

# Agenda

## Kaiapoi-Tuahiwī Community Board

Monday 19 May 2025

4pm

Kaikanui Room  
Ruatanīwha Kaiapoi Civic Centre  
176 Williams Street, Kaiapoi

**Members:**

Jackie Watson (Chairperson)

Sandra Stewart (Deputy Chairperson)

Neville Atkinson

Tim Bartle

Al Blackie

Tracey Blair

Russell Keetley



WAIMAKARIRI  
DISTRICT COUNCIL

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**AGENDA FOR THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD TO BE HELD IN THE KAIKANUI ROOM, RUATANIWHA KAIAPOI CIVIC CENTRE, 176 WILLIAMS STREET, KAIAPOI ON MONDAY 19 MAY 2025 AT 4PM.**

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

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**BUSINESS**

*PAGES*

**1 APOLOGIES**

**2 CONFLICTS OF INTEREST**

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 14 April 2025**

*RECOMMENDATION*

8 – 18

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

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 14 April 2025, as a true and accurate record.

**3.2 Matters Arising (From Minutes)**

**3.3 Notes of the Kaiapoi-Tuahiwi Community Board Workshop – 14 April 2025**

*RECOMMENDATION*

19

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

- (a) **Receives** the circulated Notes of the Kaiapoi-Tuahiwi Community Board Workshop, held 14 April 2025, as a true and accurate record.

**4 DEPUTATIONS AND PRESENTATIONS**

**4.1 Marianne Bud – Speed Bumps**

M Bud will be in attendance to discuss speed bumps.

**4.2 Manon Prin – Environment Canterbury, Cam River Planting Plan**

M Prin will be in attendance to update the board on Environment Canterbury's Cam River Planting Plan.

**5 ADJOURNED BUSINESS**

Nil.

## 6 REPORTS

### 6.1 Williams Street / Charles Street Roundabout Heavy Vehicle Concerns – Joanne McBride (Roding and Transportation Manager) and Shane Binder (Senior Transportation Engineer)

#### RECOMMENDATION

20 – 26

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

- (a) **Receives** Report No. 250508080385.
- (b) **Approves** Option One which outlines a staged approach to addressing the issue of damage to plantings at the roundabout.
- (c) **Notes** that should the recommendations of this report be approved, then a workshop would be held with the Community Board to discuss the alternatives for hard landscaping to deter heavy vehicles from mounting the corners of the intersection.
- (d) **Notes** that following the workshop, a further report would be brought to the Community Board to approve the design, to confirm the estimated costs of undertaking the work, and will include a recommendation to seek approval from Council to utilise the Town Centre Upgrade Budget to fund the improvements.
- (e) **Notes** that work is underway to update the Parking Bylaw, and it is proposed to add the ability to include traffic controls, such as restricting heavy vehicle movements, on specified roads. This Parking Bylaw update is likely to be considered by Council in late 2025 or early in 2026.

### 6.2 Silverstream Boulevard Raised Tables – Joanne McBride (Roding and Transportation Manager) and Shane Binder (Senior Transportation Engineer)

#### RECOMMENDATION

27 – 44

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

- (a) **Receives** Report No. 250507080209.
- (b) **Approves** the status quo being maintained which will leave the raised safety platforms in their current state (as outlined in Option One).
- (c) **Notes** that there is no budget available to undertake works on Silverstream Blvd.
- (d) **Notes** that if the Community Board would like to progress an alternative option other than recommended in this report, then this will require a recommendation through to the Utilities & Roding Committee, and budget to be sought from Council.

### 6.3 2024/25 Financial Year General Landscaping Projects – Tori Stableford (Landscape Architect)

#### RECOMMENDATION

45 – 94

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

- (a) **Receives** Report No. TRIM 250403057526
- (b) **Approves** the allocation of \$4500 for a new garden beneath the existing welcome to Pines and Kairaki Beaches, Entrance Sign.
- (c) **Approves** the allocation of \$40,000 towards a new town entrance sign and planting on Williams Street, Kaiapoi.
- (d) **Approves** Location Option A for the Williams Street Entrance Sign (*Attachment v. TRIM 250429073034*).

**OR**



- (e) **Approves** Location Option C for the Williams Street Entrance Sign (*Attachment v. TRIM 250429073034*).
- (f) **Approves** the allocation of an additional \$530.23 for unforeseen installation costs of the Raymond Herber Sculpture.
- (g) **Approves** Location 3, the Williams Street Reserve, Main North Road, for a future Pollinator Path (*Attachment iv. TRIM 250416068049*).
- (h) **Approves** that *Acer freemen* will replace the Liquidambar tree species previously approved in the Main North Road Entrance Tree Scheme (*Attachment v ii TRIM 231109180415*).
- (i) **Note** the Kaiapoi Tuahiwi Community Board may decide to request staff to provide a report with costs and design prior to the 2027 Draft Long Term Plan if it wishes to progress with a pollinator path. This is so the board has the opportunity to include it within any future submission to Council.

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

RECOMMENDATION

95 – 100

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

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

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

RECOMMENDATION

101 – 104

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

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

## 7 **CORRESPONDENCE**

Nil.

## 8 CHAIRPERSON'S REPORT

### 8.1 Chairperson's Report for April 2025

The Chairperson will provide a verbal update.

#### *RECOMMENDATION*

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

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

## 9 MATTERS REFERRED FOR INFORMATION

### 9.1 Oxford-Ohoka Community Board Meeting Minutes 2 April 2025.

### 9.2 Rangiora-Ashley Community Board Meeting Minutes 9 April 2025.

### 9.3 Woodend-Sefton Community Board Meeting Minutes 15 April 2025.

### 9.4 Woodend-Sefton Community Board Extraordinary Meeting Minutes 28 April 2025

### 9.5 Transport Choices (Strategic Cycleway) Project Update – Report to Council Meeting 4 March 2025 – Circulates to Woodend-Sefton and Kaiapoi-Tuahiwi Community Boards

### 9.6 Submission to Central Government Consultations October 2024 to March 2025 – Report to Council Meeting 1 April 2025 – Circulates to all Boards

### 9.7 ANZAC Day Services 2025 – Report to Council Meeting 1 April 2025 – Circulates to all Boards

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

#### **Public Excluded**

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

#### *RECOMMENDATION*

**THAT** the Kaiapoi-Tuahiwi Community Board

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

#### **Note:**

1. *The links for Matters for Information were previously circulated to members as part of the relevant meeting agendas.*
2. *Hard copies of the public excluded items were circulated to members separately.*

## 10 MEMBERS' INFORMATION EXCHANGE

### 10.1 Brent Cairns

105 – 106

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

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

## 11 **CONSULTATION PROJECTS**

### 11.1 **Alcohol Control Bylaw**

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

Consultation closes Friday 30 May 2025.

### 11.2 **2025 Environmental Awards**

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

Applications close Saturday 28 June 2025.

## 12 **BOARD FUNDING UPDATE**

### 12.1 **Board Discretionary Grant**

Balance as at 31 March 2025: \$759.

### 12.2 **General Landscaping Budget**

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

## 13 **MEDIA ITEMS**

## 14 **QUESTIONS UNDER STANDING ORDERS**

## 15 **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

## **NEXT MEETING**

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

### **Workshop**

- *Members Forum*

**MINUTES OF THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD HELD IN THE KAIKANUI ROOM, RUATANIWHA KAIAPOI CIVIC CENTRE, 176 WILLIAMS STREET, KAIAPOI, ON MONDAY, 14 APRIL 2025, AT 4PM.**

**PRESENT**

J Watson (Chairperson), S Stewart (Deputy Chairperson), A Blackie, T Bartle, T Blair and R Keetley.

**IN ATTENDANCE**

B Cairns and P Remond (Kaiapoi-Woodend Ward Councillors).

G Cleary (General Manager Utilities and Roding), J McBride (Roding and Transportation Manager), G Stephens (Design and Planning Team Leader), C Taylor-Claude (Parks Officer), I Clark (Project Manager), D Roxborough (Strategic and Special Projects Manager), J Rae (Senior Advisor Assets and Capital) and A Connor (Governance Support Officer).

There were two members of the public present.

**1 APOLOGIES**

Moved: J Watson

Seconded: A Blackie

**THAT** apologies for absence be received and sustained from N Atkinson.

**CARRIED**

**2 CONFLICTS OF INTEREST**

Item 6.1 – T Bartle declared a conflict of interest as the Chair of the Clarkville Community Hall Committee.

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 17 March 2025**

Moved: J Watson

Seconded: R Keetley

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

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 17 March 2025, as a true and accurate record.

**CARRIED**

**3.2 Matters Arising (From Minutes)**

There were no matters arising from the minutes.

**3.3 Notes of the Kaiapoi-Tuahiwi Community Board Workshop – 17 March 2025**

Moved: J Watson

Seconded: R Keetley

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

- (a) **Receives** the circulated Notes of the Kaiapoi-Tuahiwi Community Board Workshop, held 17 March 2025, as a true and accurate record.

**CARRIED**

#### 4 **DEPUTATIONS AND PRESENTATIONS**

##### 4.1 **Mikaele Drulidruli – Volleyball Court at Kaiapoi Domain**

Due to illness, M Drulidruli was unable to attend the meeting.

##### 4.2 **Drucilla Kingi-Paterson – Centennial Celebrations**

D Kingi-Paterson informed the Board that Christchurch City Christchurch was not holding a celebration for the 175<sup>th</sup> anniversary of the first four ships landing in Lyttleton. She felt the history should be celebrated and had plans on how to promote the walk over the Port Hills to be held on 16 December 2025 by the Pilgrims and Early Settlers Group. She would also be holding an exhibition on Early Settlers and the Royal Family at the Christchurch Art Centre from 19 December to 21 December 2025. She was also hopeful that her exhibit could be displayed in the Kaiapoi Gallery after it had finished in Christchurch.

P Redmond sought clarity on the date of the celebration. D Kingi-Patterson confirmed the anniversary was 16 December 2025.

J Watson noted the Kaiapoi Gallery did not have space for the exhibit however the library may have and suggested she speak with the staff.

R Keetley stated he would bring the idea of the display to the Museum at its next meeting.

##### 4.3 **Dennis Andreassand – Rubbish Collection**

D Andreassand was unable to attend the meeting.

#### 5 **ADJOURNED BUSINESS**

Nil.

#### 6 **REPORTS**

##### 6.1 **Request Approval of the Clarkville School Road Safety Improvements Scheme Design – P Daly (Road Safety Coordinator/Journey Planner) and J McBride (Roading and Transportation Manager)**

J McBride spoke to the report which sought approval of the scheme design for the safety improvements outside Clarkville School and the Clarkville Community Hall in Heywards Road. The proposed design aimed to improve safety for school children who were crossing Heywards Road to access the Clarkville Community Hall car park. Improvements to the layout of the hall carpark would be completed and managed by the Hall Committee with clear communication of expected use shared with the school through its newsletter. The proposed scheme design had been agreed to by the school principal and the hall committee.

S Stewart requested clarification regarding the utilisation of the Community Hall car park and the 'Kiss and Go' area. J McBride explained the car park entrance would be positioned closest to Tram Road, with the exit located further south with the exit restricted to left turning only. 'The Kiss and Go' bay would be situated directly outside the school and equipped with road markings, signage and flexi-bollards. Designed exclusively for drop-off and pick-up purposes, the area would operate under a P2 time restriction. Students would ideally exit vehicles from the left-hand side, however road markings ensured a safe gap between the carriageway and the parking bay was included.

A Blackie asked if those using the car park would have to travel up Heywards Road and travel round the block. J McBride confirmed they would and there would be messaging relayed through the school to reinforce how parents should use the facility.

A Blackie then noted the Board had previously requested staff to explore options for further additional parking, as the use of the grass verge caused significant mess particularly during winter months. J McBride stated those works would need to be included in a different project. She noted the school was looking into how it could develop more onsite parking. The school were also investigating split pickup times in the afternoon to minimise congestion.

J Watson questioned if the purpose of the design was to deter people from parking during drop-off and pick-up times. J McBride clarified it was not discouraging parking however the focus was to keep traffic flowing in a safe and courteous manner.

B Cairns asked if any budget would go to the Hall Committee for surface markings in the carpark as this would be benefiting the school as well as themselves. J McBride stated the Council would carry out all works outside the Hall boundary including the in and out road marking. However, as this was a community owned and managed hall the Council would not normally pay for works. The works would also benefit the hall as it regularly hosted events and had instances where people would park across the entrance/exit. The Hall Committee had also discussed upgrading the surface of car park which would require surface marking anyway.

Following a question from A Blackie, J McBride clarified the Council did not currently have authority to enforce no turning signage on private land however under the new Parking and Transport Bylaw it would be covered in the future.

Moved: J Watson

Seconded: A Blackie

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

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

**AND**

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

**THAT** the Utilities and Roading Committee:

(b) **Approves** the scheme design (Trim No. 240415058499(v02)).

(c) **Approves** the relocation of the existing school bus stop to make space for the proposed P2 Kiss'n'Go facility outside the Clarkville School gate, which will create space for parents to pick up and drop off children.

(d) **Approves** the installation of traffic islands to provide a safe crossing point for children at pick up and drop off times.

(e) **Approves** the installation of 32 metres of No Stopping on the Eastern side of Heywards Road leading to the entry to the Community Hall carpark.

(f) **Notes** that there are currently two bus stops outside the school, however this will be reduced to one with agreement from the school.

(g) **Notes** that the marking within the Clarkville Community Hall carpark is the responsibility of the Clarkville Hall Committee.

(h) **Notes** that all works proposed have been discussed with and agreed to by the Clarkville Community Hall Committee and the Clarkville School Principal.

(i) **Notes** that these works are estimated to cost \$40,000 and are to be funded from the Minor Safety Improvements Programme - School Safety Improvements (PJ 102429.000.5133), which is an unsubsidised budget.

- (j) **Notes** that an education campaign for drivers using the proposed scheme will be run through the school community to encourage compliance with the traffic flows proposed.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

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

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

**CARRIED**

J Watson felt this was a good outcome and thanked staff for their perseverance and facilitating between the stakeholders. She had seen similar systems work very well in other locations with parents willing to cooperate as it supported the safety of students.

A Blackie was also supportive of the motion.

## 6.2 **Lees Road Footpath – Request for Approval of Scheme Design – J McBride (Roading and Transportation Manager) and G Kempton (Senior Project Engineer)**

J McBride spoke to the report which sought approval of the scheme design for the Lees Road Footpath. A full design was undertaken to see if new footpath finish levels would coincide with kerb and channel works to be undertaken in the future. However, due to the flat nature of area this could not be achieved without causing drainage issues to neighbouring properties. It was therefore recommended the footpath be built to the existing formation levels. Council had a small budget allowance every three years for kerb and channel, and it was unlikely this area would be a priority for upgrading in the near future. The Board could choose to either progress with a gritted footpath or an asphalt footpath. If asphalted the asset would not reach its full surfacing lifespan when the kerb and channel was installed in the future.

In response to J Watson query regarding y other gritted footpaths in Kaiapoi, J McBride replied that gritted paths were often located on the edges of urban areas. A good example was River Road in Rangiora. The stop banks in Kaiapoi and around Silverstream Reserve were also gritted. Urban areas generally were asphalted.

B Cairns asked the number of pedestrians using Lees Road had been ascertained. J McBride confirmed counts had taken place however they did not span entire days. It was observed that usage times peaked with the bus timetable. The entire area also had a recreational component.

T Bartle questioned what the number of people counted was on Lees Road. J McBride noted staff counted between 7am and 8am and there were approximately 10 people. G Cleary also explained that staff were aware that residents from Sovereign Palms did walking circuits around the area. Formalising the path would also attract more people to utilise the route.

Moved: T Bartle

Seconded: S Stewart

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

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

AND

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

**THAT** the Utilities and Roading Committee:

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

**AND**

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

**CARRIED**

T Bartle stated that he did not believe the extra money to asphalt the footpath was needed and a gritted path would be sufficient.

S Stewart agreed stating that she would not support asphaltting due to the drainage issues that would occur however was happy to support a gritted path.

### 6.3 **Murphy Park – Approval of Preliminary Concept Plan – I Clark (Project Manager))**

I Clark spoke to the report which sought approval of the concept plan to Murphy Park Kaiapoi River Access. She noted that further information had arisen and provided the following updated information:

- The provided budget included pontoon procurement which was incorrect. Updated estimates had also been done on the likes of engineering estimate and consents which showed the correct budget estimated would be \$667,000.
- Once detailed design and tender was completed a more concrete budget estimate would be known.
- Provisional items had been ranked on the level of importance and would be removed/added to the contract depending on prices received through tender.
- The sale and purchase had completed with Kaiapoi Croquet meaning Council was now the official owners of the site.

P Redmond asked who would approve the spending of the money. I Clark confirmed the Council would approve the budget once the tender process was complete.

S Stewart sought clarity on the order of the ranked provisional items as she felt bollard and chains should be a high priority. I Clark confirmed item four on the list was the highest priority and item one was the lowest priority. For example, bollards and cables were item three. There were already some in place and the provision was for replacing and adding additional bollards where required.

Moved: A Blackie

Seconded: J Watson

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

- (a) **Receives** Report No. 250227032768.
- (b) **Approves** the Murphy Park concept plan for implementation (Trim: 250219027438).
- (c) **Notes** staff will now look to value engineer and complete a detailed design to confirm if the provisional items can be included.
- (d) **Notes** costs in association with relocation of sheds or construction of sheds will be met by the user groups and are not included in the cost estimate. Establishment of sheds will also rely on a new or updated Licence to Occupy being formalised with each resident club.
- (e) **Notes** that staff conducted detailed consultations with the community regarding the concept design in 2018 and have met with all stakeholders within the last twelve



months to discuss the updated concept design with all immediate stakeholders supportive of the design.

- (f) **Circulates** the report to the Community and Recreation Committee for their information.

#### **CARRIED**

A Blackie acknowledged the large amount of work put into this project and thanked staff for their hard work.

J Watson stated it would be great to see this matter tidied up and sale of the Croquet Club was wonderful news.

S Stewart endorsed the comments made by other Board members noting it was good to see the project taking shape after all the effort made.

#### **6.4 Volleyball Net in Kaiapoi Domain – C Taylor-Claude (Parks Officer)**

C Taylor-Claude stated this report was going to follow a deputation from M Drulidruli however he was unable to attend the meeting. She took the report as read noting the idea of a volleyball net in Kaiapoi was presented by a group of residents who were currently having to travel into Christchurch to play volleyball. She was seeking approval to go out for consultation on the potential locations of the volleyball net.

S Stewart sought clarity on the number of nets planned to be installed. C Taylor-Claude confirmed there would be one net installed however multiple locations would be included in consultation.

A Blackie questioned what the net would be made off. C Taylor-Claude stated the posts would be made of aluminium similar to a rugby post and the net would be rope.

In response to J Watson's query regarding playing surfaces, C Taylor-Claude confirmed grass was a suitable playing surface for volleyball.

B Cairns queried if the people travelling to Christchurch were part of a competition team or if they were an informal group. C Taylor-Claude stated it was an informal group who traveled to New Brighton where there was a public net available for social and recreational use.

Following a question from P Redmond, C Taylor-Claude noted the requesting residents were aware of the proposed volleyball court in Waikuku Beach however they would prefer to have a net in Kaiapoi.

In reply to J Watson's query, C Taylor-Claude explained the results of the public consultation would be brought to the Board to make a final decision on the location of the net.

T Bartle asked if any thought had been given to locating the net in a more visible location to deter anti-social behaviour. C Taylor-Claude stated staff would investigate if any other locations were suitable noting the two suggested location were chosen as they were close to existing amenities.

B Cairns wondered why Kaiapoi Domain had been chosen and if other locations in Kaiapoi were considered. C Taylor-Claude confirmed staff had looked at a large number of locations throughout Kaiapoi however most of them were earmarked for different activities or would not have sufficient space.

Moved: A Blackie

Seconded: T Bartle

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

- (a) **Receives** Report No. 250403058334.
- (b) **Approves** public consultation of installation of a permanent volleyball net in Kaiapoi Domain.
- (c) **Notes** a subsequent report will be submitted to the Board seeking approval to install the net and approval to allocate up to \$5,000 of funding from the Board's General Landscaping Budget for the 2025/2026 Financial Year if appropriate. This report will include the consultation results, final design, materials, construction method, installation and ongoing maintenance costs.
- (d) **Notes** the surface will remain as grass, unless fundraising is undertaken at which time approval would be sought from Kaiapoi Tuahiwi Community Board to install a different surface.
- (e) **Notes** the volleyball posts and net would become a Council asset and are proposed to come under Council's existing maintenance contract and has sufficient budget available if any work on the posts or net is required (10.538.811.2507). No additional budget will be required for maintenance.
- (f) **Notes** the asset will need to be included in Councils asset renewal programme and this cost can be included in the programmed Greenspace budgets in future Annual Plans/ Long Term Plans.
- (g) **Considers** locations for the installation of a permanent volleyball net at other parks/reserves in the Kaiapoi area for inclusion in the public consultation.

**CARRIED**

A Blackie stated this was a good project that was people friendly and had minimum costs associated.

T Bartle concurred with A Blackies comments.

B Cairns would be glad to see if other locations would be considered as a result of the consultation.

R Keetley concurred with B Cairns.

#### 6.5 **Applications to the Kaiapoi-Tuahiwi Community Board's 2024/25 Discretionary Grant Fund – K Rabe (Governance Advisor)**

K Rabe informed the Board the Combined Probus Club of Kaiapoi had applied for identifying banners to aid in the promotion of its club. Big Brothers Big Sister North Canterbury had applied for a new office computer. They had also applied to the Rangiora-Ashley Community Board who granted them \$1,000 towards the project. The Clarkville Playcentre had applied to send some of its parents on First Aid Courses which benefited both the Playcentre the wider community by having valid first aid certificate holders.

Moved: J Watson

Seconded: S Stewart

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

- (a) **Receives** report No. 250325050429.
- (b) **Approves** a grant of \$442 to the Combined Probus Club of Kaiapoi towards the cost of identifying banners.
- (c) **Approves** a grant of \$500 to Big Brothers Big Sisters North Canterbury towards the purchase of a new office computer.

- (d) **Approves** a grant of \$500 to Clarkville Playcentre towards the cost of First Aid courses for parents.

**CARRIED**

6.6 **ANZAC Day Services 2025 – T Kunkel (Governance Team Leader)**

Moved: J Watson

Seconded: A Blackie

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

- (a) **Receives** report No. 250401056244.
- (b) **Appoints** Board members T Bartle and T Blair to attend the Kaiapoi Dawn Service to be held at 6.30am on Friday, 25 April 2025, at the Kaiapoi War Memorial at Raven Quay, and to lay a wreath. Noting that the wreath will be laid in conjunction with a Council representative.
- (c) **Appoints** Board members J Watson and S Stewart to attend the Kaiapoi Citizens' Anzac Day Service to be held at 10am on Friday, 25 April 2025, at the Kaiapoi Cenotaph (Trousselot Park), and to lay a wreath.

**CARRIED**

*The meeting adjourned for a workshop at 4.57pm and reconvened at 5.09pm.*

**7 CORRESPONDENCE**

Nil.

**8 CHAIRPERSON'S REPORT**

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

- The Public Arts Trust had multiple meetings regarding the Kaiapoi Bridge artist's brief.
- 27 applications were received for the creative communities funding round.  
B Cairns asked if the applications received were for new or existing events. J Watson confirmed a large number were new events and would be located across the entire district.  
  
She acknowledged that receiving funding was becoming more difficult for groups along with promotions also becoming more complex.
- Attended the Huria Reserve planting, great to see large crowd in attendance.
- Art on the Quay was having its 100th exhibition in two weeks' time.

Moved: J Watson

Seconded: A Blackie

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

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

**CARRIED**

## 9 MATTERS REFERRED FOR INFORMATION

- 9.1 Oxford-Ohoka Community Board Meeting Minutes 5 March 2025.
- 9.2 Woodend-Sefton Community Board Meeting Minutes 11 March 2025.
- 9.3 Rangiora-Ashley Community Board Meeting Minutes 12 March 2025.
- 9.4 Transport Choices (Strategic Cycleway) Project Update – Report to Council Meeting 4 March 2025 – Circulates to Woodend-Sefton and Kaiapoi-Tuahiwi Community Boards
- 9.5 Submission on State Highway Speed Limit Reversals – Report to Council Meeting 4 March 2025 – Circulates to all Boards
- 9.6 Alcohol Control Bylaw 2025 – Draft for Formal Public Consultation – Report to Council Meeting 4 March 2025 – Circulates to all Boards
- 9.7 Electoral Candidate Order on Local Body Election Voting Papers – Report to Council Meeting 4 March 2025 – Circulates to all Boards
- 9.8 Health, Safety and Wellbeing Report January 2025 to Current – Report to Council Meeting 4 March 2025 – Circulates to all Boards
- 9.9 Enterprise North Canterbury's Draft Statement of Intent for the Financial Year beginning 1 July 2025 and Approved Six Month Report to Council 31 December 2024 – Report to Audit and Risk Committee Meeting 11 March 2025 – Circulates to all Boards
- 9.10 Town Centre Upgrades Budget – Additional Kerb and Channel Replacement in Raven Quay – Report to Utilities and Roading Committee Meeting 18 March 2025 – Circulates to Kaiapoi-Tuahiwi Community Board

### Public Excluded

- 9.11 Murphy Park Kaiapoi River Access – Pontoon Procurement – Report to Council Meeting 4 March 2025 – Circulates to Kaiapoi-Tuahiwi Community Board
- 9.12 Rangiora Airfield – New Lease Agreements – Report to Council Meeting 4 March 2025 – Circulates to all Boards

Moved: J Watson

Seconded: R Keetley

**THAT** the Kaiapoi-Tuahiwi Community Board

(a) Receives the information in Items.9.1 to 9.10.

(b) **Receives** the separately circulated public excluded information in Items 9.11 and 9.12.

**CARRIED**

## 10 MEMBERS' INFORMATION EXCHANGE

### A Blackie

- Te Kohaka Trust was progressing well after a difficult year and were currently recruiting new staff.
- Huria Reserve Planting Day had a good turnout with 35 people present.
- New Zealand Motor Caravan Association were potentially interested in expanding.
- Attended the Creative Communities' funding allocation meeting. \$90,000 in applications was received and they only had \$30,000 to allocate. There were no specific rules however the committee were moving away from supporting schools and businesses and instead focusing on smaller groups.
- The Herber Sculpture had a solar light installed which had been stolen and replaced twice and would now not be replaced again.

**T Bartle**

- Clarkville Drainage Advisory Group were doing well.
- Attended Annual Plan submission workshop.
- Attended Pegasus Annual Plan drop-in session.
- Attended a briefing on earthquakes and how they affected the health and wellbeing of residents who experience them.
- The Terrier Club Show was a big success with judges from America and Northern Ireland.

**T Blair**

- The Darnley Club had new driver that was going well.

**Philip Redmond**

- Attended the Oxford Dog Park opening.

**B Cairns**

- New croquet lawns at the Kaiapoi Community Hub. They were currently pouring foundations for the building.
- Attended the Zone 5 and 6 Conference held in Christchurch. Had an interesting presentation on AI and its impacts.
- Community Housing were looking at expanding their boundary into the Waimakariri.

**S Stewart**

- Attended Waimakariri Biodiversity Trust networking forum which was very successful.
- Huria Reserve Planting Day.
- Attended Greypower Annual General Meeting. they were struggling to get a full committee.
- Kaiapoi Promotions Association had a talk on the conflict in the middle east.

**R Keetley:**

- Attended Waimakariri Biodiversity Trust meeting.
- Attended Museum and Historical Society meeting. They would be having their Annual General meeting in May.
- Attended Huria Reserve Planting Day.
- Attended the Waimakariri Biodiversity Trust networking forum as a speaker.
- Attended an RSA medal parade honouring Sargent Retired Andrew Leary.
- He was trying to engage an artist to paint a mural to be on the motorway side of the Cam River floodgates it hopes to avoid it being tagged.

**11 CONSULTATION PROJECTS****11.1 Councils Draft Annual Plan 2025/26**

<https://letstalk.waimakariri.govt.nz/draft-annual-plan-2025-26>

Consultation closes Monday 21 April 2025.

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

Balance as at 31 March 2025: \$2,201.

**12.2 General Landscaping Budget**

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

13 **MEDIA ITEMS**

14 **QUESTIONS UNDER STANDING ORDERS**

15 **URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

**NEXT MEETING**

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 19 May 2025 at 4pm.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 5.30PM.

CONFIRMED

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

**Workshop (4.57pm-5.09pm)**

- *Recreation Capital Program Update – Duncan Roxborough (Strategic and Special Projects Manager) and Justine Rae (Senior Advisor Assets and Capital) – 30 Minutes*
- *Members Forum*

**NOTES OF A WORKSHOP OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD HELD IN THE KAIKANUI ROOM, RUATANIWHA KAIAPOI CIVIC CENTRE, ON MONDAY 17 MARCH 2025 AT 4.57PM.**

**PRESENT**

J Watson (Chairperson), S Stewart (Deputy Chairperson), A Blackie, T Bartle, T Blair and R Keetley.

**IN ATTENDANCE**

B Cairns and P Redmond (Kaiapoi-Woodend Ward Councillors).

G Cleary (General Manager Utilities and Roading), G MacLeod (Greenspace Manager), D Roxborough (Strategic and Special Projects Manager), J Rae (Senior Advisor – Assets and Capital), K Rabe (Governance Advisor) and A Connor (Governance Support Officer).

There were no members of the public present.

**1. Recreation Capital Programme Update – D Roxborough (Strategic and Special Projects Manager), J Rae (Senior Advisor – Assets and Capital) – Trim: 250430074102**

**Key Points:**

- Kaiapoi-Tuahiwi current project status 2024/25:

Complete:

- Cemetery Berms – Kaiapoi.
- Renewal reserve landscape Kaiapoi.
- Askeaton Reserve carpark resurfacing.
- Pines Beach playground relocation.
- Baker Park footpath renewal.
- Darnley Square north carpark renewal.
- Silverstream Reserve planting.

On Track:

- Light upgrade at Kendall Park.
- Silverstream River crossing (east west).
- Kaiapoi Community Hub.
- Kaiapoi street trees/gardens.
- Kendall Park Pavilion asset renewals

Delayed:

- Norman Kirk Park power installation.
- Kaiapoi Bridge handrail replacement.
- Kaiapoi lakes (old landfill).
- Kaiapoi-Tuahiwi General Landscape Development.
- Play safety surface/equipment-Currie Park/Norman Kirk Park.
- Play safety surface/Equipment – NCF Park/Kaiapoi Hub playground.

**Questions/Issues:**

- *If the New Zealand Motor Caravan Association was wanting to expand would that fit into this programme?*  
It could be due to its association with the Red Zone however there was no specific budget for an expansion.
- *Was there further information on the Kendall Park renewal?*  
It was compliance work to meet fire and building standards.

THERE BEING NO FURTHER BUSINESS THE WORKSHOP CONCLUDED AT 5.09PM.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-03-09 / 250508080385**REPORT TO:** KAIAPOI-TUAHIWI COMMUNITY BOARD**DATE OF MEETING:** 19 May 2025**AUTHOR(S):** Joanne McBride, Roading & Transport Manager  
Shane Binder, Senior Transportation Engineer**SUBJECT:** Williams Street / Charles Street Roundabout Heavy Vehicle Concerns**ENDORSED BY:**(for Reports to Council,  
Committees or Boards)\_\_\_\_\_  
General Manager\_\_\_\_\_  
Chief Executive**1. SUMMARY**

- 1.1. This report is to provide information to the Community Board, on options to address damage at the Williams Street / Charles Street intersection, particularly in relation to plantings on the quadrant kerbs and some street furniture.
- 1.2. Two building on the corner have also had damage to their verandas, with one subsequently being altered to reduce the risk of this continuing to occur.
- 1.3. When the Kaiapoi Town Centre Upgrade Project was undertaken in 2013, the roundabout was designed with a truck apron on the southern corner to accommodate heavy vehicles exiting from the supermarket on the eastern leg of Charles Street; however, a truck apron was not included on the western side of the roundabout, in an effort to discourage heavy vehicle use.
- 1.4. Charles Street to the west of the roundabout is a busy area with high demand for parking with retail, medical services (doctors and chemist), a park and also a playground adjacent, and the western end between Davie Street and Smith Street, the road is narrow in nature.
- 1.5. Williams Street provides important access for heavy vehicles to support retail activities in the area and will remain an important through route for heavy vehicles. This through movement can be accommodated, with the main issues arising from turning heavy vehicles from or onto the side roads.
- 1.6. This report recommends that a staged approach be taken to addressing the concerns, with monitoring after implementation to determine effectiveness, with the first step being to install hard landscaping such as landscaping rocks, planters or bollards, along with plants on all four quadrants, to provide a consistent look and feel and a deterrent for heavy vehicles from mounting the kerb & channel.
- 1.7. It is noted that work is underway to update the Parking Bylaw, and it is proposed to add the ability to include traffic controls such as restricting heavy vehicle movements on certain road. This would likely be considered by Council in late 2025.
- 1.8. The Community Board could, in the future, request that a control around heavy vehicle use be considered for Charles Street between Smith Street and Williams Street.
- 1.9. A future option could include further investigation / consideration of a one-way system along Charles Street; however, it is recommended that this be considered after the Bylaw review is completed.



## 2. **RECOMMENDATION**

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

- (a) **Receives** Report No. 250508080385.
- (b) **Approves** Option One which outlines a staged approach to addressing the issue of damage to plantings at the roundabout.
- (c) **Notes** that should the recommendations of this report be approved, then a workshop would be held with the Community Board to discuss the alternatives for hard landscaping to deter heavy vehicles from mounting the corners of the intersection.
- (d) **Notes** that following the workshop, a further report would be brought to the Community Board to approve the design, to confirm the estimated costs of undertaking the work, and will include a recommendation to seek approval from Council to utilise the Town Centre Upgrade Budget to fund the improvements.
- (e) **Notes** that work is underway to update the Parking Bylaw, and it is proposed to add the ability to include traffic controls, such as restricting heavy vehicle movements, on specified roads. This Parking Bylaw update is likely to be considered by Council in late 2025 or early in 2026.

## 3. **BACKGROUND**

- 3.1. The Williams Street / Charles Street roundabout was reconstructed in 2013, following the Christchurch Earthquake sequence which caused significant damage to infrastructure in and around Kaiapoi Town Centre.
- 3.2. At the time of the rebuild, only one building remained on the eastern corner of the intersection, this being the old BNZ Building, which has subsequently been strengthened and reopened as retail premises. Refer to Figure One below.
- 3.3. The roundabout was designed with raised tables on all four approaches of the roundabout, and a heavy vehicle apron on the southern corner.
- 3.4. Charles Street to the north-west of the roundabout is a busy area with town centre parking, retail activities, medical facilities (doctors and a pharmacy), and a high level of activity around Trousselot Park. The northern end of Charles Street between Smith Street and Davie Street is very narrow in parts and not suitable for large heavy vehicles.
- 3.5. Charles Street to the south-east also has a number of retail activities including a supermarket, cafes, post office, Coastguard, wharf area / River Queen, and a park & ride site, just to name a few.
- 3.6. As part of the design process, discussions were carried out with the supermarket operator at the time on the needs and haul routes of large vehicles using the intersection, which informed the design. The supermarket was the largest heavy vehicle generator at the time, and this remains unchanged.
- 3.7. Heavy vehicle aprons were not included on the other three corners, so that heavy vehicles would not be encouraged to use these local streets (particularly Charles Street to the west of Williams Street).



Figure One – The Williams Street / Charles Street roundabout post construction (circa. 2014)

- 3.8. There has been damage to the seat and bike stands on the western side of the intersection over time (outside what is now Corcoran & French Lawyers) and the plantings have been damaged. These have not been replaced.
- 3.9. There have also been reports of trucks and buses hitting the veranda of the ENC Building on the northern side of the intersection, and one report of a bus striking the veranda of the building on the southern corner of the intersection.
- 3.10. The clashes with the ENC Building veranda have in part been attributed to the fact that the veranda, until recently, protruded out over the carriageway as per Figure Two below. There have been two main directions of travel when this has occurred:
  - 3.10.1. Vehicles trying to turn left out of the western section of Charles Street.
  - 3.10.2. Straight through large vehicles on Williams Street heading north.

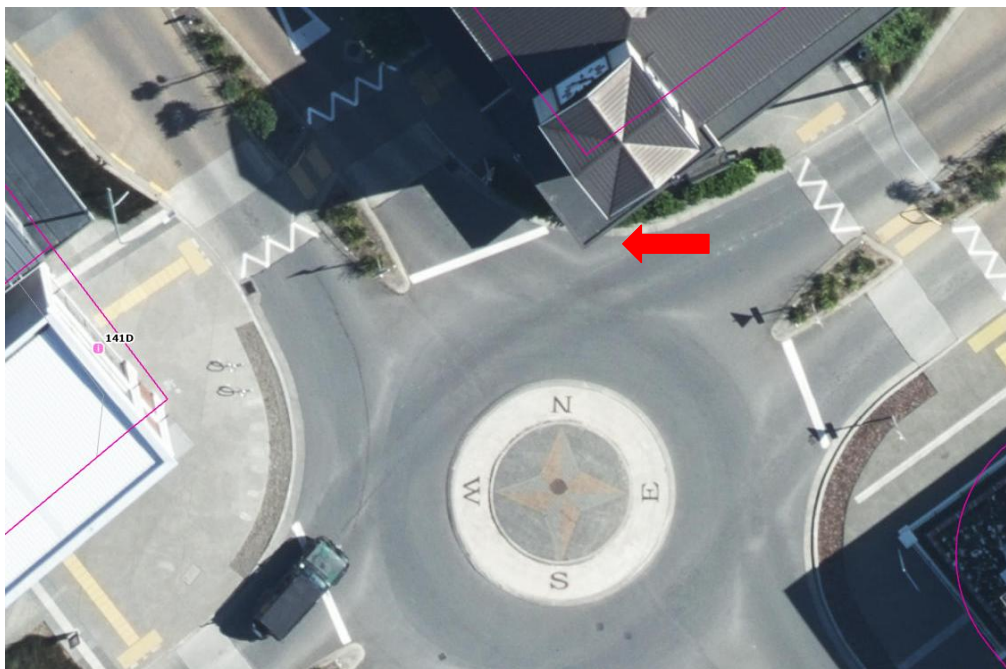


Figure Two – The ENC Building veranda over the roundabout

- 3.11. Recently the owner of the ENC Building has modified the veranda to remove the corner, which was overhanging the carriageway, hence reducing the risk of a vehicle strike.
- 3.12. The one bus collision with the verandah on the southern corner of the intersection was due to driver inexperience and not attributed to the roundabout.
- 3.13. In spring 2024, new warning signs were installed on Smith Street west of Charles Street and Williams Street south-west of the roundabout to discourage heavy vehicles from using Charles Street between Williams Street and Smith Street. These warning signs advise that "Charles Street is unsuitable for heavy vehicles," and have been located on Williams Street, Charles Street, and also Smith Street (prior to the Charles Street turn bay). Refer to Photo One below.



*Photo One – Smith Street Town Centre Signage and Heavy Vehicle Signage*

- 3.14. In addition, signage directing the public to "Kaiapoi Town Centre" on Smith Street has been updated to direct traffic via the Smith Street / Beach Road roundabout.
- 3.15. It is noted that the New Zealand Motor Caravan Association Inc has a Park site on Jones Street, for which larger vehicles access. Staff will work with the NZMCA to ensure that larger bus type vehicles accessing the site use Jones Street and Cass Street. Standard campervans would continue to be suitable to utilise the Williams St / Charles St roundabout where required.
- 3.16. Large vehicles can and will continue to need to utilise Williams Street to service retail activities in the wider Kaiapoi Town Centre area. The existing roundabout has a mountable truck apron and is suitable for heavy vehicles driving along Williams Street, with reasonable care as they would use in any other town centre area.

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

- 4.1. Staff are presently working on a revision and extension of the Parking Bylaw, including adding the ability to include traffic controls which are not presently regulated in the district.
- 4.2. The proposed change to the Bylaw could include controls such turn bans or restrictions on the use of specific roads for specific vehicle types (e.g., trucks and buses).
- 4.3. Other means of deterring heavy vehicles from mounting kerbs and damaging plantings could also be considered. This could include the installation of bollards / planters or feature rocks within garden areas.

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

4.4.1. Option One – Use a staged approach to addressing the issue of damage

This option would take the following staged approach:

- Stage One – Use hard landscaping features such as bollards, landscaping rocks, or planter boxes on the intersection corners in conjunction with new plantings to deter heavy vehicles and protect plants.
- Stage Two – Request that Council consider a control around heavy vehicle use on Charles Street between Smith Street and Williams Street, after an updated Bylaw has been adopted (likely to be late 2025).
- Stage Three – Monitor heavy vehicle usage to ensure compliance with the Bylaw.
- Stage Four – Future investigation / consideration of a one-way system along Charles Street if required.

This is the recommended option as it takes a pragmatic approach to addressing the issue of damage to plantings and discourages heavy vehicle use on Charles Street between Smith Street and Williams Street, where this is not desirable.

Should the Community Board adopt this option, then a further workshop would be held to present options for hard landscaping on the corners.

4.4.2. Option Two – Request Staff Investigate and Report on a One-Way System

This option would require investigation and feasibility design for a one-way system on Charles Street. To achieve this, supporting infrastructure to reinforce the one-way system and reconfigure the road would be required. This would likely include traffic islands, road marking, signage and landscaping to support the road layout within this high amenity town centre area.

It is likely additional budget would be required to allow this project to progress. This would need to be requested through the next Annual Plan Process.

As there are other lower cost interventions which could be considered first, this is not the recommended option.

4.4.3. Option Three – Request Staff Investigate and Report on Options to Modify the roundabout

This option would consider altering the quadrant kerbs on the roundabout / construction of truck aprons, to allow more heavy vehicle movements on Charles Street West of the roundabout.

This would only be achievable on the two kerb quadrant which have no veranda's overhanging the footpath (east corner outside the old BNZ building and west corner outside Corcoran & French), would be expensive due to the need to adjust kerbs and drainage, and encourage heavy vehicles to use roads which are not desirable. It would not be possible to adjust the kerb on the north and south corners, due to the proximity of the building verandas.

As such, this is not the recommended option.

4.4.4. Option Four – Retain the Status Quo

This option would not result in any changes, and as such damage to plantings would likely continue. Therefore, this is not the recommended option.

### **Implications for Community Wellbeing**

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

The safe operation and layout of the Charles Street / Williams Street roundabout is a matter of public safety and community wellbeing.

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

## **5. COMMUNITY VIEWS**

### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report, as the proposed changes are minor and operational in nature.

### **5.2. Groups and Organisations**

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

### **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.

Town Centres are high amenity and interest areas, where a high level of service is anticipated. It is however noted that the proposed changes are minor and operational in nature.

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

### **6.1. Financial Implications**

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

The Town Centre Upgrades budget has \$50,000 in 2025/26 and \$265,000 in 2026/27. Once the extent of work required is agreed and an estimate is prepared, a report will be taken to the Kaiapoi-Tuahiwi Community Board outlining the design and estimated costs to complete the project.

There is budget for Town Centre Upgrades included in the Annual Plan/Long Term Plan.

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

The recommendations in this report are considered to be localised and will not have sustainability or climate change impacts.

### **6.3 Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report. If the recommendations of this report are not adopted and traffic changes are implemented at the roundabout or along Charles Street, there will be a risk of negative feedback from elements of the community whose travel would be affected.

### **6.3 Health and Safety**

All health and safety requirements related to this work will be considered through the associated traffic management plan and other associated implementation documentation.

## **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

Part 21 of the Local Government Act 1974 requires Council to construct, upgrade, and repair roads with such materials and in such manner as the council thinks fit, and to take all sufficient precautions for the general safety of the public and traffic on or near any road.

## 7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report. In particular, the following community outcomes are of relevance to the issue under discussion:

### ***Social: a place where everyone can have a sense of belonging***

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

### ***Environmental: a place that values and restores our environment***

- People are supported to participate in improving the health and sustainability of our environment.
- The natural and built environment in which people live is clean, healthy and safe.
- Our communities are able to access and enjoy natural areas and public spaces.

### ***Economic: a place that is supported by a resilient and innovative economy***

- Enterprises are supported and enabled to succeed.
- Infrastructure and services are sustainable, resilient, and affordable.

## 7.4. Authorising Delegations

The Kaiapoi-Tuahiwi Community Board have delegation to consider and report on all matters referred to it by the Council or any matter of interest or concern to the Community Board.



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-03-09 / 250507080209**REPORT TO:** KAIAPOI-TUAHIWI COMMUNITY BOARD**DATE OF MEETING:** 19 May 2025**AUTHOR(S):** Joanne McBride, Roding & Transport Manager  
Shane Binder, Senior Transportation Engineer**SUBJECT:** Silverstream Boulevard Raised Safety Platforms**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)  
General Manager  
Chief Executive**1. SUMMARY**

1.1. This report is to:

1.1.1. Provide background information on why raised safety platforms have been installed on Silverstream Boulevard, as part of the new Collector Road construction.

1.1.2. And to outline options for consideration in relation to the raised safety platforms.

1.2. As part of the West Kaiapoi Outline Development Plan, a new Collector Road, now known as Silverstream Boulevard, was planned to connect from Island Road through to Adderley Terrace, to provide a strong transport connection for all modes (including bus services, cyclists, and pedestrians) from the development area through to Kaiapoi town centre.

1.3. A reserve, neighbourhood playground, and green link are being developed between Silverstream Blvd and the northwestern corner of the subdivision, providing strong pedestrian connectivity through the development and to public transport services.

1.4. To support the anticipated usage and increased pedestrian activity in this area, a raised crossing was proposed across Silverstream Blvd.

1.5. As part of the detail design process, two raised safety platforms were included which have been located opposite Lots 86 and 89 (Nos. 76 and 82 Silverstream Blvd). These raised safety platforms were considered necessary to minimise the risk of higher speeds around the sweeping bend into Kaiapoi and to support the activity in the area.

1.6. The two raised safety platforms were installed when the new road was constructed, and prior to houses being built along the road. The purpose of these raised safety platforms is to calm traffic travelling through the area.

1.7. Over the last 12 months, three residents on the block fronting the two raised safety platforms have logged service requests regarding noise and vibration effects from these raised safety platforms.

1.8. Several meetings have subsequently occurred with staff, the Mayor, and elected members. Staff have undertaken several actions including a survey of the raised safety platform ramps, vibration testing, and noise testing within the road reserve.

1.9. It is noted that where there is a collector road which has a through function and a neighbourhood activity, that there will be a need to consider speed / safety. The raised safety platforms have been designed and installed to support the competing demands of

the through function and safety in the area. Other options for traffic calming were considered at the time of design, and it was determined that the vertical deflection of a raised platform was the most effective for controlling speed. This wider safety benefit needs to be balanced with the noise / vibration which can be generated from vehicles travelling over the raised platforms.

- 1.10. Noise and vibration testing have been conducted outside no. 82 Silverstream Boulevard, and additional vibration testing has been conducted on Silverstream Boulevard at Mitchell Lane. The initial test results are considered to be within an acceptable range for both noise and vibration. Further testing was underway at the time of this report being written.
- 1.11. The staff recommendation is to leave the carriageway materially unchanged because of the wider safety benefits to the community.

Attachments:

- i. Silverstream Speed Hump Vibration Results (TRIM no. 250507079617)
- ii. SR13097 Noise Assessment Silverstream Boulevard (TRIM no. 250507079616)

## 2. **RECOMMENDATION**

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

- (a) **Receives** Report No. 250507080209.
- (b) **Approves** the status quo being maintained which will leave the raised safety platforms in their current state (as outlined in Option One).
- (c) **Notes** that there is no budget available to undertake works on Silverstream Blvd.
- (d) **Notes** that if the Community Board would like to progress an alternative option other than recommended in this report, then this will require a recommendation through to the Utilities & Roading Committee, and budget to be sought from Council.

## 3. **BACKGROUND**

- 3.1. As part of the wider West Kaiapoi Outline Development Plan, a new Collector Road was planned to connect from Island Road through to Adderley Terrace, providing a strong transport connection for all modes from the development area to Kaiapoi town centre. Refer to Figure One below which shows the location of the new Collector Road.

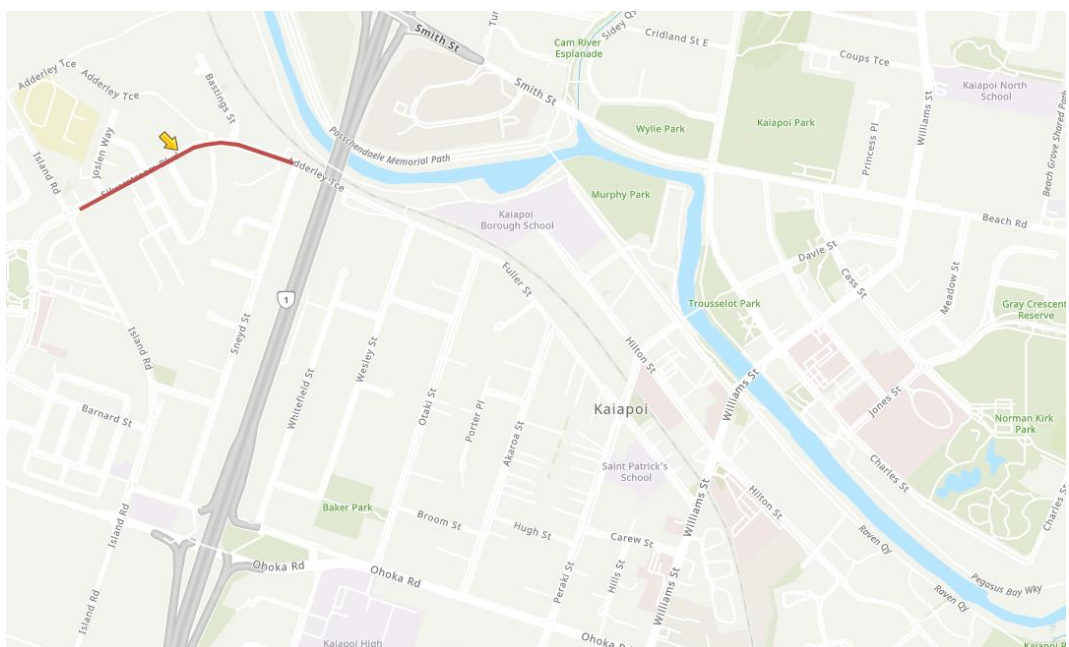


Figure One: Map of Kaiapoi with the New Collector Road shown in red.



- 3.2. The new road, now known as Silverstream Boulevard, has a Collector Road function and is a key route for bus services and has a shared path for pedestrians and cyclists. Figure Two shows the outline development plan for the wider West Kaiapoi area.



Figure Two: West Kaiapoi Outline Development Plan for Transport

- 3.3. As part of the development of the master plan, a proposed reserve and green link between Silverstream Blvd and the northwestern corner was included, as shown in Figure Three. This provides strong pedestrian connectivity through the development and to public transport services.



Figure Three: Silverstream Master Plan excerpt

- 3.4. The proposed reserve area adjacent to Silverstream Blvd (refer to “A” on the map) is intended to have a neighbourhood playground, with the installation of this playground being in an upcoming stage of the development.
- 3.5. To support the anticipated usage and increased pedestrian activity in this area, the Silverstream Master Plan proposed a raised crossing adjacent to the reserve in the original plans, as shown in Figure Four.



Figure Four: Original traffic calming concept adjacent to playground

- 3.6. Through the consenting and design development stage, the design was adjusted to two raised safety platforms located opposite Lots 86 and 89 (future Nos. 76 and 82 Silverstream Blvd).
- 3.7. The raised safety platforms were considered necessary, due to the risk of higher speeds around the sweeping bend into Kaiapoi.
- 3.8. As part of the Engineering Design approval process, a Road Safety Audit was required which did not raise any concerns regarding the proposed raised safety platforms.
- 3.9. The new Collector Road was constructed in stages as part of the wider development, with the portion through the raised safety platforms installed in September 2021 and opened to traffic in June 2022. As such the raised safety platforms were in place in 2022 before residential development was occurring (refer to Figure Five below).

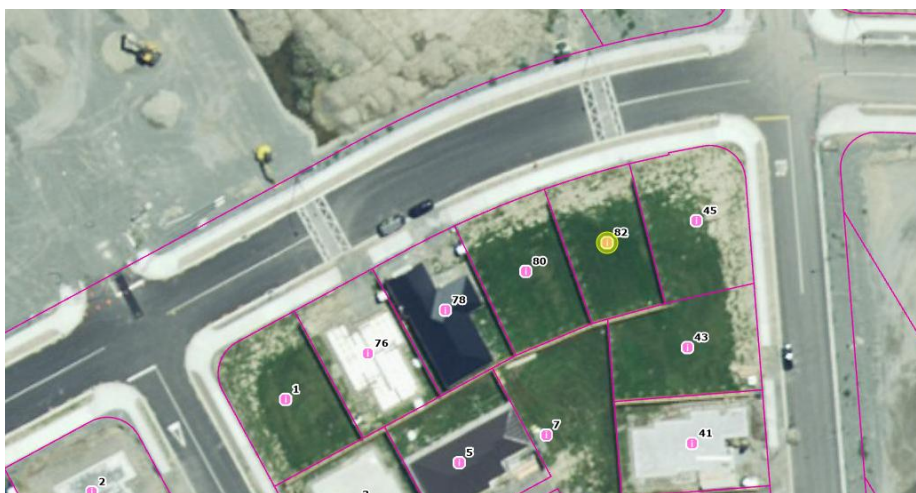


Figure Five: 2022 Aerial Photograph

- 3.10. Due to the proximity of the proposed Greenspaces area and playground, the design of the raised safety platforms was for a speed of 30 km/h on the approach ramps. Both raised safety platforms have a shorter ramp on the side approaching the reserve area and a longer ramp on the exit. This is to ensure that speeds remain low within the area adjacent to the reserve. Refer to Figure Six below which shows a close up of the ramps from 2023 aerial imagery, and the dwelling at no. 82 with the access not yet constructed.





Figure Six - 2023 Aerial Photograph with no. 82 under construction.

- 3.11. Traffic volumes and speeds are routinely measured on Silverstream Blvd, at a location approximately 130m east of the eastern raised safety platform. The last measurements in May 2023 showed an average daily traffic (ADT) of 1,421 mean operating speed of 47.8 km/h and 85<sup>th</sup> percentile speed of 54.7 km/h.
- 3.12. Metro's Route 95 bus travels down Silverstream Blvd in both directions. Service is typically hourly (i.e., one bus in each direction or 2 busses total) but increases to 3-4 busses total during the morning and evening peak hour.

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

- 4.1. Starting in winter 2024, three residents on the block fronting the two raised safety platforms logged service requests over noise and vibration effects from the raised safety platforms.
- 4.2. Staff met with one resident to discuss the concerns raised and carried out some minor improvements including installing raised safety platform signs.
- 4.3. Subsequent to this a further meeting was held with the Mayor and elected members.
- 4.4. Staff have since undertaken several actions including:
  - 4.4.1. A topographical survey of the ramps to confirm the approach grades.
  - 4.4.2. Vibration testing at the property boundary
  - 4.4.3. Noise testing within the roadside berm area.

These are further outlined below.

#### 4.5. Vibration testing:

- 4.5.1. Vibration testing was carried out in late March, assessing vibrations in the area between the footpath and the property boundary, opposite the raised safety platform at no. 82 Silverstream Blvd.
- 4.5.2. The vibration test was conducted over daylight hours and compared with a control site which is opposite the raised safety platform at Silverstream Blvd and Mitchell Lane.

4.5.3. Vibration is measured in peak particle velocity (PPV) and assessed against human comfort and structural integrity. The testing suggested that the maximum PPV at no. 82 Silverstream Blvd was 25% higher than at Mitchell Lane, but this could be due to different measurement distances from the carriageway.

4.5.4. The vibration testing offset distance was:

- Outside no. 82 Silverstream Blvd – 4.4m from the kerb & channel.
- Silverstream Boulevard at Mitchell Lane – 5.7m from the kerb & channel

4.5.5. The maximum vibration measurements from the initial testing were below the level at which NZTA considers complaints “to be likely” and far below international standards for structural integrity. The full results can be found in Attachment 1 (TRIM: 250507079617). Further testing was underway at the time of writing this report.

#### 4.6. Noise Testing:

4.6.1. Staff undertook noise testing in late February, assessing the level of noise at the footpath opposite each of the raised safety platforms. The noise tests were timed to include scheduled bus services and were compared against a control site at the intersection of Silverstream Blvd and Penney Ave.

4.6.2. The assessment measured L10 which is the level of noise exceeded for no more than 10% of the monitoring period, and Lmax which is the highest sampled level of noise.

4.6.3. The Ministry for the Environment’s Quality Planning website notes that an L10 reading “equates to an average maximum sound and is used widely in emission limits.”

4.6.4. Testing found that L10 noise readings were similar at raised safety platforms and at the Penney Ave intersection. Busses crossing the raised safety platforms had no discernible effect on noise readings. Maximum noise readings at the raised safety platforms were concluded to likely be due to vehicles accelerating away from the raised safety platforms. The full results can be found in Attachment 2 (TRIM: 250507079616).

4.7. It is noted that both vibration and noise testing were carried out within the road reserve. As such, it would be expected that the effects from vibration and noise would lessen as one moves further from the carriageway, onto private property and into the adjacent houses.

4.8. There are several options available to consider, when balancing resident concerns related to the effects of the raised safety platforms with the traffic calming impacts of the safety platforms. It is noted that if the Community Board would like to progress an alternative option other than the recommended option, this will require a recommendation through to the Utilities & Roading Committee and budget to be sought from Council.

4.9. Option 1: Retain status quo.

This option would leave the carriageway materially unchanged with no changes proposed to the raised safety platforms; however, traffic patterns on Silverstream Blvd would continue to be monitored by staff and minor changes to signage and or markings may be made in the future as a result. This is the recommended option because of the wider safety benefits to the community.

4.10. Option 2: Cover concrete beam adjacent to raised safety platform.

This option would apply a flexible bitumen bandage over the concrete beam at the bottom of the raised safety platform in order to reduce the noise effects from vehicles driving over the beam. The estimated cost for this option is \$1,500. This option would have the lowest effect on traffic and shortest closure time of the construction options. It is not the

recommended option because it would be unlikely to make any substantive difference towards addressing the residents' concerns.

4.11. Option 3: Construct new ramp on top of existing ramp.

This option would overlay a new ramp on top of the existing ramp and concrete beam. The estimated cost for this option is \$12,000. This option is not the recommended option because it will lessen the approach slope and likely to lead to an increase in traffic speeds. Also, this option does not allow for removal of the existing concrete beam, and as such reflective cracking is likely to occur in the asphalt overlay.

4.12. Option 4: Replace ramps on both sides of raised safety platforms.

This option would dig out the approach ramps and beams on both sides and replace with continuous asphalt. The estimated cost for this option is \$18,000. This option is not the recommended option because it will lessen the approach slope and likely to lead to an increase in traffic speeds. There would also need to be a bitumen bandage across the join line between the new and old asphalt, which could cause some tyre noise.

4.13. Option 5: Raise carriageway between raised safety platforms to height of safety platforms.

This option would fill in the roadway between the raised safety platforms so that the entire length was the same height and was requested by one of the residents. This work would involve removal of ramps, regrading the approach ramps, milling the existing asphalt surface, overlaying with granular material and the new asphalt surfacing being laid between the raised safety platforms.

This option would halve the approach / departure ramps which vehicles need to traverse along this section of Silverstream Blvd. The estimated cost for this option is \$60,000. This option would likely lead to higher speeds in the vicinity of the playground and crossing, and as such, is not the recommended option.

4.14. Option 6: Remove the raised safety platforms.

This option would remove both raised safety platforms and replace with a standard carriageway. The estimated cost for this option is \$25,000. This option would likely lead to higher speeds and safety concerns in the vicinity of the playground and crossing, and as such, is not the recommended option.

### **Implications for Community Wellbeing**

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

The speed environment of Silverstream Blvd and resulting effects are a matter of public safety and community wellbeing.

4.15. 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, as the proposed changes are minor and operational in nature.

### **5.2. Groups and Organisations**

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. However, several adjacent residents have been actively communicating with Council around the raised safety platforms and have expressed their opposition to their use.

### 5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report, as the proposed changes are more operational in nature.

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

### 6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. Any changes to the carriageway have not been included in the Annual Plan/Long Term Plan and would require approval for additional funding.

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

The recommendations in this report are considered to be localised and will not have sustainability or climate change impacts.

### 6.3 **Risk Management**

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

There is a risk of negative feedback from the residents who have already engaged on the raised safety platforms.

If the recommendations of this report are not adopted and the raised safety platforms are substantially modified or removed, there will be a risk that the existing traffic calming effect is reduced, and traffic speeds could increase adjacent to the future playground.

### 6.3 **Health and Safety**

All health and safety requirements related to this work will be considered through the associated traffic management plan and other associated implementation documentation.

## 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**

Part 21 of the Local Government Act 1974 requires Council to construct, upgrade, and repair roads with such materials and in such manner as the council thinks fit, and to take all sufficient precautions for the general safety of the public and traffic on or near any road.

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

The Council's community outcomes are relevant to the actions arising from recommendations in this report. In particular, the following community outcomes are of relevance to the issue under discussion:

#### ***Social: a place where everyone can have a sense of belonging***

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

#### ***Environmental: a place that values and restores our environment***

- People are supported to participate in improving the health and sustainability of our environment.
- The natural and built environment in which people live is clean, healthy and safe.
- Our communities are able to access and enjoy natural areas and public spaces.

#### 7.4. Authorising Delegations

As per Part 3 of the Waimakariri District Council's *Delegations Manual*, the Kaiapoi-Tuahiwi Community Board has the delegated authority to maintaining an overview of services provided by the Council such as road works, water supply, sewerage, stormwater drainage, parks, recreational facilities, community activities, and traffic management projects within the community.

The Utilities & Roding Committee has the delegated authority to consider Roding and Transportation matters, including road safety, multimodal transportation and traffic control.

Council has the authority to consider requests for funding of projects which have no budget allocation.

**WAIMAKARIRI DISTRICT COUNCIL****MEMO**

**FILE NO AND TRIM NO:** File Number / Trim Number

**DATE:** 8 April 2025

**MEMO TO:** Shane Binder

**FROM:** Dominic Mansbridge

**SUBJECT:** Silverstream Speed Hump Vibration Results

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**Background**

The purpose of this task was to compare the vibrations on the surrounding properties from the speed humps on Silverstream Blvd. These measurements were taken place over two days in two locations.

On Wednesday March 26<sup>th</sup> measurements were taken outside 82 Silverstream Blvd and on March 27<sup>th</sup> measurements were taken outside the Silverstream shops.



*Figure 1 - SiteHive Hexanode showing the ground spike installation method*

**Method**

The Site Hive monitor was installed into ground directly opposite of these speed humps via the ground spikes method recommended by Site Hive, any debris (bark, stones etc) was moved so the ground spikes could be directly into the ground. The locations the monitors were installed were as close to the speed humps as practical without drilling into the concrete footpath. These locations are shown below, it is worth noting that the monitoring location at the Silverstream shops is as additional 1300mm further from the speed hump then as monitored at 82 Silverstream Blvd





Figure 2 – Silverstream Blvd Shops – monitoring location (note: 5.7m measurement is taken from fender to hexanode as measured on site)



Figure 3 - 82 Silverstream Blvd – monitoring location (note: 4.4m measurement is taken from fender to hexanode as measured on site)



## Results

### Peak Particle Velocity

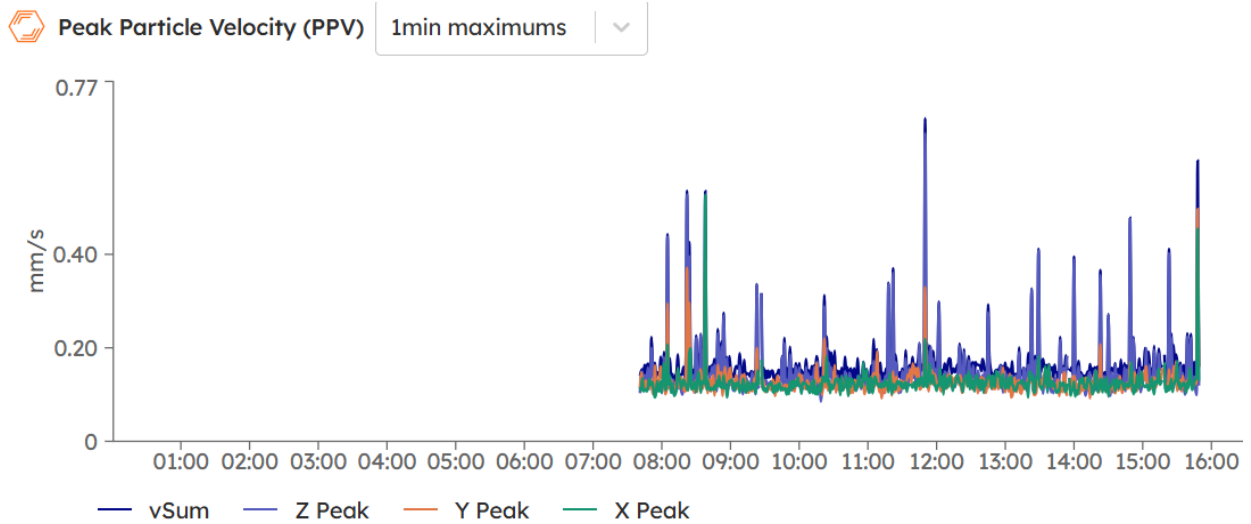


Figure 4 - Silverstream Shops

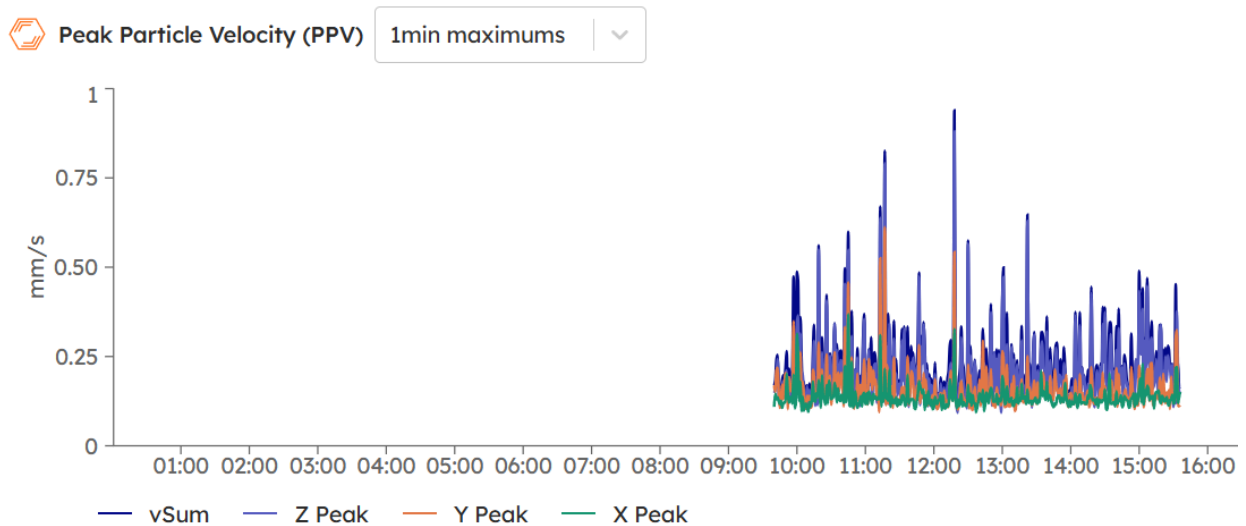


Figure 5 - 82 Silverstream Blvd

Peak Particle Velocity (PPV) is a measurement used to assess the intensity of ground vibrations caused by activities such as construction, blasting, or transportation. It quantifies the maximum speed at which a particle of the ground (or other materials) moves due to the vibration. PPV is typically measured in millimeters per second (mm/s) and is an important factor in evaluating the potential for structural damage, environmental impact, and human discomfort from these vibrations. Higher PPV values generally indicate stronger vibrations, which can cause damage to buildings, discomfort to humans, and disruption to the environment.

The table on the next page, from the NZTA's Western Ring Route – Waterview Connection Construction Noise and Vibration Management Plan, gives a reference to different PPV values and their effects.

Vibration level (PPV)	Effect
0.14 mm/s	Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.
0.3 mm/s	Vibration might be just perceptible in residential environments
1.0 mm/s	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.
10 mm/s	Vibration is likely to be intolerable for any more than a very brief exposure to this level.

Source: <https://www.nzta.govt.nz/assets/projects/completing-wrr/docs/docs-enquiry/dc1a/revised-management-construction-plan.pdf>

It is worth noting that the maximum value from the periods measured was 0.9 mm/s for the speed hump outside 82 Silverstream Blvd and 0.7 mm/s for the Silverstream shops, this difference however may be due to the distance where the monitoring occurred being 1300mm further away at 82 Silverstream Blvd.

It is also worth noting that the spikes that can be seen generally coincide with heavy vehicles or busses passing over the speed bumps, this was cross referenced with time stamped photos of buses going over the speed humps as witnessed at 10:18am outside 82 Silverstream Blvd and at 8:04am and 8:23am outside the Silverstream Shops

### Damage to buildings

The below two graphs compare the PPV results against the German standard DIN 4150 – 3 these graphs plot the frequency as well as the velocity of the vibrations and assess this in terms of likelihood for building damage, the frequencies are shown below:

- Low Frequency (0.5 - 10 Hz) - For low-frequency vibrations, the PPV limits are lower because buildings are more susceptible to these types of vibrations, which can cause resonance and more significant damage.
- Medium Frequency (10 - 50 Hz) - As the frequency increases, buildings are generally less sensitive to vibrations. The limits for PPV are usually higher in this range.
- High Frequency (above 50 Hz) - High-frequency vibrations have a reduced effect on buildings, and therefore the PPV limits are generally higher in this frequency range. However, even though the vibrations are higher in frequency, they may not cause significant structural damage.

The lines on the graphs indicate the limits for different types of buildings based on these measurements:

- PPV for Category 1: For highly sensitive structures (e.g., historical buildings), the vibration limits are lower, even at higher frequencies.
- PPV for Category 2: For typical residential buildings, the limits are higher but still moderate to prevent damage.
- PPV for Category 3: For industrial or commercial buildings, higher vibration levels are allowed without risk of damage.

Under this standard the vibrations from the speed humps at both sites are within the limits for the residential category (as well as the more stringent sensitive category) – It appears that the majority of these vibrations reside in the lower frequency range.

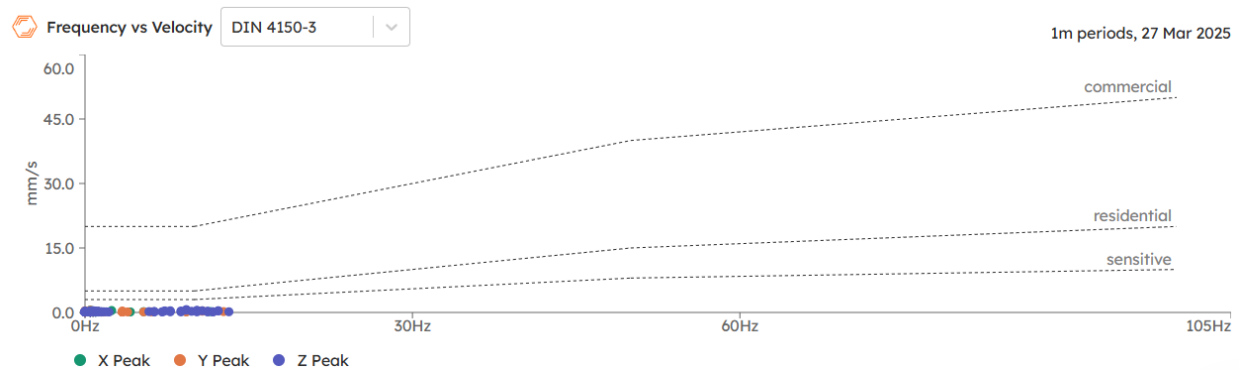


Figure 6 - Silverstream Shops

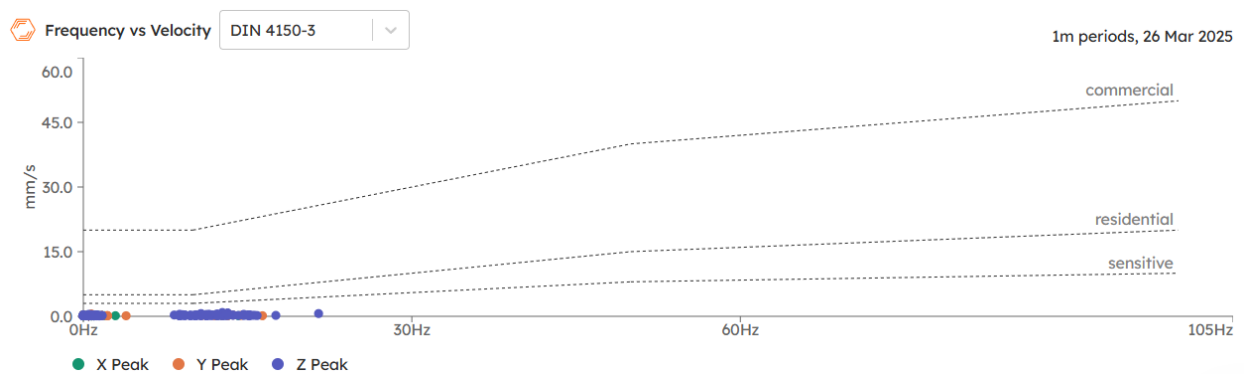


Figure 7 - 82 Silverstream Blvd

## Noise Assessment

**Date:** 24/02/2025

**Report By:** Mark Fortune

**Request Number:** SR13097

**Problem Location:**

**Reference.**

**Department:** Environmental Services Unit

**Geo-location:**

### Purpose

Purpose of this assessment is to monitor the level of noise emanating from traffic going over the speed tables on Silverstream Boulevard and compare readings. The speed tables are situated directly opposite numbers 76 and 82 Silverstream Boulevard.

### Location

Sound Level Meter (SLM) was positioned next to both speed tables (refer ariel picture below) The speed tables are circled in red.





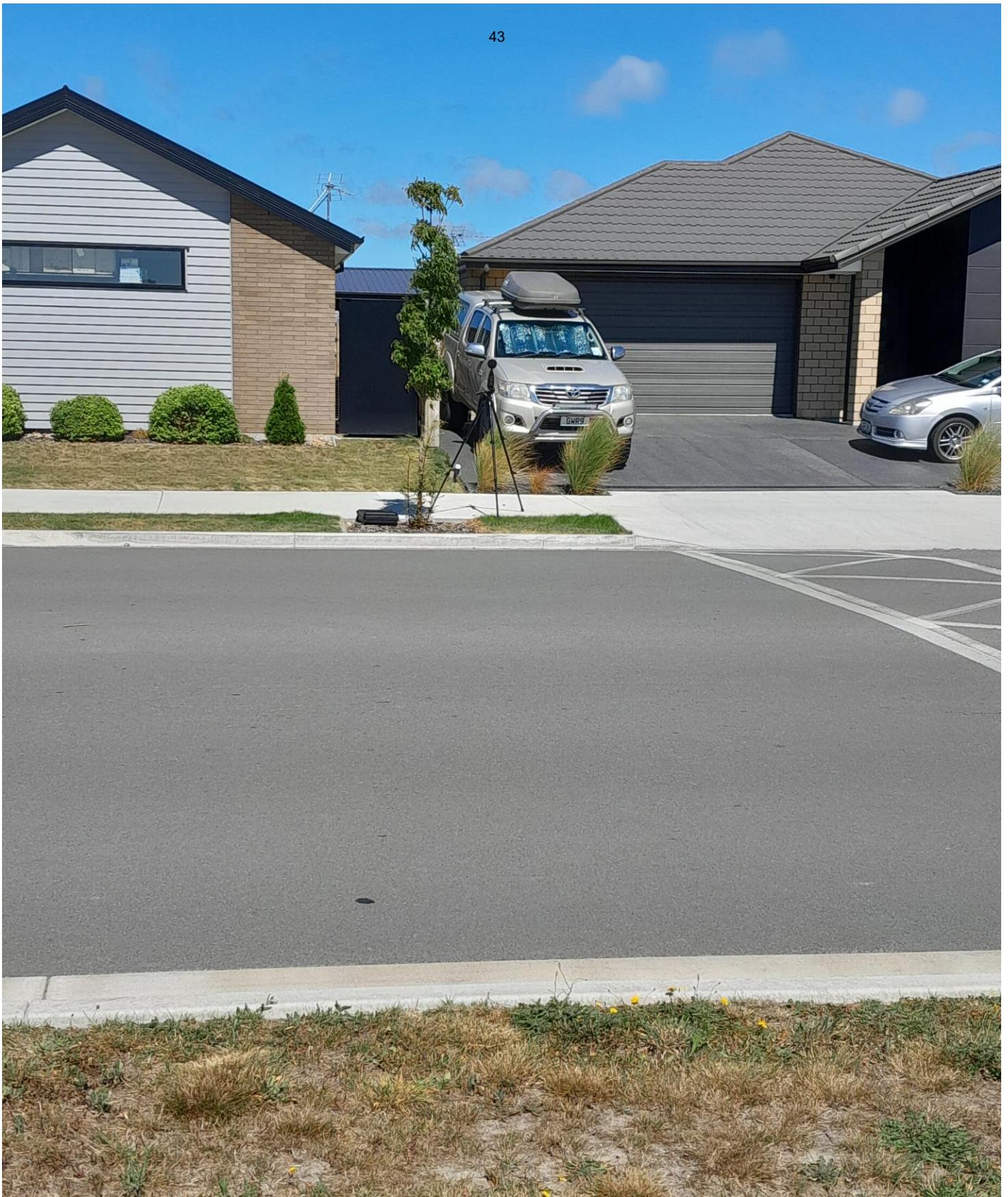


Photo showing set up outside number 76 Silverstream Boulevard

#### **Meteorological Condition**

Weather was clear at the time of assessment.

Wind was low at approx. 13 kph.

Temperature was approx. 20 degrees Celcius.

#### Results taken at number 76 Silverstream Boulevard

Start Time	Duration	dBA L10 (dB)	dBA Lmax (dB)
1432hrs	15 minutes	61.5dB	81.7dB
1449hrs	15 minutes	62.5dB	87.3dB

#### Results taken at number 82 Silverstream Boulevard

Start Time	Duration	dBA L10 (dB)	dBA Lmax (dB)
1505hrs	15 minutes	63.6dB	81.6dB
1521hrs	15 minutes	61.8dB	78.4dB

#### Variables/observations

- Traffic noise from the SH1 motorway was a constant noise in the background as well as overhead aircraft noise.
- Car with noisy exhaust during 2<sup>nd</sup> reading (1449hrs)- high Lmax.
- Note vehicles towing trailers cause higher noise when going over the speed table.
- Buses were witnessed driving over the speed tables during the 4<sup>th</sup> reading started at 1521hrs.

We took a background reading away from the Speed tables but still on Silverstream Boulevard (by the intersection of Silverstream Boulevard and Penny Avenue).

#### Background results

Start Time	Duration	dBA L10 (dB)	dBA Lmax (dB)
1538hrs	15 minutes	62.1dB	72.4dB

#### Results and Analysis

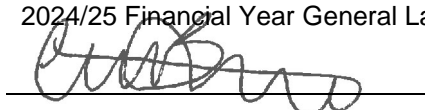
If we compare the 4 readings against the background reading, there is little change in the overall L10 average readings which varies from 62.1 dBL10 to 63.6dB L10

- The highest Lmax (87.3dB) was due to a one car fitted with a loud exhaust.
- The buses have no real discernible effect on the overall average L10 noise levels.
- There is a higher Lmax due to vehicles accelerating (engine noise) away from speed tables.

#### Instrument Details

Instrument Type	2255
Instrument Serial Number	100043
Instrument Software Type	FW-2255-000
Instrument Software Version	1.2.0.1151
Transducer Type	4966
Transducer Serial Number	3352521
Sound Field	Free-field
Windscreen	UA-1650
Calibration Date	31/10/2023



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** GOV – 26 – 08 – 06 / TRIM 250403057526**REPORT TO:** KAIAPOI – TUAHIWI COMMUNITY BOARD**DATE OF MEETING:** 19<sup>TH</sup> May 2025**AUTHOR(S):** Tori Stableford, Landscape Architect**SUBJECT:** 2024/25 Financial Year General Landscaping Projects**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)
  
 General Manager

  
 Chief Executive
**1. SUMMARY**

- 1.1. The purpose of this report is to provide an update on the 2024/25 Kaiapoi-Tuahiwi General Landscaping Budget including current projects previously funded by the Board and new projects for the Board to consider funding allocation.
- 1.2. The Board currently have \$45,646 available for allocation to new projects this financial year. This is made up of \$28,646, and \$16,990 that was unallocated and carried over from the 2023/24 financial year. The projects that staff have recommended budget allocations towards are not expected to be completed this financial year so the budgets will be carried forward to the 2025/26 financial year.
- 1.3. The projects that the Board may wish to allocate budget for the 2024/25 financial year are described in this report. These projects are:
  - The Williams Street, Kaiapoi, Town Entrance sign \$40,000 and
  - Planting beneath the Pines and Kairaki Entrance sign \$4,500
- 1.4. This report also provides updates on current projects that have budget allocation. These include the Main North Road Town Entrance Sign and associated Tree Scheme, and the recently completed Raymond Herber 'Wind Swept Tree' sculpture. Staff have suggested the allocation of a further \$530.23 to the Raymond Herber Sculpture project for additional installation costs.
- 1.5. Following staff's recommendations would see a total of \$45,030.23 from the \$45,646 available in the 2024/25 financial year's budget allocated to projects.
- 1.6. The table below shows a breakdown of the recommended outcome for each of the discussed projects and associated budget requirements.

Potential General Landscape Projects 2024/25			
Project	Estimated Cost	Recommendation	GL Allocation
Raymond Herber Sculpture	\$530.23	Approve from GL Budget	\$530.23
Kaiapoi. Williams Street. Entrance Sign	\$40,000	Approve from GL Budget	\$40,000
Pines Beach Entrance Development	\$4,500	Approve from GL Budget	\$4,500
Charles Street Roundabout Planting	N/A	Await report from Roding	
Adderley Terrace	N/A	Await report from Roding	
Lineside Road Planting	N/A		
Pollinator Path	\$69,480	Potential LTP Funding Request	
Courtenay Stream & Ohoka Stream Loop	N/A	Await Scope and Planning	
Kaikanui Bridge Railing	\$50,000	Potential LTP Funding Request	
Pétanque Court	\$6,500	Await 2025/26 General Landscaping Budget Report	
Fitness Equipment at Norman Kirk Park	\$27,500	Await 2025/26 General Landscaping Budget Report	

- 1.7. Following a request from the Board, staff investigated a suitable location for a pollinator path in central Kaiapoi. This report seeks approval for a future pollinator path at Williams Street Reserve, however staff have not sought budget allocation due to the costs being higher than what is available in the 2024/25 General Landscaping Budget and the ongoing costs if the project were staged. Staff have therefore recommended that the Board make a submission to Councils Long Term Plan for budget allocation.

Attachments:

- i. Town and Settlement Entrances Strategy – Phase One Towns – FINAL (TRIM 190815114357)
- ii. Kaiapoi - Tuahiwi Community Board Main North Road Avenue tree scheme (TRIM 231109180415)
- iii. Kaiapoi Pollinator Path Location Options (250505077806)
- iii. Kaiapoi Pollinator Path Opportunities & Limitations Table (TRIM 250429073823)
- iv. Williams Street Reserve Pollinator Path (TRIM 250421069160)
- v. Williams Street, Kaiapoi, Town Entrance Potential Locations (TRIM 250429073034)

## 2. **RECOMMENDATIONS**

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

- (a) **Receives** Report No. TRIM 250403057526
- (b) **Approves** the allocation of \$4500 for a new garden beneath the existing welcome to Pines and Kairaki Beaches, Entrance Sign.
- (c) **Approves** the allocation of \$40,000 towards a new town entrance sign and planting on Williams Street, Kaiapoi.
- (d) **Approves** Location Option A for the Williams Street Entrance Sign (*Attachment v. TRIM 250429073034*).

**Or**

- (e) **Approves** Location Option C for the Williams Street Entrance Sign (*Attachment v. TRIM 250429073034*).
- (f) **Approves** the allocation of an additional \$530.23 for unforeseen installation costs of the Raymond Herber Sculpture.
- (g) **Approves** Location 3, the Williams Street Reserve, Main North Road, for a future Pollinator Path (*Attachment iv. TRIM 250416068049*).
- (h) **Approves** that *Acer freemen* will replace the Liquidambar tree species previously approved in the Main North Road Entrance Tree Scheme (*Attachment v ii TRIM 231109180415*).
- (i) **Note** the Kaiapoi Tuahiwi Community Board may decide to request staff to provide a report with costs and design prior to the 2027 Draft Long Term Plan if it wishes to progress with a pollinator path. This is so the board has the opportunity to include it within any future submission to Council.

### **3. BACKGROUND**

- 3.1. The Kaiapoi - Tuahiwi Community Board have two current projects which have previously been funded through the General Landscaping Budget. These projects are the Main North Road Town Entrances Project and the installation of the Raymond Herber 'Wind Swept Tree' sculpture. Staff have included a section within the Issues and Options section of this report which provides an update on both projects for the Board.
- 3.2. In September 2024 staff provided a memo to the Kaiapoi – Tuahiwi Board members asking for General Landscaping project ideas for staff to bring to a workshop, for consideration of future budget allocation. Board members submitted several ideas that were discussed at a workshop with the Kaiapoi–Tuahiwi Community Board in November 2024. During the workshop, staff sought guidance on which projects the Board would like to allocate budget to for the current financial year. While the Board provided some initial feedback, they requested an opportunity for members to give further consideration and feedback to staff before a report would be brought back for a decision. As no additional feedback was received, staff have included an assessment of all the new ideas discussed during the workshop in this report.
- 3.3. These projects include:
  - Kaiapoi. Williams Street. Entrance Sign
  - Charles Street Roundabout Planting
  - Adderley Terrace
  - Lineside Road planting
  - Pines Beach Roundabout
  - Pollinator path
  - Courtenay Stream & Ohoka Stream Loop
  - Kaikanui Bridge
- 3.4. Two previously unbudgeted projects from the Kaiapoi Regeneration Plan have information included should the board be interested in progressing these. These projects are:
  - Pétanque Court
  - Fitness Equipment at Norman Kirk Park
- 3.5. Staff have provided information below in section 4 regarding options for both existing projects. Section 4 details the projects outlined by the Board at its workshop which they may wish to proceed with.

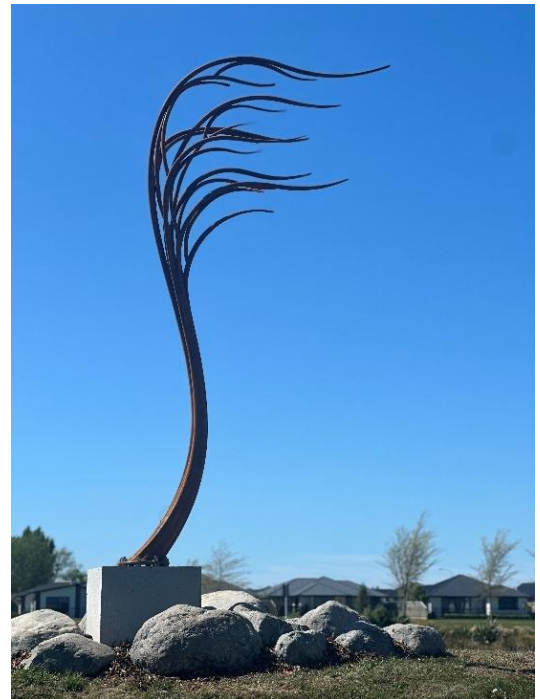
#### 4. ISSUES AND OPTIONS

##### CURRENT PROJECTS

###### Raymond Herber 'Wind Swept Tree' sculpture

- 4.1. In October last year a Raymond Herber 'Wind Swept tree' sculpture was installed at Silverstream Reserve. The cost for Raymond Herber to construct the sculpture was funded by the Waimakariri Public Arts Trust, and the installation of the sculpture and the associated landscaping was funded by the Kaiapoi – Tuahiwi Community Boards General Landscaping Budget, to an allocated amount of \$10,000.

- 4.2. Prior to beginning installation of the sculpture, Council staff sought prices from contractors for the work and a cost of \$8240.05 was approved from the available funding allocated from the Boards project budget of \$10,000. At practical completion Raymond contacted Council staff explaining that he had incurred some additional installation costs of \$1530 for the work that he had organised. Council staff were not made aware of these costs prior to the work being approved or undertaken and Raymond had anticipated charging these costs to the Waimakariri Public Arts Trust. Council staff discussed these costs with members of the Public Arts Trust who said that they were unable to cover the costs at this time.



*Image 1. The installed 'Wind Swept Tree' Sculpture at Silverstream Reserve*

- 4.3. As an act of good will Council staff agreed with Raymond Herber and the Kaiapoi - Tuahiwi Community Board Chair Jackie Watson, that the additional costs could be covered by the Boards General Landscaping Budget but only to the value previously allocated to the project by the Board, which is \$10,000. Council staff explained to Raymond Herber that any costs above the already allocated \$10,000 would need to be requested through a future report. Now that the project has reached final completion the total cost of installation is \$10,530.23 which leaves \$530.23 remaining. Staff have worked with the WPAT and Raymond Herber to identify why there was a difference in expected cost and final costs and determined that this was due to a miss communication between Raymond and WPAT around which costs would be covered by Council/WPAT and which were part of his costs of creating the art. While a new contract document has been developed for future artworks by the WPAT which will clarify all costs and clearly document who is responsible for meeting these to prevent misunderstandings like this in the future, there is still costs with this project which remain.

- 4.4. The Board have two options regarding the remaining cost of \$530.23

Option 1: Allocate \$530.23 from the Board's General Landscaping Budget to cover the remaining cost. As noted above, staff believe the issue was a genuine misunderstanding between the artist and the WPAT and while steps have been taken to prevent this occurring in the future, the remaining costs associated are fair and have been confirmed that they were spent on this project and have currently been met by the artist. The Board initially allocated budget for the installation of this art feature, which is in a prominent position within Silverstream, and the cost of purchase was met by the WPAT. As the remaining costs are minimal, were genuinely spent on the installation, and the Board has budget available which could be used to cover the remaining cost to complete this project, staff recommend this option.

Option 2: Decline the request from WPAT for budget towards the remaining costs. This would mean that the costs would fall back to WPAT to cover, and they would need to raise

funds to cover these costs. This could take time and would mean the artist would have to wait further time for payment of his costs. Staff do not recommend this option.

#### Kaiapoi Town Entrances, Main North Road Entrance Sign

- 4.5. The Kaiapoi – Tuahiwi Community Board have identified that improving the four town entrances is a priority project through their General Landscape Budget with the Main North Road entrance as the first entrance needing improvements. The Board have previously allocated \$75,810 to implement an approved Concept Plan for a new Entrance Sign and Tree Scheme. Greenspace staff have been working on the detailed design for the Entrance Sign, consulting the Roading team to ensure it was frangible for safety and a Structural Engineer to design a frangible frame due to the sign's solid wharf timber construction. Based on the Structural design provided, the procurement documents for the new Main North Road Entrance Sign have been prepared and have been put out to Tender.
- 4.6. In 2024 staff recommended to the Board that the *Main North Road Avenue tree scheme (TRIM 231109180415)* was implemented in the 2024 planting season. Greenspace staff collaborated with Council's Tree Maintenance contractor Asplundh to finalise the Tree Planting Scheme and source suitable trees. Asplundh were unfortunately unable to source *Liquidambar styraciflua* 'Burgundy' trees from a local supplier that are of a suitable size and form and noted a greater risk of the trees supplied having poor form or having shock from relocation.
- 4.7. Asplundh have recommended *Acer freemanii* as an alternative which can be sourced locally, has similar attractive autumn colour and is more wind tolerant than the *Liquidambar*. The *Acer freemanii* has a narrow and upright form and would pose a lower risk of future damage to underground services due to the root system. Staff therefore recommend that the species identified within the current plan (*Liquidambar styraciflua* 'Burgundy') is substituted for the available species *Acer freemanii*. The costs to supply and install the *Acer freemanii* by Asplundh meets budget and the trees are available.
- 4.8. The Tender for the physical works closes on the 16<sup>th</sup> of May and staff intend for work to begin on site by the 10<sup>th</sup> of June. Based on these dates and an estimated construction timeframe of 4 weeks, staff are confident that construction and implementation of the new Entrance Sign will begin this financial year, and implementation of the Tree Scheme will be completed before the end of the current financial year.



Image 2. *Acer freemanii*

### **POTENTIAL NEW PROJECTS**

#### **NEW PROJECT – Kaiapoi, Williams Street Entrance Sign – COST: \$40,000**

- 4.9. The Town Entrances project, guided by the Council's Town and Settlements Entrances Strategy and the Board's aim to enhance Kaiapoi's entrances, prioritises the Williams Street Entrance for the next upgrade. The previously approved entrance sign for Main North Road was designed so that it could be replicated at other locations. Staff support this cohesive approach as it eliminates the need to duplicate time and costs. Minor site-specific adjustments may be required for each different entrance sign to ensure the sign suits each site and specific frangibility requirements for each site. Greenspace staff have visited Williams Street with a member of the Roading team to identify potential entrance sign locations. Five locations were considered. Photos, and a discussion of each location



can be seen in *Attachment v. Williams Street, Kaiapoi, Town Entrance Potential Locations TRIM 250429073034*).

- 4.10. As discussed, there are several locations where this sign could be located and of these, Councils Greenspace and Roading teams endorse Options A and C, and recommend that locations B, D and E do not progress. A map showing the locations that were investigated is provided below.



- 4.11. To progress this project, the Board would need to approve a preferred location then staff can undertake detailed design and bring a final design scheme back to the Board for approval including the sign design and any planting requirements. Based on the Board's feedback to the previous entrance project at Main North Rd, staff understand the Board does not require consultation with the wider community regarding this entrance sign feature although note that if Option A was selected, this would need a level of consultation with the neighbouring property as discussed in *Attachment v. Williams Street, Kaiapoi, Town Entrance Potential Locations TRIM 250429073034*).
- 4.12. Staff estimate the cost of this project to be \$40,000 noting that this considers the previous estimate for the Main North Road Entrance Sign. As the Board have indicated that the town entrance projects are a priority to the Board, staff recommend that this budget is allocated to the Williams Street Entrance Sign. This estimate includes \$30,000 for the sign and an additional \$10,000 for associated planting.

### NEW PROJECT - Charles Street Roundabout Planting

- 4.13. Board members have raised concern that the gardens surrounding the Church and Williams Street roundabout are continually driven over by large vehicles and are therefore either unsightly or in many cases the planting has died and been removed. Greenspace and Roading staff have discussed the restriction of large vehicles from the town centre through a potential bylaw, which is yet to be finalised. Roading staff are currently preparing



a report on better design of the roundabout and recommend deferring any new planting until any changes suggested in the report are approved and implemented.

*Image 6. The Williams/Charles St roundabout*

- 4.14. Greenspace staff will continue to communicate and work with the Roading team to establish the best course of action for changes to the plant beds, and this information will be brought to the attention of Board in a future report.

### NEW PROJECT - Adderley Terrace

- 4.15. During the request for General Landscaping project ideas, Board members suggested tidying the section of unkept grass berm on Adderley Terrace. Board members asked if this section of the berm could be planted and or better maintained so that it appears tidier. This berm is around 250m long and appears unsightly with overgrown weeds and grass. The grass and weeded area on Adderley Terrace are a combination of road reserve and land owned by Kiwi Rail, and further along on Fuller Street the land beyond the road reserve is owned by Land Information New Zealand (LINZ).
- 4.16. Greenspace staff have reviewed the site and note that on the Fuller Street section of berm there are trees which could be limbed up/maintained better as well as unsightly long grass and weeds. For Council to undertake the ongoing maintenance of these trees and the grass/weeds, work needs to be undertaken to determine if they are in the road boundary or on Kiwi Rail managed land. Councils' property team are currently having this area surveyed to establish the exact location of Councils Road boundary line for this purpose.
- 4.17. Based on current understanding, on Adderley Terrace there is a 2 – 3m wide section on Council Road berm before the fence line, and the land beyond this towards the railway track is owned and managed by Kiwi Rail. Staff note that the roadside berm includes a deep swale and a fence which is in a poor state followed by the steep bank of the railway line. These features make it difficult to access the site with machinery to mow and maintain it well. Greenspace staff have discussed options to tidy this area with Councils Property team.



*Image 7. The roadside berms on Adderley Terrace*

- 4.18. Council staff have sent a request to Kiwi Rail to tidy the area using a weed trimmer given the land cannot easily be mown. Although if successful this would tidy the area in the short term, without regular programmed maintenance, this area will likely return to an unkempt state in due course requiring ongoing requests from staff. Based on our understanding from other sites, it is unlikely that this ongoing maintenance would be budgeted/programmed by Kiwi Rail just for this section.
- 4.19. Council's property unit are in the process of working with Kiwi Rail to lease the area, part of this includes a survey. Once the survey is completed, Council's Property Team will contact LINZ to explore their willingness towards this option and opportunities to enable a collaborative approach to improve the maintenance and visual appearance of this space. Once these options have been investigated, a report will be brought back to the Board for consideration, noting that any decision requiring budget would need to be taken with the Board's recommendation to a Community and Recreation Committee and then Council for approval.

#### NEW PROJECT - Lineside Road Planting

- 4.20. Board members raised a request to see the plant beds on the Lineside Road motorway overbridge tidied and planted, the gardens are unsightly and do not provide a good entrance to Kaiapoi and Rangiora.
- 4.21. These gardens are owned and managed by NZTA, and therefore Council cannot make changes to the gardens. Ongoing requests have been made with NZTA to upgrade these gardens. The Greenspace team requested that the Roading team raise the request again with NZTA at the ongoing quarterly meetings and note that last month the gardens were tidied and free of large weeds. The plants however have not been replaced or upgraded. The roading staff are aware of this and will continue to monitor/communicate with NZTA around these garden beds.



NEW PROJECT - Pines Beach Entrance – COST: \$4,500

- 4.22. A suggestion was made by the Board to plant the roundabout at the entrance to Pines Beach and Kairaki, with the intention of beautifying the entrance.



*Image 8. The Pines Beach roundabout*

- 4.23. The existing roundabout is mountable to vehicles due to a small turning radius, and it has been paved to accommodate this. Staff would not support planting and changing the nature of the roundabout as any planting would be damaged and there would be ongoing maintenance problems.
- 4.24. As an alternative staff suggest some planting could be undertaken to improve the wider entrance appeal beneath the recently upgraded Entrance Sign for Pines and Kairaki beaches. The work would include the formation of a new garden bed with clean topsoil, shrub planting, and mulching the garden. Staff estimate the costs of this work would be approximately \$4,500.



*Image 9. The Pines and Kairaki Entrance Sign*

NEW PROJECT - Pollinator Paths – COST: \$69,480

- 4.25. The Board suggested the idea of Pollinator Paths in central Kaiapoi. Greenspace staff have identified and visited potential locations for an Urban Pollinator Pathway. It has been recommended that the Kaiapoi Tuahiwi Community Board ask for further reports on this project so that they have information prior to the draft 2027 Long Term Plan should this be a project they wish to pursue and have Council fund. It should be noted that pollinator paths would be supported through the Council's Natural Environment Strategy.

These locations include (*Attachment iii 250505077806*)

- North – East Kaiapoi – Feldwick Drive
  - Railway Berm – Kaiapoi Town Centre
  - Main North Road – Williams Street Reserve
  - Motorway – Kaiapoi Reserve
- 4.26. The attached Kaiapoi Pollinator Path Opportunities & Limitations Table (*Attachment iii. TRIM 250429073823*) provides an assessment of each of these sites. This is based on the length and width of land available, proximity to the Kaiapoi Town Centre, visibility, access, maintenance, connection to existing Greenspace Reserves for wider pollination, and availability of close by Greenspace Reserves that could be used as large break out areas for pollination gardens.
- 4.27. Staff note that the Pollinator Path would be a combination of plantings, rock boulders, logs and other elements such as bug houses to create a successful habitat for pollinators (bugs, insects and lizards). A precise Concept Plan for the Pollinator Path would be developed in conjunction with the Bio-diversity team and presented to the Board in a later report for the Board to consider prior to allocating budget towards the project.
- 4.28. In March this year Council's bio-diversity team sought approval from the Woodend – Sefton Community Board to carry out some Pollinator trials in the form of habitat for pollinators in the wider Waikuku Beach pond reserve area funded through the Natural Environment Strategy. These trials were approved and will provide valuable information about plant species, and other structures for the design of a potential pollinators path in Kaiapoi.
- 4.29. Based on an assessment of the opportunities and limitations of all four locations and discussions with the Council's Biodiversity team, staff recommend Location 3, Main North Road, Williams Street Reserve, as the best site for the proposed pollinator path. Greenspace staff consider this location ideal due to its suitable habitat, proximity and visibility to users of the Kaiapoi town centre, and ease of management and maintenance, as it is overseen by the Greenspace team.



*Image 10: Williams Street Reserve, Main North Road, Kaiapoi. The suggested location for a Pollinator Path*

- 4.30. Staff have estimated the cost to implement a Pollinator Path along the full length of Williams Street Reserve to be approximately \$69,480. A breakdown of these costs can be seen in Table 3.0 below.

*Table 3.0. Costs to implement a Pollinator Path at Williams St Reserve*

Item	Amount	Cost	Total
Spray off and remove layer of grass and rotary hoe top layer of soil (m2)	1440	\$15.00	\$25,000
Traffic Management	1	\$10,000	\$10,000
Bark Mulch 50mm (m3)	72	\$100.00	\$7200
Supply & Planting of shrubs (m2)	1440	\$12.00	\$17280
Logs / Rocks / Bug houses etc	1	\$10,000.00	\$10,000
<b>TOTAL</b>			<b>\$69,480</b>

- 4.31. Given the high cost to implement the Pollinator Path along a 300m length of Williams Street Reserve, staff have assessed staging implementation so that project costs are within the Boards annual General Landscaping Budget amount. (*Attachment iv. Williams Street Reserve Pollinator Path TRIM 250421069160*). The cost to implement a 30m section of the Pollinator Path each year for a 5-year period, would require an annual allocation of \$14,000.
- 4.32. Staff note that the Board has previously indicated that the Town Entrances Project is their main priority which will likely see \$40,000 allocated to the three remaining Town Entrances. If the Board still intend to progress with the Town Entrances Project, there is insufficient budget in the General Landscaping Budget to commit to another large scale or long-term project such as the Pollinator Paths. Based on current understanding, reducing the scale of the pollinator paths to a cost achievable within this budget would significantly diminish any potential for the realisation of the desired biodiversity outcomes.
- 4.33. Due to the forecasted ongoing costs to implement the Pollinator Path, staff have not recommended allocation of budget to this Project and suggest that the Board make a Long-Term Plan (LTP) submission for funding of this project instead.
- 4.34. Councils Biodiversity team have suggested that there may also be an opportunity to involve local schools to undertake the planting, construction of items such as bug houses, and longer-term adoption of 'Pollination Path' patches, as a community project.

#### NEW PROJECT - Courtenay Stream & Ohoka Stream Loop

- 4.35. The Biodiversity Team are currently working to establish the scope and plans for projects at Courtenay Stream and The Ohoka Stream Loop as part of the wider Arohatia te Awa initiative. At this stage, as they are still in the planning phase, it is unclear what provision might be required for General Landscaping elements within these spaces. This project will be funded under the Arohatia te Awa project, however once the scope and plans are fully developed, if there are any opportunities for the Board to contribute to specific landscape elements staff will bring these to the Board.

#### NEW PROJECT - Kaikanui Bridge

- 4.36. A request was made by one of the Board members for an upgrade to the Kaikanui Bridge Railing. Staff have looked at this project and believe that the replacement of the railings with a more decorative option on both sides would cost approximately \$50,000. This amount is outside of the Boards available General Landscaping Budget and feedback during the workshop earlier this year indicated that this project was not a priority for the Board at this time.
- 4.37. Staff therefore recommend that should the Board want to progress this project at any stage, this may require a request for funding to a future Long-Term Plan.

#### UNBUDGETED REGENERATION PROJECTS

- 4.38. Greenspace staff have been made aware of two projects that were previously listed in the Kaiapoi Regeneration Plan but never allocated budget. Staff have included these in this report for the Board to consider allocating budget towards should they be of interest. Alternatively, if the Board wishes to see these projects go ahead but prefers not to use the General Landscaping Budget, members may choose to submit a bid to the Long-Term Plan to request funding.

#### UNBUDGETED REGENERATION PROJECT – Pétanque Court – COST: \$6,500

- 4.39. As part of the Regeneration 2018 Reserves Master Plan a pétanque court was included within Corcoran Reserve, Kaiapoi. A pétanque court was considered a pleasant recreation opportunity in a reserve that was otherwise undeveloped. However, budget was not allocated to a pétanque court and therefore it has not been implemented.
- 4.40. The Regeneration projects within this area have now mostly been completed however should the board wish to see the pétanque court implemented this will require budget allocation from the General Landscaping Budget or a bid to the LTP for funding. Should the Board choose to allocate funding, Staff believe that Corcoran Reserve is still an ideal location. Council has recently approved an elderly housing development at 48 Courtenay Drive which is nearby, and the residents may wish to use a pétanque court as recreation opportunity.
- 4.41. The size of a pétanque court is 4 x 15m and is typically infilled with 100mm depth of soft material such as decomposed granite, crushed pumice, or fine gravel. The approximate costs to implement a pétanque court at Corcoran Reserve is estimated to be \$6,500

#### UNBUDGETED REGENERATION PROJECT – Fitness Equipment at Norman Kirk Park – COST: \$27,500

- 4.42. The second unfunded regeneration project is fitness equipment in one of the Greenspace Reserves of the Regeneration area. A previous location considered for this was the Community Hub, however it has not been included in the Concept Plan and therefore does not have funding. The reason this project was raised as an idea for the Community Hub was that with Norman Kirk Park nearby a fitness trail could be created between the Community Hub and Norman Kirk Park to form a 5km loop. There is an opportunity to include fitness equipment along this loop with distance markers for people to use for training and recreation.
- 4.43. Should the Board be interested in allocating budget towards this project, staff consider Norman Kirk Park a suitable location due to its high profile and extensive network of paths and greenspace where fitness equipment could be installed. The equipment recommended would include static items like pull-up bars and other strength-based

apparatus. While kinetic cardio-based equipment could be an option, staff note that these range in price between \$15,000 and \$30,000 each and include long-term maintenance costs for mechanical components.

- 4.44. The estimated cost for each piece of static fitness equipment ranges from \$4,000 to \$6,000. Fitness equipment does not require a safety surface but would need a durable surface underneath to facilitate maintenance and enable all-weather use. Staff would propose installing one piece of fitness equipment every 1 km of the loop and estimate the associated costs accordingly. The estimated cost to supply and install five items of fitness equipment at Norman Kirk Park is between \$20,000 and 30,000.

### **Funding Allocation Recommendations**

As discussed above, the Board have several projects to consider for budget allocation and a total budget available of \$45,646 available. This includes one existing project (Raymond Herber Sculpture), new Board raised projects (Kaiapoi. Williams Street. Entrance Sign, Charles Street Roundabout, Planting Adderley Terrace, Lineside Road Planting, Pines Beach Roundabout, Pollinator Path, Courtenay Stream & Ohoka Stream Loop Tracks, and the Kaikanui Bridge) and two previously unbudgeted Regeneration projects (Petanque Court and Fitness Equipment).

- 4.45. Some of these projects have been recommended for budget allocation while others are either part of a wider project or of a magnitude where they are not achievable with the General Landscaping Budget and would be more appropriate as a Long-Term Plan Bid.
- 4.46. The pétanque court and fitness equipment projects raised in this report have not previously been presented to the Board and therefore while staff have included information for the Board's interest, budget allocation has not been recommended for them this financial year. Should the Board be interested in progressing these projects, they can be included in the General Landscaping Budget report for 2025/26 for the Board to consider funding. If the Board decides not to fund these projects, they will be removed from the capital program list and remain unfunded.
- 4.47. This report seeks approval for General Landscaping Budget allocation to the following new projects:
- The Williams Street, Kaiapoi, Town Entrance sign      \$40,000
  - Planting beneath the Pines and Kairaki Entrance sign      \$4,500
- 4.48. In addition to the budget recommendations for new projects staff have suggested the allocation of a further \$530.23 to the Raymond Herber Sculpture project for additional installation costs.
- 4.49. Staff also have also suggested in this report that the Board make a submission to Councils LTP to seek funding for the implementation of a Pollinator Path at Williams Street Reserve.
- 4.50. Following staff's recommendations in this report would see a total of \$45,030.23 from the \$45,646 available in the 2024/25 financial year's budget allocated to projects, which leaves 615.17 unallocated for the 2024/25. The unallocated budget will be carried forward to the 2025/26 financial year and report will be brought to the board to seek allocation to other projects.

### **Implications for Community Wellbeing**

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

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

## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by the upgrade of the Williams Street town entrances and have an interest in the subject matter of this report. Staff intend to consult with Ngāi Tūāhuriri as part of this project.

Ngai Tuahuriri would also have an interest in the pollinator path due to the project enhancing indigenous biodiversity in the area which would be carried out if budget is allocated to this project through Councils Long Term Plan.

### 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 Pines and Kairaki Beaches Entrance Sign was implemented with wishes of the Pines and Kairaki Beaches Association. Staff will also consult with the Association around planting beneath the sign if the Board approves budget allocation towards this project.

Staff will consult with Councils Roading Department to ensure that the projects discussed in this report comply with Roading requirements.

### 5.3. **Wider Community**

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

The Town Entrances project is expected to capture community interest, and therefore public consultation on the concepts will be conducted. Staff note that while the Board chose not to consult on the Main North Road entrance sign, they believe it would be sensible to do so. Enhancing the design of the town entrances has the potential to instil meaning, history, and a sense of ownership of Kaiapoi within the community, making consultation beneficial. This report seeks approval to undertake wider consultation.

Additionally, the Pines and Kairaki Beach community may have an interest in new planting beneath the entrance sign, which could be managed through the Pines and Kairaki Beaches Association.

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

### 6.1. **Financial Implications**

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

The decisions outlined in this report have financial implications.

The current General Landscaping Budget for the 2024/25 financial year is \$45,646. Based on the recommendations in this report, a total of \$45,030.23 from the available budget would be allocated to projects. Staff note that these budget allocations are unlikely to be spent within this financial year, meaning the project allocations and remaining amount will be carried forward to the 2025/26 financial year.

If the Board does not support the staff recommendations, the \$45,030.23 would remain in the budget and be carried forward to the 2025/26 financial year. This budget is not included in the Annual Plan or Long-Term Plan.

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

The recommendations in this report do have sustainability and/or climate change impacts. Sustainability is about more than protecting our resources, it encompasses everything from energy and material use to ensuring that our people can live healthy lives. Staff work

hard to ensure that where possible materials are either re-used, locally sourced or of a high durability.

Creating areas of indigenous plantings within the environment supports biodiversity, a supporting ecosystem service which underpins the provisions of the natural environment to human communities

By enhancing the town entrances and making them more inviting, they will encourage people to use and enjoy central Kaiapoi. This not only brings local pride in the community to celebrate what is unique to the area they live in but also helps bring money into the local economy to help support the local community.

### 6.3 Risk Management

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

Given the proximity of allocation to the end of the 2024/25 financial year there is risk that budget will not be spent. If this were to occur the allocated budget and projects would be carried forward to the 2025/26 financial year.

There is risk that the community will not support the design or location of an entrance sign on Williams Street. To minimise this risk staff would encourage the Board to carry out public consultation and to consult with affected parties.

### 6.3 Health and Safety

There are health and safety risks arising from the adoption/implementation of the recommendations in this report at this stage as it is only approving consultation on the proposed plan.

## 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

All projects mentioned in this report fall under the Reserves Act.

The development of the Town Entrances shall be in accordance with the District Plan and the Signage Bylaw (2012). Additional Government and NZTA legislation apply relating to signage, but this is dependent on the road/location and type of sign being proposed. Therefore, Staff will work with the Roading Team who are familiar with this legislation to determine final materials and positioning for the town entrances and any specific details around the signs or landscaping.

### 7.3. New gardens and planting shall be in accordance with the National Policy Statement for Indigenous Biodiversity (2023):

"Local authorities must promote the resilience of indigenous biodiversity to climate change, including at least by.... maintaining and promoting the enhancement of the connectivity between ecosystems, and between existing and potential habitats, to enable migrations so that species can continue to find viable niches as the climate changes."

"Local authorities must consider the value of supporting people and communities in understanding, connecting to, and enjoying indigenous biodiversity."

### 7.4. 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.**

- There is a wide variety of public places and spaces to meet people's needs
- Public spaces express the unique visual identity of our District.

**There are wide ranging opportunities for people to contribute to the decision making that affects our District.**

- Opportunities for collaboration and partnerships are actively pursued.

**The community's cultures, arts and heritage are conserved, developed and celebrated.**

- There are wide-ranging opportunities to participate in arts and cultural activities.
- Public places and spaces provide opportunities for cultural expression and integrated arts.

**Effect is given to the principles of the Treaty of Waitangi.**

- Maori cultural identity, values and aspirations are reflected in built and natural environments.

**The distinctive character of our takiwā – towns, villages and rural areas is maintained, developed and celebrated.**

- The centres of our towns are safe, convenient and attractive places to visit and do business
- Public spaces reflect the distinct narratives, character and cultural identity of our takiwā.

#### 7.5. Authorising Delegations

The Kaiapoi Tuahiwi Community Board have the delegation to approve the recommendations within this report.



# Town & Settlement Entrances Strategy

## Phase One: Towns



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# 1. Introduction

## 1.1. What is the town & settlements entrance strategy?

This Town & Settlements Entrance Strategy provides a basis for identifying and prioritising a selection of town and settlement entrances across the district that will undergo some roading and aesthetic improvements.

Our town and settlement entrances provide a means of identifying and accessing our communities for residents and visitors, while presenting an opportunity for Council to enhance the attractiveness of our centres and welcome visitors to the region.

This Strategy supports a masterplan design approach incorporating considered and coordinated aesthetic treatments for targeted entrance roads, where, historically, treatments may have been approached in isolation across the district.

## 1.2. How was the strategy developed?

The district's Community Boards and Council were consulted on a range of issues and questions in the formation of this strategy, as follows:

- Identification and prioritisation of key town entrance roads to undergo improvements.
- The formation of key objectives that support Community Board and Council drivers for the project.
- Key principles that underpin all district town and settlement entrance design treatments.
- Design treatment options as determined by roading and greenspace considerations.
- The funding mechanisms and timeframe required to deliver on the project's scope.

A draft copy of the Town Entrance Strategy was presented at the Community Board "All Boards" meeting held on 24 June 2019. Initial prioritised entrance roads and development criteria were recommended by staff and then discussed, refined, and confirmed in consultation with community board members.

Following the Community Board meeting, the draft Strategy was updated to reflect community board feedback. The modified Strategy (Town & Settlement Entrances Strategy: Phase One – Towns) inclusive of the list of prioritised roads and timeframe requirements was presented to the Community and Recreation Committee on 17 December 2019 for adoption.

The Strategy provides a basis for consideration to guide decision making of incremental entrance improvement projects as they arise and development of a programmed approach for consideration as a 'line item' in the preparation of the 2021-31 Long Term Plan.

Phase One relates to the District's main towns and is of value now in its own right to guide decision making. Phase Two, smaller settlements, will be completed in time to be considered in the context of developing an overall prioritised programme through the 20-21 Long Term Plan. Depending on how that programme is constructed, the review frequency for the strategy will be determined at that time.

## 2. Strategic Context

### 2.1. Strategic Alignment

The following statutes, policies, strategies and plans provide a strategic framework for the formation of the Town & Settlement Entrance Strategy.

National	Regional	Local
<ul style="list-style-type: none"> <li>- Resource Management Act 1991</li> <li>- Land Transport Act 1998</li> <li>- Local Government Act 2002</li> <li>- Government Rounding Powers Act 1989</li> </ul>	<ul style="list-style-type: none"> <li>- Canterbury Regional Land Transport Strategy 2012 to 2042</li> <li>- Canterbury Regional Land Transport Plan 2015-2025</li> </ul>	<ul style="list-style-type: none"> <li>- Waimakariri District Plan</li> <li>- Waimakariri 2048 District Development Strategy</li> <li>- Waimakariri District Council Long Term Plan 2018-2028</li> <li>- Waimakariri District Road Safety Strategy 2011-2016</li> <li>- Waimakariri Accessibility Strategy 2017</li> <li>- Waimakariri District Council Street and Reserves Trees Policy 2017</li> <li>- Waimakariri Walking and Cycling Strategy</li> <li>- Activity Management Plan Community Greenspace 2018</li> <li>- Rangiora Town Centre Strategy</li> <li>- Kaiapoi Town Centre Plan</li> <li>- Oxford Town Centre Strategy</li> <li>- Signage Bylaw 2012</li> <li>- Parking Bylaw 2007</li> <li>- Speed Limits Bylaw 2009</li> <li>- Draft Business Zone 1 &amp; 2 Public Spaces Policy 2018</li> <li>- Asset Management Policy</li> </ul>

## 2.2. How will the strategy be funded?

It is anticipated that funding will be sourced for the project, as follows:

- Annual Plan funding process as projects are evolved and costings are established
- Community Boards Discretionary Fund
- Existing Greenspace infrastructure budgets (for general improvements)
- Some Roding funding may be available for projects considered to have safety benefits
- Long Term Plan

Once funding is secured it will be allocated across the Roding and Greenspace Units based on the relative design aspects of the approved entrance projects.

While the Strategy acts as a decision-making framework for improvement projects as they might arise in the short term, consideration will be given through the 2021-31 Long Term Plan process for a programmed approach over the ten year period.

## 3. Project Planning Framework

### 3.1. Scope and Definitions

This Phase One Strategy covers town entrance treatment improvements for Rangiora, Kaiapoi, Oxford, Woodend and Pegasus. The inclusion of some smaller rural settlements (Phase Two) will be in time for consideration through the 2021-31 Long Term Plan process.

A town in this Strategy is defined as an independent residential community in the Waimakariri District with a population exceeding 2,000 and those highlighted as main towns in the Waimakariri 2048 District Development Strategy.

A settlement in this Strategy is defined as a small beach or rural community as identified in the District Development Strategy - Waikuku Beach, Woodend Beach, The Pines Beach and Kairaki, and the rural villages located at Cust, Sefton, Ashley, Ohoka and Tuahiwi.

Entrances are considered as the general confluence point between the rural and urban boundaries on each of the nominated entrance roads. The length of each entrance treatment will be specific to each road and its requirements. However, each treatment will likely stay in proximity to the confluence point and not extend all the way into the town centre.

### 3.2. Vision

Through the following vision statement this Strategy aims to support the formation of unique town and settlement entrances:

***Selected town and settlement entrances across the Waimakariri District are mainly green (landscaped), attractive, welcoming and notable, reflecting the unique character and identity of each community.***

### 3.3. Objectives

The following objectives aim to support the strategy's vision for all design treatments:

1. **VISUAL AMENITY:** Enhance the attractiveness of town and settlement entrances in our District.
2. **IDENTIFICATION AND WAYFINDING:** Clearly identify town and settlement main entrances for visitors and residents.
3. **DESIGN CONSISTENCY:** Ensure consistency and cohesion of select design elements specific to each town and settlement.
4. **DESTINATION:** Create a sense of arrival by welcoming visitors and residents.

### 3.4. Design

#### Design Principles

The following design principles will underpin all aesthetic and functional treatments for selected entrances.

Principle	Description
Quality	Moderate to high standard of output effect.
Attractiveness	Aesthetically pleasing supporting character and appeal.
Functional	Practical and useful for the purpose they are assigned.
Longevity	Offering a longer term service life.
Durable	Resilient to the effects of the environment, i.e. weather, people, animals, vehicles.
Maintainable	Easily accessible for ongoing care and maintenance.
Affordable	Economical to implement and maintain.

#### Individual Theming

Individual theming treatments for each town and settlement are best applied across identification and welcome signage, planting palettes and street based art (sculptures). Consistent roading treatments are difficult to apply given the variation of entrance roads and the treatments they can support. While treatments aim to retain the unique character of each community, they will sit within the context of a cohesive district-wide framework as evidenced by this Strategy.

Appendix 8.2 features a copy of the approved greenspace design guide for Kaiapoi which outlines a thematic range of treatment colours, plants and design materials. Appendix 7.3 includes an informal greenspace design guide for the Rangiora Town Centre, which may influence subsequent town entrance treatments.

### 3.5. Community Consultation

It is anticipated that each community will have some input into the design of their entrance treatments. A range of public consultation processes will be undertaken before each treatment design is finalised, financed and implemented.

## 4. Phase One – Towns Implementation

### 4.1. Road Selection and Classifications

The following roads and their town entrance points have been prioritised to undergo entrance improvement treatments. These roads are currently utilised as main thoroughfares into and through our district towns or act as key collector roads connecting residential or rural areas to arterials.

The road types and definitions are based on District Plan Maps 135 to 137 with the exclusion of the new portion of Townsend Road, Woodside Road, Pegasus Boulevard and Bob Robertson Drive, which are not classified in the current District Plan. Staff have classified these roads in accordance with plan models.

Road Classifications		
Town	Roads	Type
<b>Rangiora</b>	Milton Ave / Ashley Street Lineside Road Flaxton Road Townsend Road <b>Johns Road</b> Kippenberger Avenue Oxford Road Coldstream Road	Strategic Strategic Arterial <i>Urban Collector</i> <b>Urban Collector</b> Arterial Strategic Local Road
<b>Kaiapoi</b>	Williams Street Main North Road Smith Street Ohoka Road (including off-ramp from motorway)	Arterial Arterial Strategic Urban Collector
<b>Woodend</b>	Main North Road (North) Main North Road (South) Rangiora Woodend Road	Strategic Strategic Collector
<b>Oxford</b>	Ashley Gorge Road Oxford Road Depot Road / Main Street	Collector Strategic Strategic
<b>Pegasus</b>	Pegasus Boulevard Bob Robertson Drive	<i>Collector</i> <i>Collector</i>
Classification Definitions		
Type	Description	
<b>Strategic</b>	Strategic Road generally means a road that is a present, former or proposed State Highway road serving as an inter-district route.	
<b>Arterial</b>	Arterial Road generally means a road that is of major importance in the District serving significant populations and functioning as a prime access to other major centres inside and outside the District.	
<b>Collector</b>	Collector Road generally means a road that is the preferred route for travel from within, and between, areas of population and principal activities and includes roads serving as the prime egress from major production forests in the District and on its borders.	
<b>Urban Collector</b>	Urban Collector Road generally means any road that is the preferred route for travel through and within urban centres, including the collection of local traffic.	
<b>Local Road</b>	Local Road generally means a road whose primary function is property access.	

*The above definitions are based on the District Plan categorisations. See Appendix 1 for a visual diagram of District Plan Maps 135-137*

## 4.2. Setting Treatments

### 4.2.1. Options

A range of aesthetic and functional treatments could be available to support town and settlement entrance improvements across the District. These treatments factor in road related regulations, New Zealand Transport Agency requirements, signage rules, as well as health and safety provisions.

The palette of scalable treatments could include:

**Streetscape:**

- Improved signs (destination / welcome)
- Landscaping
- Lighting
- Artwork (sculptures)

A number of roading treatments could also be applied to support amenity outcomes for entrances and consideration could be given to other areas such as cycleway improvements.

Specific advice on design or setting elements will be sought from the Greenspace and Roading teams as required.

### 4.2.2. Greening Entrances

With all entrances there will be a focus on the implementation of greening treatments such as shrubs or trees planted along the roading corridor that may (where appropriate) present an 'avenue effect'. All landscaping treatments will be determined by the various roading constraints, budget considerations, and in accordance with community feedback received during any consultation period. When landscaping, the Greenspace Unit will seek to apply a specific combination of carefully selected planting materials for each town or settlement.



#### 4.2.3. Town Improvements Implementation

The following improvements or additions have been deemed the most ideal or appropriate for the road classification and in situ physical arrangements specific to each road and town.

Recommended town entrance treatments are as follows:

Road	Type	Streetscape					Road						
		Improved Signs – destination / welcome	Widening Footpaths	Kerb / Shoulder Landscaping	Lighting / Reflectors	Artwork	Speed Limits	Improved Signs – wayfaring	Road Markings	Road Widening	Meridian Islands	Kerb build-outs	Cycleways
RANGIORA													
Milton Ave/ Ashley Street	Strategic	X		X	X			X					
Lineside Road	Strategic	X			X								
Flaxton Road	Arterial	X		X	X								
Townsend Road	Urban Collector	X		X	X		X		X				
Johns Road	Urban Collector												
Kippenberger Avenue	Arterial	X		X	X	X				X		X	X
Oxford Road	Strategic	X		X	X							X	
Coldstream Road	Local Road	X		X	X								
KAIAPOI													
Williams Street	Arterial	X			X					X			
Main North Road	Arterial	X			X								X
Smith Street	Strategic	X		X	X								
Ohoka Road	Urban Collector	X		X	X								
WOODEND													
Main North Road (North)	Strategic	X		X	X							X	
Main North Road (South)	Strategic	X		X	X							X	
Rangiora Woodend Road	Collector	X		X	X							X	
OXFORD													
Ashley Gorge Road	Collector	X		X	X			X	X				
Oxford Road	Strategic	X			X								
Depot Road	Strategic	X		X	X								

PEGASUS													
Pegasus Boulevard	Collector												
Bob Robertson Drive	Collector												

*Italicised = existing/ roading and greenspace projects in addition to suggested town entrance improvements*

The above table identifies general streetscape and roading improvements that could be considered in more detail through a comprehensive design and (where appropriate) community consultation process.

#### 4.3. Transport and Greenspace Considerations

A number of transport and greenspace projects are currently underway or are proposed for the future and may impact the treatments outlined in this Strategy.

Staff coordinating projects of relevance can refer to this strategy to ensure direct or proximity town entrance treatments are consistent with the principles and objectives outlined in this document.

A copy of the final strategy will be circulated to relevant staff in the Roothing, Greenspace and Project Delivery Units and made available via Trim.

## 5. Implementation

#### 5.1. Towns Priority Matrix, Timeline and Funding

The implementation of treatments has been prioritised according to the road hierarchy, with the strategic thoroughfares – arterial and strategic roads – being given top consideration within this strategy:

ROAD	TYPE	TOWN	PRIORITY
Flaxton Road	Arterial	Rangiora	1
Kippenberger	Arterial	Rangiora	1
Coldstream Road	Local Road	Rangiora	1
Williams Street	Arterial	Kaiaipoi	1
Main North Road	Arterial	Kaiaipoi	1
Ashley Street	Strategic	Rangiora	2
Lineside Road	Strategic	Rangiora	2
Oxford Road	Strategic	Rangiora	2
Smith Street	Strategic	Kaiaipoi	2
Main North Road (SH1)	Strategic	Woodend	2
Oxford Road	Strategic	Oxford	2
Depot Road/Main Street	Strategic	Oxford	2
Rangiora Woodend Road	Collector	Woodend	3
Ashely Gorge Road	Collector	Oxford	3
Townsend Road	Urban Collector	Rangiora	4
Johns Road	Urban Collector	Rangiora	4
Ohoka Road	Urban Collector	Kaiaipoi	4

A budget request for the full programme will be submitted in time for consideration through the 2021-31 Long Term Plan process with the view that physical works commence from 2022. Where necessary, an additional 'top up' budget request for each priority stage can be submitted during each annual plan review in accordance with the comprehensive design requirements of each treatment.

## 6. Staff Resourcing

### 6.1. Staff Involvement

Entrance treatment projects may involve team members from the:

Unit	Staff Involvement
Roading and Transport Unit	Roading and transport safety advice Review of the Town and Settlement Entrance Strategy
Greenspace Unit	Landscaping design and physical works Review of the Town and Settlement Entrance Strategy
Project Delivery Unit	Roading work design and the delivery of all physical roading works
Communications & Engagement Unit	Communications surrounding any physical works
Customer Services	Respond to customer service enquiries

The specific impact on staff time will be assessed once projects have been assigned to a project manager and further detail completed for all treatment design and costing elements.

Where appropriate, alignment of town and settlement entry projects, existing upgrades or new work projects will be undertaken to reduce the impact on staff time.

### 6.2. Ongoing Maintenance

The Roding and Greenspace Units will be responsible for the ongoing maintenance and replacement of amenity improvements to the town and settlement entrances. Greenspace will oversee all landscaping requirements including the maintenance and replacement of town and settlement entrance signs. Roding will oversee and all roading requirements including upgrades to transport related signs.

## 7. Monitoring and Review

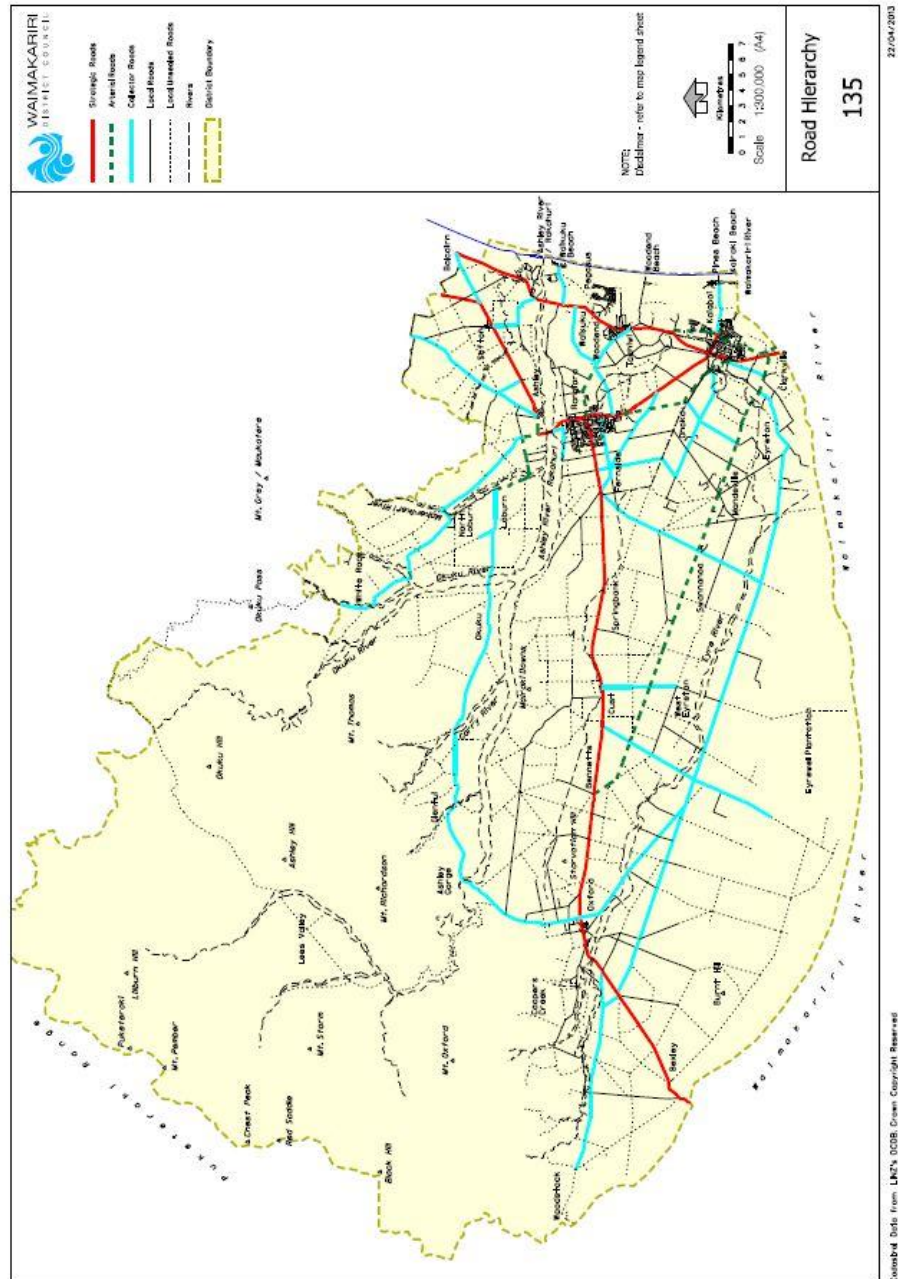
### 7.1. Monitoring and Review

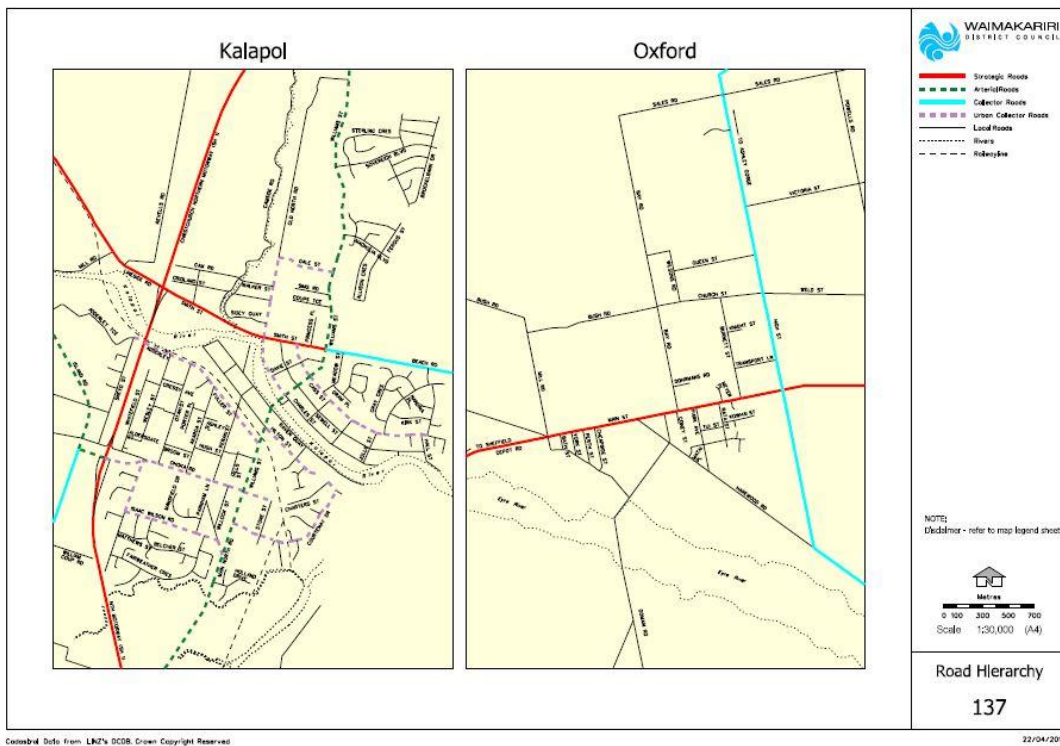
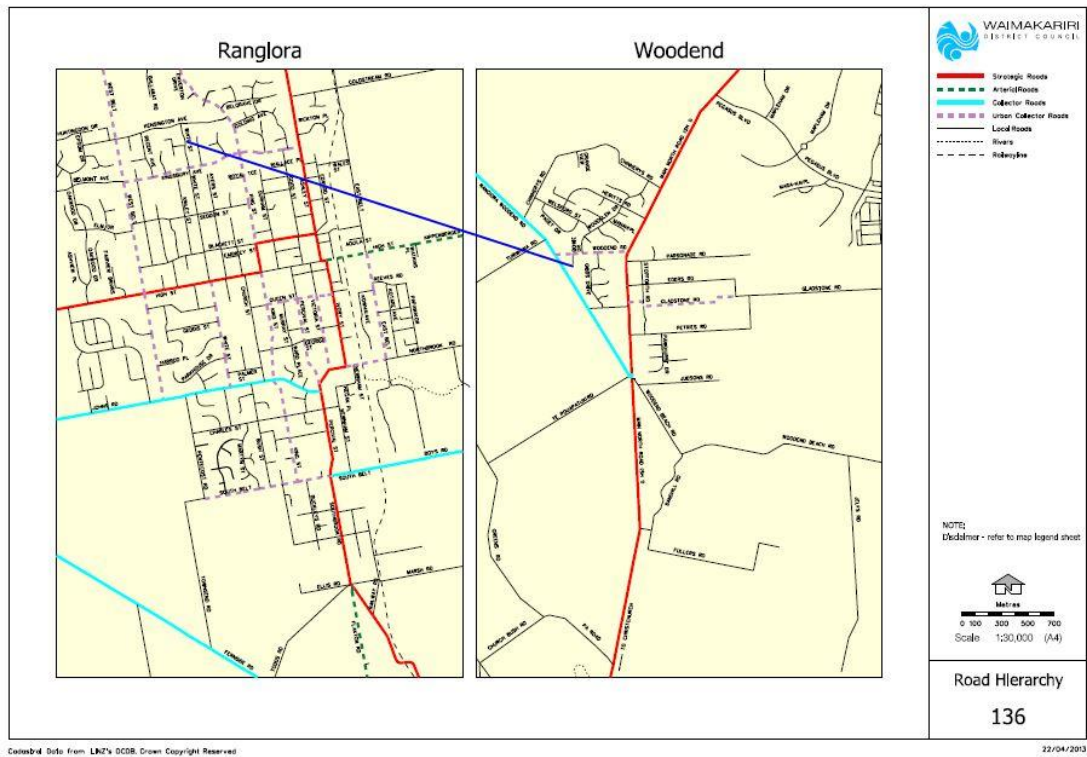
This Strategy aims to assist Council in monitoring the implementation of related or direct town and settlement entrance improvement projects to ensure delivery of the vision and objectives outlined therein.

This Strategy will be reviewed again in 2021 and updated as necessary by staff from the Greenspace and Roading and Transport Units.

## 8. Appendix

### 8.1. District Plan Maps 135-137







## 8.2. Kaiapoi: Green Space Design Guide

### FEATURES - character, interest, detail

Features, elements and focal points in green spaces create a sense of identity and difference. They can be used to tell the local story in an interactive and interesting way as well as serving a landscape or functional purpose.



Reuse of wharf timbers

Maritime references - shapes, materials and colours to reflect Kaiapoi as a river town. Celebrates the river and its history.



Patterned Cor-ten panels

Creates a focus and point of interest. Tells the local story and contributes to the local identity.



Gabion baskets

An urban representation of Kaiapoi's wider landscape context, between the rivers.



Etched pavers

Telling the local story in the pavers. Can recognise key events, people and places. Provides character, interest and texture at a fine grain.



Paving patterns

Interpretation of Maori weaving patterns recognises Kaiapoi's first settlers. They also create visual interest at a fine grain and contribute to the local identity.



Sculptural elements

Give a sense of focus and identity to a space. Creates interest and interaction, particularly if they are multi-use (e.g. block forms that act as seats).

### KAIAPOI: GREEN SPACE DESIGN GUIDE

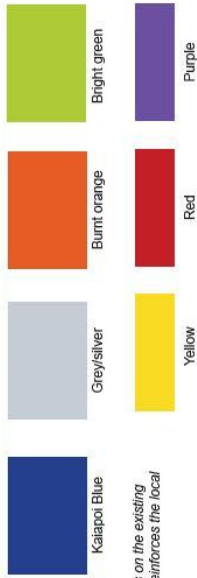
The Kaiapoi Green Space Design Guide is intended to guide landscape elements in the green spaces. The colour, materials, plants and features all combine to celebrate the local identity, link to the nature, culture and heritage of the river, tell a cohesive story and create spaces recognisable as Kaiapoi.

#### A multi-layered approach to telling the local story





## COLOUR - building a local character and identity.



## MATERIALS - telling the local story.

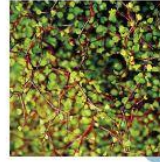


**Stone**  
An ecological reference to the braided river form, and Kaiapoi's location between the Waimakariri and Ashley Rivers.



## PLANTS - shape, colour, texture, movement.

As well as providing an ecological link to the vegetation of the area, plants also contribute via their shape, colour, texture and movement to the experience of space.



This is not intended as a definitive species list for Kaiapoi. Different species may be entirely appropriate, depending on location, conditions and design. The plant palette is intended to simply guide the use of plant materials in design.

### 8.3. Rangiora Town Centre: Greenspace Design Guide

## RANGIORA TOWN CENTRE: GREEN SPACE DESIGN GUIDE

The Rangiora Town Centre: Green Space Design Guide is intended to guide landscape elements in the town centre. The colour, materials, plants and features all combine to create a place that celebrates the local community, and tells the local story.

*A multi-layered approach to a vibrant main street*



#### **HISTORY -**

Celebrating the heritage values as a key feature of the town centre.



#### **CULTURE -**

A rural town centre with its own identity and stories.



#### **PEOPLE -**

Supporting a community, making vibrant, accessible, quality places for people.





## COLOUR - *celebrating the local character and identity*

The colours of the Rangiora Town Centre reflect the areas rural background and heritage.



Fresh  
green

Grey

Silver



Barn red

Brick red

Red



Plains  
brown

Yellow

Black

## PLANTS - colour, texture, shape, movement

Trees and gardens make a key contribution to the amenity values of urban space. They provide shape, colour, texture and movement, and add to the experience of space through shading, variety and interest. Trees and gardens also 'green' a space, providing a contrast to solid architecture and hard surfaces. The plant palette for the Rangiora Town Centre draws on the rich colours of the rural landscape. Reds, oranges, yellows and bright greens will lift the streetscape and provide a sense of energy and cohesion.



**Ginkgo biloba**

*Attractive specimen tree with unusually shaped lime green leaves that turn bright yellow in winter.*



**Hebe**

*Hebe 'Emerald Green' is a dwarf shrub with emerald green foliage and small white flowers.*



**Muehlenbeckia**

*Muehlenbeckia astonii A dense mound of zigzagging branches. Tiny bright green leaves, orange/red branches.*



**Coprosma galaxy**

*Small grey/brown shrub with tiny evergreen leaves. A soft delicate form that contrasts well with hard surfaces.*



**Heuchera spp.**

*Small perennial that comes in a variety of colours from pink, through to red, burgundy and orange.*



**Colourful annuals**

*Bright annuals with red tones for underplanting in garden areas.*



**Red Leopard**

*Pseudowintera 'Red Leopard'. A compact shrub with rich, burgundy-red and green foliage.*



**Nandina spp.**

*Compact shrub with leaves that change throughout the year from lime green to bronze to fiery red and orange.*



**Mikoikoi**

*Libertia 'Taupo blaze' Small, bright orange grass with white flowers in spring and summer.*



**Yellow carpet rose**

*A ground cover rose with masses of buttercup yellow flowers from spring through to autumn.*







**Ginkgo biloba**

*In its winter glory.*





**KEY**

-  Existing *Magnolia grandiflora* tree
-  Existing *Liquidambar styraciflua* tree
-  Proposed additional *Liquidambar styraciflua* tree
-  Existing Copper Beech tree

**AVENUE TREES : Kaiapoi Main North Road Town Entrance Concepts**





Pollinator Path, LOCATION 1 - Feldwick Drive, North East Kaiapoi





Pollinator Path, LOCATION 2 - Railway Line, Kaiapoi TRIM 250416068048





**Pollinator Path, LOCATION 3 - Williams Street Reserve, Main North Road, Kaiapoi** TRIM 250416068049





**Pollinator Path, LOCATION 4 - Kaiapoi Reserve, Kaiapoi** TRIM 250416068046



**Kaiapoi Pollinator Path potential locations,  
Opportunities and Limitations Table**  
(TRIM 250429073823)

Greenspace staff have identified and visited potential locations for Urban Pollinator Pathways, collaborating with Design and Planning staff and the Greenspace Biodiversity Team to assess opportunities and limitations for each site.

These locations include:

- North – East Kaiapoi – Feldwick Drive
- Railway Berm – Kaiapoi Town Centre
- Main North Road – Williams Street Reserve
- Motorway – Kaiapoi Reserve

The Opportunities & Limitations Assessment Table below provides an assessment of each of these sites. The assessment of each location is based on the length and width of land available, proximity to the Kaiapoi Town Centre, visibility, access, maintenance, connection to existing Greenspace Reserves for wider pollination, and availability of close by Greenspace Reserves that could be used as large break out areas for pollination gardens.

Opportunities & Limitations Assessment Table:

LOCATION	OPPORTUNITIES	LIMITATIONS
LOCATION 1 (TRIM 250416068047)  North – East Kaiapoi – Feldwick Drive	<ul style="list-style-type: none"> <li>- Centred around the existing Food Forest</li> <li>- Greenspace Reserves available for larger break out zones of planting</li> <li>- Gray Crescent Reserve will be renewed in 2028/29 so there is an opportunity to create a space here</li> </ul>	<ul style="list-style-type: none"> <li>- The Roading Department would need to grant permission for Greenspace to install planting within road berms</li> <li>- Residents may not support road berms being planting as they could appear untidy between seasons</li> </ul>
LOCATION 2 (TRIM 250416068048)  Railway line berm – Kaiapoi town centre	<ul style="list-style-type: none"> <li>- A central location through the Kaiapoi town centre</li> <li>- A Pollination connector path for a long distance without break points</li> </ul>	<ul style="list-style-type: none"> <li>- Potential for wildflower planting only due to being beside the railway</li> <li>- The area on Adderley Terrace would require heavy mowing prior to being able to develop / plant.</li> <li>- Access for planting and maintenance would be difficult in some areas and require co-ordination with NZ Rail</li> </ul>

		<ul style="list-style-type: none"> <li>- Permission would need to be granted by NZ Rail</li> </ul>
<p>LOCATION 3 (TRIM 250416068049)</p> <p>Main North Road – Williams Street Reserve</p>	<ul style="list-style-type: none"> <li>- Wide berm for varied Pollination planting area</li> <li>- Continuous length for effective pollination</li> <li>- Urban area close to the town centre</li> <li>- Visible to visitors and contributing to an attractive town entrance</li> <li>- Connects to the Glenvale Walkway and Courtenay Stream</li> </ul>	<ul style="list-style-type: none"> <li>- No scope to extend the pathway further into the Kaiapoi town centre due to the narrow berms north of the reserve.,</li> </ul>
<p>LOCATION 4 (TRIM 250416068046)</p> <p>Motorway – Kaiapoi Reserve</p>	<ul style="list-style-type: none"> <li>- Wide and long Reserve available for varied pathways</li> <li>- Existing plantings of spring bulbs and Rhododendron's that pollinator paths could be tied in with</li> </ul>	<ul style="list-style-type: none"> <li>- This reserve isn't very central to Kaiapoi and therefore it isn't very visible, nor would it contribute to central pollination</li> <li>- Isolated in location and therefore the pollination opportunities are limited</li> </ul>

Location 1 - North – East Kaiapoi – Feldwick Drive (TRIM 250416068047)

This location is on Feldwick Drive in North-East Kaiapoi, adjacent to the Food Forest and Norman Kirk Park. It offers potential for a pollinator path connecting nearby reserves, including Gray Crescent Reserve (due for renewal in 2028/29) and Currie Park, which will soon be upgraded with a natural play space concept. While Feldwick Drive's wide berms are suitable, they are managed by Roading and would be mown.

The Bio-diversity team support this option with a focus around the Food Forest and location to Currie Park, however, note some limitations in establishing appropriate pollination gardens in the road berms which are currently managed by the Roading Department.

Location 2 - Railway Berm – Kaiapoi Town Centre (TRIM 250416068048)

Location 2 would utilise the berms alongside the railway line which runs through the centre of Kaiapoi. Staff suggested this location because of its central in location and length and has the capacity to create a long and effective pollinator path. The Greenspace Bio-diversity team has considered this option and have identified that this environment would provide successful habitat for bugs, invertebrates and lizards, however also identified some limitations. Due to this land being owned by Kiwi Rail there would be some restrictions on access to the site for planting and maintenance, and on what could be planted or installed in the berms (bug houses, logs, rocks for example).

Staff note that this location includes a section of grass on Adderley Terrace which was raised by the Board as an area for improvement. The Adderley Terrace berm was assessed for creating gardens as part of a pollinator path, but its size, varied contour and gradient, and a roadside swale make preparation costs significant. Staff consider the costs to upgrade Adderley terrace unfeasible within the Board's General Landscaping Budget as part of the Pollinator Path

project. Further difficulties around developing this site due to ownership have also been discussed in the Adderley Terrace section of this report.

Due to the costs and site limitations, Greenspace staff have deemed this location unsuitable. However, they suggest it could potentially become a larger project for future collaboration between the Council and New Zealand Rail.

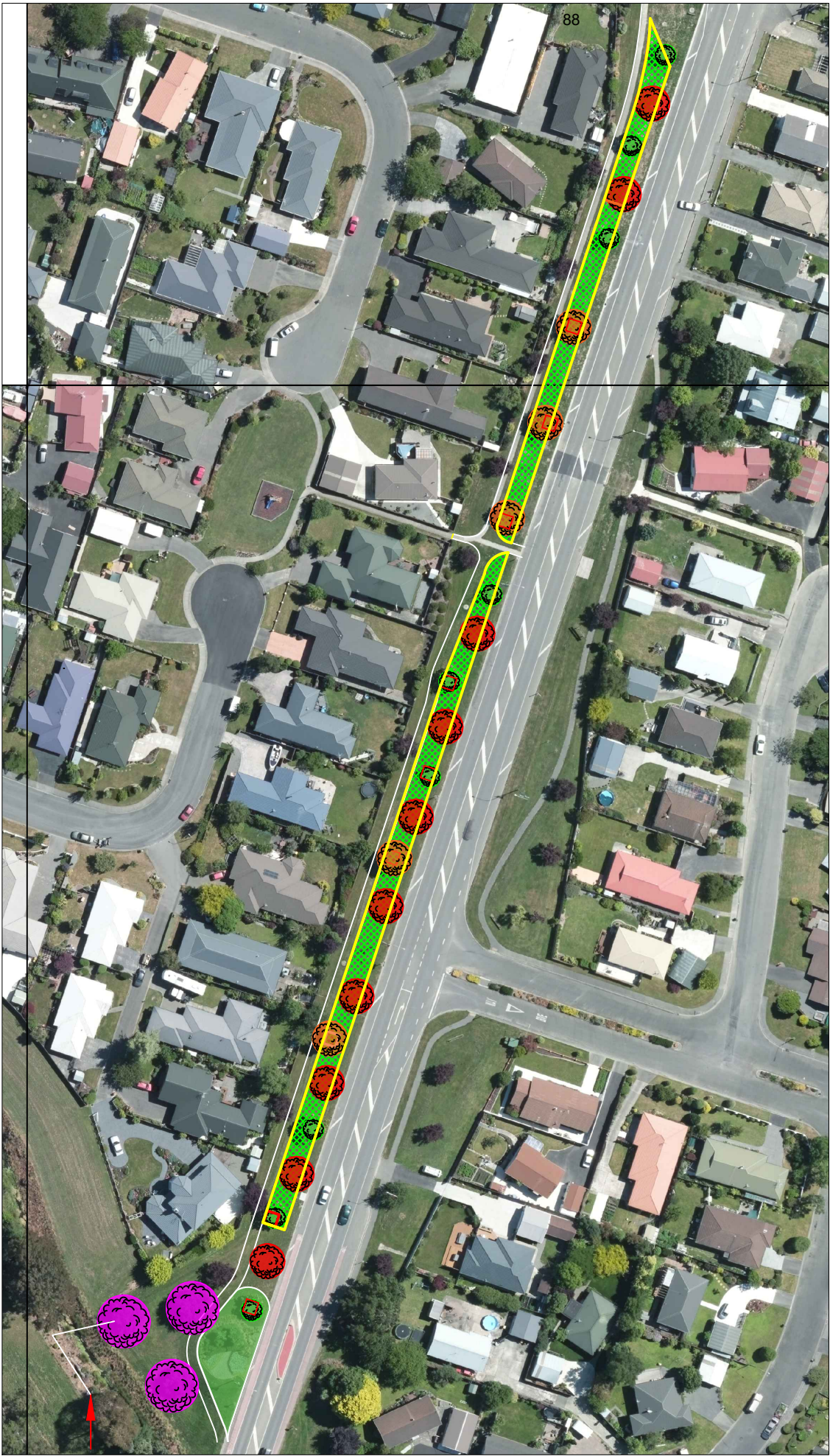
Location 3 - Main North Road – Williams Street Reserve (TRIM 250416068049)

Location 3 is situated on Main North Road in Williams Street Reserve, is ideal for pollinator paths due to its extensive greenspace and proximity to Kaiapoi Town Centre and Glenvale Walkway Reserve. The Greenspace Bio-Diversity team supports this site for its visibility, ability to enhance the town entrance, and potential to provide an educational identity for Kaiapoi.






Location 4 - Motorway – Kaiapoi Reserve (TRIM 250416068046)

The final considered location is within Kaiapoi Reserve, on the roadside of SH1. Staff identified this location due to the long and wide form of this reserve, and the existing spring bulb and winter Rhododendron plantings that could contribute to a more extensive pollinator path. While Kaiapoi Reserve is a well-used walkway, the greenspace is not central to the Kaiapoi urban area and therefore a pollinator path would not be as visible or have the capacity to contribute to as much urban pollination as the other proposed locations.





**KEY**

-  Existing *Magnolia grandiflora* tree
-  Existing *Liquidambar styraciflua* tree
-  Proposed additional *Acer Freemanii* tree
-  Existing *Copper Beech* tree
-  Proposed Pollinator Path

**PROPOSED KAIAPOI POLLINATOR PATH (TRIM 250421069160)**

**WAIMAKARIRI DISTRICT COUNCIL**

**MEMO**

**FILE NO AND TRIM NO:** GOV – 28 – 08 - 06 / TRIM 250429073034

**DATE:** 01.05.25

**MEMO TO:** Kaiapoi – Tuahiwi Community Board

**FROM:** Tori Stableford

**SUBJECT:** Williams Street, Kaiapoi - Town Entrance Sign Potential Locations

The Town Entrances project, guided by the Council's Town and Settlements Entrances Strategy and the Board's aim to enhance Kaiapoi's entrances, prioritises the Williams Street Entrance for the next upgrade. Greenspace staff have visited Williams Street with a member of the Roding team to identify potential entrance sign locations. Five locations were considered. Photos, a discussion of each location, and a summary of the recommended location options is provided in this memo.

**Option A: Corner of Williams St & Lee's Rd**

This is a prime location for an entrance sign due to its visibility and position as the first entry point to Kaiapoi from State Highway 1 (SH1). Located within an 80km speed zone, the site features a grass berm of a suitable size for the sign and while the location falls within the future Woodend Bypass Project, Roding staff have confirmed that the corner's layout will remain unchanged. It is possible that changes to the surrounding area could impact the visibility of a future entrance sign which would need to be considered through detailed design. A cycleway is currently being developed for Lee's Road Corner, extending to the nearby bus stop south of the corner. Greenspace staff are working with the Roding Team to ensure that space remains available for a potential entrance sign in this location within the cycle path alignment if the Board chooses this location. Staff also note the proximity of this location to a residential property that is adjacent to the site with a low fence towards the potential sign location. Staff recommend direct consultation with the property owners would be beneficial if the Board wanted to progress with this location.

Staff are in support of this location as a potential option for the Board to consider placing an entrance sign noting the above constraints.





*Option A: Corner of Williams St & Lee's Rd*

Option B: Kaiapoi Lakes Greenspace Reserve, Eastern side of Williams Street

Location B is also within the 80km speed limit and situated on the roadside clearing of Kaiapoi Lakes Reserve. Staff identified this area because a sign could be located either within the Greenspace Reserve or on the adjacent roadside grass berm. The berm is wide enough for a 3m wide sign and the Roding Team have confirmed that a frangible sign would fit within the space. This location offers a pleasant backdrop to an entrance sign, and it is located before the denser residential area of Kaiapoi.

However, the Roding Team have noted concerns about the entrance sign being misinterpreted as a reserve sign. The Roding Team has proposed an alternative location further south along this berm, beyond the Lakes Reserve entrance



*Option B: Kaiapoi Lakes Greenspace Reserve, Eastern side of Williams Street*

Option C: Kaiapoi Lakes Greenspace Reserve, Eastern side of Williams Street – Further South

Location C is within the 80km speed limit and situated further south than Option B on the roadside alongside the Kaiapoi Lakes Reserve with a backdrop of native planting within the Reserve. This location was suggested by the Roding Team as having good visibility without the potential for confusion around the entrance sign being for the Kaiapoi Lakes Reserve.

Greenspace staff support this as a suitable location for the Williams Street entrance sign.



*Option C: Kaiapoi Lakes Greenspace Reserve, Eastern side of Williams Street – Further South*

Option D: Kaiapoi Lakes, Greenspace Reserve, Western Side

Option D is on the corner of the Kaiapoi Lakes Reserve on Williams Street and Old North Road. This would be on the Western side of Williams Street as this has more visibility to visitors entering Kaiapoi from SH1 than it would be if placed on the eastern side of the road.

An existing power pole and roading signage would need to be considered while positioning the sign as they may be within the line of sight. There is also risk of confusion between the Entrance Sign and traffic signage for vehicles turning right in to Old North Road which may cause road safety issues.

For this reason, Roding and Greenspace staff do not support this location option.





*Option D: Kaiapoi Lakes, Greenspace Reserve, Western Side*

Option E: Existing Rotary Sign Location, Kaiapoi Golf Club Road Berm

The final option identified is the location of the existing Rotary sign outside of the Kaiapoi Golf Club, on the western side of the road. This location is positioned just before the 50km speed change and therefore is a suitable indicator of proximity to the Kaiapoi Main Centre.

This location is positioned on a narrow road berm and therefore additional frangibility may need to be considered and designed into the Entrance Sign. Staff note that if the Entrance Sign were to be positioned here it may need to be designed in a manner that uses similar materials to that on Main North Road but presented in a different Concept design.

If the existing 'Kaiapoi' Entrance Sign were to be upgraded staff would need to work with Rotary who it is understood supplied and installed the existing sign.



*Option E: Existing Rotary Sign Location, Kaiapoi Golf Club Road Berm*

### Summary

Councils Greenspace and Roading teams endorse Locations Options A and C, and recommend that Options B, D and E do not progress. Staff recommend that Board members group choose either Option A or C, and staff will undertake detailed design to bring a final design scheme back to the Board for approval. The detailed design will include the sign design and planting requirements. Staff also note that Option A would need a level of consultation with the neighbouring property for approval. If Option A is endorsed by the Board but residents of the neighbouring property do not agree to a sign being placed here, the Board will need to consider either Option C, or another preferred location.

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

**FILE NO and TRIM NO:** GOV-26-08-06 / 250414065502

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

**DATE OF MEETING:** 19 May 2025

**FROM:** Kay Rabe, Governance Advisor

**SUBJECT:** Ratification of the Kaiapoi-Tuahiwi Community Board's submission to the Waimakariri District Council and Environmental Canterbury's draft 2025-2026 Annual Plans

**SIGNED BY:**

  
 Department Manager

  
 Chief Executive

**1 SUMMARY**

The purpose of this report is to retrospectively ratify the Kaiapoi-Tuahiwi Community Board's (the Board) submissions to the Waimakariri District Council's and Environmental Canterbury's (ECan) draft 2025-26 Annual Plans.

Attachments:

- i. The Kaiapoi-Tuahiwi Community Board Submission to the Waimakariri District Council's draft 2025-26 Annual Plan (Trim Ref: 250327052964).
- ii. The Kaiapoi-Tuahiwi Community Board Submission to Environmental Canterbury's draft 2025-26 Annual Plan (Trim Ref: 250327053030).

**2 RECOMMENDATION**

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

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

**3 BACKGROUND**

- 3.1 The submission period for ECan's draft 2025-26 Annual Plan closed on 3 April 2025, and the submission period for the Council's draft 2025-26 Annual Plan closed on 21 April 2025.
- 3.2 The Chief Executive provided an overview of the Council's draft 2025-26 Annual Plan at the All-Boards' Session on 19 February 2025.

## 4 **ISSUES AND OPTIONS**

- 4.1 The Board's goal is to actively participate in ECan and the Council's budget processes to ensure equitable spending across the Waimakariri District whilst being mindful of rates affordability.
- 4.2 As part of the Annual Plan process, the Board aims to advocate to ECan and the Council on key issues and priorities for the Kaiapoi-Tuahiwi area. Therefore, the Board held a workshop on Wednesday, 26 March 2025, to discuss its submissions to both the Council and ECan's draft 2025-26 Annual Plans.
- 4.3 Subsequently, various drafts, based on members' views, were circulated to Board members for review and comment. The finalised submission to ECan's draft 2025-26 Annual Plan was approved by the Chairperson on Monday, 31 March 2025, and lodged on Thursday, 3 April 2025. The finalised submission to the Council's draft 2025-26 Annual Plan was signed off by the Chair on Monday, 14 April and was lodged on Wednesday, 16 April 2025.
- 4.4 The following issues, among others, were raised in the Board's submissions:
- 4.4.1 Submission to the Waimakariri District Council's draft 2025-26 Annual Plan:
- The Board is supportive of providing water services through an internal business unit.
  - The Board supports the projects listed in the consultation document; however, it would request that the Woodend to Ravenswood Walking and Cycling connection be given priority.
  - The Board understands the pressures placed on the Council's budgets given the increase in insurance, material and other outside influences.
  - While the Board prefers the current rating system, it understands the Council's reasoning for amending the Rating Policy.
  - The Board supports growth, paying for growth, and therefore supports the Council reviewing the Development Contributions.
  - The Board would like to encourage Council staff to prioritise progressing the work at the town entrances during the next financial year.
- 4.4.2 Submission to Environmental Canterbury's draft 2025-26 Annual Plan:
- The Board acknowledges the proposed drop in the rates increase from 15.5%, as indicated in ECan's 2024/34 Long-Term Plan, to 9.9%.
  - The Board notes that the District's public transport is not at an acceptable standard and does not go where people in the Waimakariri district need it to go.
  - The Board suggests that ECan investigate the use of smaller buses that connect the Waimakariri District's main towns and communities to public places such as schools, businesses, and retail.
  - The Board would also like to raise its concern about the consultation document's lack of transparency regarding how previous large rate increases were spent.
- 4.5 The following options are available to the Board:
- 4.5.1 Option One: Retrospectively ratify its submissions to the Waimakariri District Council and Environmental Canterbury's draft 2025-26 Annual Plans.  
This is the recommended option.
- 4.5.2 Option Two: Requests that some points of the submissions to the Waimakariri District Council and Environmental Canterbury's draft 2025-26 Annual Plans be withdrawn.
- 4.5 **Implications for Community Wellbeing:**  
The issues and options that are the subject matter of this report have no social and cultural implications for community well-being.
- 4.6 The Management Team have reviewed this report.



## 5 **COMMUNITY VIEWS**

### 5.1 **Mana Whenua**

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

### 5.2 **Groups and Organisations**

No other groups or organisations are likely to be affected by or have an interest in this report's subject matter.

### 5.3 **Wider Community**

The wider community is likely to be affected by or have an interest in this report's subject matter. Board members based their submissions on feedback from the Kaiapoi-Tuahiwi community.

## 6 **IMPLICATIONS AND RISKS**

### 6.1 **Financial Implications**

Should the Council decide to implement some of the Board submission points, there may be budget implications for the Council. The Board do not receive funding from sources other than the Council.

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

The Board's submissions to the Council and ECan's draft 2025-26 Annual Plans raise various concerns about sustainability and climate change.

### 6.3 **Risk Management**

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

### 6.4 **Health and Safety**

There are no health and safety-related issues from the adoption of the recommendations in this report.

## 7 **CONTEXT**

### 7.1 **Consistency with Policy**

These matters are not matters of significance in terms of the Council's Significance and Engagement Policy.

### 7.2 **Authorising Legislation**

The Local Government Act (2002) states that the role of a Community Board is to represent and advocate for the interests of its community.

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

People are friendly and caring, creating a strong sense of community in our District.

There are wide-ranging opportunities for people of different ages and cultures to participate in community life and recreational activities.

### 7.4 **Authorising Delegations**

The Board is required to advocate on behalf of the Community to ECan and the Council on key issues and priorities for the community area, especially through the Annual and Long Term planning and budgeting process.

April 2025

**To:** The Waimakariri District Council

**Submission:** 2025/26 Draft Annual Plan

**From:** Kaiapoi-Tuahiwi Community Board

**Contacts:** Kay Rabe – Governance Advisor [com.board@wmk.govt.nz](mailto:com.board@wmk.govt.nz)  
 Jackie Watson (Chairperson) [jackie.watson@wmk.govt.nz](mailto:jackie.watson@wmk.govt.nz)

The Chairperson respectfully requests to be heard with regard to this submission.

The Kaiapoi-Tuahiwi Community Board (the Board) would sincerely like to thank the Waimakariri District Council for the opportunity to make a submission to its 2025/26 Draft Annual Plan.

## **PROJECTS IDENTIFIED IN THE DRAFT LONG TERM PLAN**

### **1. Three Waters Reform – Local Water Done Well**

The Board is supportive of the preferred option and agrees that the most cost-effective way of providing water services is through an internal business unit offering shared management and technical assistance with Hurunui and Kaikoura councils or their organisations.

The Board acknowledges that this is currently happening unofficially and believes that it would be sensible to formalise the agreement for the future protection of all concerned.

#### *Review of Expansion of Services to Rural Areas*

The requests that in conjunction with the Three Waters Reform – Local Water Done Well it would like to see the Council consider extending services such as water, sewerage and bins to the more rural areas of the district. Most of these residents are currently paying for these services even though they are not receiving them and believe there should be progressive expansion of services over time.

### **2. Transport Funding**

The Board supports the projects listed in the consultation document however would request that the Woodend to Ravenswood Walking and Cycling connection be given priority and be completed as soon as possible rather than waiting to be completed in the 2026/27 financial year.

### **3. Outside Factors Driving Cost Increases**

The Board understands the pressures put on current budgets given the increase in insurance, material and other outside influences and sees no way to mitigate that which is the price of doing business in the current financial climate. The Board supports the Council in their management of these factors to the best of its ability.

#### 4. **Rating Policy Changes**

While the Board prefers the current rating system which gives residents options in paying rates it understands the Council's reasoning in the current financial situation. The Board supports the proposed Remission Policy as an effective and efficient process.

#### 5. **Development Contributions**

The Board is supportive of growth paying for growth and therefore supports the Council reviewing the Development Contributions.

#### 6. **Other Issues**

##### *Review of Drainage Rates*

The Board is aware that a review of the current system of drainage rates has been considered in previous years and requests that this review be carried out during the 2025/26 financial year. The Board is concerned that many residents are being charged more than once with the current system and believe that this should be rectified sooner rather than later.

##### *Environment and Greenspace Areas*

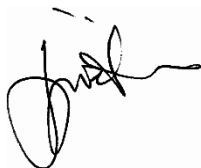
The Board would request that staff be encouraged to work across departmental boundaries to ensure a consistent and holistic treatment of green/environment buffers are maintained such as the corridor from 46 Main North Road through to the Kaiapoi Lakes following the Courtney stream which could be used as a pollination corridor. Another corridor could be the implementation of the planting plan along the Passchendaele Path. These projects would be in keeping with the Council's Natural Environment Policy.

##### *Town Entrances*

The Board would like to encourage Greenspace staff to prioritise progress on work the town entrances during the next financial year so this work can be completed in a timely manner.

The Board would like to thank the Council for considering its submission to the Annual Plan and would like to commend the work done on managing to keep the rate rise as low as possible.

Kind regards



Jackie Watson  
Chair  
Kaiapoi-Tuahiwi Community Board

TRIM Ref: 250327053030

3 April 2025

The Chief Executive  
Environment Canterbury  
200 Tuam Street  
**CHRISTCHURCH**, 8011

E-mail: [mailroom@ecan.govt.nz](mailto:mailroom@ecan.govt.nz)

Dear Madam

### **SUBMISSION ON ENVIRONMENT CANTERBURY'S DRAFT 2025/26 ANNUAL PLAN**

The Kaiapoi-Tuahiwi Community Board thanks Environment Canterbury (ECan) for the opportunity to submit on its Draft 2025/26 Annual Plan.

The Board acknowledges the drop-in rates from the proposed 15.5% in the Long Term Plan to 9.9%, however would like to note that as most of the matters referred to in the consultation document deals only with public transport which has little or no impact on the Waimakariri district and less so on the Woodend-Sefton Board area.

The Board notes that the District's public transport is not at an acceptable standard and does not go where people in the Waimakariri district need it to go. There is concern that a large portion of the district has no public transport at all. The Board would like to encourage the use of smaller busses that connects the districts communities, and routes that connect those communities to public places such as schools, business and retail on a regular basis in order to people to buy into using this service. This is vital for mainly the youth and elderly and would mitigate feeling of isolation and improve wellbeing.

The Board would also like to raise its concern on the lack of transparency in the consultation document of how previous large rates increases have been spent and the percentage of the spend on projects verses operating costs ie resourcing and restructures.

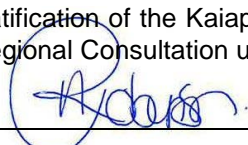
Thank you once again for the opportunity to comment.



J Watson  
Chairperson  
Kaiapoi-Tuahiwi Community Board

Contact:

Kay Rabe, Governance Adviser [com.board@wmk.govt.nz](mailto:com.board@wmk.govt.nz)  
C/- Waimakariri District Council, Private Bag 1005, Rangiora  
7440.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** GOV-26-08-06 / 250227032672**REPORT TO:** KAIAPOI-TUAHIWI COMMUNITY BOARD**DATE OF MEETING:** 19 May 2025**AUTHOR(S):** Kay Rabe, Governance Adviser**SUBJECT:** Ratification of the Kaiapoi-Tuahiwi Community Board's submission on the Regional Consultation under the New Speed Rule**SIGNED BY:**
  
 General Manager

  
 Chief Executive
**1 SUMMARY**

The purpose of this report is to retrospectively ratify the Kaiapoi-Tuahiwi Community Board's (the Board) submission to the New Zealand Transport Agency's (NZTA) Regional Consultation under the New Speed Rule – South of Rangiora Woodend Road to South of the Cam River Bridge.

Attachments:

- i. Kaiapoi-Tuahiwi Community Board's Submission to New Zealand Transport Agency's Regional Consultation under the New Speed Rule – South of Rangiora Woodend Road to South of the Cam River Bridge (Trim Ref: 250227032285).

**2 RECOMMENDATION**

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

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

**3 BACKGROUND**

- 3.1 Under the new Speed Setting of Speed Limits Rule, the NZTA consulted on some sections of State Highways to ascertain if there was support for retaining current speed limits. It sought feedback from local road users and communities for a range of 'interregional and rural connectors' in several regions around the country. The consultation closed on 13 March 2025, after the deadline for submission of reports to the Board's March 2025 meeting.

**4 ISSUES AND OPTIONS**

- 4.1 The Board has long advocated for safety measures regarding the stretch of State Highway One (SH1) from south of Rangiora Woodend Road to south of the Cam River Bridge, given the number of accidents occurring on this stretch of road. The Board contributed to the original lowering of the speed from 100km per hour to 80km per hour. Since that time, the accident rate has decreased considerably.

- 4.2 At its February 2025 meeting, the Board discussed making a submission on this matter, and it was agreed that it would support the Woodend-Sefton Community Board (WSCB) submission, given that it would cover the same information. As a result, a first draft of the WSCB submission was circulated to the Board on Tuesday, 18 February 2025. A second amended draft was circulated to the Board on 25 February 2025.
- 4.3 The consultation period closed on 28 February 2025, and a brief summary letter detailing the Board's support for the WSCB's submission was submitted on 27 February 2025.
- 4.4 The following issues, among others, were raised in the WSCB's submission, supported by the Board:
- The Board strongly supports retaining the current speed limit of 80km/h.
  - The current speed limit reflects the safety needs and driving conditions of the route, ensuring that vehicles can respond to hazards more effectively.
  - This stretch of road has been the scene of multiple multi-fatality accidents prior to the lowering of the speed limit.
  - Board members have spoken with many locals who share similar concerns about proposed speed limit changes.
- 4.5 The following options are available to the Board:
- 4.5.1 Option One: Retrospectively ratifies its submission to the New Zealand Transport Agency's Regional Consultation under the New Speed Rule – South of Rangiora Woodend Road to South of the Cam River Bridge.  
This is the recommended option.
- 4.5.2 Option Two: Withdraw its submission to the New Zealand Transport Agency's Regional Consultation under the New Speed Rule – South of Rangiora Woodend Road to South of the Cam River Bridge.
- 4.6 **Implications for Community Wellbeing:**  
The issues and options discussed in this report have social and cultural implications for community well-being, given that effective and safe transport infrastructure affects all aspects of the community.
- 4.7 The Management Team have reviewed this report.

## 5 **COMMUNITY VIEWS**

### 5.1 **Mana Whenua**

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

### 5.2 **Groups and Organisations**

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

### 5.3 **Wider Community**

The wider community is likely to be affected by or have an interest in this report's subject matter, given that effective and safe transport infrastructure affects all aspects of the community.

## 6 **IMPLICATIONS AND RISKS**

### 6.1 **Financial Implications**

There are no financial implications of the decisions sought by this report.

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

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



### 6.3 **Risk Management**

There are no risks arising from adopting the recommendations in this report.

### 6.4 **Health and Safety**

There are no health and safety-related issues from adopting the recommendations in this report.

## 7 **CONTEXT**

### 7.1 **Consistency with Policy**

These matters are not matters of significance in terms of the Council's Significance and Engagement Policy.

### 7.2 **Authorising Legislation**

The Local Government Act (2002) states that a Community Board should represent and advocate for the interests of its community.

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

People are friendly and caring, creating a strong sense of community in our District.

There are wide-ranging opportunities for people of different ages and cultures to participate in community life and recreational activities.

### 7.4 **Authorising Delegations**

The Board is required to advocate on behalf of the community to the Council and other organisations / authorities on key issues and priorities for the community area.

Trim Reference: GOV/26-08-04 / 250227032285

27 February 2025

To: **New Zealand Transport Agency (NZTA)**

**Subject: Regional Speed Review Consultation**

From: **Kaiapoi-Tuahiwi Community Board**

Jackie Watson Chairperson (jackie.watson@wmk.govt.nz)

Contact: Kay Rabe, Governance Adviser [com.board@wmk.govt.nz](mailto:com.board@wmk.govt.nz)  
C/- Waimakariri District Council, Private Bag 1005, Rangiora 7440.

### **SOUTH OF RANGIORA WOODEND ROAD TO SOUTH OF THE CAM RIVER BRIDGE SPEED CONSULTATION**

The Kaiapoi-Woodend Community Board (the Board) appreciates the opportunity to provide feedback to the New Zealand Transport Agency (NZTA) on the speed limit south of Rangiora Woodend Road to south of the Cam River Bridge.

The Board would like to support Woodend-Sefton Community Board's submission attached (Trim Ref: 250226031382) in its entirety. As SH1 is the main conduit between Woodend-Sefton and Kaiapoi-Tuahiwi Community Boards, the Kaiapoi-Tuahiwi Community Board has the same concerns as expressed in the submission from the Woodend-Sefton Community Board.

Both communities will be adversely affected by an increase in speed on this stretch of road with the potential for more traffic accidents likely to occur with the increase to 100km/h.

Thank you once again for the opportunity to comment.



J Watson  
Chairperson  
Kaiapoi-Tuahiwi Community Board

Contact: Kay Rabe, Governance Adviser [com.board@wmk.govt.nz](mailto:com.board@wmk.govt.nz)  
C/- Waimakariri District Council, Private Bag 1005, Rangiora  
7440.

## MEMBERS INFORMATION EXCHANGE

For April 2025

### Brent Cairns

- Attended the PRGI monthly meeting.
  - Was asked if a Hikurangi info public meetings could be held in Pegasus.
  - Gladstone Park lights shining on neighbouring properties.
  - Talked to Lake Hood to establish what and how its lake is managed.
  - Talked about new members.
  - Matariki event at the school and evening walk and would have Joseph Hullen give a talk.
  - AGM would look to ask Mike Kwant to talk about Pegasus Bay bylaw
  - Spoke about how hard it was to fill in ENC funding forms.
- Attended the Rangiora Hikurangi public meeting re tsunami and earthquake preparedness. Meetings to be held in Woodend, Pines Beach and Pegasus. Waikuku coastal residents would need to attend one of the other meetings or do we ask to have a meeting in Waikuku?
- Anzac events, attended Woodend, Pegasus, two Kaiapoi events and Loburn flag raising.
- Attended Food Secure North Canterbury Meeting. Talked about Syntropic food forests, funding of trees and plants for community food forests, resilience explorer that the WDC use for climate resilience which could be used to map food producers and growers in times of emergency.
- Pruned and moved mulch at the Pegasus/Woodend food forest.
- Conducted a pruning workshop at Sefton School.
- Attended road safety meeting
- Attended Welcoming Communities Action Plan group meeting. A plan would soon come to Council and committees re the draft plan.
- Had attended Youth Action Plan meeting, they would be going out with survey soon, busy reviewing the questions.
- Attended and helped out at Easter Friday event in Silverstream.
- Attended Gabi Alloway volunteer farewell. Spoke re the amount of work that she put into the role and how many people she had helped.
- Met with the Mayor and ENC funding team to talk about event funding.
- Helped with David Hill wellbeing walk.
- Attended Dudley pool walk around to review amenities re accessibility services.
- Attended last Wednesday Club monthly meeting, with guest speaker
- Chaired the monthly neighbourhood meeting, one online and the other in person.
- Attended the Oxford Gym opening. Really good community project

- Attended Big Brothers, Big Sisters fund raising breakfast.
- Invited along with the Mayor to The Sterling everything Pumpkin evening meal.
- Attended Access Group monthly meeting, afterwards reported trip hazards on High Street.
- Attended Kaiapoi Garden club new comers afternoon tea.
- Pines Kairaki food forest planting day on the 18<sup>th</sup> May at 10am