

# Kaiapoi-Tuahiwī Community Board

## Agenda

**Monday 11 April 2022**

**5.00pm**

**ZOOM**

***Members:***

Jackie Watson (Chair)  
John Meyer (Deputy Chair)  
Neville Atkinson  
Al Blackie  
Brent Cairns  
Chris Greengrass  
Martin Pinkham

**AGENDA FOR THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD TO BE HELD VITUALY VIA ZOOM ON MONDAY 11 APRIL 2022 AT 5PM.**

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

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	<b><u>BUSINESS</u></b>	<i>PAGES</i>
1	<b><u>APOLOGIES</u></b>	
2	<b><u>CONFLICTS OF INTEREST</u></b>	
3	<b><u>CONFIRMATION OF MINUTES</u></b>	
3.1	<b><u>Minutes of the Kaiapoi-Tuahiwi Community Board – 21 March 2022</u></b>	6-16
	<i>RECOMMENDATION</i>	
	<b>THAT</b> the Kaiapoi-Tuahiwi Community Board:	
	(a) <b>Confirms</b> the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 21 March 2022, as a true and accurate record.	
3.2	<b><u>Matters Arising</u></b>	
4	<b><u>DEPUTATIONS AND PRESENTATIONS</u></b>	
4.1	<b><u>WHOW and AQNZ – Tony Joseph</u></b>	
	Tony Joseph from WHOW and AQNZ will update the Board on Aquapark in Kaiapoi.	
5	<b><u>ADJOURNED BUSINESS</u></b>	
	Nil.	
6	<b><u>REPORTS</u></b>	
6.1	<b><u>Approval to Consult on Speed Limit Review for - Smith Street, Kaiapoi – Shane Binder (Transportation Engineer)</u></b>	17-53
	<i>RECOMMENDATION</i>	
	<b>THAT</b> the Kaiapoi-Tuahiwi Community Board:	
	(a) <b>Receives</b> Report No. 220110001887.	
	<b>AND</b>	
	<b>RECOMMENDS</b> that the Council:	
	(b) <b>Approves</b> consultation being carried out on the proposed speed limit change summarised below:	

Location	Current (km/hr)	Proposed (km/hr)
Smith Street, from 60m east of the southbound SH1 off-ramp to the 50 km/hr limit east of the Cam River	80	50

- (c) **Notes** that consultation is proposed to be carried out in June and July 2022.
- (d) **Notes** that early engagement with Waka Kotahi is on-going and the results will be verbally communicated to the Council when the report is presented.
- (e) **Notes** that the results of the public consultation and the final speed limit proposals will be presented to the Community Board and then Council for further consideration.
- (f) **Notes** that any submission on the new proposed speed limit, including those from the New Zealand Police, Waka Kotahi, Te Ngāi Tuāhuriri Rūnanga, New Zealand Automobile Association, and New Zealand Road Transport Association, will be considered prior to presenting the final speed limit proposals.
- (g) **Notes** that any speed limit change will not be implemented before the traffic signal at Smith Street / Tunas Street is operational.

6.2 **Town Centre Lighting Concepts and Themes for Rangiora and Kaiapoi – Vanessa Thompson (Business & Centres Advisor)**

54-81

*RECOMMENDATION*

**THAT** the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards:

- (a) **Receive** Report No. 220223025061.
- (b) **Note** the appointment of Kevin Cawley from Total Lighting Ltd as the preferred lighting design consultant selected by the Town Centre Feature Lighting Working Group to create feature lighting design concepts for the Rangiora and Kaiapoi town centres.
- (c) **Note** the lighting concept designs for Rangiora and Kaiapoi have been included as attachments (i) and (ii).
- (d) **Note** the estimate lighting budgets included in the concept designs are out of date and are subject to future review when implementing any lighting recommendations from the concept designs.
- (e) **Endorses** the town centre lighting concept designs for Rangiora (Rangiora-Ashley Community Board) and Kaiapoi (Kaiapoi-Tuahiwi Community Board).

**AND**

- (f) **Recommends** that the Council approve the lighting concept designs as a general approach to future town centre lighting upgrades in Rangiora and Kaiapoi.

6.3 **Ratification of the Kaiapoi-Tuahiwi Community Board's submission to the Waimakariri District Council and Environmental Canterbury's Draft 2022/23 Annual Plans – Kay Rabe (Governance Advisor)**

82-88

*RECOMMENDATION*

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

- (a) **Receives** report No. 220322042262.
- (b) **Retrospectively ratifies** its submission to the Waimakariri District Council Draft Annual Plan 2022/23 (Trim Ref: 20317039243).
- (c) **Retrospectively ratifies** its submission to Environmental Canterbury's Draft Annual Plan 2022/23 (Trim Ref: 220317039332).

**7 CORRESPONDENCE**

Nil.

**8 CHAIRPERSON'S REPORT**

8.1 **Chairperson's Report for March 2022**

The Chairperson will give a verbal update.

*RECOMMENDATION*

**THAT** the Woodend-Sefton 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 2 March 2022 (Trim 220304031200)**
- 9.2 **Rangiora-Ashley Community Board Meeting Minutes 9 March 2022 (Trim 220308032770)**
- 9.3 **Kaiapoi-Tuahiwi Community Board Meeting Minutes 21 March 2022 (Trim 22032804547)**
- 9.4 **Land Acquisition 260 Revells Road – Report to Council Meeting 1 March 2022 – Circulates to the Kaiapoi-Tuahiwi Community Board.**
- 9.5 **Health Safety and Wellbeing Report March 2022 – Report to Council Meeting 1 March 2022 – Circulates to all Boards.**
- 9.6 **Libraries Update – Report to Community and Recreation Committee Meeting 15 March 2022 – Circulates to all Boards.**

*RECOMMENDATION*

**THAT** the Kaiapoi-Tuahiwi Community Board

- (a) **Receives** the information in Items 9.1 to 9.6.

**Note:**

- 1. *The links for Matters for Information were circulated separately to members.*

**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.*

**11 CONSULTATION PROJECTS**

**11.1 Migrant Experiences**

<https://letstalk.waimakariri.govt.nz/migrant-experiences>

**12 REGENERATION PROJECTS**

**12.1 Town Centre, Kaiapoi**

Updates on the Kaiapoi Town Centre projects are emailed regularly to Board members. These updates can be accessed using the link below:

<http://www.waimakariri.govt.nz/your-council/district-development/kaiapoi-town-centre>.

**13 BOARD FUNDING UPDATE**

**13.1 Board Discretionary Grant**

Balance as at 4 April 2022: \$3,627.

**13.2 General Landscaping Budget**

Balance as at 4 April 2022: \$25,430.

**14 MEDIA ITEMS**

**15 QUESTIONS UNDER STANDING ORDERS**

**16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

**NEXT MEETING**

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held on Monday 16 May 2022 at 5pm.

**Workshop**

- *Members Forum*

**MINUTES FOR THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD HELD VIA ZOOM ON MONDAY 21 MARCH 2022 AT 5PM.**

**PRESENT**

J Watson (Chairperson), N Atkinson, A Blackie, B Cairns and M Pinkham.

**IN ATTENDANCE**

P Redmond (Kaiapoi-Woodend Ward Councillor), S Stewart (Kaiapoi-Woodend Ward Councillor)  
C Brown (Manager Community and Recreation), G MacLeod (Community Greenspace Manager),  
G Stephens (Design and Planning Team Leader), T Stableford (Landscape Architect), S Morrow  
(Rates Officer – Land Information), K Rabe (Governance Advisor) and C Fowler-Jenkins  
(Governance Support Officer).

**1 APOLOGIES**

Moved: N Atkinson

Seconded: B Cairns

**THAT** apologies for absence be received and sustained from C Greengrass and J Meyer.

**CARRIED**

**2 CONFLICTS OF INTEREST**

Item 6.2 - B Cairns declared a conflict of interest as he was the current Chairperson of Kaiapoi Food Forrest Trust.

Item 6.3 J Watson declared a conflict of interest as she was the current Chairperson of Waimakariri Arts Trust.

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 21 February 2022**

Moved: J Watson

Seconded: A Blackie

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

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 21 February 2022, as a true and accurate record.

**CARRIED**

**3.2 Matters Arising**

Nil.

**4 DEPUTATIONS AND PRESENTATIONS**

Nil.

**5 ADJOURNED BUSINESS**

Nil.

## 6 REPORTS

### 6.1 Kaiapoi Riverbank Walkway and Memorial Reserve Update – V Thompson (Business and Centres Advisor), G MacLeod (Greenspace Manager) and H White (Intermediate Landscape Architect)

G MacLeod spoke to the report, noting that the Board held a workshop in February 2022 to discuss Draft Concept Plan. The Board indicated a preference for Option C, which was an extended version of Option B that was approved by the Board in November 2021. The Board had agreed to defer the project until a later date and submit a 2023/24 Long Term Plan request for the increased project budget.

J Watson noted the process seemed to be very straightforward and commented that it was good that Council staff listened to the fact the Board wanted to have the project deferred.

Moved: J Watson

Seconded: B Cairns

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

- (a) **Receives** Report No. 220216020391.
- (b) **Notes** that Draft Concept Plan – Option C was an extended version of Option B that was approved for further design by the Kaiapoi-Tuahiwi Community Board in November 2021.
- (c) **Notes** that consultation had taken place with the Kaiapoi Returned Services Association on Option C and Executive Committee members were largely supportive of the plan and proposed changes.
- (d) **Notes** that Option C (which includes extension of the reserve into Raven Quay, resolved kerb heights along Raven Quay, new terraces and lighting treatments) required a total budget of around \$271,000 (approximately \$136,000 more than the original project budget of \$135,000) if including the proposed lighting upgrades.
- (e) **Notes** that the Kaiapoi-Tuahiwi Community Board had considered Option C at a workshop and the recommendations in this report result from feedback provided by attending Board members.

**THAT** the Council:

- (f) **Recommends** that the 'Kaiapoi Riverbank Walkway and Memorial Reserve' project be deferred from 2021/22 until the 2023/24 Long Term Plan cycle and that Option C be submitted with a request for the full project budget at that time.

**CARRIED**

### 6.2 Kaiapoi Food Forest Structure Proposal – G MacLeod (Greenspace Manager)

G MacLeod advised that the Kaiapoi Food Forest had put forward a proposal to the Council's Greenspace Team to consider the installation of shelter at the food forest. He noted that the information received from the Council's Utilities and Roading Teams have indicated there could be significant costs in getting the toilet connected into a waste water system. The Trust would therefore be expected to pay Development Contribution associated with the instalment of the toilet. There were also some queries around the kind of toilet that would need and if a pump would be required.

J Watson noted the relationship between the food forest and the adjacent Church, and enquired if visitors to the food forest was still able to use the toilet facilities at the church. G MacLeod confirmed that the existing arrangement was that the people who went to the food forest could visit the church to utilise their facilities.

P Redmond sought confirmation that the Council had the authority to remit or waive Development Contributions bearing in mind the Council did own the site. G MacLeod commented that in the past Council had not been able to get the Development Contributions waived for some of the projects they had done. He would therefore have to enquire with the Council's Project Development Unit on this matter.

A Blackie asked if Council staff had considered a portalo. G MacLeod noted it was not an option that Council staff had discussed with the Trust, however, it would be something Council staff could look into.

N Atkinson noted given that the Council was focusing on sustainability, hence it support of the food forest, should a composting toilet not be considered. B Cairns explained the working of a composting toilet which had to be emptied on a regular basis and could become quite messy to deal with.

M Pinkham noted his surprise that Development Contributions were being considered, as the properties had already been subject to Development Contributions when they were first developed, and he understood that Development Contributions were only paid when a new lot was created. G MacLeod explained that Development Contributions had to be paid because new services needed to be created which would be an addition to the current system,

Moved: A Blackie                      Seconded: N Atkinson

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

- (a) **Receives** Report No. 220310034922.
- (b) **Approves** in principle the footprint of a shelter at the Kaiapoi Food Forest.
- (c) **Notes** that staff would work with the Kaiapoi Food Forest Trust (the Trust) to obtain detailed costs for the project including the proposed toilet and the requirement that this may have for them to pay Development Contributions. This was to fully assess the risk of the Trust requiring contributions to this project and understand what their funding strategy was as well as how they intend to fund ongoing maintenance of the shelter.
- (d) **Notes** that while staff support an education shelter, there remained risk and ongoing concern with the installation of a toilet at this location. Understanding the funding strategy and ongoing financial and operational risk was required prior to a toilet being approved.
- (e) **Notes** a subsequent report would be required once funding was in place and final design has been submitted by the Kaiapoi Food Forest Trust for consideration.
- (f) **Notes** that staff will work with the Kaiapoi Food Forest Trust to ensure that appropriate communication was sent out to the wider public should the shelter and toilet be supported by the Kaiapoi-Tuahiwi Community Board.
- (g) **Notes** that the erection of the shelter as stated by the License to Occupy was the responsibility of the Kaiapoi Food Forest Trust and the Council had no liability or responsibility to the operation of the shelter, other than if it poses a



health and safety risk, which the Kaiapoi Food Forest Trust would be instructed to rectify or mitigate.

- (h) **Notes** that there was public toilet provision located at the changing rooms on Norman Kirk Park within 300 metres of this proposal, hence a public toilet at this location would exceed Levels of Service.
- (i) **Notes** that the shelter once built would be owned and maintained by the Kaiapoi Food Forest Trust.

**CARRIED**

(Abstained: B Cairns)

N Atkinson commended the work being done by the food forest and he believed that this would be a great investment for the community.

P Redmond noted that the proposed structure was not so large that it would dominate the site, he therefore supported the installation of a shelter. He also thought that it would be advantageous to install a toilet for the educational groups.

### 6.3 **General Landscaping Budget – T Stableford (Landscape Architect)**

T Stableford spoke to the report, noting it was to provide further information on the potential projects to be considered for funding allocation from the Kaiapoi-Tuahiwi Community Board's General Landscaping Budget, as previously discussed with the Board. These projects were the insulation of a seat and planting at the Kaiapoi end of the Passchendaele walkway, the enhancement of the Kaiapoi Town Entrances, and finding a suitable location for a Raymond Herber Sculpture donated by the Waimakariri Arts Trust. She explained that the Kaiapoi Arts Trust had confirmed that they would prefer the Raymond Herber sculpture to be located in Kaiapoi, a suitable location was still being sought.

T Stableford also advised that the Kaiapoi Interpretive Signs project, for which the Board had previously approved \$20,000 was nearing its completion, however, the project needed \$300 more to complete the project.

N Atkinson questioned the \$3,200 allocated for the insulation of a seat and planting at the Kaiapoi end of the Passchendaele walkway. He advised that the Royal New Zealand Returned and Services' Association (RSA) were already installing seats along the Passchendaele walkway. It was noted that the money could be allocated to additional planting along the Passchendaele walkway.

With regards to Kaiapoi Town Entrances, B Cairns expressed is dismay about the state of the façade of the overhead bridge on Smith Street and the lack of maintenance of the garden area at the off-ramp. C Brown undertook to discuss the Board's concerns about the state of the Smith Street bride area with Waka Kotahi.

Moved: J Watson

Seconded: B Cairns

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

- (a) **Receives** Report No. 220310034611.
- (b) **Notes** that the Board currently had \$59,010 available in the 21/22 financial year General Landscaping Budget to allocate to projects within the Kaiapoi - Tuahiwi Ward.

- (c) **Approves** the allocation of \$45,810 towards the costs of upgrading the Kaiapoi Town Entrances from the Kaiapoi – Tuahiwi General Landscaping Budget.
- (d) **Approves** the allocation of \$10,000 towards the implementation of the Raymond Herber 'Wind swept tree Sculpture' from the Kaiapoi – Tuahiwi General Landscaping Budget.
- (e) **Notes** that the Royal New Zealand Returned and Services' Association (RSA) had donated \$1,000 towards the installation of a seat, planting and a tree at the Kaiapoi end of the Passchendaele Walkway.
- (f) **Notes** that staff would work with the Passchendaele Trust and RSA to determine the exact location of this seat and planting.
- (g) **Approves** the allocation of \$3,200 towards the remaining costs of purchase and installation/planting of the seat, plants and tree for the Passchendaele Walkway from the Kaiapoi – Tuahiwi General Landscaping Budget.
- (h) **Notes** that staff would work with the Board to determine designs for the Kaiapoi Town Entrances and implementation will occur in the 22/23 financial year.
- (i) **Notes** that staff would work with the Board to determine an appropriate location for the Raymond Herber sculpture.
- (j) **Notes** that the \$75,810 allocated towards the Town Entrances Project will be carried forward to be used in the 22/23 financial year.

**CARRIED**

(Abstained: J Watson)

J Watson commented that all the projects were worthy of funding. She asked if the Board wanted to discuss a location for the Raymond Herber sculpture now and noted that Kairaki Beach had been suggested as a location.

B Cairns commented that he was in favour of making Kaiapoi more beautiful and this funding would assist the process. He suggested that the Raymond Herber sculpture should be in a prominent place, with virtually no background such as an area on the overhead bridge. This would make a visual impact when people travelled into Christchurch.

N Atkinson expressed his pleasure that the Raymond Herber sculpture was to be installed in Kaiapoi. However, he did not agree with it being located near the motorway as it could distract motorists and Waka Kotahi did not like installing unnecessary structures on the side of the motorway. He thought that a good location for the sculpture may be a vacant piece of grass near the Rivertown Villas.

#### 6.4 **Road Naming – Lime Developments Limited – S Morrow (Rates Officer – Property Specialist)**

S Morrow noted that the Board's approval was being sought for two new street names in the Silverstream development in Kaiapoi. The land had been developed was known as 56 Adderley Terrace and the developer had chosen two names from the Pre-approved Road Naming List for Kaiapoi.

J Watson stated that was another name on the Pre-approved Road Naming List that may be more appropriate for this area of Kaiapoi, such as Waverly which was the

name of farm on the corner of Mill and Island Roads. S Morrow reiterated that the named had been the developer's choice.

N Atkinson noted in the report stated that Manu Whenua had an interest in the subject matter of this report. He questioned if Council staff had provide the Rūnanga with the opportunity to supply names for inclusion in the Pre-approved Road Naming List for Kaiapoi. S Morrow advised that usually the Rūnanga would only be consulted if a developer had suggested cultural sensitive names. He noted that the Council's Governance Team were now managing the lists on behalf of the Community Boards and it was something that they could look at in future.

M Pinkham commented that the Board had previously approved the name Silverstream Boulevard to about Lot 90 in the previous stage of the Silverstream development. He recommended that the Board may need to approve the extension of Silverstream Boulevard further to the east up to Lot 180 of stage 8a, otherwise the new road would not intersect with another road. S Morrow noted that would need to be named as a part of stage 8a.

Moved: J Watson

Seconded: B Cairns

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

- (a) **Receives** Report No. 220310034909.
- (b) **Approves** the following proposed road names for Roads 1 and 2 of Silverstream Stage 8a as shown on the attached plan.
  - 1. Bastings Street
  - 2. Waverly Street
- (c) **Approves** the extension of Silverstream Boulevard to where it joined Sneyd Street.
- (d) **Notes:** That the Community Board may replace any proposed names with a name of its choice.

**CARRIED**

6.5 **Application to the Kaiapoi-Tuahiwi Community Board's 2021/22 Discretionary Grant Fund – K Rabe (Governance Advisor)**

K Rabe advised she had warned the Clarkville Playcentre that their application may not be successful as the Board had previously declined a similar application from them. However, the Playcentre had insisted that the application be resubmitted to the Board without the inclusion of ground cover (bark) which could be considered a maintenance item.

Moved: A Blackie

Seconded: J Watson

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

- (a) **Receives** report No. 220307031635.
- (b) **Declines** the application from the Clarkville Playcentre.

**CARRIED**

J Watson commented that the Board's previous reasons for not previously granting funding to the Clarkville Playcentre were still valid, as the application was fundamentally the same. A Blackie concurred, noting that the ground cover (bark) was not the reason the funding was previously declined.

6.6 **Approval of the Kaiapoi-Tuahiwi Community Board Plan 2020-2022 – K Rabe (Governance Advisor)**

K Rabe advised that Community Board Plans were updated annually so they would remain current and useful as a document that highlighted the work being done by the Board.

Moved: J Watson

Seconded: N Atkinson

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

- (a) **Receives** report No. 220222023877.
- (b) **Approves** the updated Kaiapoi-Tuahiwi Community Board Plan 2020-2022 (Trim Ref: 220303030000).
- (c) **Authorises** the Chairperson to approve the final version of the Kaiapoi-Tuahiwi Community Board Plan 2020-2022, if any further minor editorial corrections were required.

**CARRIED**

7 **CORRESPONDENCE**

Nil.

8 **CHAIRPERSON'S REPORT**

8.1 **Chairperson's Report for February 2022**

- Youth Development Grant Committee Meeting – One application was received for funding but was declined.
- New exhibition at Art on the Quay.
- Waimakariri Arts Trust meeting organising the Kaiapoi Arts Expo.
- Waimakariri Public Arts Trust meeting – Raymond Herber sculpture.

Moved: J Watson

Moved: A Blackie

**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 2 February 2022 (Trim 220208015336)
- 9.2 Rangiora-Ashley Community Board Meeting Minutes 9 February 2022 (Trim 2202090244)
- 9.3 Woodend-Sefton Community Board Meeting Minutes 15 February 2022 (Trim 220218022525)
- 9.4 Stockwater Race Bylaw 2022 – Request for Adoption – Report to Council Meeting 1 February 2022 – Circulates to all Boards.

- 9.5 Chairpersons Report for the Period January – December 2021 – Report to Council Meeting 1 February 2021 – Circulates to all Boards.
- 9.6 Chairpersons Report for the Period January – December 2021 – Report to Council Meeting 1 February 2021 – Circulates to all Boards.
- 9.7 Chairpersons Report for the Period January – December 2021 – Report to Council Meeting 1 February 2021 – Circulates to all Boards.
- 9.8 Chairpersons Report for the Period January – December 2021 – Report to Council Meeting 1 February 2021 – Circulates to all Boards.
- 9.9 Wellbeing, Health and Safety Report February 2022 – Report to Council Meeting 1 February 2022 – Circulates to all Boards.
- 9.10 Kaiapoi Stormwater and Flooding Improvements – Funding of Additional Budget – Report to Council Annual Plan Meeting 2 February 2022 – Circulates to the Kaiapoi-Tuahiwi Community Board.
- 9.11 Kaiapoi Community Hub – 2022/23 Annual Plan Budget Submission – Report to Council Annual Plan Meeting 2 February 2022 – Circulates to the Kaiapoi-Tuahiwi Community Board.
- 9.12 Wastewater Treatment Plant Fencing Contract Completion – Report to Utilities and Roading Committee Meeting 22 February 2022 – Circulates to all Boards.

#### **PUBLIC EXCLUDED REPORTS**

- 9.13 Rangiora BNZ Corner Site (70 and 74 High Street) – Divestment Evaluation Panel – Report to Council Meeting 1 February 2022 – Circulates to all Boards.

Moved: J Watson

Seconded: B Cairns

**THAT** the Kaiapoi-Tuahiwi Community Board

- (a) **Receives** the information in Items 9.1 to 9.12.
- (b) **Receives** the public excluded information in item 9.13, which would remain in public excluded and which was circulated separately.

**CARRIED**

#### **10 MEMBERS' INFORMATION EXCHANGE**

##### **M Pinkham**

- Attended Community Wellbeing North Canterbury Trust Meeting – main topic was review of current programmes.
- Attended a Waimakariri District Council Briefing on water quality matters in Kaiapoi and Woodend.
- Attended a Kaiapoi Promotions Association Meeting – Primary topic was a draft programme for spring and summer.
- Attended a Community Wellbeing North Canterbury Trust Audit and Finance Meeting – Main focus of meeting was review of the budget and the recent awarding of additional support programmes from the Canterbury District Health Board.
- Prepared written comments for the Kaiapoi-Tuahiwi Community Board submissions to the Waimakariri District Councils and Environment Canterbury's Annual Plans.

### **A Blackie**

- Indigenous Planting Portfolio – one of the two bridges in the west end of Silverstream was approaching the project with the planning and the funding.
- The Waimakariri Public Arts Trust had approved a mural by a local artist on the toilet walls in Oxford.
- The restoration of the Pou at the gateway to Pegasus were finished.
- Bleachers had been installed at the softball diamond in Kaiapoi.
- A Shack at Pines Beach had been demolished as part of the forestry work and locals were unimpressed.
- Pegasus Bay Bylaw Committee – the Tua Tua problem on the beach had reemerged and a group of Auckland University students were going to be doing a study on the Tua Tua.
- The data from the observation Council ran at the Kairaki car park, there were 40,000 cars a year using the car park and of those 25% were going pat the car park onto the beach.

### **N Atkinson**

- On Facebook there was a post that Frisbee golf it was coming to Kaiapoi. He had been working with G Stephens to look at whether it could go into the domain or not because he could hopefully get it funded.

### **S Stewart**

- Arohatia Te Awa was progressing.
  - Council had applied to Land Information New Zealand (LINZ) some old deeds to land on the corner of the Revells Road Bridge.
  - Working to finalize access along the last property (211 Lower Camside Road, Kaiapoi).
  - There were 6,000 plants to plant and Environment Canterbury had just donated an additional 10,000 plants.
- There had been 598 service requests for drainage and flood relief following the May, December and February storms. Fifth-nine of those required detailed assessment and of those Kaiapoi was at the top of the list.

### **B Cairns**

- Annual Plan Submission Zoom.
- Neighborhood Support North Canterbury – over 1,000 new signups on the website and Gets Ready in eight months.
- Food Forest update.
  - Multiple visits from groups from as far as Timaru.
  - Scout groups had grown winter vegetable seedlings to plant out.
  - Major increase on numbers visiting on Wednesdays for the major food drop along with casual visits throughout the week.
  - Been invited to be a part of a Matariki event at the library.
  - An email from a recent group visit:
    - Checking this marvelous community effort yesterday for a group of elderly ladies to visit, not sure if any toilet facility? Perhaps even a portaloos would be nice for the rest of the summer.
- Local businesses – many were struggling with having to close for at least one day a week due to staff and covid.
- Food Secure North Canterbury – attended monthly meeting, in Canterbury they were working now with 21 food forests that were at various stages of development from Hanmer Springs to Timaru.

- Art on the Quay – March Exhibition.
- Attended a Three Waters Briefing.
- Attended an All Boards Briefing.
- Rivertown Café – Michael Hempseed presented about resilience.

### **P Redmond**

- Housing Working Group - Approved interim report to Council which included a very comprehensive list of recommendations for the way forward. It was noted that the Waimakariri District has 116 elderly persons units with 55 on waiting list. It was a small numbers, but there was high growth in list recently.
- Met with residents regarding flooding issues in Kaiapoi, which the Shovel Ready projects were expected to alleviate.
- Local Government Weekly Zoom meetings regarding the Future for Local Government - Focus now seemed to be on local governance and relationship with Central Government, democracy – roles and functions, treaty partnerships, leadership and elected members role fiscal sustainability and funding.
- Waimakariri Public Arts Trust Sip and Sculpture – Local artists at very successful event.
- Draft Annual Plan meeting – Draft Annual Plan approved for consultation which would close on April 4 2022.
- Rural and Provincial half day Zoom meeting - LGNZ Three Waters Working Group. They were tweaking existing model and not considering alternative models. Reporting to Minister on 7 March 2022.
- Compass FM Interview - Creative Communities Waimakariri applications being sought for new funding round.
- Zone 5 and 6 - Updates with no chat function.
- ECan Draft Annual Plan – Councillors Grant Edge and Clare McKay presented.
- Portfolio Update.
  - Building consents in February 2022 remain high, up on 2021. Building Unit under pressure but coping reasonably well. Approaching 2012-14 levels. In 2021 highest number of consents in Woodend (214) followed by Kaiapoi (194) and Rangiora (161). Pegasus 147.
  - Road to Zero Campaign launched by Waka Kotahi. Zero deaths and serious injuries by 2050, and 40% reduction by 2030. Suspicion prioritising speed reductions ahead of other options.

## **11 CONSULTATION PROJECTS**

### **11.1 Draft Annual Plan 2022/23**

<https://letstalk.waimakariri.govt.nz/draft-annual-plan-2022-23>  
Consultation closes Monday 4 April

### **11.2 Migrant Experiences**

<https://letstalk.waimakariri.govt.nz/migrant-experiences>

### **11.3 E-Scooters**

<https://letstalk.waimakariri.govt.nz/e-scooter-trial>  
Consultation runs throughout trial and closes in April 2022.

The Board noted the projects out for public consultation.

**12 REGENERATION PROJECTS****12.1 Town Centre, Kaiapoi**

Updates on the Kaiapoi Town Centre projects are emailed regularly to Board members. These updates can be accessed using the link below:  
<http://www.waimakariri.govt.nz/your-council/district-development/kaiapoi-town-centre>.

The Board noted the regeneration projects.

**13 BOARD FUNDING UPDATE****13.1 Board Discretionary Grant**

Balance as at 15 March 2022: \$3,627.

**13.2 General Landscaping Budget**

Balance as at 15 March 2022: \$25,430.

The Board noted the funding update.

**14 MEDIA ITEMS**

Nil.

**15 QUESTIONS UNDER STANDING ORDERS**

Nil.

**16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

Nil.

**NEXT MEETING**

The next meeting of the Kaiapoi-Tuahiwi Community Board would be held on Monday 11 April 2022 at 5pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 6.18pm.

CONFIRMED

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** RDG-31 / 220110001887

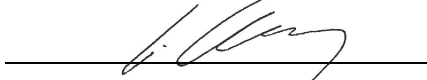
**REPORT TO:** KAIAPOI-TUAHIWI COMMUNITY BOARD

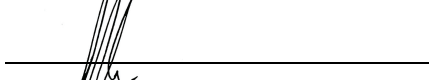
**DATE OF MEETING:** 11 April 2022

**AUTHOR(S):** Shane Binder, Transportation Engineer

**SUBJECT:** Approval to Consult on Speed Limit Review for - Smith Street, Kaiapoi

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

  
Department Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. The purpose of this report is to seek a recommendation from the Kaiapoi-Tuahiwi Community Board to consult on the proposed speed limit for Smith Street between its interchange with the SH1 motorway and the Cam River.
- 1.2. The reason for this speed limit review is due to the significant development which is planned to occur on the south side of Smith Street in this area, including soon-to-be-constructed traffic signals at Tunas Street and connecting footpaths. This will result in a rural speed limit in an urbanised area where vehicle and people movements have increased. The existing speed limit is considered inappropriate for the future needs of the area.
- 1.3. The proposed speed limit aligns with Waka Kotahi's Safe System Approach. This approach includes four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. To ensure safer speeds on the District's roads, the road controlling authority reviews speed limits to set safe and appropriate speeds.
- 1.4. The proposed speed limit has been assessed in accordance with the *Land Transport Rule: Setting of Speed Limits 2017* (Rule 54001/2017), which mandates the use of the *Waka Kotahi Speed Management Guide* (2016). For further information on the method for setting a safe and appropriate speed for a road, refer to Attachment i.
- 1.5. The recommended option is to approve public consultation on the proposed speed limit for Smith Street. This will enable engagement with both the public and key stakeholders, where they will be able to provide their opinions on the proposed change.

**Attachments:**

- i. Speed Limit Review – Briefing to U&R on the setting of Speed Limits 2021 (TRIM No. 210329051406)

**2. RECOMMENDATION**

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

- (a) **Receives** Report No. 220110001887.

And

**RECOMMENDS THAT** the Council:

- (b) **Approves** consultation being carried out on the proposed speed limit change summarised below:

Location	Current (km/hr)	Proposed (km/hr)
Smith Street, from 60m east of the southbound SH1 off-ramp to the 50 km/hr limit east of the Cam River	80	50

- (c) **Notes** that consultation is proposed to be carried out in June and July 2022.
- (d) **Notes** that early engagement with Waka Kotahi is on-going and the results will be verbally communicated to the Council when the report is presented.
- (e) **Notes** that the results of the public consultation and the final speed limit proposals will be presented to the Community Board and then Council for further consideration.
- (f) **Notes** that any submission on the new proposed speed limit, including those from the New Zealand Police, Waka Kotahi, Te Ngāi Tuāhuriri Rūnanga, New Zealand Automobile Association, and New Zealand Road Transport Association, will be considered prior to presenting the final speed limit proposals.
- (g) **Notes** that any speed limit change will not be implemented before the traffic signal at Smith Street / Tunas Street is operational.

### 3. **BACKGROUND**

- 3.1. Reductions in speed limits align with Waka Kotahi's road safety direction of a Safe System Approach. This approach recognises that people make mistakes and are vulnerable in a crash, with an intention of reducing the price paid for mistake (i.e., a reduction in deaths and serious injuries). The system itself focuses on four key aspects; safer vehicles, safer roads and roadsides, safer road users, and safer speeds. These are intended to be improved by driving safer cars, road controlling authorities developing safety projects and removal of roadside hazards, education/training and enforcement, and setting safe and appropriate speeds, respectively. As can be seen, reducing speed limits is not the only initiative in this approach; however, supports a key step in ensuring a safe system is developed.
- 3.2. Smith Street has been reviewed due to the urban development which has recently been consented for the south side, with construction expected to begin in the second half of 2022. This has resulted in a rural speed limit being designated in an urban residential and commercial setting. This urban setting has greater numbers of vehicle and people movements, coupled with an increase in the number of intersections and access-ways, as well as a new traffic signal. Increases to these factors correlates directly to an increase in the likelihood of a crash involving a motor vehicle, and at higher speeds, results in an increase of crash severity. Lower speeds in this area will enable vehicle drivers greater time to judge and enter the adjacent road, whilst also reduce the severity of a crash if one were to occur.
- 3.3. The Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017) mandates the use of the Waka Kotahi Speed Management Guide (2016) when proposing changes to speed limits on any local authority road.
- 3.4. The Waka Kotahi *Speed Management Guide* (2016) sets out a framework to assess safe and appropriate speed limits for different road environments. It also utilises the Infrastructure Risk Rating (IRR) Manual (2016) to assess hazards based on all

components of the road corridor, including but not limited to, traffic volume, carriageway alignment, lane widths, and the surrounding land use. Included in Attachment i is a presentation given to the Utilities & Roading Committee during a previous speed limit review describing the method used to determine the safe and appropriate speed for a section of road.

- 3.5. Smith Street is a straight sealed road with no horizontal alignment changes in the reviewed section. It has one through lane in each direction with a flush median for approximately half of the length. The section is mostly kerbed with a partial footpath on the south side and full roadway illumination.
- 3.6. The north side of Smith Street is a fully-developed residential neighbourhood; no large-scale changes are anticipated in the near future. The south side of Smith Street was recently partially developed with a gym, hardware store, and preschool, accessed via Hakarau Road, and a service station accessing directly onto Smith Street. There is also a recreational access to the Kaiapoi River and Passchendaele Trail.
- 3.7. At present, Smith Street, between the end of Waka Kotahi jurisdiction (60 m east of the southbound motorway intersection) and the existing 50 km/hr speed threshold as shown in this report in Figure 1, has the following characteristics, as measured in October 2020:
  - 3.7.1. Posted speed: 80 km/hr
  - 3.7.2. Operating speed (mean): 63 km/hr
  - 3.7.3. Operating speed (85th percentile): 70.7 km/hr
  - 3.7.4. Traffic volume (average daily traffic): 9,847

Figure One: Proposed Speed Limit Reduction Area (in blue)



- 3.8. As noted above in 3.2, there are a number of changes proposed to occur along Smith Street in this vicinity starting later in 2022, including:
  - 3.8.1. New commercial development in the land accessed by Hakarau Road on the south side of Smith Street, including a large grocery store and large department store

- 3.8.2. New traffic signal at Tunas Street with a new road connection to Hakarau Road, expecting to accommodate high volumes of turning traffic to/from the new commercial development
- 3.8.3. New footpaths along the south side of Smith Street, north to Tunas Street, and south to Hakarau Road, connecting with existing footpaths in the residential neighbourhood on the north side of Smith Street and the Passchendaele Trail to the south
- 3.8.4. Potential upgrades and/or relocation of the existing public transport stops to cater for the expected increase in ridership from the new commercial development
- 3.9. It is therefore considered suitable to review the existing speed limit in this portion of Smith Street for safety and appropriateness.

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

- 4.1. The Community Board has the following options available to them:
- 4.2. Option 1: Approve consultation for the speed limit proposed for Smith Street

This option involves the approval of this report and authorisation granted to staff to undertake consultation on the proposed speed limit.

This is the recommended option because it allows members of the public and key stakeholders to provide feedback on whether a lower speed limit would be suited to Smith Street and ensures the RCA is fulfilling its duty under the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017) for setting safe and appropriate speeds on local roads.

- 4.3. Option 2: Decline consultation for the speed limit proposed for Smith Street

The Community Board and Council may wish to decline the approval of this report and prevent consultation occurring on the proposed speed limit change.

This is not the recommended option because the RCA may be perceived as not fulfilling its duty under the Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017) for setting safe and appropriate speeds on local roads. This could result in legal action from Waka Kotahi and/or the Ministry of Transport.

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

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

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

#### **5. COMMUNITY VIEWS**

- 5.1. **Mana whenua, Groups, and Organisations**

The key stakeholders in this process include the New Zealand Police, New Zealand Automobile Association, New Zealand Road Transport Association, Te Ngāi Tuāhuriri Rūnanga, and Waka Kotahi. As designated by 54001/2017, the road controlling authority must approach these key stakeholders for specific feedback on the proposed speed change. This will occur alongside public consultation.

## 5.2. **Wider Community**

The wider community will be consulted with once approval is received from Council. This is in accordance with Rule 54001/2017, which requires the RCA to consult with and consider public feedback.

The community will be informed of the consultation process through social media, advertisements in local newspapers, and announcements on the Council website. In addition to this, residents and businesses on Tunas Street, Camleigh Close, and Hakarau Road will be informed of the consultation through a letter drop. The public consultation will be undertaken through Council's existing online forum (Let's Talk Waimakariri).

The results from the public consultation and the final speed limit proposals will be presented to the Community Board and then Council for approval.

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

### 6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. The majority of the cost associated with changing the speed limit is signage. This includes relocating the existing threshold signs and the addition of two repeater signs where required. It is estimated that this will cost approximately \$2,000 and will be funded through the Subdivision Contribution budget as this change is a result of development.

This budget is not included in the Annual Plan/Long Term Plan.

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

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

### 6.3 **Risk Management**

There are no direct risks arising from the adoption/implementation of the recommendations in this report. If the speed limit is reduced, the risk and magnitude of traffic crashes along the corridor is expected to lessen.

Note that early engagement with Waka Kotahi on the proposed speed limit change is ongoing and there is a minor risk that Waka Kotahi staff will not grant approval for the proposal. The results of this engagement will be verbally communicated to the Council when the report is presented.

### 6.3 **Health and Safety**

There are no perceived health and safety risks of consulting on these proposed speed limits; any reduction in the speed limit, if ultimately approved, is expected to reduce the risk of death or serious injury from traffic crashes.

## 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

- 7.2.1. The *Land Transport Rule: Setting of Speed Limits 2017* (Rule 54001/2017) outlines the responsibility of the road controlling authority in Clause 2.2(1) and its obligations to consult on proposed speed limits in Section 2.5. Furthermore, it requires that permanent speed limits are set by bylaw.
- 7.2.2. Section 145 of the Local Government Act (2002) enables the Council to make a bylaw for its district, in order to protect, promote, and maintain public health and safety.
- 7.2.3. The Speed Limit Bylaw (2009) enables the Council to set speed limits by Council resolution on roads which are within Council jurisdiction.

## 7.3. Consistency with Community Outcomes

The following community outcomes are relevant to the actions arising from recommendations in this report:

- 7.3.1. There is a safe environment for all
- Harm to people from natural and man-made hazards is minimised.
  - Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.
- 7.3.2. Transport is accessible, convenient, reliable and sustainable
- The standard of our District's roads is keeping pace with increasing traffic numbers.

## 7.4. Authorising Delegations

Per Part 3 of the WDC *Delegations Manual*, the Community Boards are responsible for considering any matters of interest or concern within their ward area.

The Council are responsible for approving any changes to speed limits.

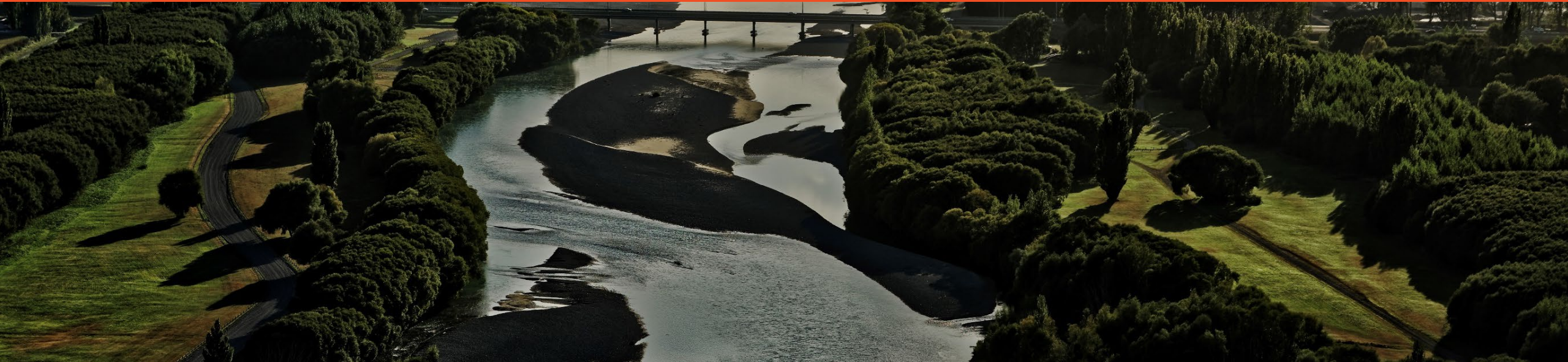


# Speed Limit Reviews

## Briefing to U&R

Joanne McBride – Roading & Transport Manager  
Allie Mace-Cochrane – Graduate Engineer

April 2021



# Documents

## Statutory Document

- **Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017)**

## Waka Kotahi Guidance

- **New Zealand Speed Management Guide 2016**
- **Infrastructure Risk Rating Manual**

Note. The statute and guidance documentation are all based on the 'Safe System' approach.



# Safe System Approach



# Legislation

**Clause 1.3(c). The purpose of this Rule is to require road controlling authorities, when reviewing speed limits, to decide which speed limit is safe and appropriate for a road.**

**The process for reviewing a road is outlined in the following slides.**

# Process Overview

- 1. RCA identifies roads where the speed limit should be reviewed**
- 2. RCA investigates the identified roads**
- 3. Safe and appropriate speeds are calculated for each road**
- 4. Comparison made with Waka Kotahi database**
- 5. Report to Community Boards and Council for approval to consult**
- 6. Consult with the public and key stakeholders**
- 7. Compile and assess results, taking recommendations back to the Community Boards, and Council**
- 8. Implement the new speed limit**

# Investigation of Identified Roads

## Physical Data

- Road stereotype
- Alignment
- Lane width
- Shoulder width
- Roadside hazards
- Surrounding land use
- Intersection density
- Access Density

## Surveyed Data

- Traffic volume
- Traffic speed (mean & 85<sup>th</sup> percentile)
- Crash data (CAS database)
- One Network Road

Classification (Mega Maps)

# Obtaining Physical Data

- **Site Visits**
  - **Drive through of road length**
  - **Measurement of shoulder and lane width**
  - **Measurement of distance from carriageway to roadside hazards**
  - **Measurement of distance between roadside hazards**
- **Desktop Data**
  - **Number of intersections**
  - **Number of accesses**

# Obtaining Surveyed Data

- **Traffic volume and speed data obtained from district-wide count surveys and/or Waka Kotahi's Mega Maps**
- **Crash data obtained from Waka Kotahi's Crash Analysis System (CAS) database**
- **One Network Road Classification (ONRC) obtained from Mega Maps**

# Infrastructure Risk Rating Model – Manual Calculation

## Categories

- Road Stereotype
- Alignment
- Carriageway
- Roadside Hazard (split into left-hand & right-hand)
- Land Use
- Intersection Density per km
- Access Density per km
- Traffic Volume

## Process

1. A risk score is obtained for each category

(The risk score for the roadside hazards used in the equation is the mean of the left-hand and right-hand side scores)

2. All risk scores are multiplied together to obtain the infrastructure risk rating (IRR)
3. Risk rating corresponds to a risk band in either the urban or rural designations

# IRR Risk Bands

IRR Score	Rural	Urban
0 to <0.8	Low	Low
0.8 to <1.2	Low-Medium	Low
1.2 to <1.6	Medium	Low
1.6 to <2.0	Medium-High	Low-Medium
2.0 to <2.4	High	Medium
2.4 to <2.8	High	Medium-High
2.8+	High	High

(Infrastructure Risk Rating Manual, 2016)



# Road Safety Metric

- **Considers collective (DSI per kilometre) and personal risk (risk to an individual of DSI per 100 million vehicle km) over five and ten years**
- **Variables include the number of fatal and serious crashes, length, time period, and the annual daily traffic for a specific road**
- **Included in the New Zealand Road Assessment Programme (KiwiRAP)**

# Road Safety Metric Risk Bands

RISK RATING	COLLECTIVE RISK Average annual fatal and serious injury crashes per km	PERSONAL RISK Average annual fatal and serious injury crashes per 100 million vehicle-km	COLOUR
Low	$\leq 0.039$	$< 4$	Green
Low-medium	$0.04 \leq 0.069$	$4 \leq 4.9$	Yellow
Medium	$0.07 \leq 0.10$	$5 \leq 6.9$	Orange
Medium-high	$0.11 \leq 0.189$	$7 \leq 8.9$	Red
High	$0.19+$	$9+$	Black

(KiwirAP, 2008)

# ONRC in the Waimakariri District

- **Class 1 (high volume national roads): no roads meet this classification**
- **Class 2 (arterial roads): small number of roads meet this classification (e.g. Flaxton Rd & Skewbridge Rd)**
- **Class 3 (primary and secondary collectors): a greater number of roads meet this classification (e.g. South Eyre Rd)**
- **Class 4 (access roads): the majority of the districts roads are in this classification (e.g. O'Roarkes Rd)**

# Combined Assessment

- **IRR, collective, and personal risk bands are required, alongside the ONRC and land use definition**
- **Table 2.1 or 2.2, from the Speed Management Guide, is used to determine the safe and appropriate speed for a road based off the prior factors, where either the IRR or road safety metric will be the governing factor**
- **For sense checking, this is compared with the safe and appropriate speed generated from the Mega Maps Assessment Tool**
- **A comparison is made between the current posted speed limit and the assessed speed limit**

# Speed Management Guide Table – Urban and Rural Classifications

Table 2.1: Proposed Safe and Appropriate Speeds classification method – Urban Roads

Function / Feature	Road safety metric	Infrastructure Risk Rating	Safe and Appropriate Speed (km/h)
<ul style="list-style-type: none"> <li>ONRC is Class 1 or 2</li> <li>Identified as a Freight Priority Route in a Network Operating Framework</li> <li>Limited Access Road controls</li> <li>Median Divided</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk ≤ Low–Medium;</li> </ul>	<ul style="list-style-type: none"> <li>'Low' or 'Low–Medium'</li> </ul>	<ul style="list-style-type: none"> <li>80</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 or 2</li> <li>Non-commercial<sup>2</sup> adjacent land use</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk ≤ Medium;</li> </ul>	<ul style="list-style-type: none"> <li>'Low' or 'Low–Medium'</li> </ul>	<ul style="list-style-type: none"> <li>60</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 or 2</li> <li>Non-commercial<sup>2</sup> adjacent land use</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>Any IRR</li> </ul>	<ul style="list-style-type: none"> <li>50</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Primary Collector</li> <li>Residential adjacent land use</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk ≤ Medium–High</li> </ul>	<ul style="list-style-type: none"> <li>Low to Medium</li> </ul>	<ul style="list-style-type: none"> <li>50</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>Non-commercial and non-residential adjacent land use</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk ≤ Medium–High</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>50</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>CBD/town centre</li> <li>Residential neighbourhoods</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'low' to 'Medium–High'</li> </ul>	<ul style="list-style-type: none"> <li>40</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>CBDs or town centres with high place function and concentration of active road users</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'High'</li> </ul>	<ul style="list-style-type: none"> <li>30</li> </ul>
<ul style="list-style-type: none"> <li>Parks</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>Any rating</li> </ul>	<ul style="list-style-type: none"> <li>20</li> </ul>
<ul style="list-style-type: none"> <li>Shared spaces with high place function and concentration of active road users</li> <li>Car parks</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>Any rating</li> </ul>	<ul style="list-style-type: none"> <li>10</li> </ul>

Note 1: HRIG – NZ Transport Agency High-Risk Intersection Guide, 2013

Note 2: Commercial land use excludes Industrial land use activities.

Note 3: No road safety metrics are used in the assessment of roads with a safe and appropriate speed of 40km/h or less, but the corridor's look and feel should be conducive to achieving the safe and appropriate

Table 2.2 Proposed Safe and Appropriate Speeds classification method – Rural Roads (incl rural towns)

Function / Feature	Road Safety Metric	Infrastructure Risk Rating	Safe and Appropriate Speed (km/h)
<ul style="list-style-type: none"> <li>ONRC is Class 1</li> <li>Median Divided and at least 2 lanes in each direction</li> <li>No direct property access</li> <li>Grade separated intersections</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk ≤ Low–Medium;</li> <li>Collective Risk ≤ Medium–High;</li> </ul>	<ul style="list-style-type: none"> <li>'Low'</li> </ul>	<ul style="list-style-type: none"> <li>110<sup>7</sup></li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 – 3</li> <li>Sealed road</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk ≤ Medium;</li> <li>Collective Risk ≤ Medium–High;</li> </ul>	<ul style="list-style-type: none"> <li>'Low' or 'Low–Medium'</li> </ul>	<ul style="list-style-type: none"> <li>100</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk ≤ Medium–High;</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>80</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>Not in a rural town<sup>2</sup></li> <li>Sealed road</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'Low' to 'High'</li> </ul>	<ul style="list-style-type: none"> <li>&lt;80</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>Not in a rural town<sup>2</sup></li> <li>Unsealed road</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'Low' to 'High'</li> </ul>	<ul style="list-style-type: none"> <li>&lt;80</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 – 2</li> <li>Rural town<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk ≤ Low–Medium</li> <li>Collective Risk ≤ Medium–High</li> </ul>	<ul style="list-style-type: none"> <li>'Low' or 'Low–Medium'</li> </ul>	<ul style="list-style-type: none"> <li>80</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 – 3</li> <li>Rural town<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk ≤ Medium</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>60</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC rural town<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk ≤ Medium–High,</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>50</li> </ul>
<ul style="list-style-type: none"> <li>Rural town<sup>2</sup></li> <li>High place function and concentration of active road users</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'Low' to 'Medium–High'</li> <li>Or 'High'</li> </ul>	<ul style="list-style-type: none"> <li>&lt;50</li> </ul>

Note 1: HRIG – NZ Transport Agency High-Risk Intersection Guide, 2013

Note 2: Not classified as Urban according to Statistics New Zealand definition.

(New Zealand Speed Management Guide, 2016)

# Final Speed Limit

- **Based on the combined assessment, a new speed limit is determined or the current one is maintained**
- **Once approved by Council, public consultation can occur**

# Example – Johns Road, 70 km/h Zone Past Acacia Ave

## Site Visit



## Notes

- Drive through noted a straight sealed road with no horizontal alignment changes, power poles on the left-hand side, street lights on the right-hand side, and an open drain on the left-hand side.
- Area is urban on the north side.
- Shoulder width = 0.5 m
- Lane width = 3.5 m
- Distance to power pole = 3.0 m
- Distance to open drain = 3.0 m
- Distance to street lights = 2.5 m
- Power pole spacing ~ 50.0 m
- Posted speed limit = 70 km/h

# Example – Johns Road, 70 km/h Zone Past Acacia Ave

## Desktop Data

- Length of road section = 0.5 km
- Number of accesses = 15
- Number of intersections = 3

## Surveyed Data

- Traffic volume = 1787 vehicles/day
- Mean traffic speed = 82.8 km/h
- 85<sup>th</sup> percentile speed = 95.0 km/h
- Serious crashes = 0 (5 years); 0 (10 years)
- Fatal crashes = 0 (5 years); 0 (10 years)
- ONRC = Primary Collector (Class 3)



# Example – Johns Road, 70 km/h Zone Past Acacia Ave

## Risk Scores

- Road stereotype – two lane undivided  
RS = 3.70
- Alignment – straight  
RS = 1.00
- Carriageway – 3.5 m lane (medium);  
0.5 m shoulder (narrow)  
RS = 1.45
- Roadside hazards – RHS: moderate;  
LHS: Severe  
RS (RHS) = 1.43; RS (LHS) = 2.80
- Land use – urban residential  
RS = 3.00
- Intersection density – 5 to <10  
intersections/km  
RS = 2.60
- Access density – 20+ accesses/km  
RS = 1.30
- Traffic volume – 1000 to <6000 veh/day  
RS = 1.40

# **Example – Johns Road, 70 km/h Zone Past Acacia Ave**

- **IRR = 2.21 (medium)**
- **Collective risk = 0.00 (low)**
- **Personal risk = 0.00 (low)**
  
- **These results correspond to a 50 km/h safe and appropriate speed**
- **Mega Maps also suggests a safe and appropriate speed of 50 km/h**
- **It is recommended that the speed limit is dropped from 70 km/h to 50 km/h**

# Example – Johns Road, 70 km/h Zone Past Acacia Ave

IRR Score	Rural	Urban
0 to <0.8	Low	Low
0.8 to <1.2	Low-Medium	Low
1.2 to <1.6	Medium	Low
1.6 to <2.0	Medium-High	Low-Medium
2.0 to <2.4	High	Medium
2.4 to <2.8	High	Medium-High
2.8+	High	High

RISK RATING	COLLECTIVE RISK Average annual fatal and serious injury crashes per km	PERSONAL RISK Average annual fatal and serious injury crashes per 100 million vehicle-km
Low	$\leq 0.039$	$< 4$
Low-medium	$0.04 \leq 0.069$	$4 \leq 4.9$
Medium	$0.07 \leq 0.10$	$5 \leq 6.9$
Medium-high	$0.11 \leq 0.189$	$7 \leq 8.9$
High	$0.19+$	$9+$

Table 2.1: Proposed Safe and Appropriate Speeds classification method – Urban Roads

Function / Feature	Road safety metric	Infrastructure Risk Rating	Safe and Appropriate Speed (km/h)
<ul style="list-style-type: none"> <li>ONRC is Class 1 or 2</li> <li>Identified as a Freight Priority Route in a Network Operating Framework</li> <li>Limited Access Road controls</li> <li>Median Divided</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Low-Medium;</li> </ul>	<ul style="list-style-type: none"> <li>'Low' or 'Low-Medium'</li> </ul>	<ul style="list-style-type: none"> <li>80</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 or 2</li> <li>Non-commercial adjacent land use</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium;</li> </ul>	<ul style="list-style-type: none"> <li>'Low' or 'Low-Medium'</li> </ul>	<ul style="list-style-type: none"> <li>60</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 or 2</li> <li>Non-commercial adjacent land use</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>Any IRR</li> </ul>	<ul style="list-style-type: none"> <li>50</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Primary Collector</li> <li>Residential adjacent land use</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium-High</li> </ul>	<ul style="list-style-type: none"> <li>Low to Medium</li> </ul>	<ul style="list-style-type: none"> <li>50</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>Non-commercial and non-residential adjacent land use</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium-High</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>50</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>CBD/town centre</li> <li>Residential neighbourhoods</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'low' to 'Medium-High'</li> </ul>	<ul style="list-style-type: none"> <li>40</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>CBDs or town centres with high place function and concentration of active road users</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'High'</li> </ul>	<ul style="list-style-type: none"> <li>30</li> </ul>
<ul style="list-style-type: none"> <li>Parks</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>Any rating</li> </ul>	<ul style="list-style-type: none"> <li>20</li> </ul>
<ul style="list-style-type: none"> <li>Shared spaces with high place function and concentration of active road users</li> <li>Car parks</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>Any rating</li> </ul>	<ul style="list-style-type: none"> <li>10</li> </ul>

Note 1: HRIG - NZ Transport Agency High-Risk Intersection Guide, 2013

Note 2: Commercial land use excludes Industrial land use activities.

Note 3: No road safety metrics are used in the assessment of roads with a safe and appropriate speed of 40km/h or less, but the corridor's look and feel should be conducive to achieving the safe and appropriate

# Example – Johns Road, 100 km/h Zone from Urban Limit to Swannanoa Road

## Site Visit



## Notes

- Drive through noted a straight sealed road with no horizontal alignment changes, power poles alternate between sides, and an open drain which alternates on both sides (shallow when on LHS and deeper on the RHS).
- Shoulder width = 0.5 m
- Lane width = 3.5 m
- Distance to power pole = 4.5/3.0/2.5 m
- Distance to open drain = 5.0/4.0 m
- Power pole spacing ~ 80.0 m
- Posted speed limit = 100 km/h

# Example – Johns Road, 100 km/h Zone from Urban Limit to Swannanoa Road

## Desktop Data

- Length of road section = 4.0 km
- Number of accesses = 35
- Number of intersections = 4

## Surveyed Data

- Traffic volume = 2760 vehicles/day
- Mean traffic speed = 44.5 km/h (25 m from Plaskett Rd intersection)
- 85<sup>th</sup> percentile speed = 50.6 km/h (25 m from Plaskett Rd intersection)
- Serious crashes = 2 (5 years); 3 (10 years)
- Fatal crashes = 0 (5 years); 0 (10 years)
- ONRC = Primary Collector (Class 3)

# Example – Johns Road, 100 km/h Zone from Urban Limit to Swannanoa Road

## Risk Scores

- Road stereotype – two lane undivided  
RS = 3.70
- Alignment – straight  
RS = 1.00
- Carriageway – 3.5 m lane (medium);  
0.5 m shoulder (narrow)  
RS = 1.45
- Roadside hazards – RHS: moderate;  
LHS: moderate  
RS (RHS) = 1.43; RS (LHS) = 1.43
- Land use – rural residential  
RS = 1.50
- Intersection density – 1 to <2  
intersections/km  
RS = 1.15
- Access density – 5 to <10 accesses/km  
RS = 1.06
- Traffic volume – 1000 to <6000 veh/day  
RS = 1.40

# Example – Johns Road, 100 km/h Zone from Urban Limit to Swannanoa Road

- **IRR = 1.29 (medium)**
- **Collective risk = 0.09 (medium)**
- **Personal risk = 8.69 (medium-high)**
  
- **These results correspond to an 80 km/h safe and appropriate speed**
- **Mega Maps also suggests a safe and appropriate speed of 80 km/h**
- **It is recommended that the speed limit is dropped from 100 km/h to 80 km/h**

# Example – Johns Road, 100 km/h Zone from Urban Limit to Swannanoa Road

IRR Score	Rural	Urban
0 to <0.8	Low	Low
0.8 to <1.2	Low-Medium	Low
1.2 to <1.6	Medium	Low
1.6 to <2.0	Medium-High	Low-Medium
2.0 to <2.4	High	Medium
2.4 to <2.8	High	Medium-High
2.8+	High	High

RISK RATING	COLLECTIVE RISK Average annual fatal and serious injury crashes per km	PERSONAL RISK Average annual fatal and serious injury crashes per 100 million vehicle-km
Low	$\leq 0.039$	<4
Low-medium	$0.04 \leq 0.069$	$4 \leq 4.9$
Medium	$0.07 \leq 0.10$	$5 \leq 6.9$
Medium-high	$0.11 \leq 0.189$	$7 \leq 8.9$
High	0.19+	9+

Table 2.2 Proposed Safe and Appropriate Speeds classification method – Rural Roads (incl rural towns)

Function / Feature	Road Safety Metric	Infrastructure Risk Rating	Safe and Appropriate Speed (km/h)
<ul style="list-style-type: none"> <li>ONRC is Class 1</li> <li>Median Divided and at least 2 lanes in each direction</li> <li>No direct property access</li> <li>Grade separated intersections</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Low-Medium;</li> <li>Collective Risk <math>\leq</math> Medium-High;</li> </ul>	<ul style="list-style-type: none"> <li>'Low'</li> </ul>	<ul style="list-style-type: none"> <li>110<sup>7</sup></li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 – 3</li> <li>Sealed road</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium;</li> <li>Collective Risk <math>\leq</math> Medium-High;</li> </ul>	<ul style="list-style-type: none"> <li>'Low' or 'Low-Medium'</li> </ul>	<ul style="list-style-type: none"> <li>100</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium-High;</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>80</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>Not in a rural town<sup>2</sup></li> <li>Sealed road</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'Low' to 'High'</li> </ul>	<ul style="list-style-type: none"> <li>&lt;80</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>Not in a rural town<sup>2</sup></li> <li>Unsealed road</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'Low' to 'High'</li> </ul>	<ul style="list-style-type: none"> <li>&lt;80</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 – 2</li> <li>Rural town<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Low-Medium</li> <li>Collective Risk <math>\leq</math> Medium-High</li> </ul>	<ul style="list-style-type: none"> <li>'Low' or 'Low-Medium'</li> </ul>	<ul style="list-style-type: none"> <li>80</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 – 3</li> <li>Rural town<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>60</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC rural town<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium-High,</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>50</li> </ul>
<ul style="list-style-type: none"> <li>Rural town<sup>2</sup></li> <li>High place function and concentration of active road users</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'Low' to 'Medium-High'</li> <li>Or 'High'</li> </ul>	<ul style="list-style-type: none"> <li>&lt;50</li> </ul>

Note 1: HRIG – NZ Transport Agency High-Risk Intersection Guide, 2013

Note 2: Not classified as Urban according to Statistics New Zealand definition.



# Example – Earlyys Road, Cust Urban Limits to West Eyreton Urban Limits

## Site Visit



## Notes

- Drive through noted a straight sealed road with vertical alignment changes rather than horizontal (reduced site distance in-between vertical alignment changes), multiple culvert road crossings, power poles on the left-hand side, and deep drains alternating sides
- Shoulder width = 0.0 m
- Lane width = 3.0 m
- Distance to power pole = 3.0 m
- Distance to open drain ~ 6.0 m
- Power pole spacing ~ 70.0 m
- Posted speed limit = 100 km/h

# Example – Earlyls Road, Cust Urban Limits to West Eyreton Urban Limits

## Desktop Data

- Length of road section = 3.93 km
- Number of accesses = 29
- Number of intersections = 4

## Surveyed Data

- Traffic volume = 763 vehicles/day
- Mean traffic speed = 38.5 km/h (Note. 25 m from Tram Rd)
- 85<sup>th</sup> percentile speed = 44.1 km/h (Note. 25 m from Tram Rd)
- Serious crashes = 0 (5 years); 0 (10 years)
- Fatal crashes = 0 (5 years); 0 (10 years)
- ONRC = Secondary Collector (Class 3)

# Example – Earlys Road, Cust Urban Limits to West Eyreton Urban Limits

## Risk Scores

- Road stereotype – two lane undivided  
RS = 3.70
- Alignment – straight  
RS = 1.00
- Carriageway – 3.0 m lane (medium);  
0.0 m shoulder (very narrow)  
RS = 1.79
- Roadside hazards – RHS:  
high/moderate; LHS: moderate  
RS (RHS) = 2.28/1.43; RS (LHS) = 1.43
- Land use – rural residential  
RS = 1.50
- Intersection density – 1 to <2  
intersections/km  
RS = 1.15
- Access density – 5 to <10 accesses/km  
RS = 1.06
- Traffic volume – <1000 veh/day  
RS = 1.00

# Example – Earlyys Road, Cust Urban Limits to West Eyreton Urban Limits

- **IRR = 1.35 (medium)**
- **Collective risk = 0.00 (low)**
- **Personal risk = 0.00 (low)**
  
- **These results correspond to an 80 km/h safe and appropriate speed**
- **Mega Maps also suggests a safe and appropriate speed of 80 km/h**
- **It is recommended that the speed limit is dropped from 100 km/h to 80 km/h**

# Example – Earlys Road, Cust Urban Limits to West Eyreton Urban Limits

IRR Score	Rural	Urban
0 to <0.8	Low	Low
0.8 to <1.2	Low-Medium	Low
1.2 to <1.6	Medium	Low
1.6 to <2.0	Medium-High	Low-Medium
2.0 to <2.4	High	Medium
2.4 to <2.8	High	Medium-High
2.8+	High	High

RISK RATING	COLLECTIVE RISK Average annual fatal and serious injury crashes per km	PERSONAL RISK Average annual fatal and serious injury crashes per 100 million vehicle-km
Low	$\leq 0.039$	$< 4$
Low-medium	$0.04 \leq 0.069$	$4 \leq 4.9$
Medium	$0.07 \leq 0.10$	$5 \leq 6.9$
Medium-high	$0.11 \leq 0.189$	$7 \leq 8.9$
High	$0.19+$	$9+$

Table 2.2 Proposed Safe and Appropriate Speeds classification method – Rural Roads (incl rural towns)

Function / Feature	Road Safety Metric	Infrastructure Risk Rating	Safe and Appropriate Speed (km/h)
<ul style="list-style-type: none"> <li>ONRC is Class 1</li> <li>Median Divided and at least 2 lanes in each direction</li> <li>No direct property access</li> <li>Grade separated intersections</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Low-Medium;</li> <li>Collective Risk <math>\leq</math> Medium-High;</li> </ul>	<ul style="list-style-type: none"> <li>'Low'</li> </ul>	<ul style="list-style-type: none"> <li>110<sup>7</sup></li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 – 3</li> <li>Sealed road</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium;</li> <li>Collective Risk <math>\leq</math> Medium-High;</li> </ul>	<ul style="list-style-type: none"> <li>'Low' or 'Low-Medium'</li> </ul>	<ul style="list-style-type: none"> <li>100</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium-High;</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>80</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>Not in a rural town<sup>2</sup></li> <li>Sealed road</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'Low' to 'High'</li> </ul>	<ul style="list-style-type: none"> <li>&lt;80</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC</li> <li>Not in a rural town<sup>2</sup></li> <li>Unsealed road</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'Low' to 'High'</li> </ul>	<ul style="list-style-type: none"> <li>&lt;80</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 – 2</li> <li>Rural town<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Low-Medium</li> <li>Collective Risk <math>\leq</math> Medium-High</li> </ul>	<ul style="list-style-type: none"> <li>'Low' or 'Low-Medium'</li> </ul>	<ul style="list-style-type: none"> <li>80</li> </ul>
<ul style="list-style-type: none"> <li>ONRC is Class 1 – 3</li> <li>Rural town<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>60</li> </ul>
<ul style="list-style-type: none"> <li>Any ONRC rural town<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Personal Risk <math>\leq</math> Medium-High,</li> </ul>	<ul style="list-style-type: none"> <li>'Low' to 'Medium'</li> </ul>	<ul style="list-style-type: none"> <li>50</li> </ul>
<ul style="list-style-type: none"> <li>Rural town<sup>2</sup></li> <li>High place function and concentration of active road users</li> </ul>	No road safety metric used in the assessment	<ul style="list-style-type: none"> <li>'Low' to 'Medium-High'</li> <li>Or 'High'</li> </ul>	<ul style="list-style-type: none"> <li>&lt;50</li> </ul>

Note 1: HRIG – NZ Transport Agency High-Risk Intersection Guide, 2013

Note 2: Not classified as Urban according to Statistics New Zealand definition.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION**

**FILE NO and TRIM NO:** BAC-03-114-01 / 220223025061

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

**DATE OF MEETING:** KTCB – 11 April 2022  
RACB – 13 April 2022

**AUTHOR(S):** Vanessa Thompson, Business & Centres Advisor

**SUBJECT:** Town Centre Lighting Concepts and Themes for Rangiora and Kaiapoi

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

  
Department Manager

  
Chief Executive

**1. SUMMARY**

- 1.1. This report seeks Board Member endorsement of the town centre feature concept lighting Designs for Rangiora and Kaiapoi as prepared by Kevin Cawley of Total Lighting Ltd.
- 1.2. Kevin Cawley was selected by the Town Centre Feature Lighting Working Group as the preferred lighting design consultant to provide concepts for feature lighting and decorations for the Rangiora and Kaiapoi town centres.
- 1.3. The concept designs are intended for use in guiding future town centre lighting decisions and funding allocations while also providing guidance for private property and business owners when considering refurbishments or redevelopments.

**Attachments:**

- i. 201130161857 - Concept Lighting Design for Rangiora
- ii. 201130161854 - Concept Lighting Design for Kaiapoi
- iii. 190328045690 – Town Centre Decorations and Lighting Working Group Terms of Reference

**2. RECOMMENDATION**

**THAT** the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards:

- (a) **Receive** Report No. 220223025061.
- (b) **Note** the appointment of Kevin Cawley from Total Lighting Ltd as the preferred lighting design consultant selected by the Town Centre Feature Lighting Working Group to create feature lighting design concepts for the Rangiora and Kaiapoi town centres;
- (c) **Note** the lighting concept designs for Rangiora and Kaiapoi have been included as attachments (i) and (ii);
- (d) **Note** the estimate lighting budgets included in the concept designs are out of date and are subject to future review when implementing any lighting recommendations from the concept designs;
- (e) **Endorses** the town centre lighting concept designs for Rangiora (Rangiora-Ashley Community Board) and Kaiapoi (Kaiapoi-Tuahiwi Community Board);

and

- (f) **Recommends** that the Council approve the lighting concept designs as a general approach to future town centre lighting upgrades in Rangiora and Kaiapoi.

### 3. **BACKGROUND**

- 3.1. A Town Centre Feature Lighting Working Group including representation from staff and elected members (attachment iii) was established to provide guidance on feature lighting and decorations in the town centres of Kaiapoi and Rangiora. The group noted a requirement for expert lighting design services to help support future lighting decisions in these locations.
- 3.2. In January 2019 Council approved a \$50,000 budget in the 2019/20 year so that a specialist lighting designer could be engaged to explore options around future lighting and associated decorations in the town centres of Rangiora and Kaiapoi. It was anticipated that a long term plan for both lighting and decorations would be developed in conjunction with the Community Boards to ensure a more strategic and consistent approach to lighting design across the town centres.
- 3.3. Consultation within the Town Centre Feature Lighting Working Group resulted in a report being taken to the Community and Recreation Committee in September 2019 asking for the re-allocation of the funds to purchase Christmas decorations and festoon lights, with the remainder of the budget being assigned to a specialist lighting consultant.
- 3.4. The budget for the development of a feature lighting concept design was amended to \$27,439.86. It was anticipated that the concept design/s would provide staff with a detailed cost estimate for a submission to the 2021-31 Long Term Plan to support the future implementation of the design ideas.
- 3.5. A lighting designer scope of works was prepared in February 2022 which identified the need for an overall long term strategy for town centre lighting (street and feature) within the Kaiapoi and Rangiora town centres, while taking in account existing lighting features and previous lighting review findings/recommendations.
- 3.6. Three lighting designer quotes were received in response to the scope of works. Kevin Cawley of Total Lighting Ltd was selected by the Town Centre Decorations & Lighting Working Group as the preferred consultant after an appropriate assessment process.

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

- 4.1. A summary of the lighting concept designs developed by Kevin Cawley (Total Lighting Ltd) for the Rangiora and Kaiapoi town centres include:
- 4.2. Key Concepts for Rangiora:

Location	Concept	Reason
RANGIORA	The overarching objective is a selection of colour temperatures that create a warm, safe, elegant aesthetic and atmosphere. Council should have the ability to control lighting levels to introduce different colours for special events and festivals.	
Boundaries defined as: Rangiora-Ashley Street to Durham Street	All (under) veranda lighting at 2700k illumination <i>Photos 1, 2 &amp; 3 (attachment i)</i>	Perception of warmth, safety on pathways. Better supports window displays by not overpowering window lighting, encourages pedestrians to stop and view displays.
	Heritage light fittings and poles with 2700k illumination	Provides unique character to the town centre and a point of elegance for High Street. Illumination complements the under-veranda

	<i>Photo 4 (attachment i)</i>	lighting. Fittings to be controlled to create different colour combinations making it possible to theme different events and celebrations.
	Road light poles and controllable heads at 3000k illumination (Spunlite Windsor Heritage)  <i>Photo 5 (attachment i)</i>	To align with and complement the existing heritage theme.

#### 4.4 Key Concepts for Kaiapoi:

Location	Concept	Reason
KAIAPOI Boundaries defined as: Hilton Street to Charles Street	The objective is a selection of colour temperatures that create a warm, safe, fresh look and feel. The standout feature is the Williams Street Bridge which would need to be the “star” of the show. Main Street and under-veranda lighting would need to complement the Bridge.	
<b>Williams Street Bridge</b>		
	Bridge balustrades to be illuminated from both sides – the river and pedestrian sides at 2700k.  <i>Photo 1 (attachment ii)</i>	The river side illuminated between the concrete columns will create a warm soft glow. The pedestrian walkway to be illuminated in a gentle wide wash creating inviting wayfinding for pedestrians.
	Illuminate the underside of the Bridge in soft 2700k  <i>Photos 1 (attachment ii)</i>	This will accentuate the Bridge as a focal point in the town centre including its natural structural features.
	Replace lamps in existing bridge pole lights with a retro fit replacement at 3000k  <i>Photo 1 (attachment ii)</i>	To illuminate the roadway.
	Bridge supports at landside in 3000k illumination  <i>Photo 1 (attachment ii)</i>	Additional feature illumination.
<b>Williams Street (between Hilton and Charles)</b>		
	All (under) veranda lighting at 2700k illumination including the library canopy	Perception of warmth, safety on pathways. Better supports window displays by not overpowering window lighting, encourages pedestrians to stop and view displays. For the



	<i>Photos 2 &amp; 3 (attachment ii)</i>	library canopy, the existing fittings would be used and covered by a 2700k gel.
	Road light poles and controllable heads at 3000k illumination  <i>Photo 2 (attachment ii)</i>	To provide more directional lighting that complements existing feature lighting rather than a broad spill which drowns feature lights.
	Festoon lights at 2700k  <i>Photo 2 (attachment ii)</i>	Festoon fittings to be strung between poles across the road; this would require additional poles to be installed which only support the festoon lights. Festoon fittings could support multiple fittings such as lamps, paper lanterns etc. making them useful for events or festival celebrations.
	Replace existing tree pole top lights with turnable white fittings  <i>Photo 3 (attachment ii)</i>	These fittings will render the trees in a natural state and accentuate them in all seasons. The white light should follow the colour temperature of the seasons.

- 4.4. Both concept designs move toward 2700k illumination at the human scale as this provides a nice, warm atmosphere and aesthetic while still providing adequate visibility to ensure pedestrian comfort and safety when walking pathways at night.
- 4.5. The original concept design for Kaiapoi considered lighting upgrades between Hilton Street to Charles Street. However, the upgrades will need to extend to Sewell Street so additional designs/costings for the extended area (along Williams Street between Charles and Sewell) will need to be considered as part of any implementation plan. Previous upgrades to street lights have occurred south of the Williams Street Bridge to Hilton Street, so any upgrades north of the Bridge will consider work already completed to retain (where possible) lighting consistency along the relevant portions of Williams Street.
- 4.6. The concept designs are intended to provide guidance to staff when implementing future lighting changes in the Rangiora and Kaiapoi town centres through a suite of upgrade options. As such, various elements could be implemented in a staged approach across different financial years depending on the desire and budget availability.
- 4.7. A summary of the Next Steps include:
- 4.8. Further engagement with Kevin Cawley is likely as the background preparation for the lighting upgrades is progressed. This could involve further testing of the concept lighting elements to refine these, the development of final detailed lighting designs, and the installation and commissioning of the feature lights.
- 4.9. Additional work will also be completed to incorporate Williams Street Bridge lighting upgrades into the lighting design masterplan and project budget as a result of any balustrade replacement decisions. \$125,000 is currently budgeted for town amenity features and decorations and will be applied generally against Bridge project costs to upgrade the balustrades, lighting and paint job. However, total project costs will well exceed \$125,000 so additional budget will be sought during the next Annual Plan process.
- 4.10. Currently \$500,000 is available (split across 2021/22 and 2022/23) to support street light upgrades in Kaiapoi. It is likely that the 2021/22 budget will be carried across to 2022/23

as no upgrades will be completed in this financial year. As the current budget is anticipated to be used for street light upgrades only and not street feature lights, additional budget may be requested through the Annual Plan process once investigations have been completed and the likely project budget (street and feature lights) noted in more detail. There is some interrelationship with the Williams Street Bridge project where Bridge lighting (the street light component) will also need to be considered within the wider street light upgrade plan for Williams Street and its associated budget.

- 4.11. There is \$750,000 put aside in the 2025/26 Rooding Budget for street light upgrades in Rangiora between East Belt and King Streets. In depth background preparation for any lighting upgrades is likely to occur around that time.

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

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

Designing and illuminating lighting at appropriate levels in the town centres can have a beneficial effect on community members by making them feel safer in public areas.

- 4.12. 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 Rangiora and Kaiapoi Promotions Associations may be interested in the proposed concepts (particularly at the point of implementation) so they can communicate any positive changes to town centre businesses and signal any opportunities for increased window display promotion/visibility at night. A copy of the approved designs will be circulated to the Promotions Associations for their reference.

General businesses and property owners in both town centres are also likely to have an interest in the concept designs for the same reasons.

Any impact on businesses or property owners as a result of future upgrades will follow an appropriate communications plan.

#### **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.

Should the lighting upgrades be implemented, the community may respond with increased positivity towards the town centres with their new warm appealing illumination aesthetic and strong sense of visibility/safety for pedestrians at night.

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

#### **6.1. Financial Implications**

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

The expenditure estimates from the concept designs include:

- Rangiora Lighting Hardware Costings estimate - \$1,073,388.39 + GST

- Kaiapoi Lighting Hardware Costings estimate - \$196,135.50 + GST

The estimates are for lighting/decoration hardware and don't include installation costs or further lighting designer costs for the detailed designs and project management of the installations including lighting commissioning.

There is budget included in the current Long Term Plan to support town centre lighting upgrades:

Funding Source	Application	Available Budget	Total Budget Allocation
Roading Unit's Minor Improvements Budget	Review/upgrade of street lights along High Street in Rangiora between East Belt and King Street	\$750,000 (2025/26)	\$750,000
Kaiapoi Town Centre	Review/upgrade of street lights in the Kaiapoi along Williams Street (between the Williams Street Bridge and Sewell Streets)	\$500,000 (split across 2021/22 & 2022.23)	\$500,000 Budget code 100243.000.5014

Staff will complete further investigations this year in relation to Kaiapoi town centre changes to understand the total budget required to complete street and street feature light upgrades. A portion of the existing budget is likely to be expended to support these investigations including detailed lighting plans to inform any budget bid. Any significant budget shortfall could be addressed through an additional funding request as part of the next Annual Plan or 2023-24 Long Term Plan process.

The same process is likely to be followed for the Rangiora town centre upgrades, and where detailed preparatory investigations are likely to occur closer to 2025. However, underground cables for street lighting have already been installed for the town centre portion of High Street. This occurred when the original feature lighting that sits in the ground beneath the street trees went in.

If there's a desire to deliver upgrades within existing budgets, then staff would work with Kevin Cawley to determine which areas of the concept design could be omitted to ensure the least impact on the design scheme and its intended benefits.

## 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 not significant risks arising from the adoption/implementation of the recommendations in this report.

## 6.3 Health and Safety

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report. Instead, it is anticipated that the proposed lighting

concepts would create town centre environments that would increase the perception of safety for pedestrians.

## **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**

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

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

- Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity.
- The distinctive character of our tākiwa – towns, villages and rural areas is maintained, developed and celebrated
- There is a safe environment for all

### **7.4. Authorising Delegations**

The Community Boards are delegated to represent and act as an advocate for the interests of the Community.

**Concept Lighting Design for Rangiora High Street  
23 November 2020**

### Objectives

The Concept Lighting Design would be based on having a selection of colour temperatures to create a warm, safe and elegant look and feel. To have the ability to control the light levels. To be able to achieve colour to celebrate festivals and special calendar events.

### Solutions

There would be three aspects to achieving the look and feel of the High Street.

1. To have all the under-veranda lighting the same colour temperatures 2700K.  
This would make people feel warm and safe on the pathways. The balance of the light between the window displays and the under-veranda lighting would be critical as one needs to complement the other. The window lighting on the displays needs to be the "star". The under-veranda lighting needs to support the window display. When this happens, people feel comfortable at promenading the walkway and stopping by the well-lit window display. Photo 1, 2 & 3.
2. To have a Heritage light fitting and pole that identifies Rangiora by day and by night. This fitting would support the Heritage look by day giving an elegance to the High Street, defining that this is a very special and unique place to be. By night this fitting will support the under-veranda lighting in the same temperatures 2700K, washing on to both the pathway and on to the Street giving that very special and exclusive look and feel on the High Street. The fitting will also be able to be controlled to create any one of 15,000 colour combinations making it possible to theme and celebrate festivals and special calendar events. To support the look and feel of the 2700K I would suggest that the buxus hedges at the intersections be under-lite. This would complement the existing tree fairy lights, adding to the elegance of the space. Photo 4.
3. To have the road light poles and controllable heads in 3000K replacing the existing poles and fittings. The Poles chosen would be a Spunlite Windsor Heritage to complement and be in keeping with the Heritage theme. Photo 5.
4. Control of all the fittings is one of the most important parts of achieving the balanced look and feel of the High Street. With each sector of the High Street control you have the ability to set scenes, also at selected times of the night all fittings can be dimmed to a selected light level to save on energy. With the Heritage Pole lights, you can select any one colour to celebrate festivals and special calendar events.

Kevin Cawley  
Lighting Designer  
Total Lighting Ltd.  
IALD (International)  
ALD (Lond.) ILP (Lond.)  
MIES (Aust.NZ)  
Member of Lighting Council NZ  
Member of International Dark-Sky Assoc.



(J)  
Strip LED 2700K

Health 2000  
where caring comes naturally

Health 2000  
where caring comes naturally

WILLOUGHBYS  
CREATE INSPIRE

Devlin  
Tattoo Studio

P  
60

BAKER

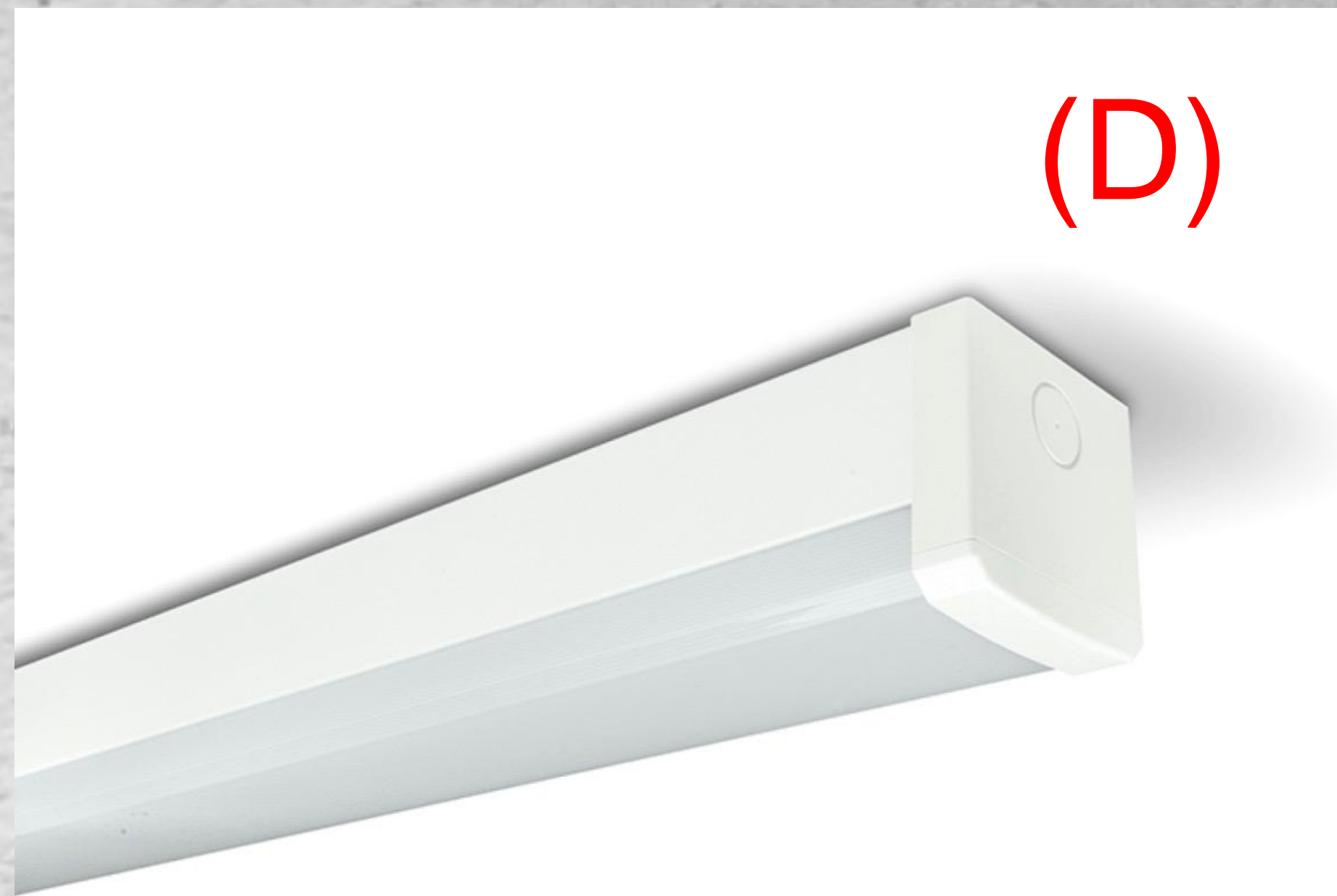
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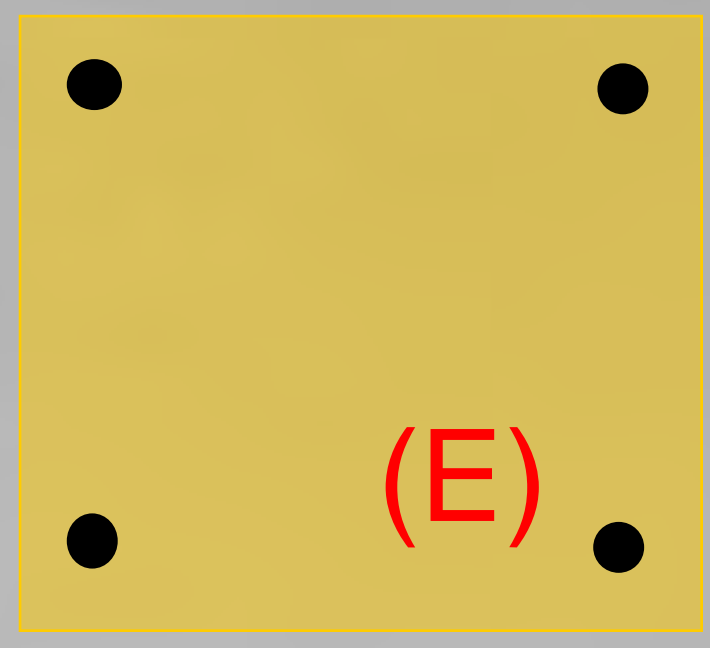
2 options  
Strip or Batten 2700K



(D)

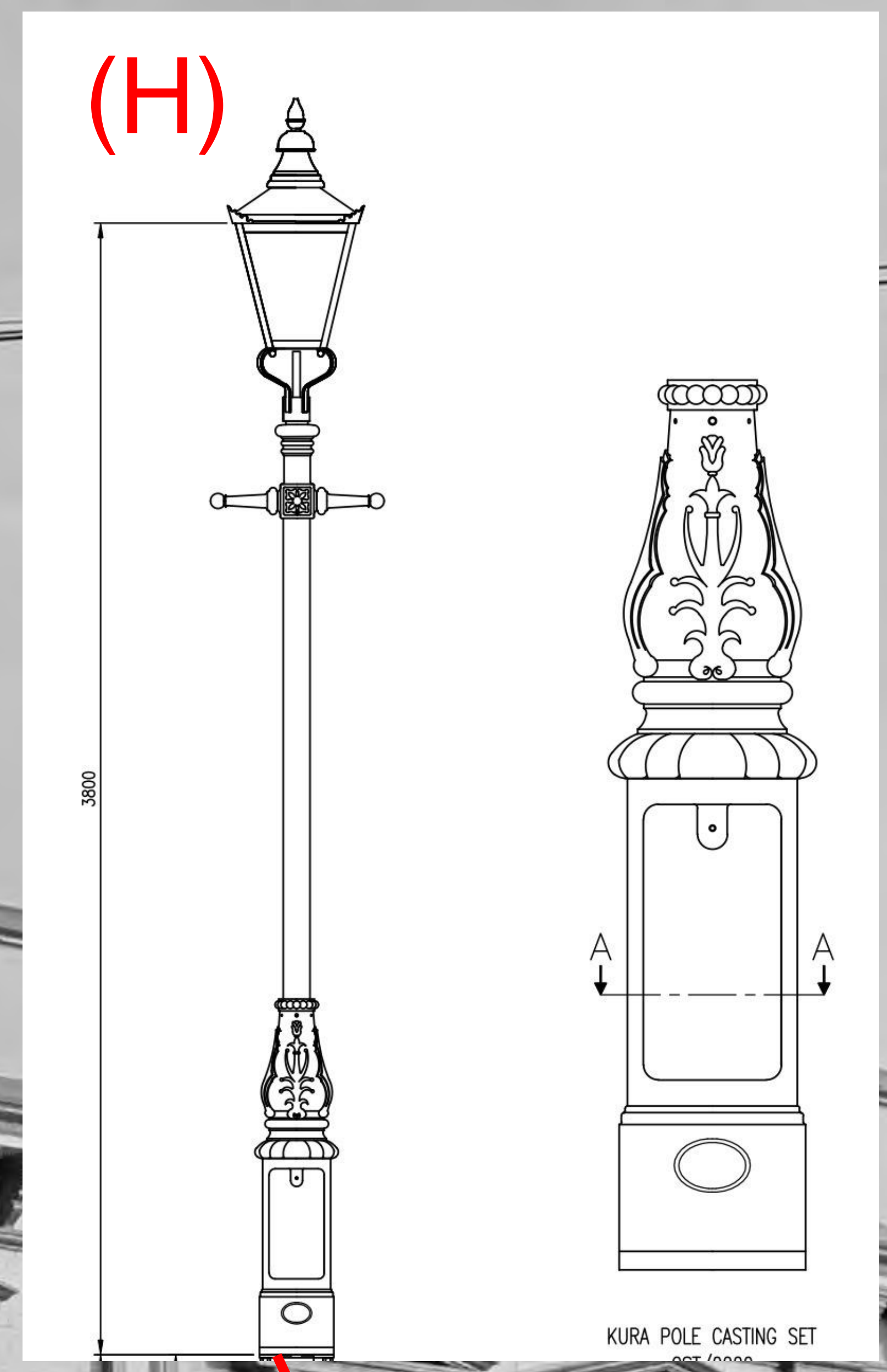


Cut Square to fit over  
downlight 2700K





Town feature lights  
2 options single colour or  
RGBW

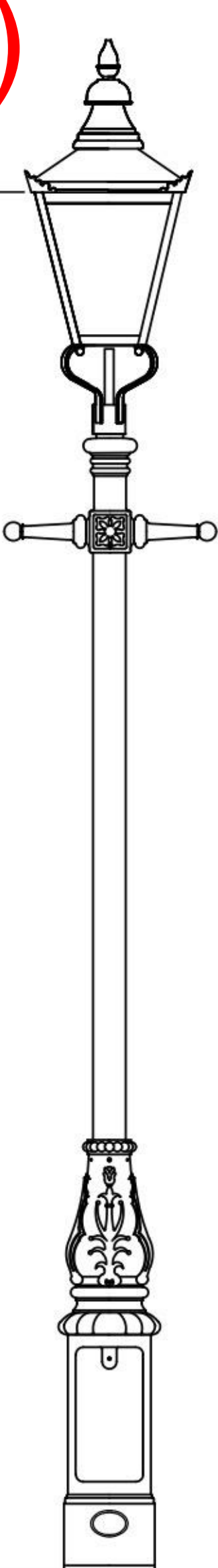


High Street

Buxus Lighting  
(G)

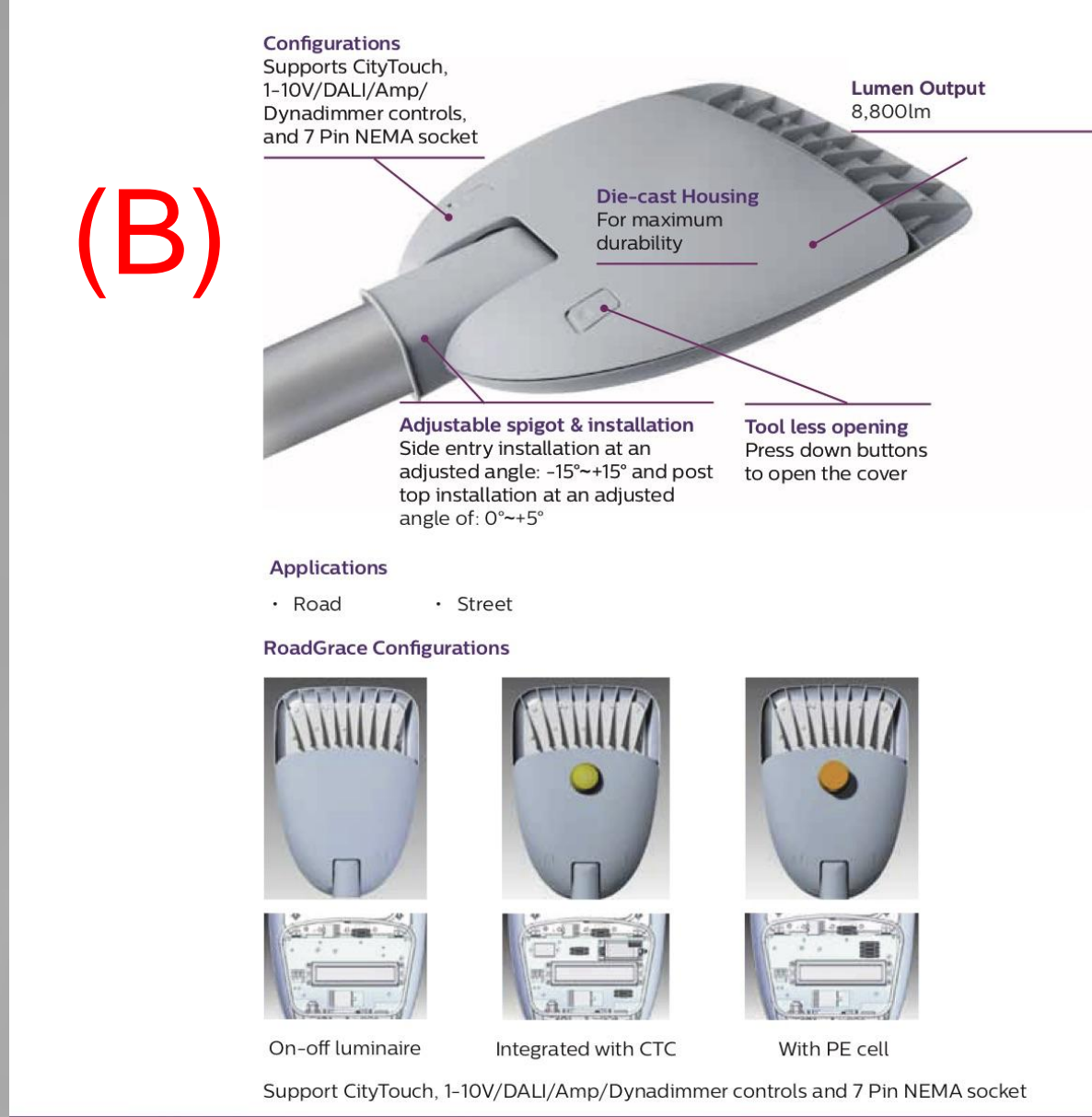


Fairy lights  
(F)



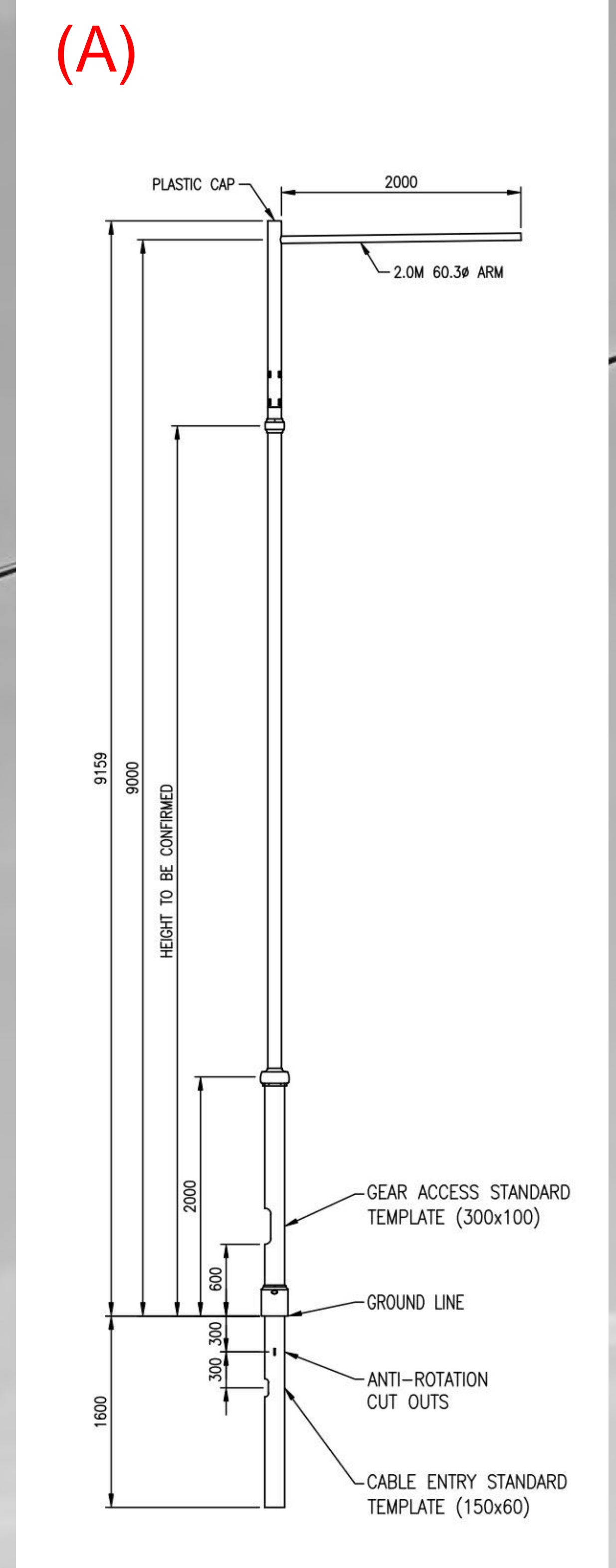
KURA POLE CASTING SET

The road to brightness



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Window Lighting  
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# Heritage Pole Tops

