

Agenda

Kaiapoi-Tuahiwī Community Board

Monday 16 June 2025

4pm

Kaikanui Room
Ruataniwha Kaiapoi Civic Centre
176 Williams Street, Kaiapoi

Members:

Jackie Watson (Chairperson)

Sandra Stewart (Deputy Chairperson)

Neville Atkinson

Tim Bartle

Al Blackie

Tracey Blair

Russell Keetley

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3.1	Confirmation of Minutes –19 May 2025	7 – 16
Deputations		
4.1	Management of Raupo Overgrowth in Kaiapoi Lakes – Dale Blackledge	
4.2	Kaipoi Lakes Raupo – Andre Hofenk and Maria Zaini	
Adjourned Business		
Nil.		
Staff Reports		
6.1	Roading Capital Works Programme for 2025/26 and Indicative Three Year Programme	17 – 28



AGENDA FOR THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD TO BE HELD IN THE KAIKANUI ROOM, RUATANIWHA KAIAPOI CIVIC CENTRE, 176 WILLIAMS STREET, KAIAPOI ON MONDAY 16 JUNE 2025 AT 4PM.

**RECOMMENDATIONS IN REPORTS ARE NOT TO BE CONSTRUED AS
COUNCIL POLICY UNTIL ADOPTED BY THE COUNCIL**

BUSINESS

PAGES

1 APOLOGIES

2 CONFLICTS OF INTEREST

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 19 May 2025

RECOMMENDATION

7 – 16

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 19 May 2025, as a true and accurate record.

3.2 Matters Arising (From Minutes)

4 DEPUTATIONS AND PRESENTATIONS

4.1 Management of Raupo Overgrowth in Kaiapoi Lakes – Dale Blackledge

D Blackledge will be in attendance to discuss management of Raupo overgrowth in Kaiapoi Lakes.

4.2 Kaiapoi Lakes Raupo – Andre Hofenk and Maria Zaini

A Hofenk and M Zaini will be in attendance to discuss Raupo overgrowth in Kaiapoi Lakes.

5 ADJOURNED BUSINESS

Nil.

6 REPORTS

6.1 Roading Capital Works Programme for 2025/26 and Indicative Three Year Programme – Joanne McBride (Roothing and Transportation Manager) and Kieran Straw (Civil Projects Team Leader)

RECOMMENDATION

17 – 28

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 250505077283.
- (b) **Endorses** the attached 2025/26 DRAFT Proposed Roothing Capital Works Programme

- (c) **Endorses** the indicative Rooding Capital Works Programme for the 2026/27, 2027/28 and 2028/29 years.
- (d) **Notes** that feedback from this report, and reports to the other Community Boards, will be taken by staff at the Board meetings and will be incorporated into the final report which is proposed to be taken to the Utilities and Rooding Committee in July 2025 for approval.

7 **CORRESPONDENCE**

Nil.

8 **CHAIRPERSON'S REPORT**

8.1 **Chairperson's Report for May 2025**

The Chairperson will provide a verbal update.

RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the verbal report from the Kaiapoi-Tuahiwi Community Board Chairperson.

9 **MATTERS REFERRED FOR INFORMATION**

- 9.1 **Oxford-Ohoka Community Board Meeting Minutes 7 May 2025.**
- 9.2 **Woodend-Sefton Community Board Meeting Minutes 12 May 2025.**
- 9.3 **Rangiora-Ashley Community Board Meeting Minutes 14 May 2025.**
- 9.4 **Northern Pegasus Bay Bylaw 2024 Implementation Plan and Advisory Group Terms – Report to Council Meeting 6 May 2025 – Circulates to all Boards**
- 9.5 **Submission to Central Government Consultations April 2025 – Report to Council Meeting 6 May 2025 – Circulates to all Boards**
- 9.6 **Council Submissions Process and Delegation – Report to Council Meeting 6 May 2025 – Circulates to all Boards**
- 9.7 **Health, Safety and Wellbeing Report March 2025 to Current – Report to Council Meeting 6 May 2025 – Circulates to all Boards**
- 9.8 **Progress Update on Capital Work Renewals Programmes and Sports Ground Growth Programme for Greenspace – Report to Community and Recreation Committee Meeting 20 May 2025 – Circulates to all Boards.**
- 9.9 **Libraries Update to 8 May 2025 – Report to Community and Recreation Committee Meeting 20 May 2025 – Circulates to all Boards.**
- 9.10 **Aquatics May Report – Report to Community and Recreation Committee Meeting 20 May 2025 – Circulates to all Boards.**
- 9.11 **Draft Annual Plan 2025-2026 Special Consultative Procedure – Report to Council Meeting 27 May 2025 – Circulates to all Boards.**
- 9.12 **Drainage Staff Submission to Annual Plan 2025/26 – Report to Council Meeting 27 May 2025 – Circulates to all Boards.**
- 9.13 **Water Supply – Utilities and Rooding Department Staff Submission to the Draft 2025/26 Annual Plan – Report to Council Meeting 27 May 2025 – Circulates to all Boards.**

- 9.14 Wastewater – Utilities and Roading Department Staff Submission to the Draft 2025 Annual Plan – Report to Council Meeting 27 May 2025 – Circulates to all Boards.
- 9.15 Roading Staff Submission to the 2025/26 Annual Plan – Request Changes to the Roading Capital Works Budget – Report to Council Meeting 27 May 2025 – Circulates to all Boards.
- 9.16 Greenspace and Strategic and Special Projects Staff Submission to the 2025/26 Annual Plan – Report to Council Meeting 27 May 2025 – Circulates to all Boards.

RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board

- (a) Receives the information in Items.9.1 to 9.16.

Note:

1. *The links for Matters for Information were previously circulated to members as part of the relevant meeting agendas.*

10 MEMBERS' INFORMATION EXCHANGE

The purpose of this exchange is to provide a short update to other members in relation to activities/meetings that have been attended or to provide general Board related information.

Any written information submitted by members is included in the agenda.

11 CONSULTATION PROJECTS

- 11.1 Draft Community Development Strategy 2025-2035 – Whakawhānake Hapori o Waimakariri

<https://letstalk.waimakariri.govt.nz/draft-community-development-strategy-2025-2035-whakawhanake-hapori-o-waimakariri>

Consultation closes Sunday 22 June 2025.

- 11.2 Inclusive Waimakariri- Draft Accessibility Plan

<https://letstalk.waimakariri.govt.nz/inclusive-waimakariri-draft-accessibility-plan>

Consultation closes Sunday 22 June 2025.

- 11.3 2025 Environmental Awards

<https://letstalk.waimakariri.govt.nz/2025-environmental-awards>

Applications close Saturday 28 June 2025.

12 BOARD FUNDING UPDATE

- 12.1 Board Discretionary Grant

Balance as at 31 May 2025: \$759.

- 12.2 General Landscaping Budget

Balance as at 31 May 2025: \$45,650.

13 MEDIA ITEMS

14 **QUESTIONS UNDER STANDING ORDERS**

15 **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

NEXT MEETING

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 21 July 2025 at 4pm.

Workshop

- *Speed Humps, Silverstream – Joanne McBride (Roading and Transport Manager)*
- *Members Forum*

Item 4.2 was considered first.

4 DEPUTATIONS AND PRESENTATIONS

4.1 Marianne Bud – Speed Bumps

M Bud spoke to the Board noting that she was representing four households in Silverstream. She explained that she purchased her property in 2021 prior to installation of infrastructure in Silverstream development. Residents had no communication of the location of the speed bumps prior to installation. She had her neighbours were upset to note that the speed bumps near their homes and in her case across the driveway of her property. This has led to excessive noise, vibrations from buses and heavy vehicles and poor pedestrian safety as there was kerbside to act as a barrier. All five properties along their block were adversely and directly impacted by the speed bumps. Residents provided the Council with New Zealand based research from a range of City and District Councils in New Zealand which documented that it was detrimental to use speed humps as a traffic calming device on residential properties due to the adverse effects. In addition, New Zealand and Australian based research clearly stated that speed humps should not be placed on collector roads which were also a bus route. Silverstream Boulevard was both a collector road and a bus route and traffic numbers were on the increase. She had made multiple requests to Metro Buses requesting that the drivers slow down with little result. She had also asked that Council what other avenues of speed calming devices were considered but had not received an answer. There were several experiences of vehicles towing trailers having items falling onto the road due to the speed humps, this posed a serious safety risk for vehicles. Four out of five residents on the block wanted to speed humps removed or remediated, the remaining house had been put up for sale.

A Blackie enquired if residents were sure that if the speed humps were removed it would not create other safety issue. M Bud explained that residents had investigated alternative traffic calming methods and had spoken to several Councils noting that there were other options available.

N Atkinson queried if the speed humps were wide enough to be considered a pedestrian crossing. M Bud was unsure, however she assumed they could be. They were not designated.

B Cairns noted that the design of the raised safety platforms was for a speed of 30km/h and asked if there was any signage to the recommended speed. M Bud noted that there was now however residents had to ask repeatedly for signage, and it made no difference to the speeds that most vehicles travelled.

4.2 Manon Prin – Environment Canterbury, Cam River Planting Plan

M Prin spoke to the Board regarding the Cam River Planting Plan, noting she was part of the Braided River Revival Team at Environment Canterbury. The team focused on improving the management of rivers by working on berms near stop banks. Currently the team were working on the Cam Ruataniwha River and she had taken this opportunity to inform the Board of the design and general plan for planting native flora, reinstating eco-systems and doing restoration work with flood protection infrastructure. The design was general and could be adapted for a more site-specific planting plan. The goal was to align with flood protection infrastructure, restore Mahinga Kai values and use planting on the Cam River to help restore biodiversity by putting nodes of biodiversity following the river. The aim was to keep it simple with not a few species and make sure that flows would not be impeded by the planting. She provided the Board with an overview of what the berms may look like.

N Atkinson asked about the density of the planting, noting that cabbage trees did not mix well with boats and that this was a navigable river. M Prin explained that cabbage trees would mostly be planted in the tree nodes which were further away from the riverbank. Anything could be site specific, if there were areas where cabbage trees would be an issue they could plant a different species to achieve a similar result.

S Stewart enquired if Environment Canterbury were aware of the Waimakariri Natural Environment Strategy which had been adopted by the Waimakariri District Council. One of the main concepts of the policy were the establishment of pollinator paths and food plants for insects and birds. M Prin was not aware of the strategy, however they were working with Council staff, and any planting plans would be checked prior to implementation.

T Bartle asked if the focus of the planting was for beautification or was it strengthening the banks of the river. M Prin noted that it was for bank support, and improving biodiversity.

5 **ADJOURNED BUSINESS**

Nil.

Item 6.2 was considered first.

6 **REPORTS**

6.1 **Williams Street / Charles Street Roundabout Heavy Vehicle Concerns – J McBride (Roading and Transportation Manager) and S Binder (Senior Transportation Engineer)**

J McBride spoke to the report which was prepared following the Board's concerns regarding ongoing damage to planting at the Williams / Charles Street roundabout. When the original town centre upgrade was carried out, a truck apron was installed onto the south eastern corner of the roundabout following conversations with the New World supermarket to understanding its trucking routes. The report proposed a first step to mitigate the problems of trucks mounting the kerb was to install some hard landscaping such as rocks and large planter boxes. Currently a review of the Parking Bylaw was being carried out and would include a transport section which could allow for the ability to restrict heavy vehicles from using sections of the roading network. Once the new Bylaw was adopted there could be a possibility that Charles Street could become a one-way street which would alleviate many of the issues. The Council had installed signage requesting truck to re-route via Smith Street/Williams Street roundabout however this had not been particularly useful to date.

N Atkinson wondered whether this report should lay on the table until such a time when the Board could consider the whole network surrounding the roundabout and consider impacts any action would have on the western end of Charles Street. He asked what a decent timeline for the report coming back would be. G Cleary thought it would be a considerable timeline and that realistically it could be years rather than months. N Atkinson noted he was reluctant to spend funds on hard landscaping only to have it removed at a later date when and if there was a change to Charles Street in the future.

Moved: N Atkinson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) That this report lie on the table until such time that a timeline be brought to the Board for a consideration of the entire impacts and effects of any work done at the Charles Street Roundabout including the possibility of a one-way system for Charles Street west of the roundabout

CARRIED

6.2 **Silverstream Boulevard Raised Tables – J McBride (Roading and Transportation Manager) and S Binder (Senior Transportation Engineer)**

J McBride spoke to the report noting it provided background information as to why the raised platforms were installed on Silverstream Boulevard and to outline options for consideration to mitigate the concerns raised by M Budd in her deputation. As part of the west Kaiapoi outlying development area, the plan for development included the collector road to connect Silverstream to Kaiapoi. The development masterplan included a reserve neighbourhood walkway and green belt which would link the northwest side of the development through to Silverstream Boulevard. As part of the detailed design process, two raised safety platforms were proposed and approved as part of the engineering approval process. The reason for the speed humps was to provide a mechanism for slowing vehicles as a safety measure for the greenspace playground linkage connection to Silverstream Boulevard. The raised safety platforms that had been built on each end of the reserve area had a one metre long ramp and a two metre long off ramp. Testing was carried out for noise and vibration, with the initial tests indicating an acceptable level of noise and vibrations at the boundary of the properties concerned. However, there was additional testing carried out over a further two days which showed spikes in vibration.

N Atkinson noted that these were not raised platforms they were judder bars. J McBride noted that there was a flattish exposed angle and agreed that they were not intended to be pedestrian crossings.

A Blackie asked why the Council's vibration testing did not correlate with what the information supplied by the deputation in item 4.1. J McBride could not answer the question.

T Bartle asked how option four in the report would change outcomes for the residents. J McBride explained that the ramps could be widened or extended, which should mitigate noise and vibration, however it would still mean vehicles would need to traverse a raised surface. T Bartle then queried if there was a way to get a similar effect of slowing the traffic. J McBride noted that staff had given consideration to other options and worked with the developer on the road design. Other options considered chicanes.

N Atkinson noted that the speed bumps were located at the entrance to people's driveways. He enquired if that was something that would normally occur. J McBride explained that it was a matter of timing of when the speed humps were installed and when the building consents were presented with the intention of driveway placements.

N Atkinson asked why there was such an emphasis on the greenspace and park in this instance when there were many other parks which did not have traffic calming measures. G Cleary explained the reason for installing them was that there was an expectation that there would be increased pedestrians across to the park. When a new development went in it had to undergo a safety assessment and under today's standards for design. There were countless other locations around the district that arguably had a much higher need for this one.

B Cairns enquired how the 30km/h speed would balance with the Government's speed reversals. J McBride stated that it was a speed advisory and not a speed limit and therefore was not enforceable.

R Keetley asked given the prevalence of speed humps in the city, what the data was on complaints received for similar issues. J McBride noted that she had not asked the question. Previously through the last National Land Transport Programme there was the Road to Zero Programme which specifically allocated funding for safety projects and required authorities to install raised platforms and intersections.

J Watson queried if there was any indication when the playground would be installed. J McBride was unsure, however the developers were currently going through consenting for the last stages.

A Blackie enquired if the Board chose one of the remedial options, where was the money come from. J McBride noted that there was no budget so there would need to be a request to the Council.

S Stewart was concerned that there were residents whose lives were getting dominated by the noise and vibrations caused by the speed humps. She believed that option three might achieve a better outcome. J McBride noted option three was looking to extend the ramps on one side and ease the approach to them, it would likely result in a faster speeds.

Moved: N Atkinson

Seconded: S Stewart

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 250507080209.
- (b) **Notes** that there is no budget available to undertake works on Silverstream Blvd.
- (c) **Notes** that the Community Board would like to progress, via a workshop with the Board on an alternative option other than recommended in this report, then this will require a recommendation through to the Utilities and Roothing Committee, and budget to be sought from Council.

CARRIED

N Atkinson commented that he would like the Roothing Team to give the Board some advice on what it was that needed to be done to mitigate the issues experienced by neighbours. He believed that the matter needed to come back to the Board for a workshop so they could work out the best way forward. He did not see the park as an issue, however believed that it was a policing problem if people were speeding through here. He did not want to put anyone in an unsafe situation.

S Stewart was happy to support the motion. The residents were living with this issue 24/7 and it had become a real issue to their quality of life.

6.3 **2024/25 Financial Year General Landscaping Projects – T Stableford (Landscape Architect)**

T Stableford spoke to the report noting the purpose was to provide an update on the general landscaping budget including current projects that had been funded and supplying new projects for consideration by the Board. She provided an overview of the projects the Board could consider.

S Stewart asked if there was any reason why the Waimakariri Natural Environment Strategy which included making plantings generally a pollinator and wildlife was not in there as a baseline of the entranceway project. Why were staff proposing a specific pollinator path when all the plantings under the Waimakariri Natural Environment Strategy should be that. C Brown explained the reason staff came back was because the Board specifically asked staff to investigate other opportunities for pollinator paths within Kaiapoi.

A Blackie enquired what the extra cost was for Raymond Herber sculpture project. J Watson noted that there was a misunderstanding with the costings as the Waimakariri Public Arts Trust had not allowed for GST.

B Cairns queried the proposed size of the Pines Beach planting given that the current sign was very small and blended into the background. T Stableford believed that the proposed plantings would lift the profile of the sign making it more noticeable.

Moved: N Atkinson

Seconded: T Bartle

THAT the Board adjourn the meeting at 5.37pm to workshop the matter further. The meeting reconvened at 5:41pm.

CARRIED

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. TRIM 250403057526
- (b) **Approves** the allocation of \$4500 for a new garden beneath the existing welcome to Pines and Kairaki Beaches, Entrance Sign.
- (c) **Approves** the allocation of \$40,000 towards a new town entrance sign and planting on Williams Street, Kaiapoi.
- (d) **Approves** Location Option A for the Williams Street Entrance Sign (Attachment v. TRIM 250429073034), subject to the determination of the exact the placement once further information has been received of the proposed bypass design.
- (e) **Approves** the allocation of an additional \$530.23 for unforeseen installation costs of the Raymond Herber Sculpture.
- (f) **Approves** that *Acer freemen* will replace the Liquidambar tree species previously approved in the Main North Road Entrance Tree Scheme (*Attachment v ii TRIM 231109180415*).

CARRIED

6.4 **Ratification of the Kaiapoi-Tuahiwi Community Board's submission to the Waimakariri District Council and Environment Canterbury's draft 2025-2026 Annual Plans – K Rabe (Governance Advisor)**

K Rabe took the report as read.

Moved: J Watson

Seconded: R Keetley

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 250414065502.
- (b) **Retrospectively ratifies** its submission to the Waimakariri District Council's draft 2025-26 Annual Plan (Trim Ref: 250327052964).
- (c) **Retrospectively ratifies** its submission to Environmental Canterbury's draft 2025-26 Annual Plan (Trim Ref: 250327053030).
- (d) **Notes** that the Board Chairperson spoke at the Waimakariri District Council Submission Hearings to convey the Board's view in person on Tuesday, 6 May 2025.

CARRIED

6.5 **Ratification of the Kaiapoi-Tuahiwi Community Board's submission to the New Zealand Transport Agency's Speed Limit Review – K Rabe (Governance Advisor)**

K Rabe took the report as read.

Moved: J Watson

Seconded: R Keetley

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** report No. 250227032672.
- (b) **Retrospectively ratifies** its submission to the New Zealand Transport Agency's Regional Consultation under the New Speed Rule – South of Rangiora Woodend Road to South of the Cam River Bridge (Trim Ref: 250227032285).

CARRIED

7 CORRESPONDENCE

Nil.

8 CHAIRPERSON'S REPORT

8.1 Chairperson's Report for April 2025

- ANZAC Day – great day with a good turnout.
- Met with Mayor Gordon and Board Chairs regarding the Community Service Awards.
- Kaiapoi Art Expo – 150 artists had applied, however there was only room for 106. Around 100 were all local artists.
- Waimakariri Public Arts Trust Sub Committee working on the Kaiapoi Bridge had selected local two artists.
- Planting Day at Pines Beach for the new food forest.

Moved: J Watson

Seconded: F Bartle

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the verbal report from the Kaiapoi-Tuahiwi Community Board Chairperson.

CARRIED

9 MATTERS REFERRED FOR INFORMATION

- 9.1 Oxford-Ohoka Community Board Meeting Minutes 2 April 2025.
- 9.2 Rangiora-Ashley Community Board Meeting Minutes 9 April 2025.
- 9.3 Woodend-Sefton Community Board Meeting Minutes 15 April 2025.
- 9.4 Woodend-Sefton Community Board Extraordinary Meeting Minutes 28 April 2025
- 9.5 Transport Choices (Strategic Cycleway) Project Update – Report to Council Meeting 4 March 2025 – Circulates to Woodend-Sefton and Kaiapoi-Tuahiwi Community Boards
- 9.6 Submission to Central Government Consultations October 2024 to March 2025 – Report to Council Meeting 1 April 2025 – Circulates to all Boards
- 9.7 ANZAC Day Services 2025 – Report to Council Meeting 1 April 2025 – Circulates to all Boards

- 9.8 Health, Safety and Wellbeing Report February 2025 to Current – Report to Council Meeting 1 April 2025 – Circulates to all Boards

Public Excluded

- 9.9 Submission of District Drinking Water Safety Plans – Report to Utilities and Roding Committee Meeting 15 April 2025 – Circulates to all Boards

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board

- (a) Receives the information in Items.9.1 to 9.8.
- (b) **Receives** the separately circulated public excluded information in Item 9.9.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

R Keetley

- Attended Waimakariri Biodiversity Trust Meeting – good session, a lot of planning for 2026.
- ANZAC Day Service.
- Attended Monthly Historical Society Meeting.
- Attended Landmarks Meeting.

S Stewart

- GreyPower Meeting – Chairperson had been re-elected. They had three new members for the Committee.
- Kaiapoi Promotions Annual General Meeting was coming up. They were looking at a promotion, Kai in Kaiapoi, promoting food outlets.
- Arohata te Awa – update on the Cam River. There were several different strands to what was happening on the Cam River.
- Listened to the Environmental Law Initiative Webinar on the second case the Environmental Law Initiative was taking against Environment Canterbury on nitrates.
- Attended the last Water Zone Committee Meeting.

B Cairns

- Pines Beach Food Forest Planting – Kelli from the Te Kohaka Trust had done a lot of work in terms of organising the removal of trees that were deemed to be unsafe, she had a team of students from Kaiapoi High School who were planting out the banks of the stream to stabilise them. He thanked Niki Brown, a local residents who had helped organised the event.
- Kaiapoi Food Forest – there would be a staged start to the build for the toilets and education centre. Ronnie Dunbar who did a lot of work at the food forest was being recognised with an award in Christchurch.
- Inclusive Sports Day would be held in July 2025.

T Bartle

- North Canterbury Neighbourhood Support – working through employment issues.
- Attended the Mainland Staffordshire Bull Terrier Society Annual General Meeting.
- ANZAC Day – attended three services. Encouraging to see the volume of people attending.

A Blackie

- Annual Plan Submissions hearing – 26 total submissions to be heard, 20 were from groups, six submissions were from individuals, four in favour of what Council was doing and two were not.
- Northern Pegasus Bay Bylaw implementation plan had been completed.
- Attended a Youth Council meeting and talked to them about what greenspace did.
- Huria planting was on track.
- Te Kohaka Trust was going well.

N Atkinson

- Health Hub was negotiations were almost completed, Council needed to finalise a few things on the lease. Not sure as to the 24 hour health hub announcement by the Government.
- District Plan was finished apart from some of the reporting to Council.
- Pensioner housing project in Kaiapoi was ticking along well.
- Received a lot of thank yous for the removal of the speed humps outside the Kaiapoi North School.
- Greater Christchurch Partnership was currently going through a review to see if it was fit for purpose.

11 CONSULTATION PROJECTS**11.1 Alcohol Control Bylaw**

<https://letstalk.waimakariri.govt.nz/alcohol-control-bylaw-review-2025>

Consultation closes Friday 30 May 2025.

11.2 2025 Environmental Awards

<https://letstalk.waimakariri.govt.nz/2025-environmental-awards>

Applications close Saturday 28 June 2025.

The Board noted the consultation projects.

12 BOARD FUNDING UPDATE**12.1 Board Discretionary Grant**

Balance as at 31 March 2025: \$759.

12.2 General Landscaping Budget

Balance as at 31 March 2025: \$45,650.

The Board noted the funding update.

13 MEDIA ITEMS

Nil.

14 QUESTIONS UNDER STANDING ORDERS

Nil.

15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 16 June 2025 at 4pm.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 6.08PM.

CONFIRMED

Chairperson

Date

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-08-09-01 / 250505077345**REPORT TO:** KAIAPOI-TUAHIWI COMMUNITY BOARD**DATE OF MEETING:** 16th June 2025**AUTHOR(S):** Kieran Straw – Civil Projects Team Leader
Joanne McBride – Roothing & Transportation Manager**SUBJECT:** Proposed Roothing Capital Works Programme for 2025 / 26 and Indicative Three-year Programme**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report seeks endorsement from the Community Board of the proposed 2025/26 Roothing Capital Works Programme and notes the indicative three-year programme from 2025/26 to 2028/29.
- 1.2. The Roothing Capital Works Programme being considered are the categories where a general allocation is provided for in the Council's Long Term Plan (LTP), where community input is beneficial to achieving the required outcomes.
- 1.3. Renewal programmes are determined following a condition assessment of assets which have reached the end of life and are due for replacement, or where infrastructure is failing to provide an adequate level of service. While part of the prioritisation process considers asset life other factors including road hierarchy, high demand areas (e.g., schools or town centre areas) are also considered.
- 1.4. All major improvement projects which are specifically listed in the Long Term Plan (LTP) are not considered within this report, as these have separate funding allocated and are consulted on through the LTP process.
- 1.5. Minor safety improvements, the new footpath programme and public transport infrastructure are also included in the proposed programme.

Attachments:

- i. Proposed Roothing Capital Works Programme for 2025/26 and Indicative Three-Year Programme (TRIM No. 250411064435)

2. RECOMMENDATION**THAT** the Kaiapoi-Tuahiwi Board:

- (a) **Receives** Report No. 250505077283.
- (b) **Endorses** the attached 2025/26 DRAFT Proposed Roothing Capital Works Programme
- (c) **Endorses** the indicative Roothing Capital Works Programme for the 2026/27, 2027/28 and 2028/29 years.

- (d) **Notes** that feedback from this report, and reports to the other Community Boards, will be taken by staff at the Board meetings and will be incorporated into the final report which is proposed to be taken to the Utilities and Roding Committee in July 2025 for approval.

3. **BACKGROUND**

- 3.1 The Roding programmes being considered are for those categories where a general allocation only is provided in the Council's Long Term Plan (LTP). These categories have some flexibility and as such community input is beneficial to achieving the required outcomes.
- 3.2 Major Roding Improvement projects are not included in this report as they are specifically listed in the LTP and consulted on through the LTP.
- 3.3 Categories considered within this programme are:
- Kerb and Channel Renewal
 - Footpath Renewal
 - Minor Safety Improvements
 - New Footpath Programme
 - Public Transport Infrastructure (New bus shelters & seats)
- 3.4 Other general categories such as road rehabilitation, road resealing, unsealed road re-metalling, signs renewal and street light renewal are not included as these programmes are developed purely on technical grounds and for asset condition reasons.
- 3.5 The process for finalising and approving the 2025/26 Roding capital works programme has included circulating a memo with the draft programme to the Community Boards ahead of this report. Feedback from the memo will be considered at the meeting, and agreed amendments made to the proposed programme. Following on from this, the Boards decisions will be reported back to the Utilities and Roding Committee.
- 3.6 The roding network is managed as a total network across the whole district and as such projects are prioritised district wide. Also, as the majority of expenditure on the network is subsidised by New Zealand Transport Agency Waka Kotahi, their requirements must be met to secure co-funding. Asset condition and safety are the key drivers for the programme and the aim is to minimise lifecycle costs.
- 3.7 Projects are identified in terms of the Roding Activity Management Plan and are being done to ensure the levels of service identified in the LTP are met. Asset renewal projects are identified and programmed based on asset condition to ensure that lifecycle costs, and hence the cost to the community, are minimised.
- 3.8 In developing the programmes, a range of factors are taken into account. Asset condition is the main driver for renewal projects, however other key factors are community feedback, and the coordination of the work with other programmes (such as water main renewal, drainage improvements and Utility Provider undergrounding) especially when deciding which year, a particular work should be done. As asset deterioration is gradual there is some flexibility to bring forward or delay specific projects where required.
- 3.9 Inputs used to develop the programmes are condition rating and inspections, RAMM reports, reports from the maintenance contractor, crash records, network safety inspections, reviews of maintenance costs, feedback from the public via service requests etc. All identified deficiencies are entered into a database, reviewed and then prioritised to fit within budget levels and to ensure they address a defined level of service issue.

- 3.10 Utility Authorities, the 3 Waters Team and the Greenspaces Teams are consulted to ensure there are no conflicts with their programmes and to identify where there may be possible synergies in the programmes and work can be coordinated.

3.11 Condition Assessment

To better understand the condition of the kerb and channel and footpath assets a condition rating is carried out every three years on these assets. The most recent rating was completed earlier this year (2025).

3.12 Kerb and Channel Replacement

Kerb and channel replacement is primarily focussed on the replacement of old-style dished channels which are in a poor or very poor condition. This is subject to the kerb and channel warranting replacement and meeting NZTA requirements. In many cases the footpath is replaced at the same time as the kerb and channel, however this only occurs where the footpath condition also warrants the renewal. Some old kerb and flat channels are in poor condition, and these will be included in the programme as required.

The kerb and channel replacement are prioritised district-wide, and the condition of the channel must be such that replacing it is the lowest maintenance cost treatment. Waka Kotahi has reasonably strict requirements that have to be met in order for the work to qualify for financial assistance, such that the poor condition of the channel is resulting in damage to the carriageway due to water ingress. Replacement for aesthetic reasons only will not be approved by Waka Kotahi.

Condition of the existing kerb & channel within the Kaiapoi-Tuahiwi ward area has triggered the need for several renewals within the proposed programme, including Akaroa Street, Williams Street, and Murray Place (in conjunction with a water main renewal).

3.13 Footpath Renewals

This category is for the resurfacing and reconstruction of footpaths. The programme is determined by the footpath surface condition, and the purpose is to provide safe and comfortable footpaths and to minimise lifecycle costs.

As mentioned above all footpaths were condition rated earlier this year. From this rating the worst condition streets were identified and inspected. Following that inspection, staff take into account any community feedback and other programmes (including the previous approved programme), and from there the draft renewal programme is developed.

The footpath renewal programme is coordinated with the kerb and channel programme to ensure the end of the footpath life coincides with the end of the kerb and channel life wherever possible, so replacement can be done at the same time. This offers more options to design a comprehensive street upgrade when the renewal takes place. Where there is a grass berm between the kerb & channel and the path, and the path is in good condition or better, the footpath may be retained.

Condition of the existing footpaths within the Kaiapoi-Tuahiwi ward area has triggered the need for several renewals within the proposed programme in conjunction with the Kerb and Channel Renewals, and water main renewals.

3.14 Minor Safety Improvements Programme

For the minor safety improvement programme, safety is the main factor considered.

This programme focuses on lower cost, high benefit safety improvements and has some flexibility with the opportunity to carry out a range of safety related improvement works.

The proposed programme includes a number of safety issues and concerns that have been raised through various avenues and feedback from the Community Board(s) is an important input in confirming this programme.

3.15 New Footpath Programme

This programme considers and prioritises new footpaths in urban areas where there currently are none. A programme has been developed and prioritised and delivery of these new paths are continuing.

It should be noted that the budget associated with this programme for 2025 / 26 was moved forward to 2024 / 25 to complete both Lees Road, and East Belt in the 2024 / 25 year. As such, there is a reduced budget available for works in the 2025 / 26 year using unspent budget from Lees Road.

3.16 Public Transport Infrastructure

New passenger transport infrastructure primarily focuses on the installation of new seating, and bus shelters at bus stop locations, with the list being developed based on ECan boarding numbers, with higher use stops siting higher in the programme. Some flexibility is exercised where stops are near retirement villages, or where a large number of service requests are received.

The proposed programme includes three new bus shelters along Williams Street, and one new shelter in Island Road.

4. ISSUES AND OPTIONS

4.1. The draft programme is presented to the Community Board and feedback will be recorded, and consideration will be given as to whether it can be incorporated into the programme, where possible. All feedback will be included within the report to the Utilities and Roding Committee when they consider approval of the programme in July 2025.

4.2. The indicative three-year programme for the following three years is more flexible and is reviewed annually to allow consideration of programme delays, any emerging issues and to provide an opportunity to make changes to this programme.

4.3. The following options are available to the Community Board:

4.3.1. Option One – Endorse the Proposed Programme as Recommended:

Feedback presented from this meeting will be incorporated into a revised programme, which will be presented to Utilities and Roding Committee for approval.

This is the recommended option as it allows the draft programme to be taken to Utilities & Roding Committee and for work to begin on planning / design for projects early in the next financial year.

4.3.2. Option Two – Decline the Recommendation and ask Staff to make further changes:

This is not the recommended option as the programme of works and has been developed from condition rating information, service requests and Community feedback, and as such represents the greatest needs within the District. Staff have also undertaken steps to confirm that this programme does not clash with other Council programmes.

4.4. Implications for Community Wellbeing

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

The programmes contribute directly to public transport, walking projects, safety improvements and meeting levels of service, all of which have a positive impact of the Community.

- 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 likely to be affected by or have an interest in the subject matter of this report.

Staff will liaise with Te Ngāi Tūāhuriri in regard to specific projects within the programme as required.

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. Where individual projects are agreed upon, then the appropriate groups and residents will be consulted with.

5.3. Wider Community

The wider community is likely to benefit from these safety improvements, improved infrastructure, and installation of shelters. Improved safety reduces the risk of harm to the public. Safety, Public transport and renewal of infrastructure supports the whole community.

Renewal of infrastructure results in meeting required levels of service for the community and reduces the risk of failure which could put the Community at risk. Providing shelter at bus stops increases the appeal of catching the bus and reduces congestion for other road users.

Staff will communicate impacts with directly affected residents as required.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report. Programmes are set to meet budget allocations for each category.

This budget is included in the Long Term Plan.

6.2. Sustainability and Climate Change Impacts

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

Providing good quality assets such as footpaths encourages alternate modes such as walking. Increased Public Transport use has the impact of reducing carbon emissions.

6.3 Risk Management

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

There is a risk that the programme may not meet expectations. This is mitigated by ensuring public feedback is taken into consideration when developing the programme.

6.4 Health and Safety

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

Any contractors undertaking condition assessment or physical works contracts will be required to be SiteWise registered and meet minimum score requirements appropriate for the risk of the work being undertaken.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

The Land Transport Act is relevant to this matter.

7.3. **Consistency with Community Outcomes**

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

Social

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

- *Council commits to promoting health and wellbeing and minimizing the risk of social harm to its communities.*
- *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.*
- *Our communities are able to access and enjoy natural areas and public spaces.*

Economic

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

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

7.4. **Authorising Delegations**

The Community Board has delegation to represent and acting as an advocate for the interests of its community.

The Utilities & Roding Committee is responsible for Roding and Transportation activities (including road safety, multimodal transportation and traffic control), and has authority to approve work programmes for works that the Council has budgeted a general level of expenditure for.

Proposed Roothing Capital Works Programme for Community Boards - 2025/26 and three indicative years

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Kerb and Channel Renewal						
Professional Fees			\$ 85,000	\$ 85,000	\$ 90,000	\$ 90,000
Leech PI (Bush St - end) - with footpath	North	Rangiora	\$ 30,000	-	-	-
Thorne PI (Ivory St - end) - with footpath	South	Rangiora	\$ 30,000	-	-	-
Seddon St (Kinley St to White St)	South	Rangiora	\$ 30,000	-	-	-
Seddon St (White St to Ayers St)	North	Rangiora	\$ 55,000	-	-	-
Akaroa Street (Hugh St - Ashley P)	East	Kaiapoi	\$ 130,000	-	-	-
Akaroa Street (Hugh St - Hodgson) with footpath	West	Kaiapoi	\$ 180,000	-	-	-
Williams Street (Beach to No 232) - with footpath	East	Kaiapoi	\$ 40,000	-	-	-
Murray Place - with footpath	Both	Kaiapoi	\$ 35,000	-	-	-
Bush St (South Belt - Bush St Reserve)	West	Rangiora	-	\$ 125,000	-	-
Kingsbury Ave (Windsor Crt - Regent Ave) - V Channel	South	Rangiora	-	\$ 50,000	-	-
Johns Rd (Green St - Bush St) - with footpath	South	Rangiora	-	\$ 20,000	-	-
White St (Johns Rd - Palmer St) - with footpath	East	Rangiora	-	\$ 40,000	-	-
White St (Palmer St - opposite Wiltshire PI) - with footpath	East	Rangiora	-	\$ 160,000	-	-
Johns Rd (Bush St - King St) - with footpath	South	Rangiora	-	\$ 60,000	-	-
Akaroa Street (Ashley Place - No. 76)	East	Kaiapoi	-	\$ 50,000	-	-
Akaroa Street (Ashley PI - Alpine Ln) - with footpath	West	Kaiapoi	-	\$ 30,000	-	-
Denchs Rd (Southbrook Rd - New Life School)- with footpath	North	Rangiora	-	-	\$ 50,000	-
Green St (Johns Rd - 22) with footpath	East	Rangiora	-	-	\$ 115,000	-
Otaki St (Ohoka Rd - Broom St / no. 21) - with footpath	West	Kaiapoi	-	-	\$ 135,000	-
Otaki St (Ohoka Rd - Broom St / no. 21) - with footpath	East	Kaiapoi	-	-	\$ 70,000	-
Bush St (Charles St - Watson PII)	West	Rangiora	-	-	\$ 45,000	-
Aquila St (East Belt to end) - with footpath	North	Rangiora	-	-	\$ 35,000	-
Blackett St (White to Kinley) - with footpath	North	Rangiora	-	-	\$ 40,000	-
Kinley St (Seddon St to end) - with footpath	East	Rangiora	-	-	-	\$ 130,000
Hills Street (Carew St to No. 15) - with footpath	West	Kaiapoi	-	-	-	\$ 40,000
Williams Street (Walkway to McIntosh PI to Blueskies) - with footpath	East	Kaiapoi	-	-	-	\$ 55,000
Cridland Street (Tunas to Bridge) - with footpath	North	Kaiapoi	-	-	-	\$ 110,000
Cridland Street (Tunas to Bridge) - with footpath	South	Kaiapoi	-	-	-	\$ 110,000
Bridge Street (Cridland to No. 3) - with Cridland St & footpath	West	Kaiapoi	-	-	-	-
Other Commitments			\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000
To be Allocated			\$ 4,165	\$ 13,243	\$ 33,571	\$ 85,156
Value of Work Programmed			\$ 660,000	\$ 665,000	\$ 625,000	\$ 580,000
Total Available Budget (including fees)			\$ 664,165	\$ 678,243	\$ 658,571	\$ 665,156
Footpath Renewal			25/26	26/27	27/28	27/28
Professional Fees			\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
West Belt (High to Blackett)	East	Rangiora	\$ 15,000	-	-	-
Leech PI (Bush St - end) - with K&C	North	Rangiora	\$ 20,000	-	-	-
Princess PI (Smith St - end)	East	Kaiapoi	\$ 45,000	-	-	-
Thorne PI (Ivory St - end) - with kerb & channel	South	Rangiora	\$ 15,000	-	-	-
Holcroft Crt (Seddon St- End)	Both	Rangiora	\$ 40,000	-	-	-
Fraser PI (No. 2 - end)	South	Rangiora	\$ 20,000	-	-	-

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Fraser Pl (No. 11 - end)	North	Rangiora	\$ 20,000	-	-	-
Akaroa Street (Hugh St - Hodgson) - with kerb and channel	West	Kaiapoi	\$ 110,000	-	-	-
Williams Street (Beach to No 232) - with K&C	East	Kaiapoi	\$ 20,000	-	-	-
Fuller St (Peraki St - opp Evans Pl) - with watermain	North	Kaiapoi	\$ 20,000	-	-	-
Murray Place - with K&C	West	Kaiapoi	\$ 15,000	-	-	-
Wiltshire Court (No. 3 - No. 21)	South	Rangiora		\$ 25,000	-	-
Bush St (South Belt - Bush St Reserve) - with K&C	West	Rangiora	-	\$ 55,000	-	-
White St (Johns to Palmers) - with kerb & channel	East	Rangiora	-	\$ 20,000	-	-
White St (Palmer to opp Wiltshire) - with kerb and channel	East	Rangiora	-	\$ 40,000	-	-
Johns Rd (Green St - Bush St) - with kerb & channel	South	Rangiora	-	\$ 45,000	-	-
Johns Rd (Bush St - King St) - with kerb and channel	South	Rangiora	-	\$ 30,000	-	-
Akaroa Street (Ashley Pl - Alpine) - with kerb & channel	West	Kaiapoi	-	\$ 30,000	-	-
Park St (High St - end)	West	Rangiora	-	\$ 40,000	-	-
Fuller St (Peraki St - No. 65)	South	Kaiapoi	-	\$ 50,000	-	-
Main North Rd (SH1) (Stalker Park to School)	West	Woodend	-	\$ 20,000	-	-
Albert St (High to Blackett)	East	Rangiora	-	-	\$ 65,000	-
Buckleys Rd (41-63)	West	Rangiora	-	-	\$ 20,000	-
Parkhouse Dr (Treffers Ave-End)	West	Rangiora	-	-	\$ 53,000	-
Coates Pl (no. 16 to end including cul-de-sac)	East	Rangiora	-	-	\$ 30,000	-
Blackett St (Ashley St to Railway)	North	Rangiora	-	-	\$ 20,000	-
Denchs Rd (Southbrook Rd - New Life School) (Opp. Marshall Rd) - with kerb & channel	North	Rangiora	-	-	\$ 25,000	-
Green St (Johns Rd - No. 22) - with kerb and channel	East	Rangiora	-	-	\$ 40,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	West	Kaiapoi	-	-	\$ 40,000	-
Hewitts Rd (Appleton Pl - No. 27/29)	South	Woodend	-	-	\$ 50,000	-
Hewitts Rd (Woodglenn Dr - Appleton Pl)	South	Woodend	-	-	\$ 30,000	-
Grove Pl (walkway)	East	Rangiora	-	-	\$ 27,000	-
Grove Pl (Kingsbury to End)	East	Rangiora	-	-	\$ 25,000	-
Upper Sefton Rd (no. 537- Railway St)	North	Sefton	-	-	\$ 35,000	-
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	East	Kaiapoi	-	-	\$ 35,000	-
Bush St (Charles St - Watson Pl) - with kerb & channel	West	Rangiora	-	-	\$ 30,000	-
Kingsbury Ave (Windsor Crt- Regent Ave)	North	Rangiora	-	-	\$ 20,000	-
Aquila St (East Belt to end) - with K&C	North	Rangiora	-	-	\$ 15,000	-
Blackett St (White to Kinley) - with K&C	North	Rangiora	-	-	\$ 12,000	-
Burt St (Albert - Ashley)	Both	Rangiora	-	-	-	\$ 40,000
Kinley St (Seddon St to end)	East	Rangiora	-	-	-	\$ 35,000
Banks Pl (South Belt to No. 4)	West	Rangiora	-	-	-	\$ 7,000
Buckley Rd (No. 11 - No. 17)	West	Rangiora	-	-	-	\$ 7,000
Tyler St (Durhan to Good)	South	Rangiora	-	-	-	\$ 20,000
White St (Whiltshire to Geddis)	West	Rangiora	-	-	-	\$ 10,000
Durham Street	East	Rangiora	-	-	-	\$ 5,000
Queen Street	North	Rangiora	-	-	-	\$ 25,000
Strachan Pl (No. 25 - No. 31)	West	Rangiora	-	-	-	\$ 10,000
Hills Street (Carew St to No. 15) - with K&C	West	Kaiapoi	-	-	-	\$ 12,000
Williams Street (No. 2 to Blueskies) - with K&C	East	Kaiapoi	-	-	-	\$ 10,000
Cridland Street (Tunas to Bridge) - with footpath	North	Kaiapoi	-	-	-	\$ 35,000

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Cridland Street (Tunas to Bridge) - with footpath	South	Kaiapoi	-	-	-	\$ 35,000
To be Allocated			\$ 14,254	\$ 873	\$ 15,210	\$ 382,482
Value of Work Programmed			\$ 380,000	\$ 395,000	\$ 612,000	\$ 251,000
Total Available Budget (including fees)			\$ 394,254	\$ 395,873	\$ 627,210	\$ 633,482
Minor Improvement Projects						
Minor Lighting						
Oxford Lighting Deficiencies (High St Oxford) CARRY OVER		Oxford	\$ 40,000	-	-	-
Oxford Lighting Deficiencies (High St Oxford)		Rangiora	\$ 25,000	-	-	-
Easterbrook / Fernside Rd		Fernside	-	\$ 15,000	-	-
Revells Rd / Church Bush Rd		Tuahiwi		\$ 15,000		
Harewood Rd / South Eyre Road		Oxford	-	-	\$ 25,000	-
Other Lighting Projects (TBC)			-		-	\$ 25,000
Minor Lighting - Budget			\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Carry Over Minor Lighting Budget from 2024/25			\$ 40,000			
Intersection Improvements						
Tram Rd / Earlys Rd Splitter Island (CARRY OVER)		West Eyreton	\$ 40,000	-	-	-
Swamp / Hodgsons / Stonyflat		Loburn	\$ 50,000	-	-	-
North Eyre Rd / Logan Road		Mandeville	\$ 50,000	-	-	-
Birch Hill Road / Bald Hills Road		Okuku	-	\$ 47,000	-	-
Easterbrook Rd / Fernside Rd		Fernside	-	\$ 50,000	-	-
Revells Rd / Church Bush Rd		Tuahiwi		\$ 18,000		
Ashley Road / Summer Hill Road		Cust	-	-	\$ 50,000	-
Ashley Gorge Road / Glentui Bush		Glentui	-	-	\$ 50,000	-
King Street / Charles Street		Rangiora				\$ 50,000
Amors Road / Upper Sefton Road		Sefton				\$ 50,000
Budget to be Allocated			\$ 20,000	-	\$ 20,000	\$ 20,000
Intersection Improvements - Budget			\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
Carry Over Intersection Improvements Budget (estimated)			\$ 40,000			
School Safety Project						
Clarkville School (Carry Over)		Clarkville	\$ 55,000	-	-	-
Rangiora High School (Carry Over)		Rangiora	\$ 50,000			
Townsend Rd Kea Crossing		Rangiora	\$ 30,000			
Pegasus School (Solander Road)		Pegasus	-	\$ 40,000	-	-
Other School Projects (TBC)			\$ 5,000	\$ 10,000	\$ 50,000	\$ 50,000
School Safety - Budget			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Carry Over School Safety Budget (estimated)			\$ 90,000			
Speed Treatments						
Cosgrove Street Line Marking (Carry Over)		Kaiapoi	\$ 1,500			
Oxford Speed Thresholds		Oxford	\$ 50,000	\$ 40,000	-	-
SIDS Signs					\$ 40,000	
Other Speed Projects TBC			-	\$ 10,000	\$ 10,000	\$ 50,000
Speed Treatments - Budget			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Carry Over Speed Treatment Budget (estimated)			\$ 1,500			

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Minor Works						
Ford Signage		Various	\$ 20,000	\$ 20,000	-	-
Soverign Palms & Arlington - Roundabout Signage		Kaiapoi	\$ 25,000	\$ 10,000	-	-
Kingsbury / Enverton Signage Upgrade		Rangiora	\$ 5,000			
Ashley Street footpath outside Cemetary		Rangiora		\$ 20,000		-
Blackett St Road Marking Improvements		Rangiora	-	-	\$ 30,000	-
Other Minor Works			-	-	\$ 20,000	\$ 50,000
Minor Works - Budget			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Carry Over Minor Works Budget (estimated)			-			
Walking and Cycling Projects						
Papawai Drive - cut-down opp reserve		Rangiora	\$ 5,000			
Ashley Street Pedestrian Refuge Replacement		Rangiora	\$ 20,000			
Woodend Footpath Improvements (widening)		Woodend	\$ 40,000	-	-	-
Rangiora Town Centre Pedestrian Crossings - Signs & Markings		Rangiora	\$ 5,000	-	\$ 20,000	\$ 20,000
Charles Upham Drive Refuge (near pre-school)		Rangiora	\$ 30,000			
Kaiapoi Roundabout Pedestrian Improvements (Ohoka Rd)		Kaiapoi	-	\$ 40,000		
Southbook Cycle Lane Safety Improvements - Delineation		Rangiora	-	\$ 20,000	-	-
Pegasus Footpath Connections		Pegasus		\$ 20,000	-	\$ 20,000
Pegasus Cycle Lanes at roundabouts		Pegasus	-	\$ 20,000	\$ 45,000	\$ 20,000
Peraki St / Carew St Ped Cutdowns		Kaiapoi	-		\$ 10,000	-
Sneyd / Cosgrove St Ped Cutdowns		Kaiapoi	-	-	\$ 10,000	-
Kings Ave Waikuku - Path link from Waikuku Beach Intersection to existing path		Waikuku			\$ 15,000	
Other Walking & Cycling Projects			-	-	-	\$ 40,000
Walking & Cycling - Budget			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Carry Over Walking & Cycling Budget (estimated)			-			
Roadside Hazard Removal						
Depot Road - Eyre River Bridge - Electronic Warning Signs		Oxford	\$ 70,000			
Carrs Road (RP 1050m) - Guardrail		Loburn	\$ 130,000			
Dixons Rd - (RP 1125) - Guardrail		Loburn		\$ 200,000		
Carrs Road (RP 6740m) - Guardrail		Loburn			\$ 200,000	
Birch Hill Road (RP 840) - Guardrail						\$ 200,000
Roadside Hazard Removal - Budget			\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Carry Over Roadside Hazard removal Budget (estimated)			-			
High Risk Intersection treatments						
Oxford Road - Mertons Road - Plasketts Road (carry over)			\$ 20,000			
South Eyre Road / Poyntz Road (carry over)			\$ 20,000			
South Eyre Road / Two Chain (carry over)			\$ 20,000			
Tram Road / No. 10 Road (carry over)			\$ 20,000			
Tram Road / South Eyre Rd / Giles Road (carry over)			\$ 20,000			
Depot Road / Woodstock Road (carry over)			\$ 20,000			
Mill Road / Ashworths Road (carry over)			\$ 20,000			
Two Chain Road / Swannanoa Road / Boundary Road / Main Drain Road (carry over)			\$ 20,000			
Tram Road / Earlys Road (carry over)			\$ 20,000			
Birch Hill Rd - Fishers Rd - Yaxleys Rd - Barkers Rd			\$ 20,000			

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Birch Hill Rd - Foothills Rd			\$ 20,000			
Harewood Rd - Wolffs Rd			\$ 20,000			
Oxford Rd - Carleton Rd			\$ 20,000			
Oxford Rd - Lilly Rd			\$ 20,000			
Pembertons Rd - Bruces Rd - Rangiora Leithfield Rd			\$ 20,000			
Upper Sefton Rd - Beatties Rd			\$ 20,000			
Upper Sefton Rd - Broad Rd			\$ 20,000			
Tram Rd - Edmunds Rd - Jacksons Rd			\$ 20,000			
Tram Rd - Chapmans Boundary Rd			\$ 20,000			
To be allocated			-	\$ 180,000	\$ 180,000	\$ 180,000
High Risk Rural Intersection Treatment - Budget			\$ 200,000	\$ 180,000	\$ 180,000	\$ 18,000
Carry Over High Risk Intersections Budget (estimated)			\$ 180,000			
Value of Work Programmed			\$ 1,146,500	\$ 775,000	\$ 775,000	\$ 775,000
Total Carry Over Budget for Minor Safety Programme (estimated)			\$ 351,500	-	-	-
Approved Annual Budget			\$ 795,000	\$ 775,000	\$ 775,000	\$ 775,000
Total Available Budget for Minor Safety Programme			\$ 1,146,500	\$ 775,000	\$ 775,000	\$ 920,000
New Footpaths						
Blake St (Durham to Good) - Carry Over from 2024/25 (under spend)			\$ 80,000			
Chinnerys Road (Reserve east entrance – Woodglen Dr) – west side		Woodend	-	\$ 70,000	-	-
Redwood Place (Start to end)		Oxford	-	\$ 30,000	-	-
Knight Street (Start to end)		Oxford	-	-	\$ 60,000	
Matai Place (Start to end)		Oxford	-	-	\$ 40,000	-
Woodfield Place (Start to end)		Woodend	-	-	-	\$ 40,000
Church Street - Past Anglican Church		Rangiora	-	-	-	-
To be allocated			\$ 20,000	-	-	\$ 60,000
Value of Work Programmed			\$ 80,000	\$ 100,000	\$ 100,000	\$ 40,000
Carry Over (estimated)			\$ 100,000	-		
Approved Annual Budget			\$ -	\$ 100,000	\$ 100,000	\$ 100,000
Total Available Budget (including fees)			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Bus Shelter Programme						
Professional Fees			\$ 8,000	\$ 10,000	\$ 10,000	\$ 12,000
Main North Rd (near Hewitts Rd) - 44469		Kaiapoi	\$ 18,000	-		
Williams St (near Davies St) - 13876		Kaiapoi	\$ 18,000	-		
Island Rd (near Barnard St) - 53401		Kaiapoi	\$ 18,000			
West Belt at BUPA Retirement Home - 54755		Rangiora	\$ 18,000		-	
Williams St near Coups - east - 15818		Kaiapoi	\$ 18,000			-
Bush St (near Watson Pl) - 51306		Rangiora		\$ 18,000		
King St (near Seddon St) - 44623		Rangiora		\$ 18,000		
Williams St near Ohoka Rd - east - 15255		Kaiapoi		\$ 18,000		-
High St near King St (north) - 47320		Rangiora		\$ 18,000		
Main North Road (near Williams Street) - 42260		Kaiapoi		\$ 18,000		
Barnard Street (Stop No. 54861)		Kaiapoi			\$ 18,000	
Main North Road (near Williams Street) - 42241		Kaiapoi			\$ 18,000	-

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Main North Road (near Williams Street) - 42260		Kaiapoi			\$ 18,000	
Bush St near Stratchen - 44794		Rangiora			\$ 18,000	
Adderly Tce near Sneyd St - 54835		Kaiapoi			\$ 18,000	
Williams St (near Carew St) 15792		Kaiapoi			\$ 18,000	
To be allocated			-	\$ 1,234	\$ 15,263	\$ 198,000
Value of Work Programmed			\$ 98,000	\$ 100,000	\$ 118,000	\$ 12,000
Approved Annual Budget (including fees)			\$ 98,000	\$ 101,234	\$ 133,263	\$ 210,000