice</td>
<td>A2(a) A2(b)ii</td>
</tr>
</tbody>
</table>

CARRIED

CLOSED MEETING

Resolution to resume in Open Meeting

Moved Councillor Brine seconded Mayor Ayers

THAT open meeting resumes and the business discussed with the public excluded remains public excluded, except for the resolution for Item 9.2 be made public.

CARRIED
9.2 Contract 16/57 Wastewater renewals 2016/2019 tender award report – Ric Barber (Development Manager, Project Delivery Unit)

Moved Councillor Meyer seconded Councillor Brine

THAT the Utilities and Roading Committee:

(a) Receives report No 161025109626

(b) Accepts the tender price of $74,863.96 from Interflow NZ Ltd. for the three year rates based Contract 16/57 Wastewater Renewals 2016-2019.

(c) Notes that this project is funded from the Eastern District Sewer Scheme pipeline replacement budgets and that there is remaining budget available of $430,000 in 2016/17 and then $635,000 for the two subsequent years of the three year contract.

(d) Notes that the quantity of renewal works undertaken within Contract 16/57 will be adjusted each year to fit within the budgeted sum of $635,000 per year for 2016/17, 2017/18, and 2018/19.

(e) Notes that this report is being considered as Public Excluded as it contains commercially sensitive information.

(f) Notes that in accordance with the Conditions of Tendering, all tenderers will be advised of the name and price of the successful tenderer, and the range and number of tenders received.

(g) Circulates this report to Council “in committee” for its information.

(h) Resolves that the recommendations in this report be made publically available but that the contents remain Public Excluded.

CARRIED

OPEN MEETING

10 QUESTIONS

There were no questions

11 URGENT GENERAL BUSINESS

There was no urgent general business.

Being no further business, the meeting closed at 6.15pm

CONFIRMED

_________________________________________
Chairman

_________________________________________
Date
STAFF BRIEFING

At the conclusion of the meeting there was a staff briefing to discuss:

- Drinking Water Standards, Chlorination and Source Upgrade Updates – Colin Roxburgh (Water Asset Manager)
1. **SUMMARY**

1.1. The purpose of this report is:

1. To provide the Utilities and Roading Committee with a final update on the Mandeville septic tank repair project.

2. To summarise all the work that has been completed on the Mandeville septic tank effluent pumping (STEP) system following the June 2014 flooding event.

3. To identify and present the total cost of the repair project.

1.2. The June 2014 flooding event impacted a number of Mandeville wastewater scheme customers due to the overloading of the Council septic tank effluent pumping (STEP) system.

1.3. STEP system design assumes minimal infiltration to septic tanks and that not all pumps on the system will operate concurrently. Therefore sewer mains and associated infrastructure are sized appropriately to suit these assumptions.

1.4. During the June 2014 flooding event stormwater was able to enter many of the septic tanks within the system, causing them to fill up, triggering the pumps to discharge into the Council sewer system. The large number of septic tanks pumping concurrently was enough to overwhelm the system.

1.5. To mitigate the effect of a similar magnitude wet weather event on the STEP system and to improve system resilience, Council adopted the approach of repairing the private septic tanks at the highest risk of flooding.

1.6. Assessments were carried out at all of the septic tank sites throughout Mandeville by AES Consultants and it was found that there was a significant number of properties whose private septic tanks had multiple faults that would allow ingress of stormwater. It was also found that a large number of properties did not have a producer statement (PS3) certificate submitted for their septic tanks. This document is required for building consent to be granted in the first case and having this certificate missing means it can be hard to identify who the drain layer was who installed the septic tank.
1.7. Staff from the Council’s Building Unit checked 48 property files and found only 35% had PS3 certificates. Out of the 48 properties, 22 were in new subdivision areas (such as new properties in Mandeville Park and Millfield subdivisions), and out of these 22 properties, 15 have PS3 certificates. In the past couple of years since this issue was identified the PS3 compliance process has improved. All new properties connecting to a Council wastewater scheme must have a PS3 certificate prior to a code compliance certificate (CCC) being issued.

1.8. The initial investigations by AES Consulting inspected 290 properties and identified 259 properties with at least one fault with their septic tank.

1.9. The outcome of field investigations and subsequent modelling by the Network Planning Team was the recommendation by the Wastewater Asset Manager to repair faults found on properties where there would be greater than 50mm of flooding based on the Waimakariri District Council flood mapping in a 1% Annual Exceedance Probability (AEP) event (Equateing to a 100 year Average Return Interval (ARI) flood event). This resulted in 102 properties being identified as high risk from the original 259 identified properties with faults.

1.10. In total 102 properties were repaired at a total cost of $78,965 which is significantly lower than the budget of $270,000.

Attachments:

i. Letter to property owners dated August 2016
ii. Memo to be placed on property files for repaired properties
iii. Drawing H 600-355A

2. RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) Receives report No. 170116002941.

(b) Notes that all works on repairs to septic tanks within the Mandeville scheme has been completed as of 30 November 2016.

(c) Notes that all affected homeowners have been contacted to inform them that all works are complete or that their property does not require repairs.

(d) Notes that notices have been placed on all property files in the scheme to reflect the fact that either septic tank repairs have been carried out or that repair work is not required to be carried out.

(e) Notes that a total expenditure for the repair work to the septic tanks was $78,964.95 compared to the budgeted amount of $270,000.

(f) Notes that the amount spent on the project will result in a wastewater rates increase of $0.39 for the Eastern District Sewer Scheme.

(g) Circulates this report to the Oxford Ohoka Community Board for their information.

3. ISSUES AND OPTIONS

3.1. The purpose of this report is:
1. To provide the Utilities and Roading Committee with a final update on the Mandeville septic tank repair project.

2. To summarise all the work that has been completed on the Mandeville septic tank effluent pumping (STEP) system following the June 2014 flooding event.

3. To identify and present the total cost of the repair project.

3.2. **Background**

3.3. The June 2014 flooding event caused a number of issues for Mandeville wastewater scheme due to inflow and infiltration (I&I). Many of the septic tanks on the scheme had inundation from stormwater from overland flow paths and high groundwater levels resulting in infiltration into faulty septic tank systems. Further background information can be found in report the ‘Complete Report to Council 6 October 2015 on Repairs to Mandeville Septic Tank Faults’ TRIM 150915131009.

3.4. Each tank within the Mandeville scheme was inspected by Associated Environmental Services Ltd (AES) to determine the level of risk each tank faced. A total of 290 tanks were assessed with 256 tanks having identified faults, where the total estimated cost to repair all tanks within the scheme was $535,000. The cost of repairing every system identified with faults was deemed too expensive to burden the ratepayers with as the risks didn’t justify the cost. A risk based assessment was carried out to be able to address those tanks that posed the highest amount of risk to inundation from flooding. In total 102 properties out of the 290 assessed were identified as meeting the repair criteria and the initial estimate to carry out these repairs was $270,000.

3.5. The outcome of field investigations and subsequent modelling by the Network Planning Team was to repair faults found on properties where there would be greater than 50mm of flooding based on the Council’s flood mapping in a 1% Annual Exceedance Probability (AEP) event (Equating to a 100 year Average Return Interval (ARI) flood event). This resulted in 102 properties being identified as high risk from the original 259 identified properties with faults. A further 18 properties had repairs carried out privately and these costs were not reimbursed by Council as they did not meet the repair criteria. A further 137 properties were found to have faults with their septic tank systems however it was deemed to be uneconomic to repair every single system where faults were discovered. Figure 1 shows the locations of where the septic tanks met Council’s repair criteria and what tanks had faults but did not meet the criteria.

3.6. The current properties on the Mandeville wastewater scheme that have been repaired and brought up to standard can be seen in the map as shown in Figure 2.

3.7. To bring the tanks up to current Council standard, the following works were completed:
   - Raising of turrets
   - Excavation of soil and resealing of turrets to tanks
   - Replacement of turrets
   - Raising of control boxes

3.8. The standards to which the tanks were to meet were updated in 2016 and the properties that have had repairs made are now compliant with the current standard at the time of repair (Septic Tank on Council Reticulated STEP Schemes Issue H 600-355A).

3.9. **Methodology**
3.10. The repairs to the system were carried out by a range of local contractors. These repairs were carried out over a period from late April 2016 through to the end of November 2016.

3.11. From an analysis of the AES assessments for properties that needed repair it was found that a majority of properties required their turrets to be raised. An example of how some of the turrets were raised can be seen in Figure 3 where pipe sockets have been fitted to raise the turrets up to the required height.
Figure 1: Proposed Properties for Septic Tank Repairs

Legend
- Red: Septic Tanks to be Repaired by Council
- Yellow: Septic Tanks Not being Repaired by Council
- Green: Septic Tank with No Faults

Mandeville North Septic Tank Repair Map

Figure 1: Proposed Properties for Septic Tank Repairs
Figure 2 - Repaired Septic Tanks
3.12. The majority of septic tanks with faults required having turrets sealed to the tank. Every septic tank with this fault also required the raising of the turrets or complete replacement of the turrets. Replacement and sealing of the turrets required excavation down to the top of the septic tank and reattachment or replacement of the turrets to prevent stormwater ingress.

3.13. A small proportion of the properties required either the gully traps or control boxes to be raised. All properties that had work completed on them had all the repairs done to bring the tanks up to the current septic tank standards.

3.14. It was found that while repairs were being carried out on some of the sites, the AES reports missed that some of the control boxes were not high enough to meet standards. The decision was made to fix all the issues that were not initially addressed by the AES report at each site repaired as noticed by the contractors.

3.15. Repairs were then all inspected, photographed and signed off by building inspectors from the Building Unit to ensure that the work had been carried out to Council quality requirements.

3.16. In total:
- 97 Completed Repairs and signed off
- 3 Awaiting final inspection
- 2 Unable to be inspected/repaired
- 102 Properties in total
3.17. There are currently 2 properties at that had been identified for repair, where no repairs have taken place. The first of these properties had issues when AES arrived, where there was flooding and septic ponding above the tank making it unsafe for assessors to check the entire system. From consultation with the owners, the pump has failed, and they have not indicated when they will repair the pump. The assessment by AES was carried out on the 13/09/2014 and the pump has still not been replaced. This has resulted in Council being unable to assess and repair this septic tank. The other property has not undergone repairs as there is a path over the top of the septic tank currently. The property owners have not responded to Council after many attempts and offers to repair the faults. This has resulted in Council no longer seeking to pursue repairing these two systems. These landowners have been sent a letter to inform them that they are now responsible for any repairs on their properties and that the council is no longer paying for the repairs.

3.18. The final 3 remaining properties are yet to undergo a final inspection and have invoices either provided by the owners or contractors to prove that works have been completed on these properties.

3.19. **Funding**

3.20. As outlined in report 150915131009 there were many different approaches investigated for funding. The recommended option was to fund the repairs from the Eastern District Sewer Scheme rate. This funding option was chosen due to the unique nature of the STEP scheme coupled with the unusual and unprecedented groundwater conditions and rainfall event.

3.21. The funding for the repairs came from the Eastern District Sewer Scheme Wastewater rate and this will result in a $0.39 increase in rating charges per year to those within the rated area from 2017/18 from the total expenditure.

3.22. As outlined in the earlier report it was deemed unfair to charge those within the Mandeville community specifically as it would unfairly charge properties where no faults were found or those who had pro-actively repaired the faults on their own septic tanks.

3.23. It should be noted that the repair of these faults on private septic tanks may be seen to set a precedent for the other Council owned STEP schemes within the District, however each issue on Council owned schemes needs to be considered on its specific merits and Council should not consider this to be a precedent.

3.24. The Management Team/CEO has reviewed this report and supports the recommendations.

4. **COMMUNITY VIEWS**

4.1. It has been noted on all property files within the Mandeville STEP scheme whether or not repairs have been needed on the septic tank system within the property.

4.2. Consultation with all those involved within the Mandeville scheme has been done in the form of mail drops to all residents presenting information on the properties along with a public meeting in July 2014.

4.3. There has been a great deal of correspondence from customers to Council in the form of phone calls and emails since the results of the investigations were sent out. Since the
works have been completed there has been a small amount of correspondence over the issues and in general the community have been supportive of the adopted approach.

5. **FINANCIAL IMPLICATIONS AND RISKS**

5.1. Initial assessments estimated the total repair cost to be $535,000 to repair all of the faults as found by the inspectors. 102 properties were identified as being the highest risk to the scheme by having over 50mm of flooding in a 1% AEP (100 year ARI) flood event, with these properties having an initial estimate of $270,000 including a 20% contingency for the repair work and 10% for the administering work.

5.2. The estimated cost of repair was derived from quotes from two contractors to gain an insight into the cost to fix each fault type. The average of these costs for each fault type was then used to estimate the total cost of repair for all of the faults.

5.3. Actual costs for the project were far less than what was originally budgeted for at a total cost of $78,946. Some factors that helped to contribute to this was innovations from local contractors helping to lower the costs of the project by finding efficient methods of carrying out the work in raising the heights of the turrets.

5.4. This cost will result in a total rate increase for the Eastern District Sewer Scheme ratepayers of $0.39. This value was far more favourable compared to the initial quotes having a rate increase of $1.74 per rated property.

5.5. The system is still at risk from a similar event as to what occurred in June 2014 however the system is far more resilient now due to the repairs. The mitigating risks are:

- A storm event if this nature and return period is very rare.
- The septic tanks at the highest risk of inundation have had these risks mitigated through the work that has been completed.
- Since the June 2014 event, the Council has undertaken over $2 Million in drainage improvements in the area.
- Scour valves to help isolate and drain the network have been installed at strategic locations.

6. **CONTEXT**

6.1. **Policy**

This matter is not a matter of significance in terms of the Council’s Significance Policy.

6.2. **Legislation**

The Local Government Act required that there was a mandatory review of the Wastewater Bylaw in 2015. Clause 11d of the bylaw was amended to state:

“Septic tanks connected to the Council’s wastewater system must be fully sealed to prevent ingress of stormwater and groundwater in accordance with the Council’s specifications at the time of Building Code Compliance. For the avoidance of any doubt, any septic tank systems installed after adoption of the 2015 Wastewater Bylaw must have any lid or access point set to a level of 100mm above finished ground level”.

6.3. **Community Outcomes**

- Core utility services have been secured to have a greater resilience in a cost effective and timely manner
• Environmental impacts from sewerage and stormwater discharges have been minimised.

• Minimal increases in charges to rated landowners within the area.
3 August 2016

Dear Property Owner,

I am writing to you with regard to the proposed repair work to be carried out on your septic tank at «Property». You may recall I wrote a letter to you in November 2015 which stated that the Council had resolved that they would arrange and fund the repair work to the septic tanks at the highest risk of water ingress on the Mandeville wastewater scheme.

Your property has been assessed as being one of those at high risk, therefore Council would like to carry out the repair work to your septic tank. My colleague, Lee Bithray, who is managing this project has attempted to contact you a number of times to arrange for the repair work to be carried out and has not been successful in arranging this. We are nearing the end of this repair work, so would like to get all properties completed in the next month or so.

You have two options with regards to this work:

1. You contact Lee Bithray on 0274 345 120 or lee.bithray@wmk.govt.nz to arrange the repair work to be carried out. Following this repair work, a letter will be placed on your property file stating that the septic tank has been repaired to the 2015 standard.

2. You opt not to have the repair work carried out on your septic tank. This will result in a letter being placed on your property file stating that no repair work has been carried out to the septic tank following the 2014 inspections.

I would appreciate it if you could let either Lee or myself know which option you would prefer by Wednesday 24th August 2016. This will enable Lee to programme any outstanding work to be completed. If we do not hear from you at all by the 24th August then we will assume you have chosen option 2 and no repair work will be carried out on your septic tank.

If you have any further questions regarding this work, please feel free to contact me on 03 311 8900 or ric.barber@wmk.govt.nz.

Yours faithfully,

Ric Barber
Wastewater Asset Manager
Severe flooding in June 2014 caused the Mandeville sewer system to become inundated with stormwater. To avoid overloading of the septic tank system, which can lead to no sewer service, it is critical that there is no inflow or infiltration of stormwater into the septic tank.

The property at <<ADDRESS>> has a septic tank which is connected to the Councils public sewer system.

As a result of the flooding, the Council undertook inspections of all on-site septic tank effluent pumping systems that were connected to the Mandeville sewer scheme in October 2014. The majority of properties inspected showed some degree of faults that could, under certain circumstances, allow stormwater to enter the sewer system.

The reports for these inspections have been included in each property file and this memo refers to these reports.

Council determined that only faults to the septic tanks in the area of highest flood risk, based on the Councils flood modelling, needed to be repaired.

The septic tank at <<ADDRESS>> has been identified as carrying some risk of flooding in a 50 year flood event, therefore repairs have been carried out to bring the tank up to acceptable standards in accordance to the Waimakariri District Councils standard at the time of repairs to meet updated 2016 septic tank standards.
Attachment III – Septic Tank Standard Drawing – Issue H 600-355A
1. **SUMMARY**

1.1. The purpose of this report is to present the Waimakariri Road Safety Action Plan for 2016-2017 to seek the committee’s endorsement (see attachment).

1.2. The 2016 – 2017 Road Safety Action Plan has been developed and approved by the Road Safety Co-ordinating Committee. The plan outlines the road safety activities that will be carried out in the District during this year. It provides a focus for the work of the agencies and organisations that have a responsibility for improving road safety in the District.

1.3. The plan focuses on the high risk issues in the District that have been identified by analysing local crash data and from feedback from the NZTA, the Police and the community. The plan is aligned to the Governments “Safer Journey’s” Strategy to 2020 and follows the principles of the “Safe System”.

**Attachments:**

i. Road Safety Action Plan for 2016 – 2017 (File No: CMS 06-03 170209012016)

2. **RECOMMENDATION**

**THAT** the Utilities and Roading Committee:

(a) **Receives** report No. 170209012554

(b) **Endorses** the 2016 – 2017 Road Safety Action Plan

(c) **Circulates** this report to the Council and Community Boards

3. **ISSUES AND OPTIONS**

3.1. In 2006 the National Road Safety Committee agreed that Road Safety Action Plans (RSAPs) should be the primary mechanism for co-ordination of education, engineering, and enforcement approaches to road safety at a district and sub-regional level. Local Government are best placed to lead Road Safety Action Plans as they own and maintain the land transport infrastructure assets and have statutory objectives to promote community wellbeing and improve the performance of the land transport system.

3.2. Road Safety Action Plans have proven to be a useful tool to bring together the Council’s road safety partners into one plan. Reporting on the key focus areas at each road safety committee meeting provides an opportunity for discussion and monitoring of the issues affecting our district.
Having an effective RSAP is considered a key element in maintaining a low crash record for our District.

3.3. The Waimakariri Road Safety Co-ordinating Committee has developed this plan and it was signed off by the Committee in December 2016. Implementation has been ongoing during the year.

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

4. **COMMUNITY VIEWS**

4.1. A RSAP gives effect to local road safety issues. The plan is focused on co-ordinating the delivery of enforcement, education and engineering activities to best manage key local road safety risks.

4.2. Road safety partners identify problems by analysing information and intelligence such as local crash data provided by the New Zealand Transport Agency, and local Police information.

4.3. The Council has a number of partners who work collaboratively to implement the plan, including Environment Canterbury, New Zealand Police, New Zealand Transport Agency, AA New Zealand, NZ Trucking Association, New Zealand Road Transport Association, ACC and SADD.

5. **FINANCIAL IMPLICATIONS AND RISKS**

5.1. There is a risk that in preparing an action plan that the wrong issues will be identified and targeted, however the Road Safety Committee membership is made up of the appropriate local and regional organisations so the district needs have been recognised.

5.2. The costs for implementing the Council actions in the plan are provided for in the approved Roading Budget.

6. **CONTEXT**

6.1 Legislation

This RSAP supports the implementation of New Zealand's road safety strategy, Safer Journeys, by outlining actions for the District that will also address and progress the national road safety actions. This includes a range of local road safety works, road safety programmes, enforcement and local initiatives.

6.2 Community Outcomes

This Action Plan gives effect to the following community outcomes:

- There is a safe environment for all
- Crime, injury and road crashes are minimised
- Transport is accessible, convenient, reliable, affordable and sustainable

Kathy Graham
Journey Planner/Road Safety Co-ordinator
AN OPERATIONAL ROAD SAFETY ACTION PLAN

WAIMAKARIRI DISTRICT COUNCIL

2016 - 2017
BACKGROUND

In 2010 the New Zealand Government launched Safer Journeys.

Safer Journeys is a strategy designed to guide New Zealand's efforts to improve road safety from 2010–2020. Its vision is for:

“A safe road system increasingly free of death and serious injury”

To achieve this it takes a Safe System approach, looking across the entire road system to improve safety by creating safer roads and roadsides, safer speeds, safer vehicles and safer road use. Within these categories, it sets a number of areas of concern where action is needed.

The Safe System approach recognises that people make mistakes and are vulnerable in a crash. It reduces the price paid for a mistake so crashes don't result in death or serious injuries.

The Safer Journeys strategy was developed by the National Road Safety Committee (NRSC).

Following the release of the Safer Journeys strategy, the NRSC released the Safer Journeys Action Plan 2011-2012 which set out the actions to be taken over this time to address the areas of concern. In March 2013 the NRSC released the second Safer Journeys Action Plan 2013-2015. In early 2016, the last Safer Journeys Action Plan 2016-2020 was released.

Significant progress has been made under the two previous Action Plans across all key areas of the Safe System. This includes initiatives such as:

- raising public awareness through advertising campaigns
- lowering blood and breath alcohol levels
- making our high risk roads safer through rumble strips and median barriers

Many initiatives will continue as a core part of the policies and decision making of various agencies.

While the Safer Journey's Action Plan has key areas of national focus, local Road Safety Action Plans are the primary mechanism for coordination of education, engineering and enforcement approaches to road safety problems at sub-regional levels.
WAIMAKARIRI ROAD SAFETY ACTION PLAN - INTRODUCTION

The Waimakariri Road Safety Action Plan sets out the priority areas, actions, measures and responsibilities in regard to road safety in the Waimakariri District for the 2016-17 year.

The action plan has been developed in collaboration with various road safety partners who comes together as part of the Waimakariri District Road Safety Co-ordinating Committee, (RSCC) which is a working party for the Council’s Utilities and Roading Committee.

The membership of the RSCC consists of Waimakariri District Councillors, Council staff, Police, Transport Agency, ACC and other road safety partners and stakeholders.

The purpose of the Committee is to improve road safety in the district by coordinating the work of all the agencies that have district road safety functions to ensure a safe systems approach is followed as envisaged by New Zealand’s road safety strategy, Safer Journeys.

This includes the integration of education, enforcement and engineering programmes and initiatives.

VISION

The Waimakariri District has a safe road system that is increasingly free of death and serious injury.

The Waimakariri Road Safety Action Plan uses the Safer Journeys Safe System approach to guide and influence the actions.

Four key principles underline the Safe System approach.

- People make mistakes - We need to recognise that people make mistakes and some crashes are inevitable.
- People are vulnerable - Our bodies have a limited ability to withstand crash forces without being seriously injured or killed.
- We need to share responsibility - Those who design the road system and those who use the roads must all share responsibility for creating a road system where crash forces don't result in death or serious injury.
- We need to strengthen all parts of the system - We need to improve the safety of all parts of the system - roads and roadsides, speeds, vehicles, and road use - so that if one part fails, other parts will still protect the people involved.
The key components of the Safe System are the four pillars:

The Safe System approach requires the designers, managers and operators of the land transport system to consider:

- **safe roads and roadsides** that are predictable, promote safe behaviour and are forgiving of human error
- **safe speeds** that suit the function and level of safety of the road, the skill of the driver and the safety of the vehicle
- **safe vehicles** that incorporate emerging collision avoidance technologies and modern warning systems, and are well maintained to help prevent crashes and protect road users from crash forces, and
- **safe use** by having drivers, motorcyclists, cyclists and pedestrians who are skilled and competent, proactive in managing hazards, predictable, alert, unimpaired, compliant and make safe choices.

**Purpose of the Action Plan**

Each stakeholder or partner involved in road safety in the Waimakariri may have a different function, or role to play within the Safe System, however, the collaborative approach and guidance provided under the Road Safety Action Plan ensures all activities focus on achieving the same outcome – a road system increasingly free of death and injury.

This is enabled under the RSAP which:

- Informs and guides co-ordination of various road safety activities within the District and enables outcomes to be monitored and measured;
- Allows the community to see and understand the focus for road safety activates in the District allowing them opportunity to be actively involved in creating a safe road system;
- Supports applications for road safety activities under the National Land Transport Fund.

**Footnote:** While there are specific target areas and topics of concern highlighted in this Action Plan, all aspects affecting road safety and minimizing injury to road users will be included in the various target areas. Of particular note in this regard is ‘speed’ and ‘restraint use’ which are key components of many of the target areas to be addressed.
Target Areas in our District

Young Drivers

Rural Road Loss of Control/Head-On (incl. Speed)

Intersections - Rural and Urban

Motorcyclists

Older Road Users
Of Concern

Vulnerable Road Users

Drink/Drug Driving
Waimakariri District Fatal & Injury Crashes Map 2011-2016
## YOUNG DRIVERS

- Safer Journeys Strategy 2010-2020 – Increasing the safety of young drivers;
- Briefing Notes Crash Analysis - Locally this issue is of concern due to the number of deaths/and or serious casualties resulting from these crashes which reflects a high level of collective risk and also when viewed against the local road use (VKT) which reflects a high personal risk.
- District Road Risk Profile (June 2015) – Top 5 Road Risk Factor #2; 30% of all fatal and serious crashes in the Canterbury District have young drivers as a factor & 44% of all fatal and serious crashes in the SH1 North Journey have Young Drivers as a factor
- District Road Risk Profile Project (June 2015) – and Communities at Risk Register - High Strategic priority
- Police Data Summary - Of relevance to Waimakariri is the identified high risk journey of State Highway 1 north of Christchurch. The highest three risk factors on this journey are young drivers, rural intersections and urban intersections.

<table>
<thead>
<tr>
<th>KEY TRENDS</th>
<th>GOALS</th>
<th>SAFE SYSTEM FOUR PILLARS</th>
<th>ACTIVITIES – may relate to more than one pillar</th>
<th>LEAD AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Fatal &amp; Serious Injury Crashes (2011-16) where young drivers involved - 131</td>
<td>Reduce fatal and serious crashes involving young drivers</td>
<td>Safe Speeds</td>
<td>Police enforcement focus on the fatal five offences (alcohol/drugs, speed, restraints, dangerous and careless driving and high risk drivers) in addition to other trauma promoting offences.</td>
<td>Police</td>
</tr>
<tr>
<td>- Deaths 10</td>
<td></td>
<td>Safe Road Users</td>
<td>Promote uptake of <a href="https://drive.govt.nz/">https://drive.govt.nz/</a> and support community programmes that improve young driver skills</td>
<td>WMK</td>
</tr>
<tr>
<td>- Serious injuries 56</td>
<td></td>
<td>Encourage increased uptake in training by young drivers</td>
<td>Support Oxford Community Trust U-Drive young driver mentoring programme</td>
<td>WMK/NZTA</td>
</tr>
<tr>
<td>- Minor injuries 140</td>
<td></td>
<td>Safe roads and roadsides</td>
<td>Work with schools, emergency services and groups such as SADD to deliver a programme and/or campaign to upskill and educate young drivers</td>
<td>NZTA/WMK</td>
</tr>
<tr>
<td><strong>Who:</strong></td>
<td></td>
<td>Safe vehicles</td>
<td>Utilise social media and other media channels to engage with young drivers, parents and caregivers to promote skills training &amp; safe vehicles</td>
<td></td>
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<tr>
<td>- 36% were aged 15-24 years of age</td>
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<td>Collaborate with partner agencies and Councils on initiatives targeting young drivers</td>
<td></td>
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<tr>
<td>- 69% were male; 31% female</td>
<td></td>
<td></td>
<td>Encourage integration of road safety into school curriculum and promote <a href="https://education.nzta.govt.nz/">https://education.nzta.govt.nz/</a></td>
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<tr>
<td><strong>Why:</strong></td>
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<td>Identify through analysis any problematic corridors/intersections where young drivers feature highly in fatal &amp; serious crashes</td>
<td></td>
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<tr>
<td>- Poor observation 19%</td>
<td></td>
<td></td>
<td>Provide education and information to both young drivers and parents/caregivers about safe vehicle choice utilizing <a href="http://rightcar.govt.nz/">http://rightcar.govt.nz/</a> and ANCAP ratings</td>
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<tr>
<td>- Poor handling 18%</td>
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<tr>
<td>- Too fast 10%</td>
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<tr>
<td>- Failed to give way/stop 9%</td>
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<tr>
<td>- Alcohol 9%</td>
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<tr>
<td><strong>Where:</strong></td>
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<tr>
<td>- Urban road - 31%</td>
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<tr>
<td>- Open road – 69%</td>
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<td><strong>Licence Status:</strong></td>
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<tr>
<td>- Full – 51%</td>
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<tr>
<td>- Learner – 11%</td>
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<tr>
<td>- Restricted – 29%</td>
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</tbody>
</table>

### SUMMARY

<table>
<thead>
<tr>
<th>(Waimakariri 2011-2016)</th>
<th>Total Injury Crashes</th>
<th>Deaths</th>
<th>131 (32%) crashes where young drivers were at fault or part fault</th>
</tr>
</thead>
<tbody>
<tr>
<td>422</td>
<td>21</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**RURAL ROAD LOSS OF CONTROL/HEAD ON (incl. Speed)**

- Safer Journeys Strategy 2010-2020
- Briefing Notes Crash Analysis - Locally rural road loss of control/head on crashes are of concern due to the number of deaths and/or serious casualties resulting from these crashes which reflects a high level of collective risk.
- Communities at Risk Register – High Strategic priority
- District Road Risk Profile (June 2015) – Top 5 Road Risk Factor #3; 25% of all fatal and serious crashes in the Canterbury district have rural roads as a factor

<table>
<thead>
<tr>
<th>KEY TRENDS</th>
<th>GOALS</th>
<th>SAFE SYSTEM FOUR PILLARS</th>
<th>ACTIVITIES – may relate to more than one pillar</th>
<th>LEAD AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Fatal &amp; Serious Injury Crashes (2011-2016) on open roads/lost control/head-on -56</td>
<td>Reduce the number of fatal and serious crashes on rural roads in the Waimakariri District, with particular reference to loss of control/head on crashes</td>
<td>Safe speeds</td>
<td>Police enforcement is to focus on the fatal five offences (alcohol/drugs, speed, restraints, dangerous and careless driving and high risk drivers) in addition to other trauma promoting offences. Regular monitoring &amp; reporting on speed data to maximize ongoing enforcement and speed management and inform education &amp; advertising opportunities, particularly where speed limit changes occur; Utilise data gathering to monitor and analyse average speeds in the district on nominated routes and resources such as Urban KiwiRap and High Risk Rural Roads guide to ensure roads and roadsides adhere to best practice</td>
<td>Police</td>
</tr>
<tr>
<td>Highest rated factors were:</td>
<td>Safe road users</td>
<td>Safe vehicles</td>
<td>Education via Cinema Advertising – Speed – Sept-Dec; Winter Driving – May-Aug Education campaign specifically targeting ‘driving to the conditions’ (e.g. Winter driving); restraints, distraction etc; Develop education campaigns to inform and improve driver skills in rural road environments and highlight speed and restraint use as key factors. Reference to the 2016 Speed Management Guide where applicable to ensure consistency and best practice adhered to. Regular network inspections &amp; maintenance work is carried out on roads &amp; roadsides Establish liaison with Main Power regarding power pole placement</td>
<td>WMK/NZTA</td>
</tr>
<tr>
<td>Poor handling 36%</td>
<td>Safe roads and roadsides</td>
<td></td>
<td>Provide education and information to drivers about safe vehicle choice utilizing <a href="http://rightcar.govt.nz/">http://rightcar.govt.nz/</a> and ANCAP ratings</td>
<td>WMK</td>
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<tr>
<td>Too fast 14%</td>
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<td>NZTA/WMK</td>
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<tr>
<td>Poor judgement 10%</td>
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<tr>
<td>Alcohol 9%</td>
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<tr>
<td>At Fault:</td>
<td></td>
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<tr>
<td>• 15-24 years - 47%</td>
<td></td>
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<tr>
<td>• 25-40 years – 10%</td>
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<tr>
<td>• 40-49 years - 17%</td>
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<tr>
<td>• 50-59 years – 17%</td>
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<tr>
<td>• 60-69 years - 6%</td>
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<td>• 70 plus – 2%</td>
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<tr>
<td>Licence status:</td>
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<tr>
<td>• Full – 58%</td>
<td></td>
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<tr>
<td>• Learner – 10%</td>
<td></td>
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<tr>
<td>• Restricted 23%</td>
<td></td>
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</tbody>
</table>
**INTERSECTIONS – RURAL AND URBAN**

- Safer Journeys Strategy 2010 – 2020
- District Road Risk Profile (June 2015) – 31% of all fatal and serious crashes in Canterbury District have urban intersections as a factor;
- District Road Risk Profile (June 2015) – Top 5 Road Risk Factor #1 – Urban Intersections; 30% of all fatal and serious crashes in the SH1 North Journey have Rural Intersections as a factor; 18% of all fatal and serious crashes in the SH1 North Journey have Urban Intersections as a factor.
- Police Rural Intersection Crash Analysis for Canterbury – significant increase in number of serious injury and fatal crashes at rural intersections in late 2014 and early 2015 & highest rate of fatal and serious injury crashes at rural intersections for past decade;
- Police Data Summary - Of relevance to Waimakariri is the identified high risk journey of State Highway 1 north of Christchurch. The highest three risk factors on this journey are young drivers, rural intersections and urban intersections.

### KEY TRENDS

<table>
<thead>
<tr>
<th>Total Fatal &amp; Serious Injury Crashes (2011-2016) involving intersections – 36</th>
<th>Goals</th>
<th>Safe System</th>
<th>Activities – may relate to more than one pillar</th>
<th>Lead Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deaths – 4</td>
<td>Reduce the number of fatal and serious crashes at Waimakariri intersections</td>
<td>Safe speeds</td>
<td>Safe road users</td>
<td>POLICE</td>
</tr>
<tr>
<td>Serious injuries – 41</td>
<td></td>
<td></td>
<td></td>
<td>WMK</td>
</tr>
<tr>
<td>Minor Injuries – 27</td>
<td></td>
<td>Safe roads and roadsides</td>
<td>Police enforcement is to focus on the fatal five offences (alcohol/drugs, speed, restraints, dangerous and careless driving and high risk drivers) in addition to other trauma promoting offences.</td>
<td>WMK/NZTA</td>
</tr>
<tr>
<td>Who:</td>
<td>Safe vehicles</td>
<td>Develop campaign to target high risk users e.g. enforcement and education campaigns incl. Cinema Advertising – Jan- April 2017</td>
<td>NZTA/WMK</td>
<td></td>
</tr>
<tr>
<td>Of the 36 DSI crashes (2011-2016) drivers at fault or part fault</td>
<td></td>
<td>Support and promote Age Concern Older Drivers courses in the District reinforcing intersection safety/speed judgement, etc</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32% were aged 15-24 years of age</td>
<td></td>
<td>Explore ways to influence road user behaviour at intersections</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22% were aged 70 plus years of age</td>
<td></td>
<td>Proactively consider engineering treatments at problematic locations and routes, utilizing guides such as Urban KiwiRap &amp; High Risk Intersection Guide;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>45% were aged 25-70 years of age</td>
<td></td>
<td>Regular network inspection and maintenance is carried out at intersections</td>
<td></td>
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<tr>
<td>Where:</td>
<td></td>
<td>Provide education and information to drivers about safe vehicle choice utilizing <a href="http://rightcar.govt.nz/">http://rightcar.govt.nz/</a> and ANCAP ratings and encourage vehicles fit for purpose;</td>
<td></td>
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<tr>
<td>Urban Road - 39%</td>
<td></td>
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<tr>
<td>Open Road - 61%</td>
<td></td>
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</tr>
</tbody>
</table>
MOTORCYCLISTS

- Safer Journeys Strategy 2010-2020
- District Road Risk Profile (June 2015) – Top 5 Road Risk Factor #4;
- 21% of all fatal and Serious crashes in the Canterbury District have motorcyclists as a factor;

<table>
<thead>
<tr>
<th>KEY TRENDS</th>
<th>GOALS</th>
<th>SAFE SYSTEM FOUR PILLARS</th>
<th>ACTIVITIES – may relate to more than one pillar</th>
<th>LEAD AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Fatal &amp; Serious Injury Crashes (2011-2016) involving motorcyclists– 21</td>
<td>Reduce the number of fatal and serious injury crashes involving Waimakariri riders</td>
<td>Safe speeds</td>
<td>Police enforcement is to focus on the fatal five offences (alcohol/drugs, speed, restraints, dangerous and careless driving and high risk drivers) in addition to other trauma promoting offences.</td>
<td>POLICE</td>
</tr>
<tr>
<td>Deaths – 5</td>
<td>Safe road users</td>
<td></td>
<td>Motorcycle events – Ride Forever will be promoted at large key events in Canterbury and the West Coast by the contracted Ride Forever trainers</td>
<td></td>
</tr>
<tr>
<td>Serious injuries – 17</td>
<td>Safe roads and roadsides</td>
<td></td>
<td>Utilise media channels to engage with &amp; promote and educate re rider upskilling &amp; equipment and to educate vehicle drivers re motorcyclists vulnerability/visibility;</td>
<td>ACC/WMK</td>
</tr>
<tr>
<td>Who:</td>
<td>Safe vehicles</td>
<td></td>
<td>Consider financial support for localised RideForever training</td>
<td></td>
</tr>
<tr>
<td>Of the 21 DSI crashes (2011-2016) drivers at fault or part fault</td>
<td></td>
<td>Support Kick-Start Motorcycle event – joint safety campaign led by CCC Oct 2nd 2016</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 24% were aged 15-24 years of age</td>
<td></td>
<td>Develop and/or support education campaigns that encourage training and promote safe rider behavior;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• 43% were aged 25-49 years of age</td>
<td></td>
<td>Promote uptake of ACC RideForever training (Ride Forever – Subsidised motorcycle training for riders at all levels will be delivered in all T.A’s by x 2 contractors. (growth in training by 30% on previous year across Canterbury))</td>
<td>WMM</td>
<td></td>
</tr>
<tr>
<td>• 33% were aged 50 – 69</td>
<td></td>
<td>Apply NZTA ‘Safer Journeys for motorcycling on NZ roads guide recommendations to local roads and roadsides and encourage uptake of “Making roads motorcycle friendly” by contractors and maintenance crews.</td>
<td>ACC/WMK</td>
<td></td>
</tr>
<tr>
<td>Where:</td>
<td></td>
<td></td>
<td>Promote safety benefits of new bikes &amp; safety technology particularly for young and/or returning riders</td>
<td></td>
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<tr>
<td>• Urban Road - 81%</td>
<td></td>
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<tr>
<td>• Open Road - 19%</td>
<td></td>
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<tr>
<td>Why:</td>
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<tr>
<td>Poor handling – 48%</td>
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<tr>
<td>Poor observation – 29%</td>
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<tr>
<td>Alcohol – 29%</td>
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<tr>
<td>Failed to giveaway/stop – 19%</td>
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<td>Incorrect lane/position - 19%</td>
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<tr>
<td>Poor judgement – 19%</td>
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</tbody>
</table>
### Older Road Users

- Safer Journeys Strategy 2010-2020
- **District Road Risk Profile (June 2015) Emerging Risk; SH1 North Journey #5 Road Risk Factor**
- Communities at Risk Register 2015 – emerging strategic priority

#### KEY TRENDS

| Total Fatal & Injury Crashes (2011-2016) where older road users (60 plus) involved – 98 crashes |
| Fatal 6 |
| Serious injury – 33 |
| Minor injury - 115 |

**Who:**
Of the 79 D&I crashes (2011-2016 drivers at fault/part fault
- 12% were aged 15-24 years of age
- 22% were aged 25-60 years of age
- 66% were aged 61 plus years of age

**Where:**
- Urban Road 39%
- Open Road 61%

**Why:**
- Poor observation 52%
- Failed Giveaway/Stop 40%
- Poor handling 14%

#### GOALS

Reduce the number of fatal and serious crashes involving older road users

- Safe speeds
- Safe road users
- Safe roads and roadsides
- Safe vehicles

#### SAFE SYSTEM

FOUR PILLARS

| ACTIVITIES – may relate to more than one pillar |
| Police enforcement is to focus on the fatal five offences (alcohol/drugs, speed, restraints, dangerous and careless driving and high risk drivers) in addition to other trauma promoting offences. |
| Engage with local health providers regarding licensing of older drivers |
| Consider supporting programmes targeting correct vehicle use, e.g. ‘carfit programmes’ |
| Support Older Driver Education Courses Promote and support information and education targeting older drivers |
| Provide information/education to support increased tolerance & understanding of older drivers |
| Consider engineering treatments at problematic locations and routes, utilizing Urban KiwiRap & High Risk Intersection Guide |
| Provide education and information to drivers about safe vehicle choice utilizing [http://rightcar.govt.nz/](http://rightcar.govt.nz/) and ANCAP ratings and encourage vehicles fit for purpose; |

#### LEAD AGENCY

| POLICE |
| WMK |
| WMK |
| NZTA/WMK |
**OF CONCERN**

**Drink/Drug Driving**

- Safer Journeys Strategy 2010-2020
- District Road Risk Profile (June 2015) – Top 5 Road Risk Factor #5 Alcohol & Drugs;

<table>
<thead>
<tr>
<th>KEY TRENDS</th>
<th>GOALS</th>
<th>SAFE SYSTEM FOUR PILLARS</th>
<th>ACTIVITIES – may relate to more than one pillar</th>
<th>LEAD AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Fatal &amp; Serious Injury Crashes (2011-2016) where drugs/alcohol involved – 22</td>
<td>Reduce the number of fatal and serious crashes involving drunk or drugged drivers</td>
<td>Safe speeds</td>
<td>Police enforcement is to focus on the fatal five offences (alcohol/drugs, speed, restraints, dangerous and careless driving and high risk drivers) in addition to other trauma promoting offences;</td>
<td>POLICE</td>
</tr>
<tr>
<td>Deaths – 4</td>
<td>Safe road users</td>
<td>Conduct community campaign engaging with publicans, staff and public to encourage use of sober driver/courtesy vans;</td>
<td>WMK</td>
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<tr>
<td>Serious injuries – 23</td>
<td>Safe roads and roadsides</td>
<td>Support Wellbeing North Canterbury Drive Sober Course;</td>
<td>WMK</td>
<td></td>
</tr>
<tr>
<td>Minor Injuries – 6</td>
<td>Safe vehicles</td>
<td>Develop and/or support education campaigns that encourage and promote sober driver use/hospitality courtesy van use;</td>
<td>NZTA/WMK</td>
<td></td>
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</table>

**Who:**
Of the 22 DSI crashes (2011-2016) drivers at fault or part fault
- 36% were aged 15-24 years of age
- 64% were aged 25-70 years of age
- 4% were aged 70 plus years of age

**Where:**
- Urban Road - 23 %
- Open Road - 77%

**Why:**
Alcohol plus:
- Poor observation –10%
- Failed to give way/stop –5%
- Poor handling – 18%
- Incorrect lane/position –8%
- Too fast 16%
- Poor judgement – 5%

**SUMMARY** (Waimakariri 2011-2016)
- Total Injury Crashes 422
- Deaths 21
- 55 (13%) crashes involved alcohol

| POLICE |
| WMK |
| NZTA/WMK |
## Vulnerable Road Users

- Safer Journeys Strategy 2010-2020
- Accreditation as International Safe Community

### Key Trends

<table>
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<tr>
<td>Fatal 3 Pedestrian Serious Injury – 9 Minor injury – 24</td>
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</table>

**Who:**
- Of the 39 D&I crashes (2011-2016) drivers at fault/part fault
  - 16% were aged 15-24 years of age
  - 67% were aged 25-60 years of age
  - 17% were aged 61 plus years of age

**Where:**
- Urban Road 33% (Peds) 67% (Cyclists)
- Open Road 42% (Peds) 58% (Cyclists)

**Why:**
- Pedestrians
  - Alcohol 14%
  - Poor observation/judgement 14%
- Cyclists
  - Failed give way/stop 48%
  - Poor observation 48%
  - Incorrect lane/position 28%

### Goals

- Reduce the number of fatal and serious crashes involving vulnerable road users

### Safe System

<table>
<thead>
<tr>
<th>Four Pillars</th>
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<tbody>
<tr>
<td>Safe speeds</td>
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<tr>
<td>Safe road users</td>
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<tr>
<td>Safe roads and roadsides</td>
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<tr>
<td>Safe vehicles</td>
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</tbody>
</table>

### Activities – may relate to more than one pillar

- Police enforcement is to focus on the fatal five offences (alcohol/drugs, speed, restraints, dangerous and careless driving and high risk drivers) in addition to other trauma promoting offences;
- Support national initiatives such as “Share the Road” and ‘Restraints’ campaigns with local safety campaigns;
- Investigate Bikes in Schools programme & similar initiatives to increase cycle skills training amongst children;
- Work with the Waimakariri Access Group to increase awareness/promote best practice for disabled/sight impaired;
- Support education and promotional programs that increase awareness of vulnerable road users;
- Support heavy transport operators with education and awareness programs for both HT drivers and vulnerable road users;
- Conduct an audit of school safety signage/environment to maximise safety;
- Promote vehicles with safety technologies designed to protect vulnerable road users;

### Lead Agency

- POLICE
- WMK
- NZTA/WMK

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**Summary (Waimakariri 2011-2016)**

- Total Injury Crashes: 422
- Deaths: 21
- 25 (6%) crashes involved vulnerable road users
MEASURES & EVALUATION

In order to assess the success of our Road Safety Action Plan, various measures and evaluation methods will be considered in regard to each programme of work, campaign or education initiative undertaken.

A number of the measures and evaluations can be captured through related existing programmes of work such as regular road maintenance and audit procedures and the following quantitative measures.

- Road crash statistics relating to death and serious injury will be sourced from CAS and a crash statistics relating to the specific areas of concern monitored and reported on;
- Data relating to the seriousness of injuries will be sourced where possible through ACC and a reduction in the severity of injuries measured;
- Police statistics/reporting on alcohol/drugs, speed, restraints, dangerous and careless driving and high risk drivers
- Uptake of training programmes in the District, e.g. Ride Forever motorcycle training, Oxford Trust U-Drive programme

Qualitative Measures:
Educational and promotional campaigns will utilize a variety of methodology to establish base-lines where possible and record the reach and impact of individual campaigns, where possible.

Establishing base-line data relating to road safety knowledge, understanding, satisfaction and perceptions will be sought through a local public road safety survey. This will assist to establish any changes in public knowledge of road safety initiatives undertaken in the District and understanding of road safety issues over the 2016/17 period.