

# Waimakariri District Council

## Utilities and Roading Committee

# Agenda

Tuesday 15 April 2025

9am

Council Chambers  
215 High Street  
Rangiora

**Members:**

Cr Joan Ward (Chairperson)

Cr Robbie Brine

Cr Niki Mealings

Cr Philip Redmond

Cr Paul Williams

Mayor Dan Gordon (ex officio)



WAIMAKARIRI  
DISTRICT COUNCIL

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**A MEETING OF THE UTILITIES AND ROADING COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY 15 APRIL 2025 AT 9AM.**

Sarah Nichols  
GOVERNANCE MANAGER

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

## **BUSINESS**

Page No

### **1 APOLOGIES**

### **2 CONFLICTS OF INTEREST**

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

### **3 CONFIRMATION OF MINUTES**

#### **3.1 Minutes of the meeting of the Utilities and Roding Committee held on Tuesday, 18 March 2025.**

8 – 15

*RECOMMENDATION*

**THAT** the Utilities and Roding Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roding Committee held on 18 March 2025 as a true and accurate record.

#### **3.2 Matters Arising (From Minutes)**

#### **3.3 Notes of a Workshop of the Utilities and Roding Committee held on Tuesday, 18 March 2025**

16 – 18

*RECOMMENDATION*

**THAT** the Utilities and Roding Committee:

- (a) **Receives** the circulated Notes of the Workshop of the Utilities and Roding Committee held on 18 March 2025.

### **4 DEPUTATION/PRESENTATIONS**

Nil.

### **5 REPORTS**

Nil.

## 6 PORTFOLIO UPDATES

- 6.1 Roading – Councillor Philip Redmond
- 6.2 Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor Paul Williams
- 6.3 Solid Waste– Councillor Robbie Brine
- 6.4 Transport – Mayor Dan Gordon

## 7 MATTERS REFERRED FROM COMMUNITY BOARDS

- 7.1 River Road – Approval of Scheme Design – No. 61 to Enverton Drive – Joanne McBride (Roading and Transport Manager) and Glenn Kempton (Senior Project Engineer)

*The Rangiora-Ashley Community Board considered report Trim 250319046901 at its meeting held on 9 April 2025.*

19 – 34

### *RECOMMENDATION*

**THAT** the Utilities and Roothing Committee:

- (a) **Approves** the River Road Scheme Design, for the section of road between no. 61 River Road and Enverton Drive (as per Trim No. 250122010187).
- (b) **Approves** the installation of no stopping restrictions as per the following table.

Town	Street Name	Side of Road	Location	Length (m)
Rangiora	River Road	South	69 River Road to Enverton Drive	132

- (c) **Notes** that the approved design will be forwarded to the developer of no. 79 River Road to construct the portion outside their development as required by the Resource Consent.
- (d) **Notes** that this report is for approval of the design only, and a separate report will be taken to Council regarding the likely timing and costs for the areas beyond the development frontage.
- (e) **Notes** that the Developer for no.79 has been asked to provide a costing for the works beyond the development frontage.
- (f) **Notes** that the approval of the scheme design is time sensitive, as this is required to allow the developer to progress works within their development area.



7.2 **Request Approvals of the Clarkville School Road Safety Improvements Scheme Design - Peter Daly (Road Safety Coordinator/Journey Planner) and Joanne McBride (Roading and Transport Manager)**

*The Kaiapoi-Tuahiwi Community Board considered report Trim 240912156030 (v03) at its meeting held on 14 April 2025.*

35 – 43

**RECOMMENDATION**

**THAT** the Utilities and Roading Committee:

- (a) **Approves** the scheme design (Trim No. 240415058499(v02)).
- (b) **Approves** the relocation of the existing school bus stop to make space for the proposed P2 Kiss'n'Go facility outside the Clarkville School gate, which will create space for parents to pick up and drop off children.
- (c) **Approves** the installation of traffic islands to provide a safe crossing point for children at pick up and drop off times.
- (d) **Approves** the installation of 32 metres of No Stopping on the Eastern side of Heywards Road leading to the entry to the Community Hall carpark.
- (e) **Notes** that there are currently two bus stops outside the school, however this will be reduced to one with agreement from the school.
- (f) **Notes** that the marking within the Clarkville Community Hall carpark is the responsibility of the Clarkville Hall Committee.
- (g) **Notes** that all works proposed have been discussed with and agreed to by the Clarkville Community Hall Committee and the Clarkville School Principal.
- (h) **Notes** that these works are estimated to cost \$40,000 and are to be funded from the Minor Safety Improvements Programme - School Safety Improvements (PJ 102429.000.5133), which is an unsubsidised budget.
- (i) **Notes** that an education campaign for drivers using the proposed scheme will be run through the school community to encourage compliance with the traffic flows proposed.

7.3 **Lees Road Footpath – Request for Approval of Scheme Design – Joanne McBride (Roading and Transport Manager) and Glenn Kempton (Senior Project Engineer)**

*The Kaiapoi-Tuahiwi Community Board considered report Trim 250406059579 at its meeting held on 14 April 2025.*

44 – 51

**RECOMMENDATION**

**THAT** the Utilities and Roading Committee:

- (a) **Approves** the Lees Road Footpath Scheme Design, for the section of Lees Road from west of Bayliss Drive through to the Bus Stop outside no. 568 Williams Street, for the area shown in Figure 1 of this report (Trim No. 250407059776).

**AND EITHER:**

- (b) **Recommends** progressing the footpath design with a gritted footpath finish, with an estimated cost of \$60,000, to be funded from the New Footpath Programme (PJ 100746.000.5133).

**Or**

- (c) **Recommends** progressing the footpath design with an asphalt finish, with an estimated cost of \$95,000, to be funded from the New Footpath Programme (PJ 100746.000.5133).

AND:

- (d) **Notes** that if the asphalt surfacing is the preferred option and kerb and channel was to be installed in the medium term (15 to 20 years), then it is likely the path will need to be built up to tie in with new levels and this would result in the full surfacing life not being achieved, as this is around 50 years.
- (e) **Notes** that there will be additional stormwater run-off from a sealed footpath, with no formal stormwater system (e.g. kerb and channel) for conveyance.

## 8 **MATTERS FOR INFORMATION**

Nil.

## 9 **QUESTIONS UNDER STANDING ORDERS**

## 10 **URGENT GENERAL BUSINESS**

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

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

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

- 11.1 Confirmation of Public Excluded Minutes from 18 March 2025.
- 11.2 Submission on District Drinking Water Safety Plans.
- 11.3 Mandeville Drilling Contract – Bore Development Options.
- 11.4 Contract 24/62 - Dixons Road Guard Rail Makerikeri Bridge Tender Evaluation and Contract Award Report.
- 11.5 Pegasus Water Treatment Plant Sand Filter Replacement - Sole Source Procurement for Sand Supply.
- 11.6 Rangiora WWTP – Aeration Basin trial – Recommendation to proceed with purchase of AerDisc aerators.
- 11.7 Approval for sole-source procurement of business case for solar PV generation at Rangiora WWTP

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

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
11.1	Confirmation of Public Excluded Minutes from 18 March 2025	Good reason to withhold exists under Section 7	To protect the privacy of natural persons and enable the Council to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege. <b>LGOIMA Sections 7 (2)(a), (g) and (i).</b>

11.2	Submission on District Drinking Water Safety Plans	Good reason to withhold exists under Section 7	To prevent the disclosure or use of official information for improper gain or improper advantage. <b>LGOIMA Section 7(2)(j).</b>
11.3	Mandeville Drilling Contract – Bore Development Options	Good reason to withhold exists under Section 7	To enable the Council holding the information to carry out, without prejudice or disadvantage, commercial activities <b>LGOIMA Section 7(2)(h).</b>
11.4	Contract 24/62 - Dixons Road Guard Rail Makerikeri Bridge Tender Evaluation and Contract Award Report	Good reason to withhold exists under Section 7	To enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. <b>LGOIMA Section 7(2)(h).</b>
11.5	Pegasus Water Treatment Plant Sand Filter Replacement - Sole Source Procurement for Sand Supply	Good reason to withhold exists under Section 7	To enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. <b>LGOIMA Section 7(2)(h).</b>
11.6	Rangiora WWTP – Aeration Basin trial – Recommendation to proceed with the purchase of AerDisc aerators	Good reason to withhold exists under Section 7	To enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. <b>LGOIMA Section 7(2)(h).</b>
11.7	Approval for sole-source procurement of business case for solar PV generation at Rangiora WWTP	Good reason to withhold exists under Section 7	To enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. <b>LGOIMA Section 7(2)(h).</b>

### **CLOSED MEETING**

*Refer to Public Excluded Agenda (Separate Document).*

### **OPEN MEETING**

### **NEXT MEETING**

The next meeting of the Utilities and Roding Committee will be held on Tuesday, 20 May 2025 at 9am.

#### **Workshop**

- *Mandeville Water Supply Source – Kalley Simpson (3 Waters Manager) and Caroline Fahey (Water and Wastewater Asset Manager)*
- *Kaiapoi Wastewater Treatment Plant (WWTP) – Kalley Simpson (3 Waters Manager) and Caroline Fahey (Water and Wastewater Asset Manager)*
- *Updated Parking and Traffic Bylaw 2025 – Gina Maxwell (Project Support Coordinator), Shane Binder (Senior Transportation Engineer), Joanne McBride (Roding and Transport Manager) and Billy Charlton (Environmental Services Manager)*

**MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY 18 MARCH 2025 AT 9 AM.**

**PRESENT**

Councillors J Ward (Chairperson), R Brine (left 10:27am), N Mealings, P Redmond, P Williams and Mayor D Gordon (left 10:53am).

**IN ATTENDANCE**

Councillors B Cairns and T Fulton.

G Cleary (General Manager Utilities and Roading), C Brown (General Manager Community and Recreation), J McBride (Roading and Transport Manager), K Waghorn (Solid Waste Asset Manager), M Maxwell (Strategy and Business Manager), H Downie (Strategy and Centres Team Leader), S Binder (Senior Transportation Engineer), D Young (Senior Engineering Advisor), G Maxwell (Project Support Coordinator), and C Fowler-Jenkins (Governance Support Officer).

**1 APOLOGIES**

There were no apologies.

**2 CONFLICTS OF INTEREST**

There were no conflicts declared.

**3 CONFIRMATION OF MINUTES**

3.1 **Minutes of the meeting of the Utilities and Roading Committee held on Tuesday, 25 February 2025.**

3.2

Moved: Councillor Williams

Seconded: Councillor Mealings

**THAT** the Utilities and Roading Committee:

(a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 25 February 2025 as a true and accurate record.

**CARRIED**

3.3 **Matters Arising (From Minutes)**

There were no matters arising.

**4 DEPUTATION/PRESENTATIONS**

Nil.

**5 REPORTS**

5.1 **Town Centre Upgrades Budget – Additional Kerb and Channel Replacement in Raven Quay – D Young (Senior Engineering Advisor)**

D Young noted that the Council has allocated a budget for upgrading the District's town centres. At this stage, this budget has not been allocated to any specific projects. There

was currently \$20,000 budgeted for the 2024/25 financial year, which had not been allocated. He explained that a significant pipe replacement project was taking place in Raven Quay. As a result of those works, some of the existing kerb and channel needed replacing. There was also a further length of kerb and channel that was in poor condition, which the Roading staff had requested to be replaced as part of this contract. However, there were approximately 37 meters in between these two sections, which was in reasonable condition, and it was not justifiable to replace it using the Kerb and Channel Replacement Budget. While this section was not cracked or in poor condition, it was ageing, in light of Raven Quay's significance to the Kaiapoi Town Centre, staff was suggested that the replacement of this section be funded from the Town Centre Upgrades budget

Councillor Redmond asked if 37 meters in between these two sections of the kerb and channel had a life expectancy of a further 30 years. D Young explained that it was difficult to ascertain as the Council records showed that it was installed in the 1970s. What often happened at the time was that the same installation date was given to all of the existing assets in a project, so it was difficult to tell how old this section really was.

Councillor Mealings enquired if this section of pavement was replaced later, would the works at that time damage the road and the new footpath and how much disruption would it cause. D Young noted there would undoubtedly be the need to cut back into the new seal to replace the full footpath, and at each end where they butted in, there would be some degree of disruption.

Moved: Councillor Williams

Seconded: Councillor Brine

**THAT** the Utilities and Roading Committee:

- (a) **Receives** Report No. 250305036264.
- (b) **Approves** the expenditure of up to \$20,000 on the Raven Quay kerb and channel and associated footpath to be funded by the Town Centre Upgrades budget (PJ100359.000.5134) which has a budget of \$20,000 in the 2024/25 financial year.
- (c) **Notes** that this will be carried out as a variation to the existing Contract 23/36 Raven Quay 3 Waters renewals, to be valued on the submitted contractual rates.
- (d) **Circulates** this report to the Kaiapoi Tuahiwi Community Board for information.

**CARRIED**

Councillor Williams supported the motion because of Raven Quay's significance to the Kaiapoi Town Centre, and it made sense to replace all the kerbs and channels simultaneously.

Council Brine agreed with Council Williams' comments and noted that he also supported the motion.

Mayor Gordon agreed with the comments and thought the project had been managed very well. Therefore, he also endorsed the motion.

Councillor Mealings commented that the Council was often criticised for doing new road works and not long after pulling that up to add something new. This provided the Council with an opportunity to install a continuous new pavement.

## 6 **PORTFOLIO UPDATES**

### 6.1 **Roading – Councillor Philip Redmond**

The construction season was continuing across a number of sites around the district.

- Focus areas for staff:
  - Resealing continued through March 2025, with a section of Oxford Road, Kennedys Hill Road, and Mt Thomas Road being resealed last week. Tram Road (east of Island Road) was programmed to be resealed on Thursday.
  - Cones Road would be resealed between Fawcetts Road and the Ashley River Bridge next week (Stop / Go would be in place).
  - Resealing was planned for Barkers Road, Foothills Road, Hill Street and Ayre St over the next week.
  - Asphalt was to be laid at the intersection of River Road and Cones Road.
  - Asphalt surfacing was underway on a section of Ohoka Road between the Island Road intersection and the bridge (west of Giles Rd). This was being done as night work.
  - Pavement rehabilitation works were continuing on Mill Road, Ohoka. The first section of overlay between Bradleys Road and Whites Road had been sealed, with the exception of a 60-meter section at the eastern end. Work had moved to the section between Whites Road and Wilsons Drive. Drainage improvements are also being undertaken as part of this wider programme of works.
  - Mowing and spraying had continued around the district, along with routine road marking activities.
- Capital:
  - Riverside Road Seal Extension had been progressing well, with the full length of the road now sealed. The final touches, including driveway sealing, signs, markings, and berm reinstatement, were currently underway.
  - The Kerb and Renewal work was complete on Ashgrove Street. EDR Contracting had been making good progress and had now moved to Alfred Street with a one-way traffic flow in place. Stephens Street and then Edward Street would follow on. This contract was expected to be completed in early May 2025.
  - Pidgeon Contracting had started works on Kippenberger Avenue as part of the Urbanisation Project.
  - Watermain renewals were continuing on Ashley Street, south of Coldstream Road.
  - The Town Hall carpark construction contract had been awarded to EDR Contracting.
  - The tender for Charles Street Kerb and Channel Replacement had just closed and was currently being evaluated.
- Other works:
  - Work was continuing on Raven Quay, Kaiapoi to upgrade the storm water, water and sewer networks.
  - Work to repair and replace a section of kerb at the Blackett Street / King Street roundabout would start the week of 24 March 2025. The northbound lane into the roundabout would be closed, and traffic would be detoured.
  - Environment Canterbury was carrying out tree removal works on Main Drain Road, with a closure in place.
- Events:
  - Oxford A&P Show would be held on 29 March 2025.

Councillor Cairns asked about the damage to the Charles Street roundabout. J McBride understood that someone had tried to remove some of the lettering it but was unsuccessful. Council staff would be repairing the letter.

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

- Water
  - Overall the UV upgrades were progressing well:
    - The control system for the new UV units at South Belt, Rangiora, was currently being modified and was expected to be operational by the end of March 2025.
    - The West Eyreton UV installation works had commenced on site and were due to be completed in May.
    - The Ohoka water treatment plant upgrade was currently out for tender and was expected to be awarded in April.
  - The Garrymere water supply had a bore pump failure over the weekend. The Water Unit and 3 Waters staff worked with external contractors to a tanker in water and replace the pump within 24 hours.
- Wastewater
  - Construction of the septage disposal facility was progressing well and was expected to be commissioned in March 2025.
  - The Water Services Authority – Taumata Arowai were consulting on new wastewater environmental performance standards, which may assist in obtaining wastewater discharge consents in the future. Submissions were due by 24 April 2025 and were currently being worked on by staff.
- Drainage / Stockwater
  - The second round of drainage advisory groups for the year had continued. Central Rural and Coastal Rural have been held over the past two weeks and Clarkville was on 19 March 2025. There had been good feedback from all groups both on the maintenance works undertaken and also the financial position of each scheme.

Councillor Fulton queried the UV treatment at the Oak Reserve and the damage to the adjacent native trees. He thought that most of those trees would be lost because of the clearance that was required. He noted that the large pine tree had been removed which the Board would preserve for community use. He sought an update on the trees when that site was finished.

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

- The Cust Hotel has been listed for sale
  - Staff will monitor this and engage with the current and new owners to discuss how this may impact the Council facility on the site.
- The current Government adopted its updated “Waste and Resource Efficiency Strategy” on 7 March.
  - This strategy replaces the “Te Rautaki Para | New Zealand waste strategy,” which the previous Government adopted in March 2023.
  - This appears to be a relatively high level and generally aligns with the current direction Waimakariri was taking.
  - Staff would review it and ensure it is considered in the Council’s upcoming Waste Minimisation Plan Review.
  - The strategy and the waste and resource efficiency work plan were attached for information.
- Response to a letter calling for the progress of a Container Returns Scheme for beverage containers, of which the Council was one of many supporters. The

Environment Minister stated that she is not currently considering policy options for a container return scheme. However, the Waste Minimisation Act 2008 and the Litter Act 1979 are being reviewed by the Ministry for the Environment. The Minister had instructed officials to undertake public consultation on the policy options and proposals, which was expected to take place in the first half of 2025.

- Other matters:
  - The Canterbury Waste Joint Committee and Canterbury Regional Landfill Joint Committee would meet on Monday 7 April 2025. No agenda had been advised at this stage.
  - The Canterbury Waste Minimisation Grant would be open for applications soon and would close at the end of May 2025. Christchurch City Council staff were looking to make changes to the application process so it was easier for applicants to do.

Councillor Cairns asked in regard to the Cust Hotel and neighbouring stables if there was a heritage listing on that building. Councillor Brine endeavoured to follow up and report back.

#### 6.4 **Transport – Mayor Dan Gordon**

- Acknowledged all the road works and works that were going on in the district. He commended the staff for the work that was happening there.
- It was good to see the Woodend Bypass's next stages progressing. The Council had an update from the New Zealand Transport Agency on 11 March 2025, and it was progressing quickly. The Council wanted to ensure that the project proceeded and was not delayed.
- There were ongoing discussions around transport around investment. He had a meeting with the Minister in Wellington recently. There were some new proposals that he outlined around congestion charging. He seemed committed to progressing with mass rapid transit.
- He had an upcoming meeting with the Minister for Regional Development, the Honourable S Jones, where he had been asked to present the transport issues for Canterbury.
- He had been invited to a meeting with the Local Government Minister with the Canterbury Mayors, he would raise the things that were important to Waimakariri.

Councillor Redmond noted in regard to the Woodend Bypass, the Canterbury Grass Skink a lizard that was in the way. At the Kaiapoi-Tuahiwi Community Board meeting they agreed to collaborate with the New Zealand Transport Agency to relocate or assist and provide a site. Mayor Gordon was not aware of that. He commented that the sooner a suitable habitat could be found for that the better. The project was proceeding at pace.

## 7 **MATTER REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD**

### 7.1 **Proposed Early Collection Area: Percival, Victoria and Murray Streets, Rangiora – K Waghorn (Solid Waste Asset Manager)**

K Waghorn spoke to the report, noting the Rangiora-Ashley Community Board approved the change of the three streets in Rangiora to an earlier collection time due to Percival Street, Victoria Street and Murray Street having long-term parking, which was causing challenges with collections. If the rubbish could be collected between 6:30 a.m. and 7 a.m., the truck drivers would be able to beat the long-term parkers and get out quickly. The issue of noise had been raised, and staff would be undertaking some investigations to determine the noise levels.



Mayor Gordon asked if effective communication of the changes to the residents had been considered. K Waghorn explained that she was drafting a letter, and staff would drop it off and speak with the impacted businesses and schools.

Councillor Fulton questioned if the earlier collection would disturb people's sleep. K Waghorn noted that if there was a lot of glass, it may be a problem. The residents left their parking around 7 a.m., and the new all-day parkers arrived between 7 a.m. and 8 a.m., so staff anticipated little disruption.

Moved: Councillor Brine

Seconded: Councillor Redmond

**THAT** the Utilities and Roothing Committee:

- (a) **Approves** designating the following streets as "Early Collection Streets":
  - i. Victoria Street from No. 7 to 59, between Northbrook Road and Queen Street.
  - ii. Percival Street from No. 69 to 119A, between Victoria Street and Queen Street.
  - iii. Murray Street from No. 1A/2 to No. 35, between George Street and Queen Street.
- (b) **Notes** that these collections would not start earlier than 6:30 am and are more likely to commence at 6:45 am.
- (c) **Notes** that the school, residents and residential facilities in these streets will be notified about the change in collection times at least one week in advance of the change in the collection time.

**CARRIED**

Councillor Brine commented that this was considered at the Solid and Hazardous Waste Working Party Meeting and the Rangiora Ashley-Community Board, where good questions had been raised, which he was sure staff and the contractor would be ahead of if there were any issues.

Councillor Redmond supported the motion. He noted that 6:45 am was not particularly early; in Christchurch City, bins had to be out by 6 am, and the trucks started collecting at 6am, which did not seem to be a problem there, so he did not see a later start here being a problem.

## 8 **MATTERS FOR INFORMATION**

### 8.1 **Contract 24-107 Supply of Liquid Caustic for Water Treatment Tender Evaluation and Contract Award Report – Don Young (Senior Engineering Advisor) and Tjaart van Rensburg (Water Unit Manager)**

(Report No. 250225031219 to Management Team Operation meeting of 5 March 2025)

### 8.2 **Contract 24/105 Supply of Sodium Hypochlorite for Water Treatment - Tender Evaluation and Contract Award Report – Don Young (Senior Engineering Advisor) and Tjaart van Rensburg (Water Unit Manager)**

(Report No. 250225030450 to Management Team Operation meeting of 5 March 2025)

Moved: Councillor Williams

Seconded: Mayor Gordon

**THAT** the Utilities and Roothing Committee

- (a) **Receives** the information in Items 8.1 and 8.2.

**CARRIED**

## 9 **QUESTIONS UNDER STANDING ORDERS**

Nil.

## 10 **URGENT GENERAL BUSINESS**

Nil.

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

*Section 48, Local Government Official Information and Meetings Act 1987.*

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

Moved: Mayor Gordon

Seconded: Councillor Mealings

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

9.1 Confirmation of Public Excluded Minutes from 10 December 2024.

9.2 Contract 24/61 – Kerb and Channel Renewals 2024/2025 Tender Evaluation and Contract Award Report.

The general subject of each matter to be considered while the public was 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 were as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
9.1	Confirmation of Public Excluded Minutes from 25 February 2025	Good reason to withhold exists under Section 7	To protect the privacy of natural persons and enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege. LGOIMA Section 7 (2)(a), (g) and (i).
9.2	Contract 202504 Town Hall Car Park Expansion Tender Evaluation and Contract Award Report	Good reason to withhold exists under Section 7	To protect the privacy of natural persons and enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege. LGOIMA Section 7 (2)(a), (g) and (i).

## **CLOSED MEETING**

*The public excluded portion of the meeting commenced at 9:37am and concluded at 9:42am.*

## **OPEN MEETING**

**NEXT MEETING**

The next meeting of the Utilities and Roothing Committee would be held on Tuesday 15 April 2025 at 9am.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 11:12AM.

CONFIRMED

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

**NOTES OF A WORKSHOP OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBERS, HIGH STREET, RANGIORA ON TUESDAY, 18 MARCH, COMMENCING AT 9:42AM.**

**PRESENT**

Councillors J Ward (Chairperson), R Brine (left 10:27am), N Mealings, P Redmond, P Williams and Mayor D Gordon (left 10:53am).

**IN ATTENDANCE**

Councillors B Cairns and T Fulton.

G Cleary (General Manager Utilities and Roding), C Brown (General Manager Community and Recreation), J McBride (Roding and Transport Manager), M Maxwell (Strategy and Business Manager), H Downie (Strategy and Centres Team Leader), S Binder (Senior Transportation Engineer), G Maxwell (Project Support Coordinator), and C Fowler-Jenkins (Governance Support Officer).

**1. Approach to Town Centres Upgrade Budget**

Presenter: H Downie (Strategy and Centres Team Leader) and G Maxwell (Project Support Coordinator)  
Trim ref: 250306037682

**Questions/ Issues/ Observations:**

- Was the entrance to the Rangiora town centre at the John Knox Church included? It needed to be included, as the entrance looked very old. The bollards on the corner had been damaged several times now, and it did not look like an entrance to the town should.  
*It was not specifically included as a standalone project. However, it would comfortably fit into the criteria.*
- In Kaiapoi, where the Enterprise North Canterbury building was, that corner was regularly raised. It needed to be looked at to see if it was fit for purpose. The planting and corners were regularly damaged.
- Quite comfortable with the criteria. Talking about the Greenspace budgets, whether or not things like fairy lights fit into this budget or not. It seemed like they belonged in this budget. Did it sit in this budget and was administered by the various departments that looked after it?  
*Regardless of it being a Greenspace Budget, this provided options that be allocated by the Council where it wanted to use it. The Greenspace Budget and the Community Landscaping Budget could be used for things like amenity lighting. The process was very much stipulated; the Town Centres did have a ringfenced budget as such; hence this was included in the Roding Budget. The Town Centres Team worked with staff across the different disciplines and came together as a Town Centre team that implemented the various strands of a particular project.*
- Was town centre lighting included in this budget?  
*It could be as part of that amenity.*
- Oxford Promotions Action Committee: One issue they had raised was the cost of Matariki and lighting up the main tree in Oxford. Would lighting the tree throughout the year fit into the budget?  
*This budget had been specifically earmarked for town centres and had generally been applied around development, which staff did not always know would be needed. It was for infrastructure and improvements; it was not for ongoing operation and maintenance. Things like power for running fairy lights would have to come from a different budget. It was for extra over nice things.*
- In terms of the funding, it was relatively small over the next few years, then increased. Had staff already thought about where that was going to be spent?  
*Requests for projects that could be considered that this budget helped pay for could come from many means. The Community Boards could request them; others could be staff-initiated or triggered by private development.*

- Did the town centre only refer to Kaiapoi and Rangiora?  
*This included all of the town centres. It was not just Rangiora and Kaiapoi.*
- If the Oxford Promotions Action Committee wanted to light up the big tree how would they apply to this budget?  
*This was not a fund to apply for; it would be the Council's decision whether to invest in it. If this budget was used, there would need to be a conversation about whether it was the most appropriate budget. If it was used, it could only be used for the installation of the lights, not the ongoing running and operation.*
- Could staff define the boundaries of the town centres?  
*In consideration of projects that staff might apply this budget for, they had not drawn a hard and fast line but used broadly defined common-sense boundaries of what the town centre should be.*
- Would the criteria have reference to the Council's Accessibility Strategy?  
*Typically, when the Council developed new spaces or improvements, it undertook an engagement process, and the Access Group was included in that.*
- Wondered whether revisiting the Town Centre Lighting Group was a good idea and seeing where those terms sat. Whether the Council could contemplate a reference group that included a representative from each Community Board.
- Council regularly got feedback about the fairy lights in Rangiora, was there a budget for their replacement?  
*The operation and replacement needed to be included in a different budget; this was an infrastructure budget. Greenspace had a budget for the fairy lights on High Street, Rangiora.*
- Would it be a good place to put the Christmas trees, flags and all the things that the Council was doing into one area that was considered and bring the Community Boards in on that partnership?

## 2. **Parking and Traffic Bylaw 2025**

Presenter: J McBride (Roading and Transport Manager), S Binder (Senior Transportation Engineer) and G Maxwell (Project Support Coordinator)

Trim ref: 250313042388

### Questions/ Issues/ Observations:

- Around the engine breaking, there was a big vehicle bypass now. Such as, in Ashburton, they had no vehicle through access to heavy vehicles. If the Council took the heavy vehicles through a bylaw to stop them coming through Southbrook, down Ivory Street, and through Ashley Street, apart from the ones that needed to and made them use the heavy vehicle bypass, it would make it a lot safer.  
*The transport section of the new Bylaw would allow the Council to put restrictions on certain roads for certain vehicles. An example was Charles Street in Kaiapoi where there had been issues with heavy vehicles turning and hitting verandas at the roundabout. The bylaw, as it was proposed, would give Council the ability to put in place restrictions and be able to enforce them. In terms of heavy vehicles moving through Rangiora there were a number of big generators of heavy vehicles in and around those areas.*
- Concerned about the homelessness reported. How would the Bylaw accommodate these people in need and the campervans?  
*The only requirement staff were changing around motorhomes was aligning with the Land Transport Road User Rule 2004. Instead of stating that a vehicle could be parked somewhere for X number of days, it was stated that it was aligned with the Act and could be parked there as long as legislation allowed.  
Staff had on the work programme to look at a freedom camping bylaw, but it was not as simple as rolling one out, you needed to have issues.*

- How would heavy motor vehicles be defined in the Bylaw? Would it be by length?  
*There were a couple of options. One could be around length, depending on the restriction. The other could be on weight. There were a number of bridges and roads heavy vehicles could not go on due to weight.*
- Would the new proposed bylaw give the Council the authority to control vehicle type by either weight or length? Potentially on Charles Street.  
*It would still be subject to a further report to the Kaiapoi-Tuahiwi Community Board to potentially adopt that and agree on the restriction.*
- There were some areas where enforcement was not legal. People could park outside the Kaiapoi Swimming Pool all day and there was no enforcement. There was also no enforcement in Kairaki. Will the new Bylaw address some of those issues?  
*At Kairaki Beach, staff had been working with Greenspace Staff to ensure that the Bylaw was much clearer about where parking was permitted and where it was restricted.*
- Would the Parking Bylaw address the use of paid parking meters? There had been a suggestion that Rangiora may have a pilot for paid parking.  
*Staff were proposing to future proof it through the residential parking permit zones. Staff had not anticipated meters in the Bylaw. Staff had just wrapped up a consultation with the public on the Parking Management Plan and a proposed approach around three strategic responses and some measures around optimising our existing demand, increasing the supply and optimising existing assets. One of those was seeking public views on piloting graduated-priced parking; however, the modelling work had said that an occupancy trigger would not be reached until 2035.*
- Staff were talking about removing e-scooters from the Bylaw. Why were the staff doing that?  
*Under definitions, the Council was trying to align with primary regulation as much as possible. Under the Land Transport Road User Rules, an electric scooter already had a definition of a wheeled recreational device or mobility device.*
- Parking along verges: there were so many places where people were parking and needed to park on verges. Would people be receiving tickets for parking in those places?  
*That was why it had been reinforced with the Environmental Services Unit that we were not going out looking for problems. What staff were trying to do was prevent people from parking on grass verges within urban areas, especially if it caused damage. Whereas outside urban areas, if it was not going to be damaged and it looked safe to park, it was ok. It was when complaints were made or there was a safety issue that staff were responding to and trying to get compliance.*
- In regard to boat trailers parking in Corcoran Reserve on Charles Street, particularly over summer there was an increasing number of trailers parking in that area for the whole day. On Saturdays, there was the market, which was causing issues. Was there an enforcement process in regard to people parking in the reserve?  
*Generally, for issues like that, staff put in infrastructure to stop people from parking there. In the Parking Bylaw about grass verges.*

THERE BEING NO FURTHER BUSINESS THE WORKSHOP CONCLUDED AT 11:12AM.

**WAIMAKARIRI DISTRICT COUNCIL**

**REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-32-106-08 / 250319046901

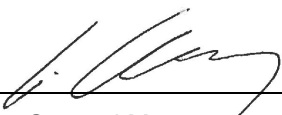
**REPORT TO:** Rangiora-Ashley Community Board

**DATE OF MEETING:** 9 April 2025

**FROM:** Joanne McBride, Roding and Transport Manager  
Glenn Kempton, Senior Project Engineer

**SUBJECT:** River Road - Approval of Scheme Design – No. 61 to Enverton Drive

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

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1 The purpose of this report is to seek approval for the scheme design only, for the section of River Road, between No. 61 and Enverton Drive, as shown in red in Figure 1 below.



*Figure 1: Overall River Road design area in red. The area to be urbanised as part of development in shown in blue.*

- 1.2 The full scope of the urbanisation works on the southern side of River Road is to includes the following:
- a) Construction of kerb and channel
  - b) Construction of one parking bay which creates two off street parks
  - c) Upgrade existing unsealed footpath to a 2.5m wide shared path
  - d) Installation of associated drainage assets
  - e) Installation of street lighting to V4 Category on River Road

- f) Installation of street trees as per the Engineering Code of Practice, where space allows.
- 1.3 There is a private development at no. 79 River Road which has Resource Consent, and as part of the consent there is a requirement for the developer to urbanise the property frontage.
- 1.4 As further development is likely to occur in the surrounding area, it was considered important that an overall design be undertaken for the wider area which ties into the end of the recently installed kerb & channel outside no. 61 River Road and extends through to Enverton Drive.
- 1.5 The design for the wider area has been prepared by the Project Delivery Unit. This design will be provided to the developer of no. 79 River Road for construction of the section outside of their development only, to ensure construction will tie in with future plans.
- 1.6 The proposed design includes carriageway widening on the north side of the road to allow for adequate lane widths and is consistent with the section from no. 61 to Cones Road (immediately east of this section).
- 1.7 The design cross section is for a 7.85m carriageway width (due to this being an important heavy vehicle route), which allows for two 3.5m traffic lanes, a 0.5m sealed shoulder on the north side and 350mm between the kerb fender and the edge line marking on the south side of the road. There is currently no provision for on-street parking within the existing River Road layout, however the design has identified an area where this may be achieved where practicable. This aligns with the approach taken for the previous section of River Road (to the east).
- 1.8 Staff will bring a further report to Council regarding the timing and likely costs associated with the works in the area beyond the development frontage.

Attachments:

- i. River Road Scheme Design – No. 61 to Enverton Drive (TRIM No. 250122010187)
- ii. Draft No-stopping Schedule (TRIM No. 250319047373)

## 2. **RECOMMENDATION**

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 250319046901.

*AND*

**THAT** the Rangiora-Ashley Community Board recommends:

**THAT** the Utilities and Roothing Committee:

- (b) **Approves** the River Road Scheme Design, for the section of road between no. 61 River Road and Enverton Drive (as per Trim No. 250122010187).
- (c) **Approves** the installation of no stopping restrictions as per the following table.

Town	Street Name	Side of Road	Location	Length (m)
Rangiora	River Road	South	69 River Road to Enverton Drive	132



- (d) **Notes** that the approved design will be forwarded to the developer of no. 79 River Road to construct the portion outside their development as required by the Resource Consent.
- (e) **Notes** that this report is for approval of the design only, and a separate report will be taken to Council regarding the likely timing and costs for the areas beyond the development frontage.
- (f) **Notes** that the Developer for no.79 has been asked to provide a costing for the works beyond the development frontage.
- (g) **Notes** that the approval of the scheme design is time sensitive, as this is required to allow the developer to progress works within their development area.

### 3. **BACKGROUND**

- 3.1. River Road currently has a semi-rural feel being on the edge of Rangiora Township and has been subject to several developments within the wider area.
- 3.2. Work was undertaken in the 2024/25 financial year to urbanised River Road, between Ashley Street to No. 61 River Road.
- 3.3. The current road layout west of 61 River Road includes a 1.5m unsealed footpath, and a varying 6.5m – 7.0m carriageway, separated by a narrow grass berm. There is no provision for drainage, and when car parking occurs it is either on the grass berm on the north side of the road, or across the grass berm / gritted path when on the south side, which causes damage to the berm and path, creates a hazard to pedestrians and further prevent stormwater from discharging appropriately.
- 3.4. MainPower service poles are located in the berm on the northern side of River Road. The offset from the edge of seal varies between 1.2m to 3.5m. The presence of these poles significantly limits the ability to change to the carriageway cross section or move the road over. This limits the ability for off-street parking without undergrounding the existing power network, which has a significant cost.
- 3.5. There is a private development consented at no. 79 River Road, with the design progressing through the Engineering Approval stage.
- 3.6. There is likely to be further development occurring in the wider surrounding area, and as such it was considered important that an overall design be developed which for the wider area. This design would complete the tie into the end of the recently installed kerb & channel outside no. 61 River Road and also needs to extend to the west through to Enverton Drive.
- 3.7. The design for the wider area has been prepared by the Project Delivery Unit, to ensure that the overall design will work across the wider area.
- 3.8. This design will be provided to the developer of no. 79 River Road for construction of the section outside of their development only, to ensure construction will tie in with future plans.
- 3.9. A price to complete the wider works has also been requested, which will inform a further report to Council on the timing and likely costs of the wider works in the area.

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

- 4.1. A scheme design has been developed and includes the following improvements:
  - Kerb and channel on the southern side of River Road between 61 River Road and Enverton Drive
  - Construction of a 2.5m wide asphalt shared path from 61 River Road to Enverton Drive.
  - Continuance of the proposed development cross section as it ties into River Road.

- Installation of a 1.5m berm separating the shared use path, and the adjacent traffic lanes.
  - Ensuring 1.0m separation from boundary to edge of shared path for vehicles exiting existing properties.
  - Installation of associated drainage assets including provisions for the overland flow path through 69 River Road.
  - Installation of street lighting, to a V4 lighting category.
  - Installation of 132m of no stopping lines for the length of new kerb & channel on the southern side, due to width constraints.
  - The scheme design maintains a 7.85m carriageway width (due to this being an important heavy vehicle route), which allows for two 3.5m traffic lanes, a 0.5m sealed shoulder on the north side and 350mm between the kerb fender and the edge line marking on the south side of the road. This is the same cross section as was constructed between Cones Rd and no. 61 River Road (immediately to the east).
  - One parking bay has been allowed which will provide two off-street parking spaces.
  - Minor carriageway widening is proposed along the northern side of River Road in order to accommodate the proposed changes.
  - There is room which could be utilised for the installation of street trees and/or low plantings, where sight lines and distances allow. Council staff will engage with Greenspaces following confirmation of the recommended option from Utilities and Roading.
- 4.2. It is noted that the grass berm will be retained on the northern side of River Road, with no formalised parking planned in this location at this time.
- 4.3. There are two options available for the Community Board (noting that this report is in relation to the design only at this time and that a separate report will be taken to Council on the timing and budget).
- 4.3.1 Option One – Decline the proposed scheme design
- This option declines the proposed scheme design and as such would be no immediate financial implications.
- This option is not recommended as the proposed scheme design provides consistency with the previous stage of the Urbanisation of River Road.
- Failure to adopt the Scheme Design could result in the frontage of no. 79 River Road being constructed in such a way that does not work with future upgrades in the wider area, resulting in remedial works / re-work in the future.
- 4.3.2 Option Two – Approve the proposed scheme design
- This option is based approves the scheme design, which ensures consistency with the previously completed urbanisation on River Road.
- The traffic lanes meet Waimakariri District Council Engineering Code of Practice standards, due to width constraints parking lanes and cycle lanes cannot be included.
- Approval of this design will ensure that the development works can continue in a timely manner and reduces the risk of needing to carry out remedial works / re-work in the future.

As such, this is the recommended option.

- 4.4. The road design has been undertaken based on Council Standards, and taking into account the heavy vehicle usage of this road.
- 4.5. The Management Team has reviewed this report and support the recommendations.

## **5 COMMUNITY VIEWS**

### **5.1 Mana whenua**

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

### **5.2 Implications for Community Wellbeing**

This report has implications on community wellbeing as the primary purpose of this project is to provide facilities generally anticipated in an urban area. These facilities will include walking and cycling facilities which link to the nearby Park and Ride site, as well as the nearby recreational areas.

This project will cater for future growth and provide consistency of design along River Road.

### **5.3 Groups and Organisations**

An initial information notice will be prepared and circulated to all stakeholders and residents.

Staff are continuing to work with the Developer on the proposed urbanisation project.

### **5.4 Wider Community**

An information notice will be circulated to the stakeholders and residents upon acceptance of the scheme design for feedback.

The wider community have not been specifically consulted on the project but will be informed through online channels and the local newspapers.

Consideration of heavy vehicle needs has been undertaken as part of the design process.

## **6 IMPLICATIONS AND RISKS**

### **6.1 Financial Implications**

There are financial implications as a result of this report.

This report is to seek approval of a scheme design only at this stage, with a further report to be taken to Council on the likely timing and costs of urbanising the wider area beyond the development frontage.

Approving the scheme design will allow the developer to progress onsite works with a higher degree of certainty.

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

The recommendations in this report do have sustainability and/or climate change impacts. Improving pedestrian and cycle safety will encourage more active modes of travel and reduce overall emissions and maintenance costs.

### 6.3 Risk Management

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

Due to carriageway constraints, construction is likely to require a detour around River Road which may cause some traffic delays. This will be worked through with the developer as the development occurs and communication / updates provided.

If an overall design approach was not taken for this urbanisation work, there would be a risk that a small section of kerb designed in isolation would not work with the wider needs of the area. This could result in re-work being required (such as removing sections of kerb or changes to drainage to ensure stormwater will work across the wider area). This risk can be mitigated by undertaking an overall design across the wider area, as is the subject of this report.

### 6.4 Health and Safety

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

All contractors will be required to be SiteWise accredited (or equivalent) with a minimum score.

## 7 CONTEXT

### 7.1 Consistency with Policy

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

### 7.2 Authorising Legislation

Land Transport Management Act.

### 7.3 Consistency with Community Outcomes

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

Environmental;

- *Our communities are able to access and enjoy natural areas and public spaces.*

Cultural;

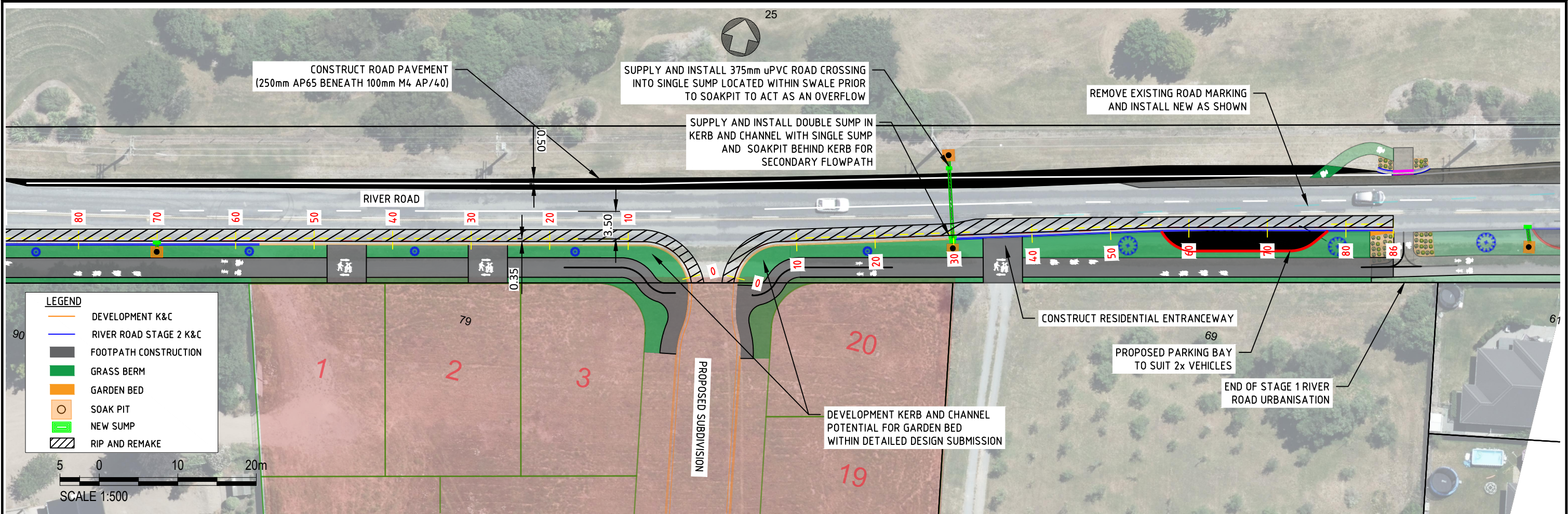
- *Public spaces are diverse, respond to changing demographics and meet local needs for leisure and recreation*

### 7.4 Authorising Delegations

The Rangiora-Ashley Community Board has the authority to make recommendations to the Council and Standing Committees on local implications of such policies, projects and plans, which have district-wide impacts and are referred to the Board for comment.

The Utilities & Roading Committee has delegated responsibility for activities related to Roading and Transportation (including road safety, multimodal transportation and traffic control).





NOTES

ALL CONSTRUCTION TO BE COMPLETED AS PER WAIMAKARIRI DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.

ALL SAW CUT EDGES SHALL BE OF A NEATLY TRIMMED VERTICAL FACE.

REFER TO LONG SECTIONS FOR SUMP LOCATIONS

ALL NEW SIGNAGE AND LINEMARKING SHALL BE INSTALLED AS PER MOTSAM / TCD MANUAL

WDC SERVICE'S SHOWN ONLY - LOCATIONS ARE INDICATIVE ONLY. CONTRACTOR TO CONFIRM LOCATIONS AND PROTECT SERVICES AT ALL TIMES.- REFER APPENDIX C FOR ALL SERVICES

ALL TACTILE PRODUCTS SHALL BE INSTALLED AS PER RTS-14. LOCATION TO BE CONFIRMED BY ENGINEER

ROAD RECONSTRUCTION AREA IS INDICATIVE ONLY, CONTRACTOR TO ENSURE ADEQUATE CROSS FALL OF MINIMUM 2.5% IS ACHIEVED PRIOR TO SEALING.

CONTRACTOR TO OBTAIN ENGINEER APPROVAL FOR ANY UNSUITABLE MATERIAL REPLACEMENT.

FOOTPATH TO BE 2.5m WIDE AND AS PER WAIMAKARIRI DISTRICT COUNCIL STANDARD DRAWING 222

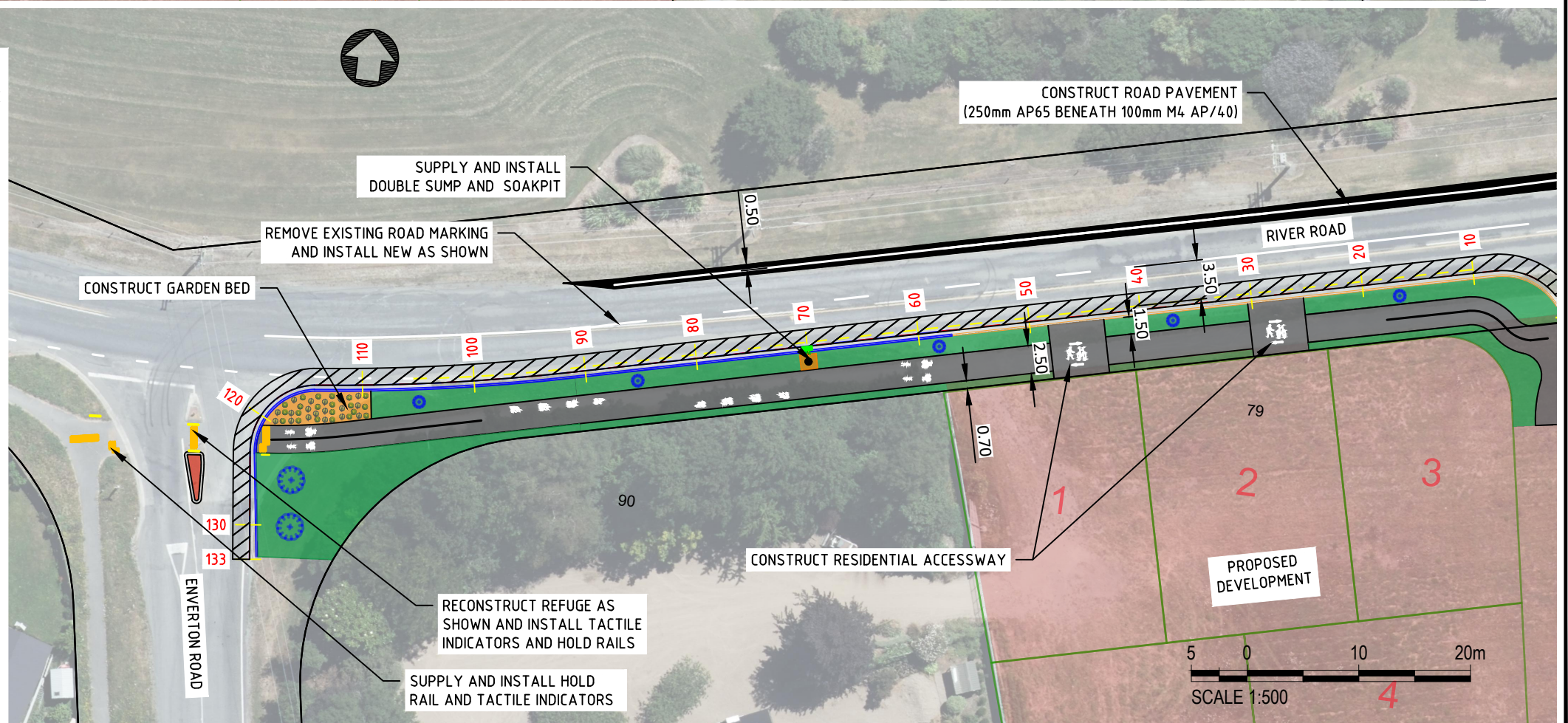
CONTRACTOR TO LIASE WITH IMMEDIATE STAKEHOLDERS TO LIMIT DISRUPTIONS.

ALL SUMPS SHALL DISCHARGE TO SOAKPIT AS PER SD 330B

PRINCIPAL TO SUPPLY ALL 3D SET OUT DATA

CARRIAGEWAY CROSS SECTION (RIVER ROAD ONLY) TO BE AS FOLLOWS;

- EDGELINE / NO STOPPING LINES - 0.35m OFF FENDER ON SOUTH SIDE
- 2 x 3.5m LANES
- 0.5m SEALED SHOULDER ON NORTH SIDE



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR INFORMATION	GK	KS	---	23/1/2025

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APPROVED	JM		VERTICAL	

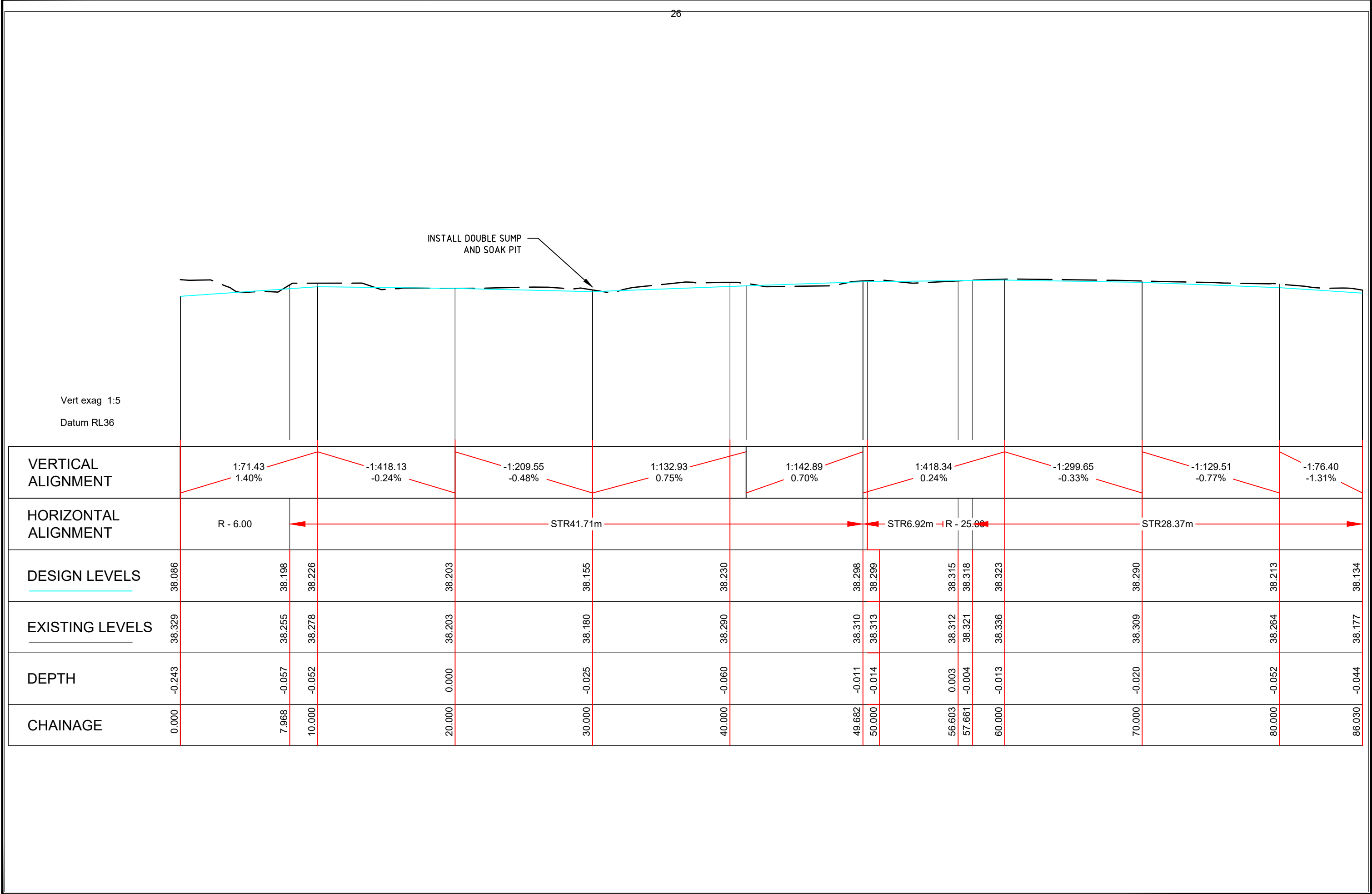


PROJECT	RIVER ROAD URBANISATION STAGE 2
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SHEET TITLE	OVERVIEW
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PRELIMINARY NOT FOR CONSTRUCTION	
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SHEET	01
REVISION	A





REV	REVISION DETAILS	DRN	CHK	APP	DATE
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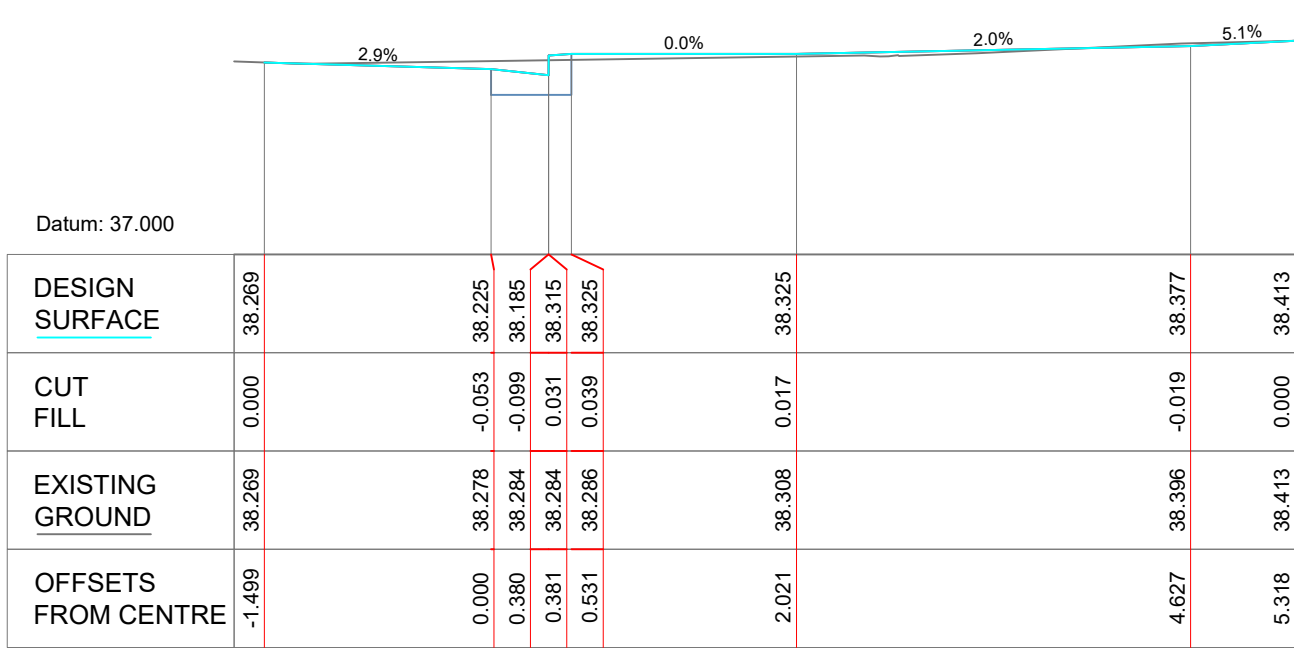
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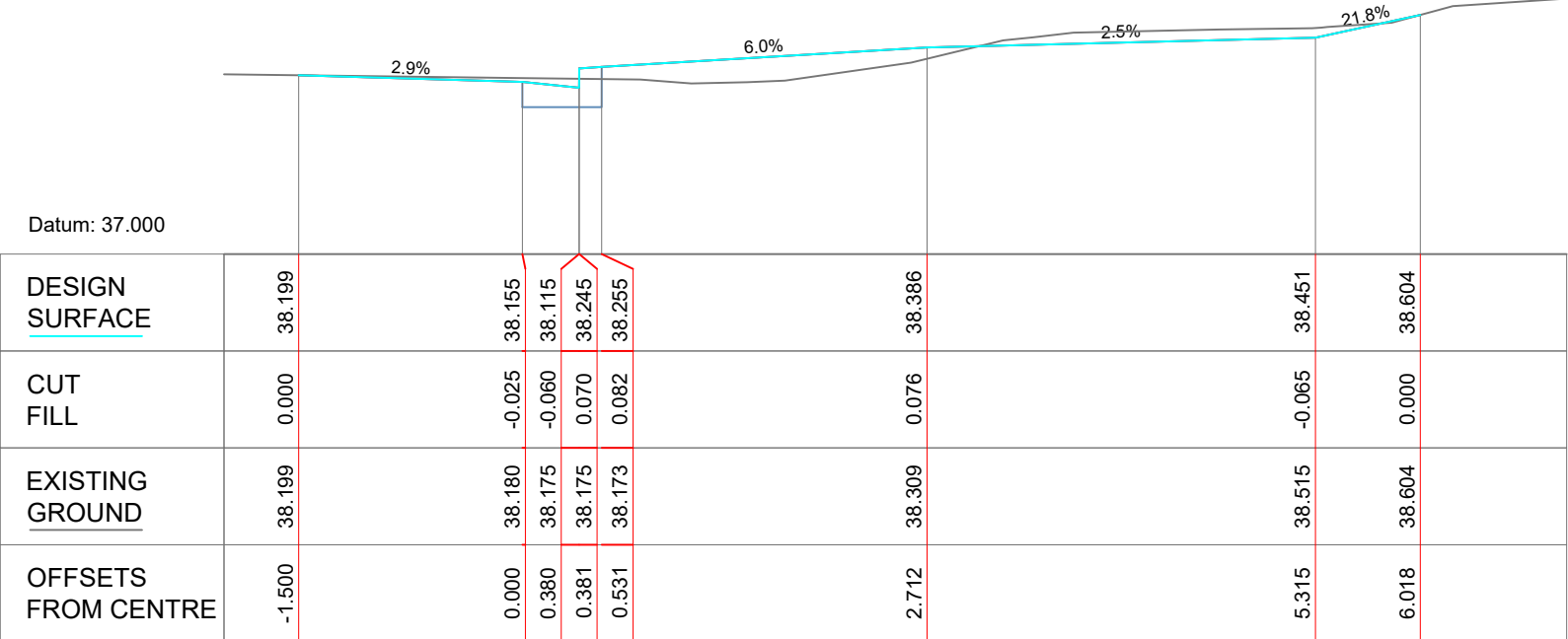
PROJECT	RIVER ROAD URBANISATION STAGE 2
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SHEET TITLE	EASTERN LONG SECTION
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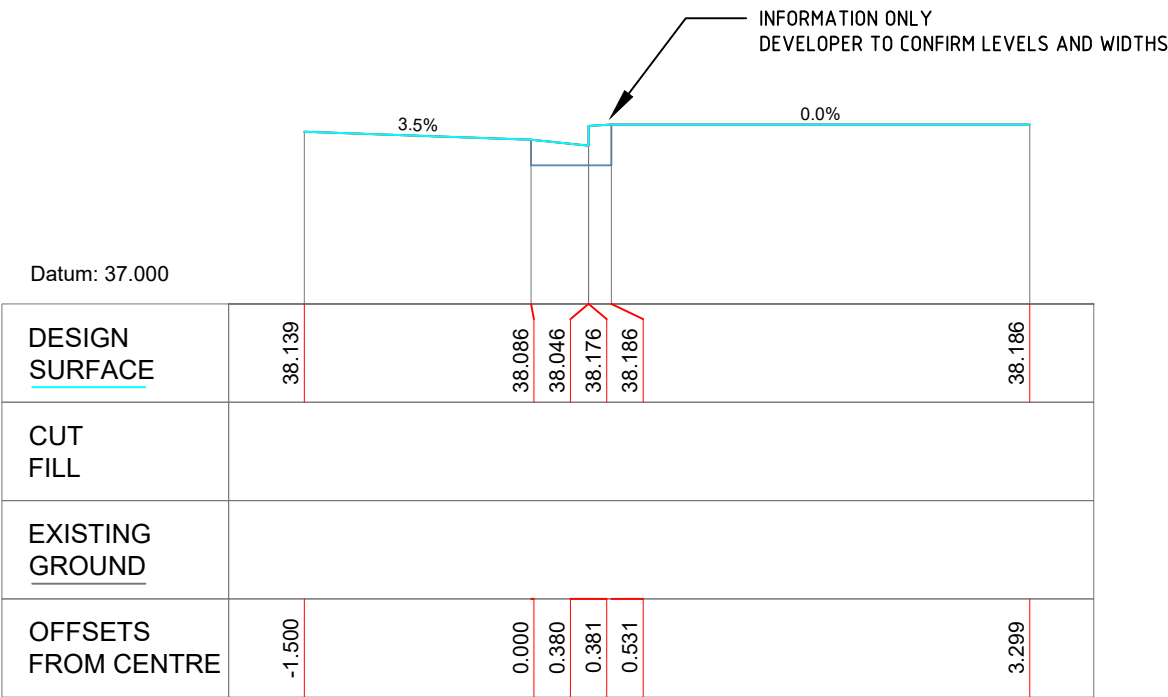
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SHEET 02	REVISION A



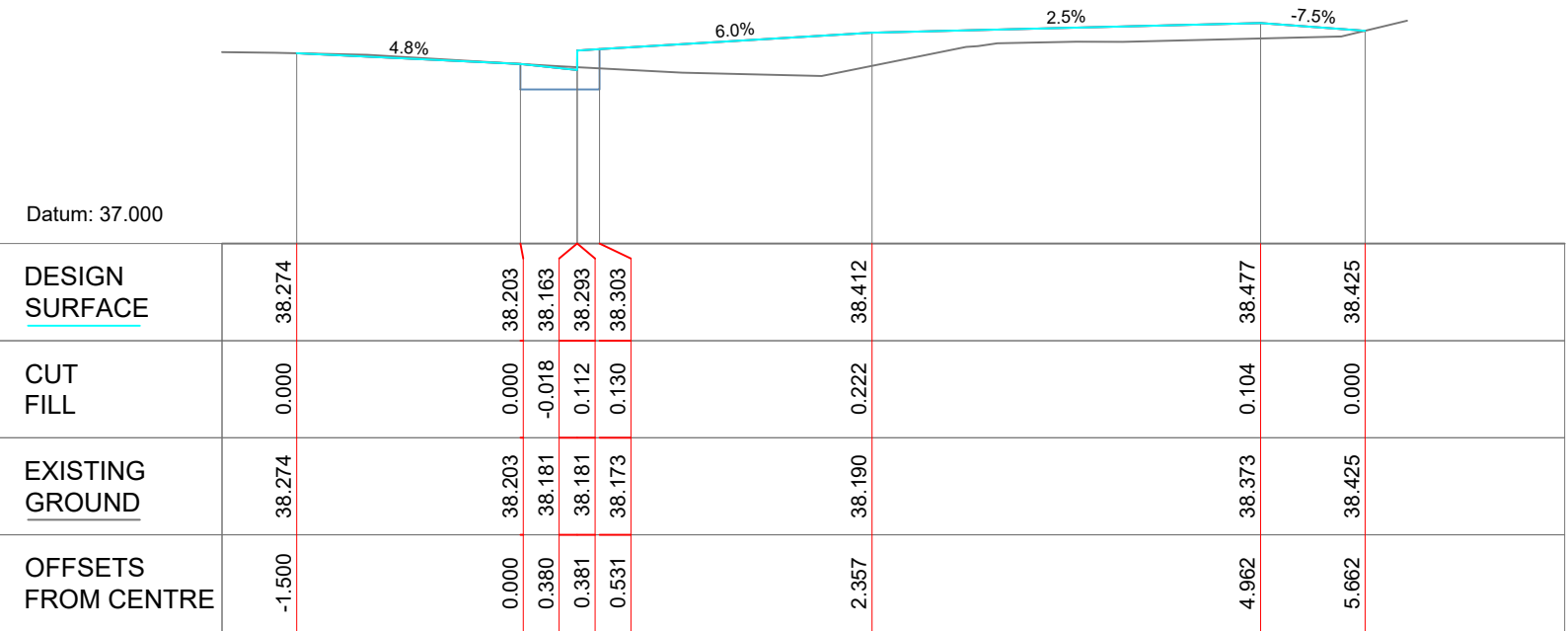
CH 10.5



CH 30.0



CH 00.0



CH 20.0

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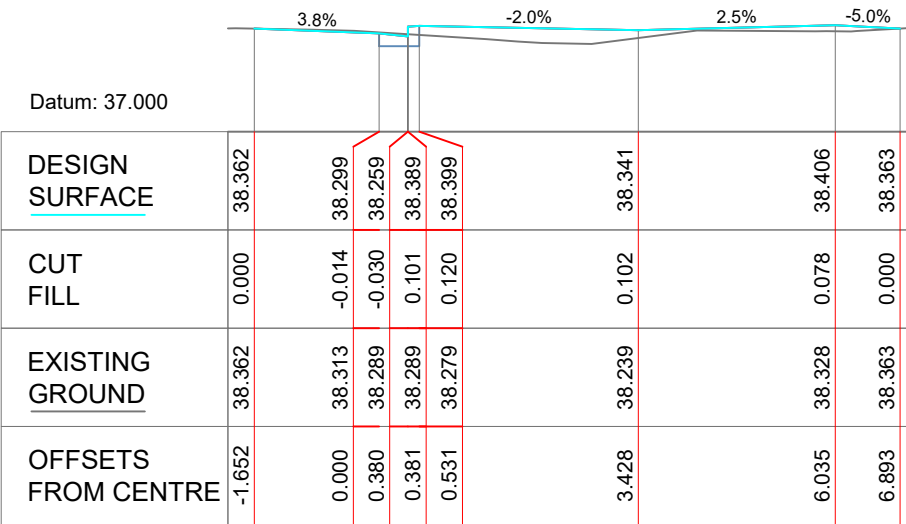
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APPROVED	JM		VERTICAL	



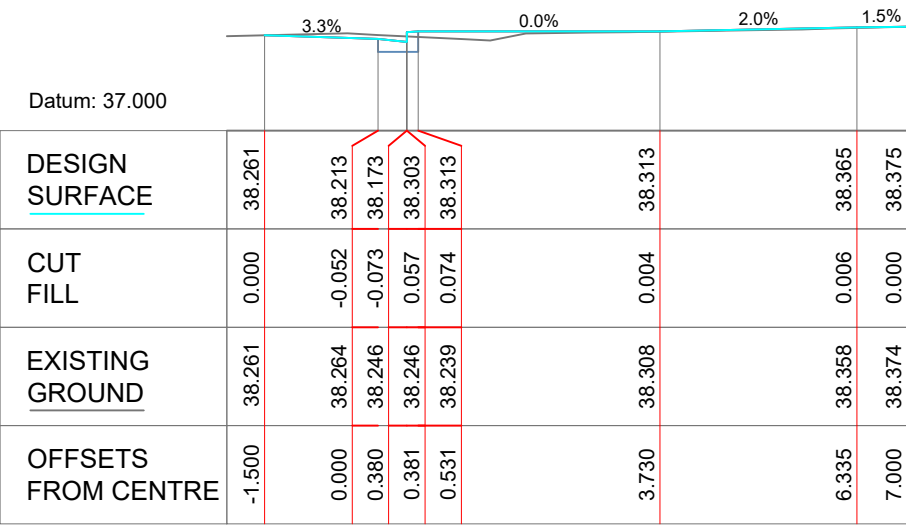
PROJECT	RIVER ROAD URBANISATION STAGE 2
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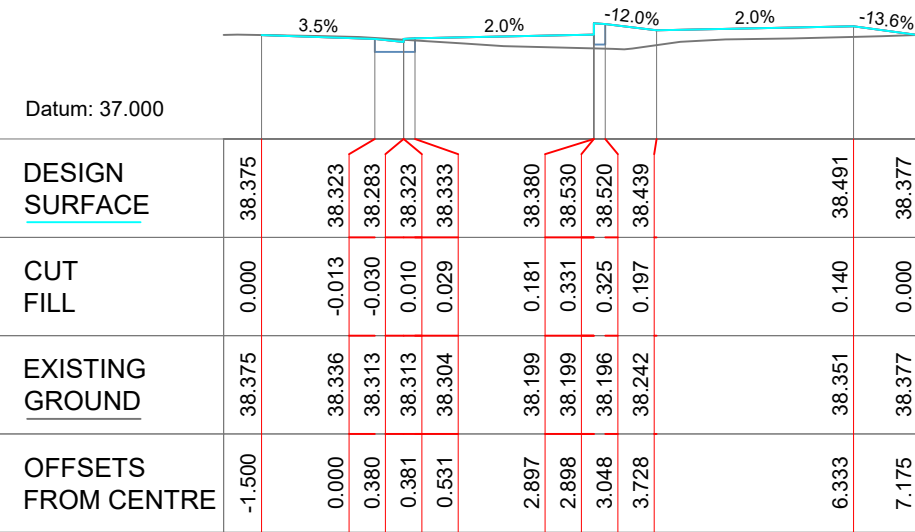
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SHEET 03	REVISION A



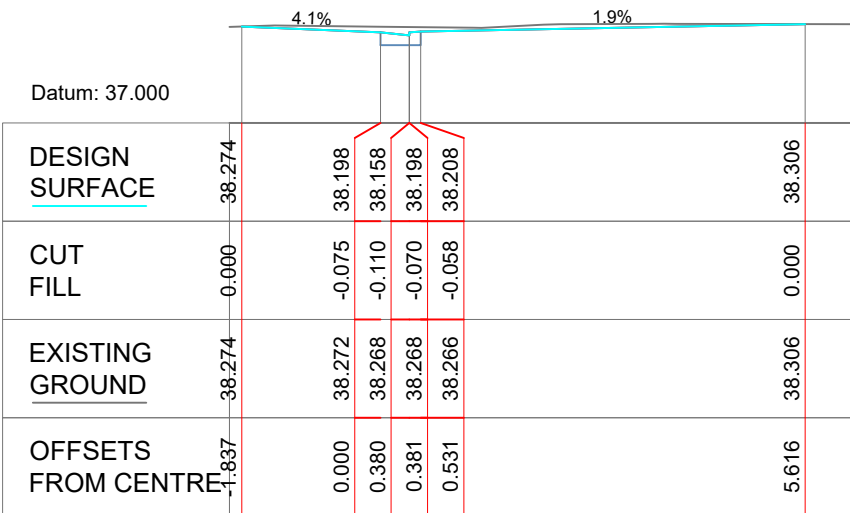
CH 50.0



CH 80.0



CH 60.0



CH 35.7



CH 70.0

REV	REVISION DETAILS	DRN	CHK	APP	DATE
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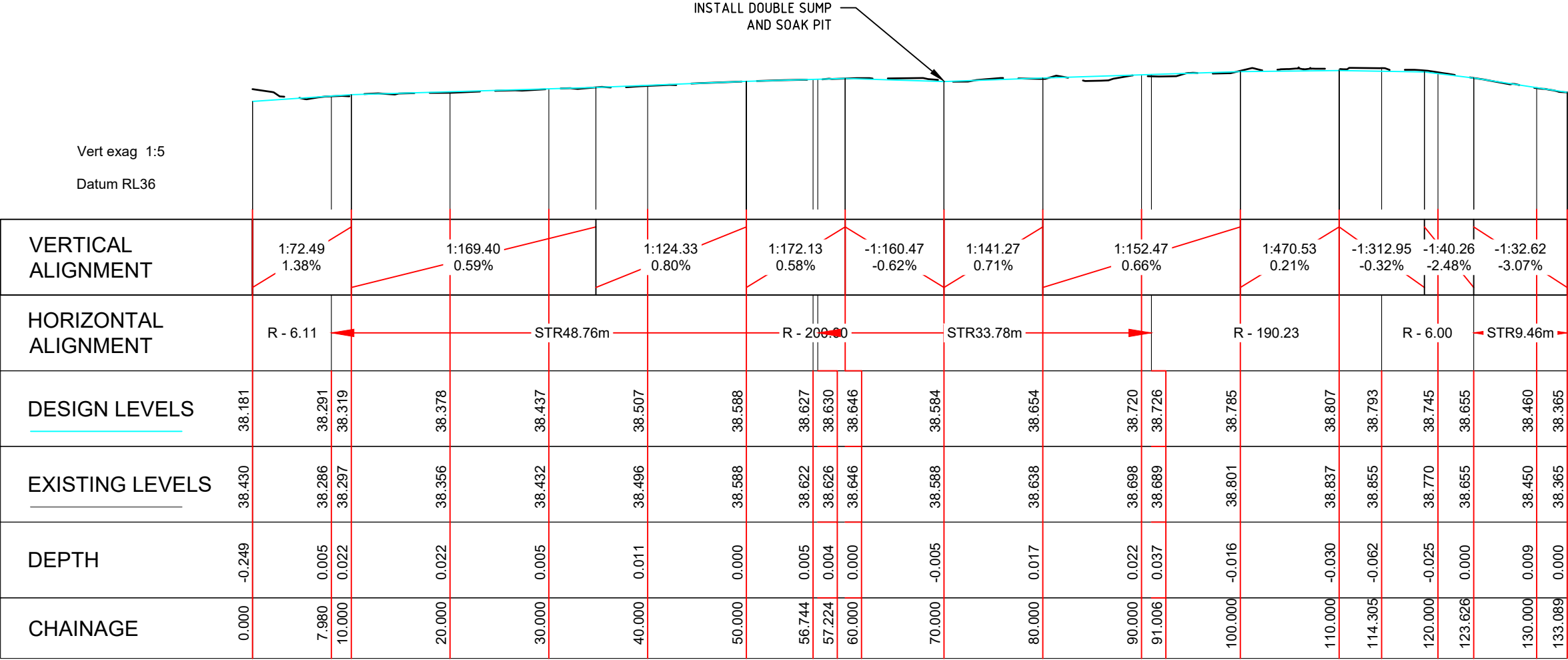


PROJECT	RIVER ROAD URBANISATION STAGE 2
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SHEET TITLE	EASTERN CROSS SECTION CHG 35-80
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FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING 4572	
SHEET 04	REVISION A





REV	REVISION DETAILS	DRN	CHK	APP	DATE
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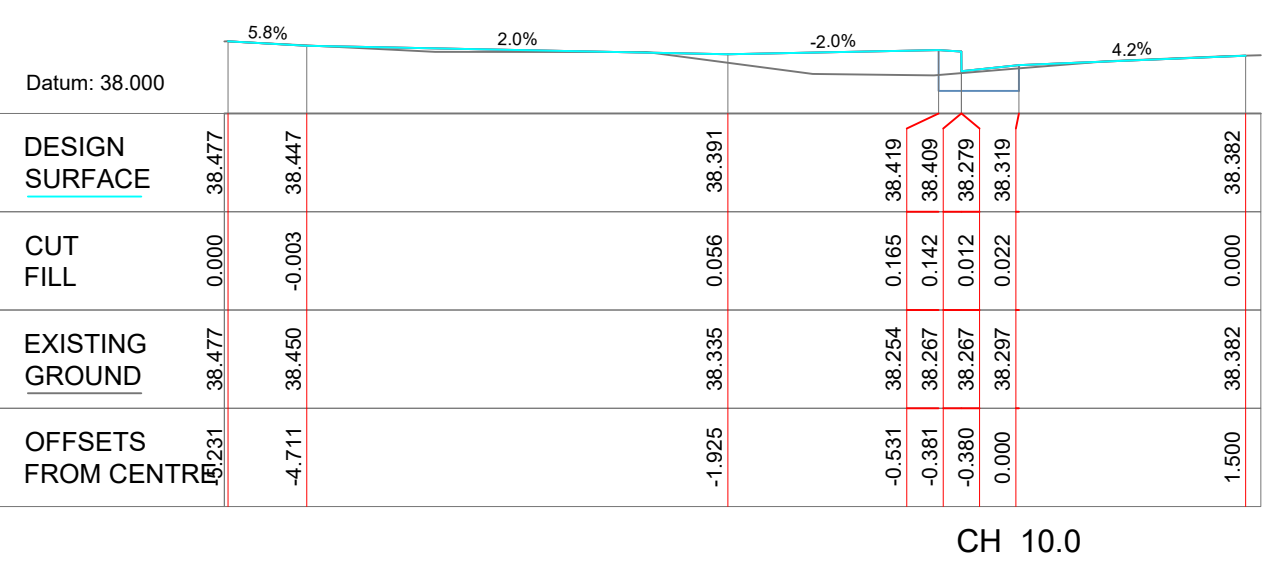
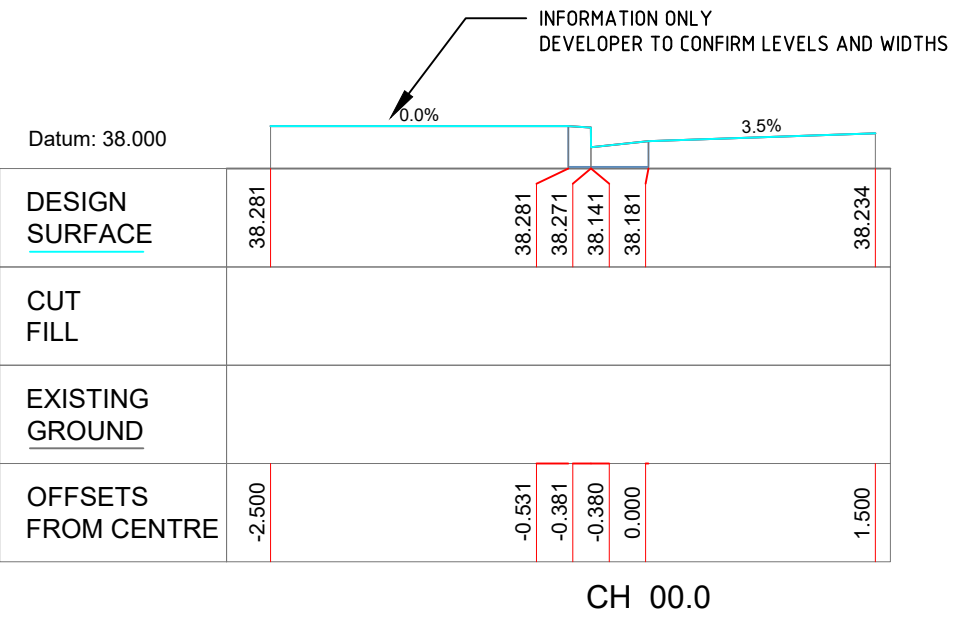
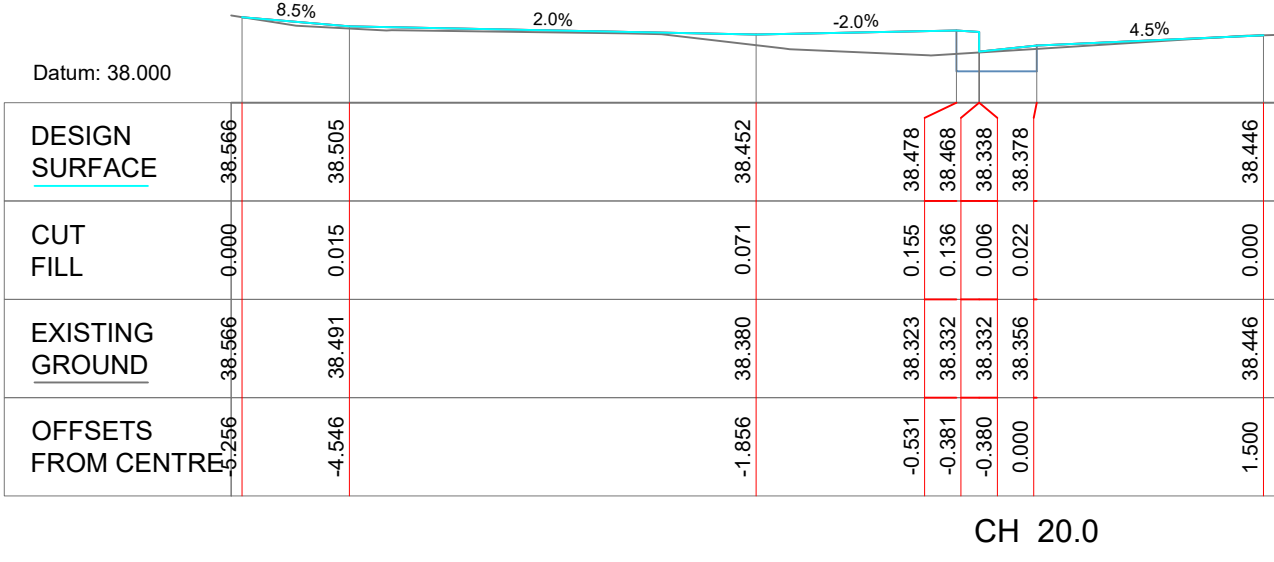
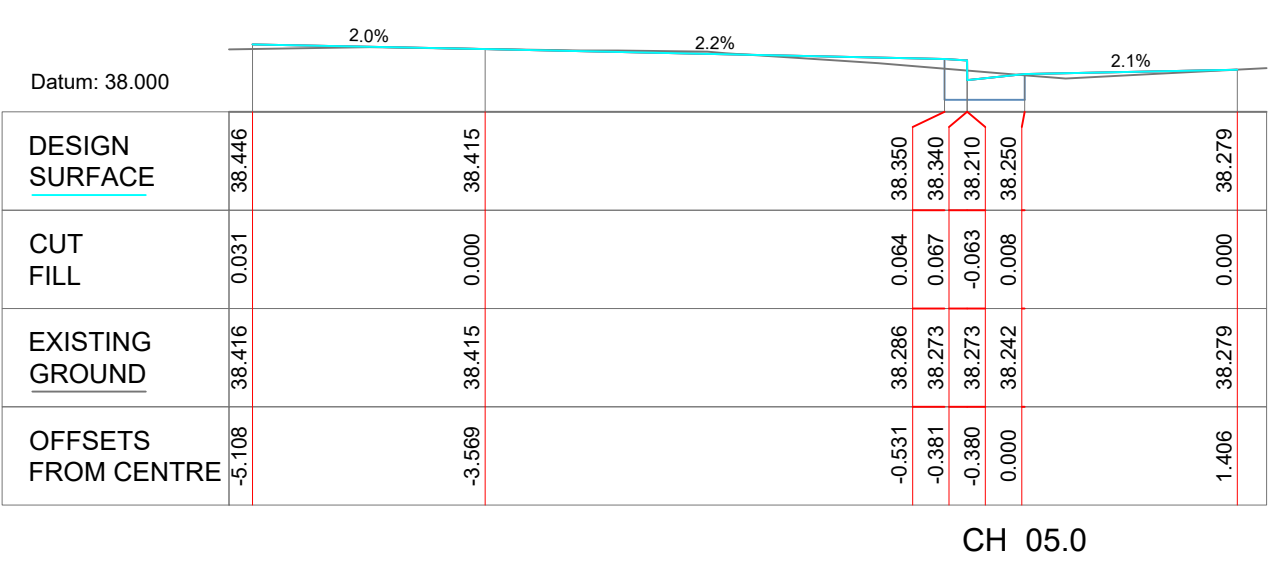
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DESIGNED CHKD	KS		HORIZONTAL NZTM GD2000	
APPROVED	JM		VERTICAL	



PROJECT	RIVER ROAD URBANISATION STAGE 2
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SHEET TITLE	WESTERN LONG SECTION
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FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING 4572	
SHEET 05	REVISION A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR INFORMATION	GK	KS	---	23/01/2025

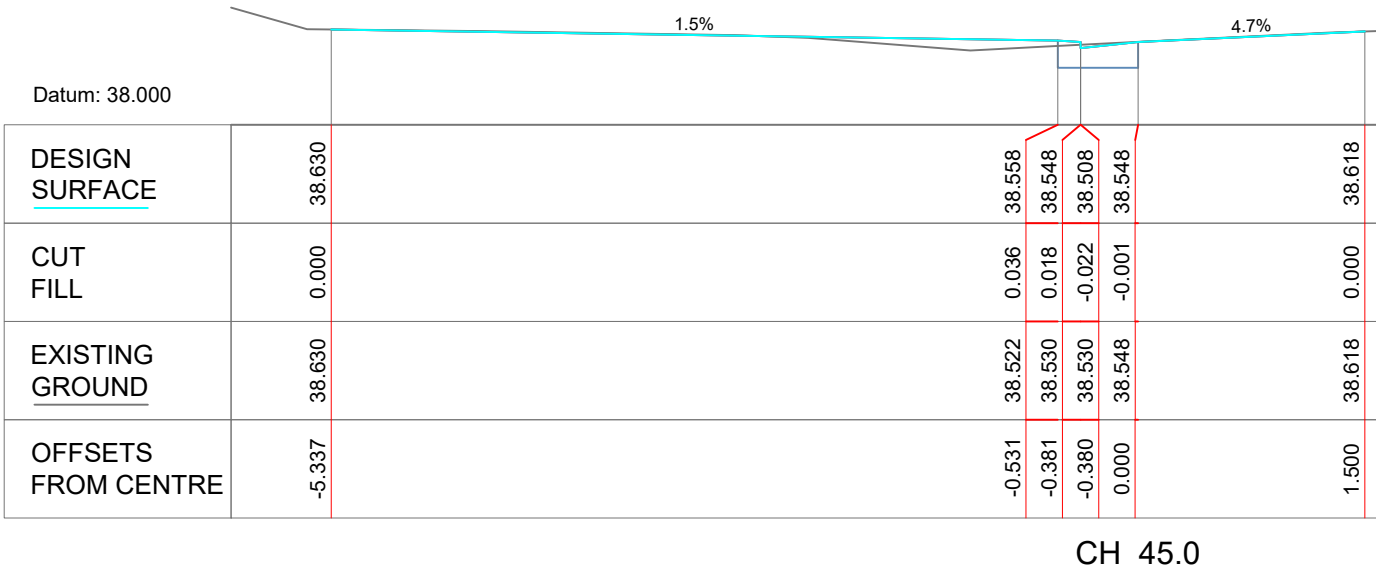
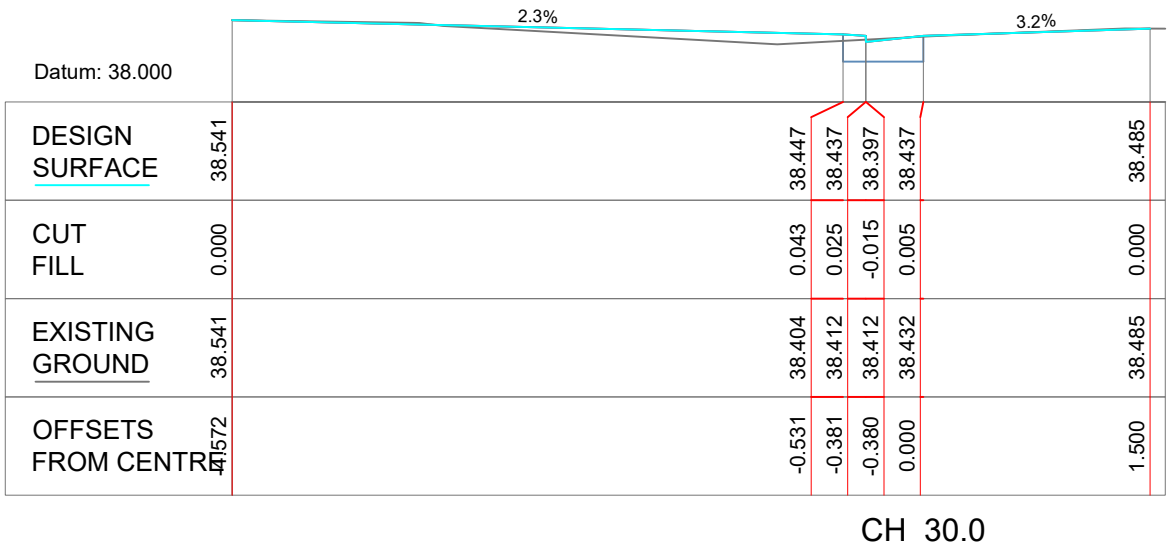
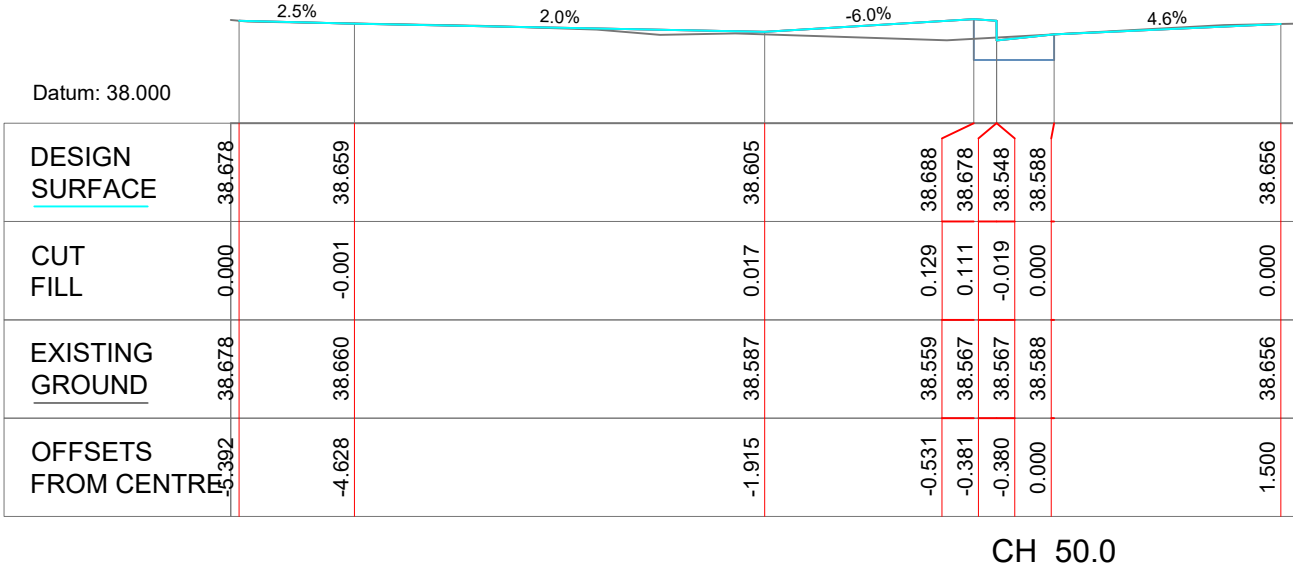
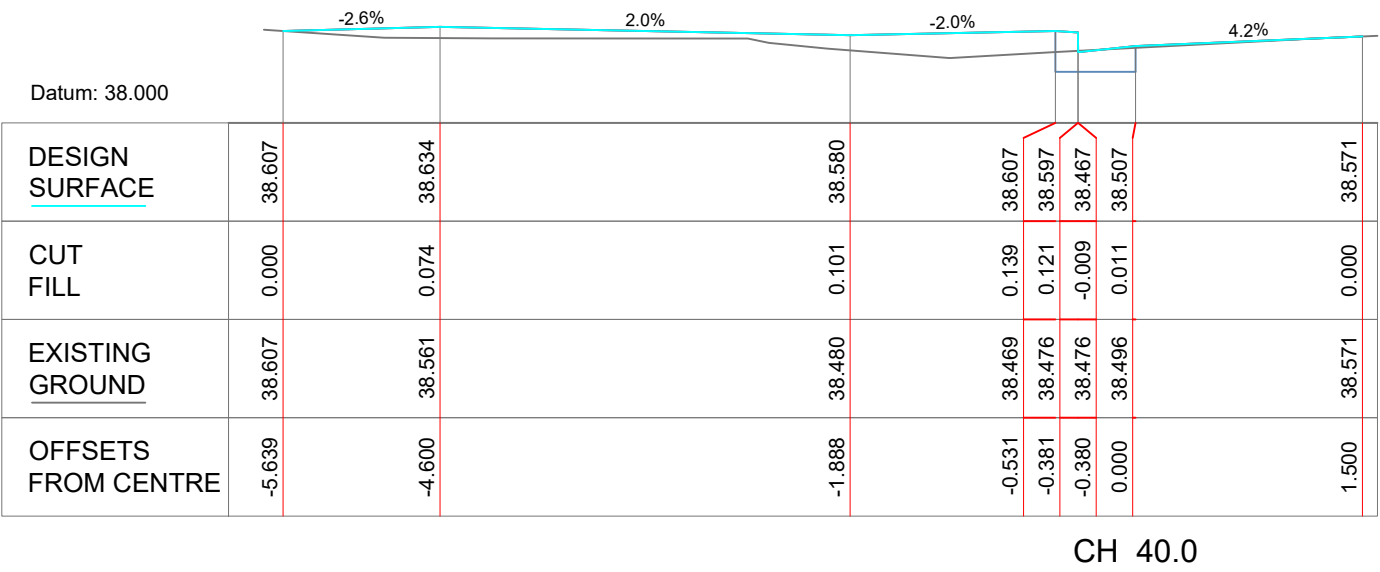
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DESIGNED CHKD	KS		HORIZONTAL NZTM GD2000	
APPROVED	JM		VERTICAL	



PROJECT	RIVER ROAD URBANISATION STAGE 2
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SHEET TITLE	WESTERN CROSS SECTION CHG 0-20
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FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING 4572	
SHEET 06	REVISION A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
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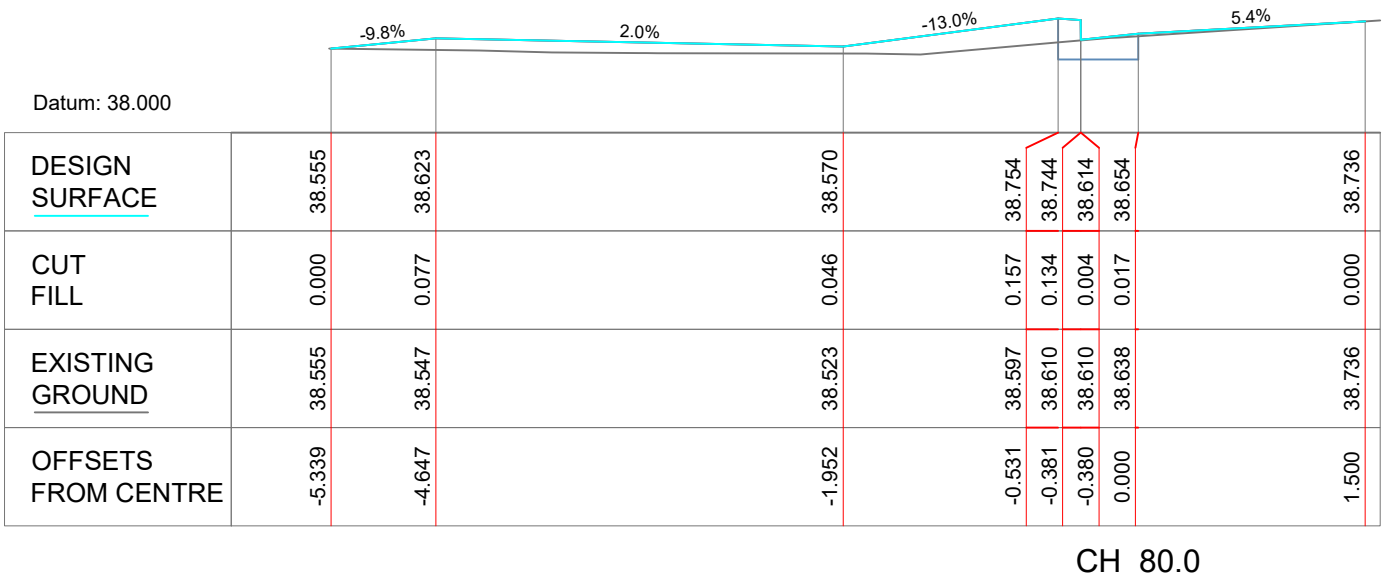
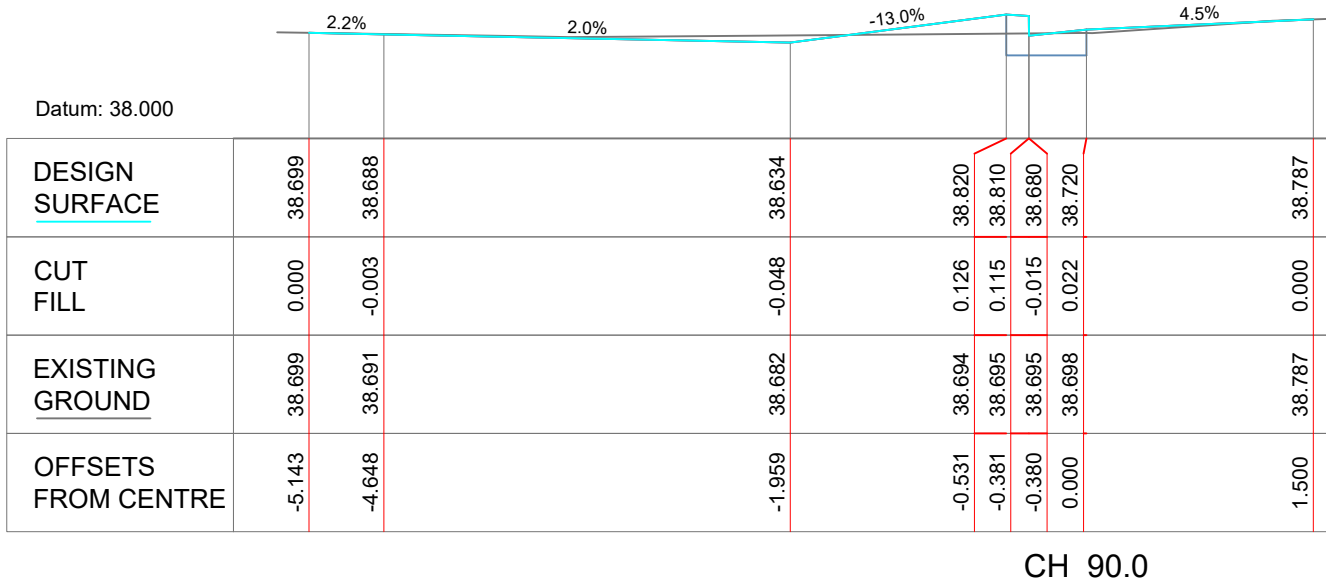
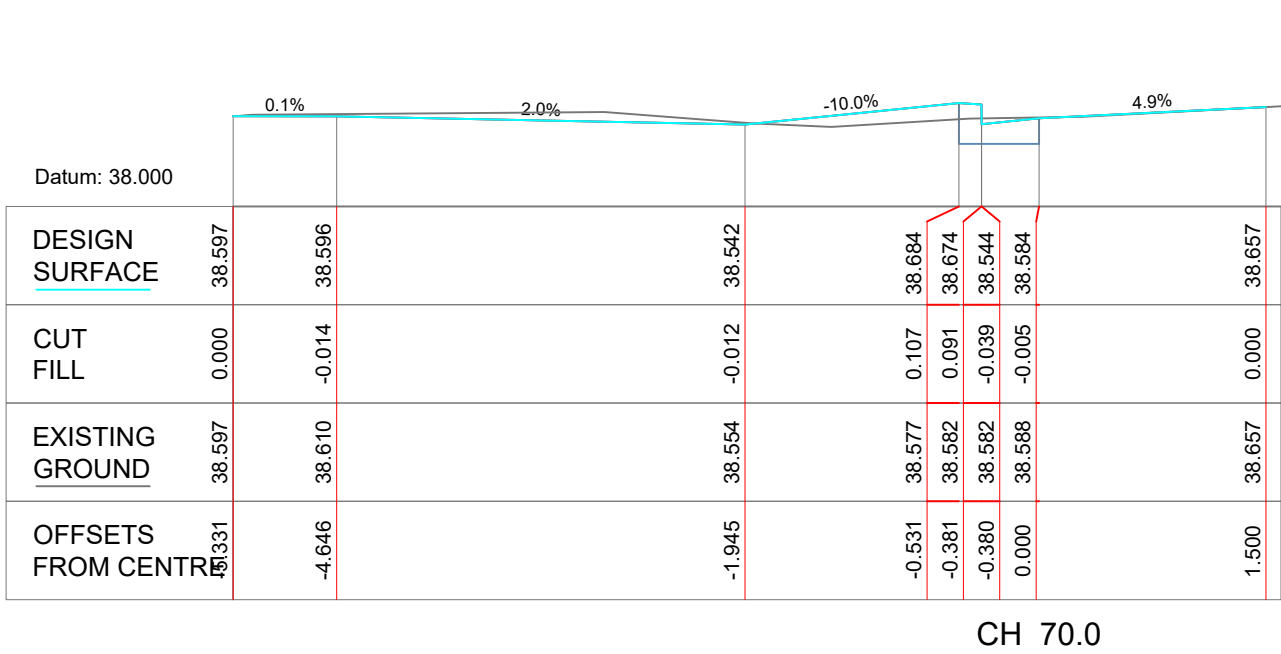
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DESIGNED CHKD	KS		HORIZONTAL	NZTM GD2000
APPROVED	JM		VERTICAL	



PROJECT	RIVER ROAD URBANISATION STAGE 2
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SHEET TITLE	WESTERN CROSS SECTION CHG 30-50
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FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING 4572	
SHEET 07	REVISION A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
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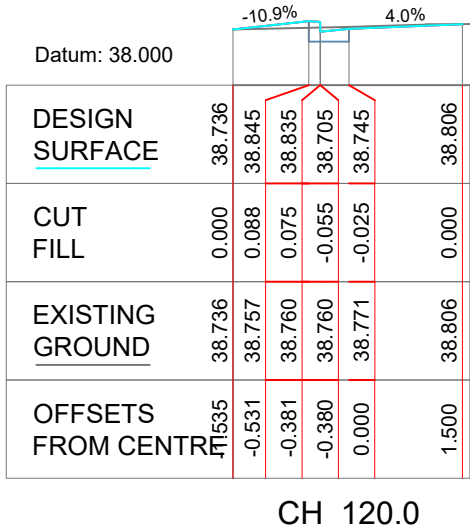
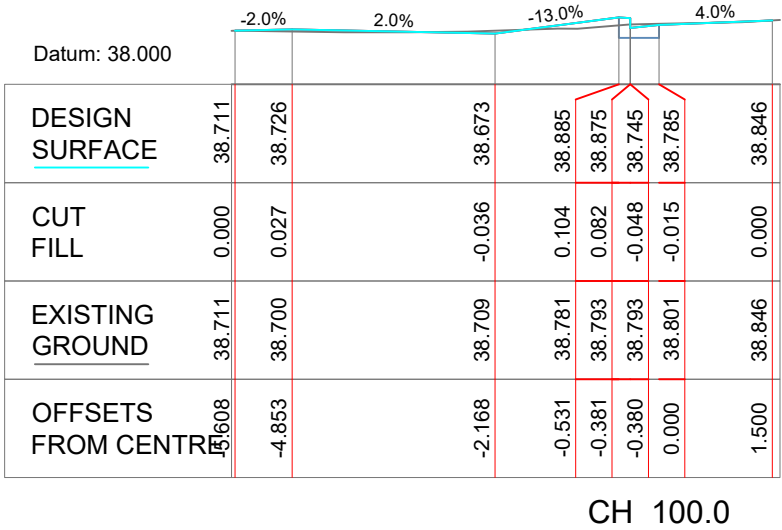
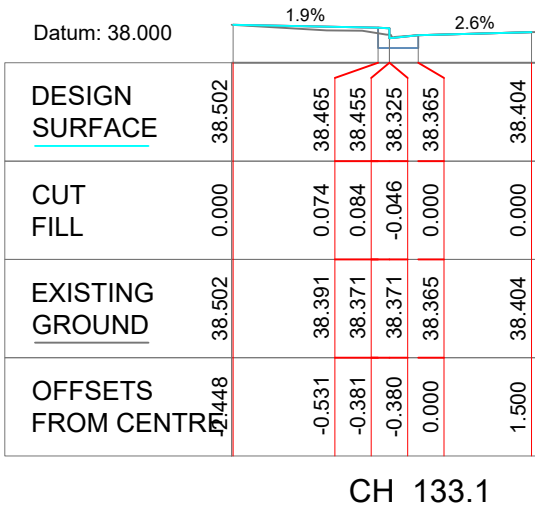
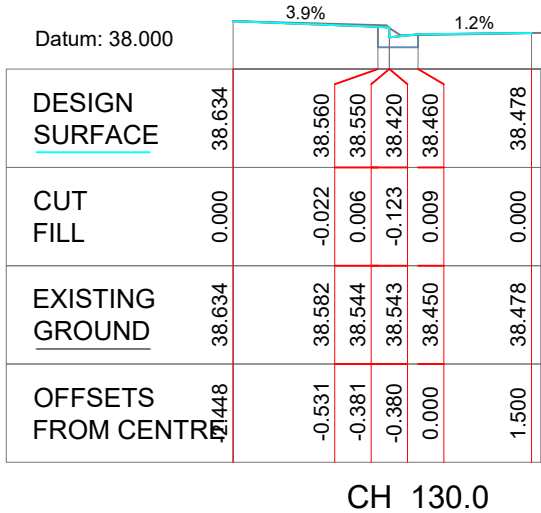
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DESIGNED CHKD	KS		HORIZONTAL NZTM GD2000	
APPROVED	JM		VERTICAL	



PROJECT	RIVER ROAD URBANISATION STAGE 2
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SHEET TITLE	WESTERN CROSS SECTION CHG 60-90
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FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING 4572	
SHEET 08	REVISION A



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR INFORMATION	GK	KS	---	23/01/2025

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APPROVED	JM		VERTICAL	



PROJECT	RIVER ROAD URBANISATION STAGE 2
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SHEET TITLE	WESTERN CROSS SECTION CHG 100-133
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FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING 4572	
SHEET 09	REVISION A

**Waimakariri District Council: No-Stopping Restriction Schedule associated with River Road Urbanisation Stage 2**

Item	Locality	Street	Side of Street	Location	Distance [m]	No. of spaces impacted	Notes
	Rangiora	River Road	South	69 River Road to Enverton Drive		132	0 No existing parking lane or width to allow parking

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-28 / 240912156030 (v03)**REPORT TO:** KAIAPOI-TUAHIWI COMMUNITY BOARD**DATE OF MEETING:** 14 April 2025**AUTHOR(S):** Peter Daly – Road Safety Coordinator/Journey Planner  
Joanne McBride – Roading and Transportation Manager**SUBJECT:** Request Approval of the Clarkville School Road Safety Improvements Scheme Design**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)  
General Manager  
Chief Executive**1. SUMMARY**

- 1.1. This report is to seek Community Board approval for changes to road marking and installation of traffic islands in the roadway on Heywards Road, outside the Clarkville School.
  - 1.2. Concerns have been raised by the school community and the Clarkville Community Hall Committee regarding the road safety of the current arrangement at school pick up and drop off times.
  - 1.3. There is a \$40,000 budget within the 2024/25 Minor Improvement Budget in the area of School Safety Improvements (PJ 102429.000.5133) to carry out works to improve safety outside the school for children being dropped off and picked up on Heywards Road.
  - 1.4. The proposal includes:
    - 1.4.1. Installation of traffic islands on Heywards Road to facilitate a safer crossing point.
    - 1.4.2. Installation of a P2 Kiss'n'Go parking facility on the roadway adjacent to the school frontage.
    - 1.5.3 Relocating the existing bus stop to a point further East on Heywards Road to provide clear space for the P2 Kiss'n'Go facility.
    - 1.5.4 Encouraging a "Left In Left Out" traffic flow during school pick up and drop off times for users of the Clarkville Hall carpark, and the school frontage P2 Kiss'n'Go facility
    - 1.5.6 Providing Clarkville Hall with a plan for the marking of their carpark to work with the on-road provision of this plan (this aspect is to be delivered by the Clarkville Community Hall Committee).
- Attachments:
- i. Proposed Scheme Design for Heywards Rd outside Clarkville School (Trim no. 240415058499(v02))
  - ii. Photographs of Heywards Road Pick Up Drop Off Traffic (Trim No. 240919161164)

## 2. **RECOMMENDATION**

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 240912156030(v03).

*AND*

**THAT** the Kaiapoi-Tuahiwi Community Board recommends:

**THAT** the Utilities and Roading Committee:

- (b) **Approves** the scheme design (Trim No. 240415058499(v02)).
- (c) **Approves** the relocation of the existing school bus stop to make space for the proposed P2 Kiss'n'Go facility outside the Clarkville School gate, which will create space for parents to pick up and drop off children.
- (d) **Approves** the installation of traffic islands to provide a safe crossing point for children at pick up and drop off times.
- (e) **Approves** the installation of 32 metres of No Stopping on the Eastern side of Heywards Road leading to the entry to the Community Hall carpark.
- (f) **Notes** that there are currently two bus stops outside the school, however this will be reduced to one with agreement from the school.
- (g) **Notes** that the marking within the Clarkville Community Hall carpark is the responsibility of the Clarkville Hall Committee.
- (h) **Notes** that all works proposed have been discussed with and agreed to by the Clarkville Community Hall Committee and the Clarkville School Principal.
- (i) **Notes** that these works are estimated to cost \$40,000 and are to be funded from the Minor Safety Improvements Programme - School Safety Improvements (PJ 102429.000.5133), which is an unsubsidised budget.
- (j) **Notes** that an education campaign for drivers using the proposed scheme will be run through the school community to encourage compliance with the traffic flows proposed.

*AND*

**THAT** the Kaiapoi-Tuahiwi Community Board recommends:

**THAT** the District Planning and Regulation Committee:

- (k) **Approves** the implementation of a P2 Kiss'n'Go parking area outside the school gate from 8.30 am to 9.00 am and 2.55 pm to 3.15 pm, Monday to Friday, on School Days.
- Approves** that a supplementary condition be added to the No Right Turn sign on exiting the hall carpark indicating that it is in force only between the hours of 8.30 to 9.15 a.m., and from 2.45 to 3.15 p.m. on school days.

## 3. **BACKGROUND**

- 3.1. The safety of children accessing Clarkville School during school pick up and drop off times has been an area of concern raised by the Community, due to the road space outside the school being used by parents in an unstructured and undisciplined manner. Photographs of this use are include as Attachment 2.
- 3.2. The Clarkville Community Hall carpark is being used as an informal pick up and drop off zone. This is on the opposite side of Heywards Road, resulting in the children being dropped off in the carpark area having to cross the road to get to the school gate.



- 3.3. Additionally, within the Clarkville Community Hall carpark, traffic flows are unstructured. Currently traffic can enter or exit through either entrance from either direction, resulting in movements which block sight lines of children crossing the road.
- 3.4. The school is based in a rural setting, surrounded by roads with higher speed limits. This discourages active transport modes (walking or cycling) for the children to get to and from school. Private cars and the school bus service are the primary means of travel to and from the school.
- 3.5. The current speed limit on Heywards Road is 70km/h and as such it is not possible to establish a Kea Crossing school patrol outside the school, due to the speed. This is being addressed in the current planning of the School Speed Zones.
- 3.6. Parents parked on the school side of Heywards Road are often reversing out of the angle parking onto the roadway to depart, posing further risk to children.
- 3.7. The Community Hall Committee has expressed serious concern to Council about the safety of the school community using their carpark as a pick-up and drop-off area. However, if the Committee closed off their carpark to prevent this use, that would cause further congestion and risk on the roadway, as parents would be having to use the roadway instead.
- 3.8. The Clarkville School has commenced a fundraising programme to collect funds to develop an off-road pick up and drop off area. This project is likely to take several years to fund.
- 3.9. The Community Hall Committee has committed to remedial works to repair their carpark. They are waiting for a decision from Council as to this project before continuing with that work. On approval, the Committee has undertaken to carry out that repair and resurfacing works, including the carpark marking plan as developed by Council, which would work in with the on-road marking.
- 3.10. This report was initially presented to Management Team in October 2024, however the report was pulled from the KTCB agenda when the objections to the initial scheme design was received from the Community Hall Committee.
- 3.11. In the months that followed, staff proceeded to revise the scheme plan which was subsequently presented to the School, and the Hall committee in March 2025. All parties are now in agreement, allowing the design to be presented to the Board for approval.

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

- 4.1. The speed limit on Heywards Road outside the school is currently 70 km/h. The Setting of Speed Limits Rule 2024 requires that the speed limit outside the school during pick up and drop off time must be reduced. This may allow the establishment of a School Patrol Kea Crossing outside the school in the future. The traffic islands proposed in this report are designed to be adapted for use as the borders of any future Kea Crossing implementation.
- 4.2. One of the primary risk factors for children in the road area outside the school is vehicles turning right out from either side of the road, across the centreline of the roadway. This blocks the view of other drivers of the presence of children on the roadway. In the absence of a controlled pedestrian crossing point, this represents a significant risk to any child crossing the road.
- 4.3. Kiss'nGo is a common parking facility outside urban schools around the country, though is less common in rural areas. Clarkville School has limited road space for vehicles to stop, and parents who park and then leave their car unattended for several minutes as they walk their child into the school prevent that space being used by other parents/caregivers.

The school has agreed to have a teacher supervise and manage the unloading of children from cars in the proposed Kiss'n'Go zone, to ensure those children get into the school grounds safely.

A frequent turnover of car parking as prompted by the Kiss'n'Go facility will allow greater use of the space by a larger number of parents/caregivers.

4.4. Staff have considered the following Options:

4.4.1. Option One: Decline the request for approval of the Scheme Design.

This option would see the request for approval of the scheme design declined, and the status quo being maintained. The risk associated with this option is the continuing risk to children crossing the road, as well as motorists using the area. This risk is ongoing, and is significant, causing concern to the school and the hall community. As such this is not the recommended option.

4.4.2. Option Two: Approve the proposed Scheme Design

This option would see the scheme design as proposed being approved and safety measures being implemented.

The implementation of this plan will provide structure around how the space is used, providing safer journeys morning and afternoon of every school day. As such this is the recommended option.

**Implications for Community Wellbeing**

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

The safety of children in the vicinity of schools is important for the whole community. For a short period each morning and afternoon, vehicle and pedestrian traffic is concentrated around the school gate as children are dropped off and picked up from schools. Measures to mitigate the associated risk at these times are essential.

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

**5. COMMUNITY VIEWS**

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

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

The subject of providing a safer crossing point for children crossing Heywards Road was first raised with Council 2 and a half years ago. In the interim, significant work has gone into considering options with the School Principal and the Community Hall Committee to find a solution that meets the needs of all parties.

This proposed scheme design before the Community Board has been discussed with the school principal and the Hall Committee. Their input has led to some minor amendments and both parties have indicated they are happy with this proposed scheme design.

### 5.3. **Wider Community**

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

The right turn out of the Hall carpark onto Haywards Road is not unsafe outside of school pick up and drop off times. For this reason, the No Right Turn prohibition in this proposal will be lifted outside of the relevant times. Users of the Hall carpark will be able to turn right out onto Haywards Road.

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

### 6.1. **Financial Implications**

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

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

The works are to be funded from the Minor Safety Improvements Programme, which is an unsubsidised budget. There is \$40,000 allocated to be able to complete the proposed works, and this will be carried over to the 2025 / 26 year to allow construction within the September / October school holidays.

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

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

### 6.3 **Risk Management**

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

### 6.4 **Health and Safety**

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

The purpose of this work is to enhance safety of all road users using the road space between the school and the Community Hall at school pick up and drop off times.

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

## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

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

### 7.2. **Authorising Legislation**

Local Government Act 2002

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

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

The relevant community outcomes are:

Social:

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

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

Environmental:

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

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

Economic:

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

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

Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes.

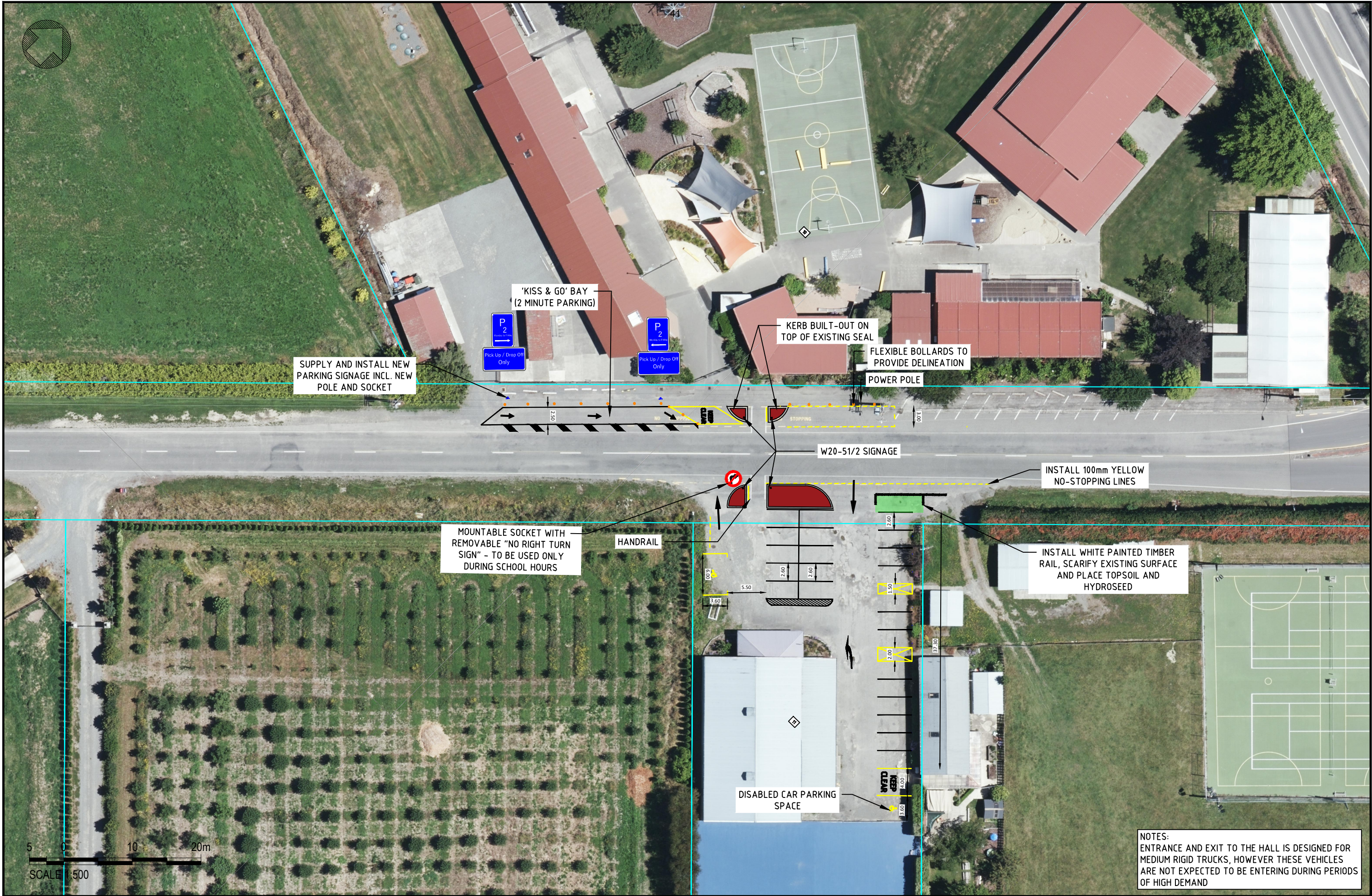
#### 7.4. **Authorising Delegations**

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

The Utilities and Roading Committee have the Delegations to accept this report and approve the design and installation of the bus stop and the No Stopping.

The District Planning and Regulation have the Delegation to approve the time restriction parking zones associated with the Kiss n Go parking within the road reserve, and the No Right Turn prohibition in force at the exit to the hall carpark, during the relevant times.





REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	SCHEME DESIGN	KM	SS	KS	15/04/2024

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DESIGNED CHKD	KS	15/04/2024	HORIZONTAL	NZTM GD2000
APPROVED	---	--/--/2020	VERTICAL	NZVD 2016



PROJECT
Clarkville School - New Crossing Upgrade

SHEET TITLE
Carparking 'Kiss & Go' Zone and Crossing

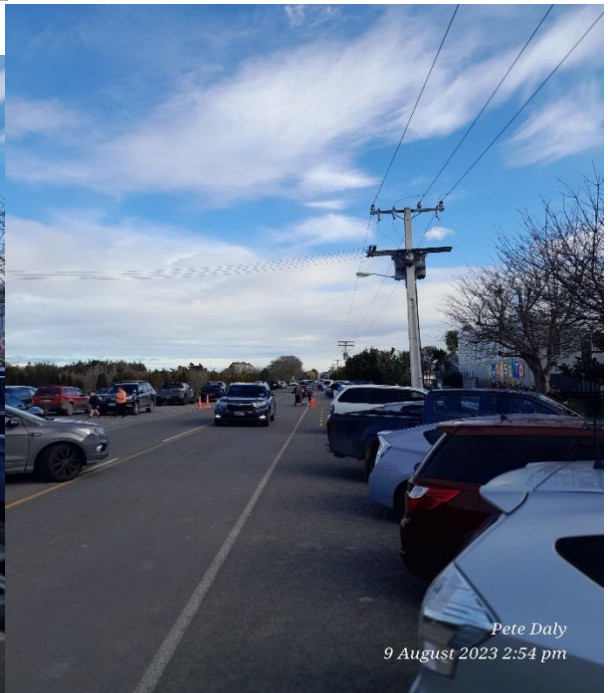
FOR APPROVAL NOT FOR CONSTRUCTION	
DRAWING	4463
SHEET	REVISION
1	A



## Heywards Road Pick Up Drop Off Traffic







**WAIMAKARIRI DISTRICT COUNCIL**

**REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-32-21 / 250406059579

**REPORT TO:** KAIAPOI-TUAHIWI COMMUNITY BOARD

**DATE OF MEETING:** 14 April 2025

**AUTHOR(S):** Joanne McBride, Roding and Transport Manager  
Glenn Kempton, Senior Project Engineer

**SUBJECT:** Lees Road Footpath – Request for Approval of Scheme Design

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

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. This report seeks approval for the scheme design for the new footpath on Lees Road, from west of Bayliss Drive through to the bus stop at no. 568 Williams Street, as shown in blue in Figure 1 below.



*Figure 1 – Lees Road proposed footpath extents*

- 1.2. A full survey and design have been carried out including kerb and channel and footpath design, as it was originally planned to construct the footpath to tie in with a future kerb and channel.
- 1.3. Unfortunately, installing the footpath at a level where it will tie in with future kerb and channel is not achievable, due to stormwater impacts on adjoining properties, and as such this needs to be undertaken when the kerb and channel is installed (which is not currently programmed).
- 1.4. As such, it is recommended that the path be constructed as a gritted footpath at existing ground levels in the interim. This will ensure that the footpath does not impact property drainage and reduce any need for reworking of drainage solutions.



- 1.5. A gritted footpath can be constructed at a significantly lower cost and built on the alignment of the future path, so that it would form the base of the future footpath which can then be filled over the top and asphalt surfaced.
- 1.6. An alternative option the Community Board could consider is to asphalt surface the proposed footpath at existing levels. It is noted that if this option was to be progressed, that the full life of the footpath surfacing would be unlikely to be achieved (50 Years replacement life) as it is likely that kerb and channel would be progressed in the medium term (estimated 15 to 20 years). Some additional stormwater run-off would occur due to the sealed surface.
- 1.7. The proposed design as attached allows for a 1.5m wide gritted footpath. If it was decided to progress with asphalt surfacing, the proposed alignment would remain unchanged.

Attachments:

- i. Lees Road Footpath Scheme Design – West of Bayliss Drive through to the bus stop at no. 568 Williams Street (TRIM No. 250407059776).

## 2. **RECOMMENDATION**

**THAT** the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 250406059579.

*AND:*

**THAT** the Kaiapoi-Tuahiwi Community Board recommends:

**THAT** the Utilities and Roding Committee:

- (b) **Approves** the Lees Road Footpath Scheme Design, for the section of Lees Road from west of Bayliss Drive through to the Bus Stop outside no. 568 Williams Street, for the area shown in Figure 1 of this report (Trim No. 250407059776).

*AND EITHER:*

- (c) **Recommends** progressing the footpath design with a gritted footpath finish, with an estimated cost of \$60,000, to be funded from the New Footpath Programme (PJ 100746.000.5133).

**Or**

- (d) **Recommends** progressing the footpath design with an asphalt finish, with an estimated cost of \$95,000, to be funded from the New Footpath Programme (PJ 100746.000.5133).

*AND:*

- (e) **Notes** that if the asphalt surfacing is the preferred option and kerb and channel was to be installed in the medium term (15 to 20 years), then it is likely the path will need to be built up to tie in with new levels and this would result in the full surfacing life not being achieved, as this is around 50 years.
- (f) **Notes** that there will be additional stormwater run-off from a sealed footpath, with no formal stormwater system (e.g. kerb and channel) for conveyance.

### 3. **BACKGROUND**

- 3.1. Lees Road is located at the very northern end of the Kaiapoi urban area, with a very rural aspect on the north side of the road, and residential area on the south side.
- 3.2. There has been significant residential development in the area to the south of Lees Road (known as Sovereign Palms) and a road connection was made from Lees Road to the development in 2017 (Bayliss Drive).
- 3.3. The residential development has resulted in increased traffic and pedestrian movements along Lees Road, and the need for more urban infrastructure such as kerb and channel and a footpath.

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

- 4.1. A full survey and design have been carried out including kerb and channel and footpath design for Lees Road.
- 4.2. It was originally planned to construct the footpath in such a way that it would tie in with a future kerb and channel, without the need for any re-work.
- 4.3. Unfortunately, installing the footpath at its future levels to tie in with a design for kerb and channel is not achievable.
- 4.4. The main reason for this is that it would create stormwater impacts on adjoining properties, and as such it is recommended that this be undertaken when the kerb and channel is installed (which is not currently within a program).
- 4.5. There is budget for new kerb and channel in major towns in 2026/27, however a programme has not yet been developed for this budget area and there are likely to be a number of sites which have higher traffic volumes, where this budget would be prioritised.
- 4.6. The new kerb and channel budget is a 3 yearly allocation of \$350,000 and as such it will take some time to work through all sites which could benefit from this investment.
- 4.7. The options available to the Community Board are as follows:

#### 4.7.1. Option One – Approve the Proposed Scheme Design for a Gritted Path

This option provides a fit for purpose footpath which is relatively low cost and would provide an adequate level of service in the medium term. The gritted footpath would form a solid foundation for the future if/when the kerb and channel was installed and the wider drainage through the area was addressed.

This is one of the two staff recommended options for consideration by the Community Board.

#### 4.7.2. Option Two – Approve the Proposed Scheme Design and request staff to instead surface the footpath with asphalt

This option would provide an asphalt surfaced footpath which provides a higher level of service but would not tie in with future kerb and channel, if this was to be progressed in the medium term.

This option would create more runoff which could have drainage impacts. It is noted that if kerb and channel was installed, then the path would need to be raised, resulting in the asphalt surfacing needing to be overlaid and the full replacement life of the footpath not being achieved.

The cost of asphalt surfacing is estimated to be approximately \$35,000 above the cost of a gritted footpath.

This is the second of the two staff recommended options for consideration by the Community Board.

4.7.3. Option Three – Instruct Staff to Progress an Alternative Design which would tie in with Future kerb and Channel

This option would result in staff revisiting the full design prior to reporting back to the Community Board with further information on costs, the level of re-work required when kerb and channel is eventually installed, and on the stormwater impacts to properties along Lees Road.

This is not the recommended option as it is considered that this option would result in stormwater issues for adjacent properties and would be high cost due to the need to control stormwater in the interim, which would otherwise be addressed when a kerb and channel was installed in the future.

4.7.4. Option Four – Decline to approve the Scheme Design and wait until new Kerb and channel can be installed.

There is budget for new kerb and channel in major towns in 2026/27, however a programme has not yet been developed for this budget area and there are likely to be a number of sites which have higher traffic volumes, where this budget would be prioritised.

Due to the uncertainty around timing and the fact this site would one of a number competing for a relatively small budget, this is not the recommended option.

4.7.5. Option Five – Decline to approve the Scheme Design and retain the Status Quo.

This is not the recommended option as there is a strong pedestrian demand through this area and a lack of facilities.

4.8. **Implications for Community Wellbeing**

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

The purpose of this project is to provide walking facilities generally anticipated in an urban area. These facilities will link to the nearby bus stop, as well as providing recreational walking facilities.

The proposed footpath will also provide an important connection to the proposed cycleway from Kaiapoi to Pine Acres, which has recently been approved by Council.

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

**5. COMMUNITY VIEWS**

5.1. **Mana whenua**

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

Infrastructure in this area has previously been raised at Runanga Meetings.

5.2. **Groups and Organisations**

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

### 5.3. **Wider Community**

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

An update notice will be circulated to the stakeholders and residents upon acceptance of the scheme design for feedback.

The wider community has not been specifically consulted on the project but will be informed through normal communication channels.

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

### 6.1. **Financial Implications**

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

This New Footpath Programme budget (PJ 100746.000.5133) is included in the Annual Plan/Long Term Plan includes two sites:

- East Belt between Kippenberger Ave and Greyview Grove
- Lees Road from west of Bayliss Drive to the bus stop at no. 568 Williams Street

The Lees Road Footpath project had assumed the construction of an asphalt footpath, which would have a higher associated cost. As such there will be cost savings from the proposed change in construction.

The overall budget for the New Footpath Programme is \$364,000 with a commitment of \$75,000 including professional services and contingency for the East Belt Footpath. The engineers estimate for a gritted path on Lees Road is \$60,000 and as such this area is likely to be underspent.

There is budget for new kerb and channel in Major Towns in 2026/27, however a programme has not yet been developed for this area and there are likely to be a number of sites where this budget could be spent. The budget is a 3 yearly allocation of \$350,000 and as such it will take some time to work through all sites which could benefit from kerb and channel.

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

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

Improving pedestrian and cycle safety will encourage more active modes of travel and reduce overall emissions and maintenance costs. This footpath also connects to a bus stop on Williams Street, providing access to public transport.

### 6.3. **Risk Management**

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

There is a risk that the Community may want a higher level of service in the form of an asphalt surfaced footpath. It is noted that a previous resident information notice, distributed in October 2024 advised residents that the new footpath would be a 1.8m asphalt footpath.

### 6.4. **Health and Safety**

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

All contractors will be required to be SiteWise accredited (or equivalent) with a minimum score.

## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

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

### 7.2. **Authorising Legislation**

Not applicable

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

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

#### Environmental

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

- *The natural and built environment in which people live is clean, healthy and safe.*

#### Economic

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

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

### 7.4. **Authorising Delegations**

The Kaiapoi-Tuahiwi Community Board has the authority to make recommendations to the Council and Standing Committees on local implications of such policies, projects and plans, which have district-wide impacts and are referred to the Community Board for comment.

The Utilities and Roothing Committee has delegated responsibility for activities related to Roothing and Transportation (including road safety, multimodal transportation and traffic control).





CONTINUES SHEET 02

**LEGEND**

NEW GRITTED FOOTPATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	--	--	PROJECT No	PD001967
DRAWN	SS	24/08/2023	CON No	CON202517
DRAWING CHKD	KS	30/10/2024	SCALE (A3)	1:500
DESIGNED	GK	06/03/2025	DATUM ORIGIN	
DESIGNED CHKD	KS	07/03/2025	HORIZONTAL	NZTM GD2000
APPROVED	---	--/--/2020	VERTICAL	NZVD 2016



PROJECT	LEES ROAD FOOTPATH
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SHEET TITLE	OVERVIEW I
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<b>FOR INFORMATION</b> NOT FOR CONSTRUCTION	
DRAWING	4396
SHEET	REVISION
01	A





REV	REVISION DETAILS	DRN	CHK	APP	DATE

SURVEYED	--	--	PROJECT No	PD001967
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APPROVED	---	--/2020	VERTICAL	NZVD 2016



PROJECT
LEES ROAD FOOTPATH

SHEET TITLE
OVERVIEW II

<b>FOR INFORMATION</b> NOT FOR CONSTRUCTION	
DRAWING	4396
SHEET	REVISION
02	A