WAIMAKARIRI
DISTRICT COUNCIL

Utilities and Roading Committee

Agenda

Tuesday 19 May 2020

4pm

Meeting to be conducted remotely
via Zoom meeting link

Members:

Cr Wendy Doody (Chairperson)
Cr Al Blackie
Cr Robbie Brine
Cr Sandra Stewart
Cr Paul Williams
Mayor Dan Gordon (ex officio)

The Chairperson and Members
UTILITIES AND ROADING COMMITTEE

A Meeting of the **UTILITIES AND ROADING COMMITTEE** will be held remotely via **ZOOM** on **TUESDAY 19 MAY 2020** to commence at **4:00p.m.**

Adrienne Smith
Governance Coordinator

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

BUSINESS

Page No

1 APOLOGIES

2 CONFLICTS OF INTEREST

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

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the Utilities and Roading Committee held on Tuesday 17 March 2020

5 - 12

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Confirms** the circulated minutes of a meeting of the Utilities and Roading Committee held on 17 March 2020, as a true and accurate record.

4 MATTERS ARISING

5 DEPUTATION

6 REPORTS

6.1 Flaxton Road Upgrade – Recommended Scheme Design – Joanne McBride (Roading and Transport Manager) and Kalley Simpson (3 Waters Manager) and Fraser Scales (Senior Project Engineer) and Aaron Kibblewhite (Project Engineer)

13 - 31

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** report No. 200505051923;

(b) **Approves** the recommended scheme design for the Flaxton Road Upgrade that is based on retaining the existing eastern kerb and constructing a shared path;

(c) **Notes** that 60 car parking spaces will be lost on the western side and only 31 car parking spaces retained on the eastern side if the recommended scheme design for the Flaxton Road Upgrade is approved.

(d) **Notes** that the estimated cost of the recommended scheme design (including contingency) is $1,952,000 which exceeds the existing budget of $1,905,300 by $46,700;

(e) **Notes** that because the budget shortfall is relatively small, no additional budget is sought at this time;

(f) **Approves** staff proceeding to the detailed design stage.

(g) **Notes** staff are seeking approval to commence detailed design in order to keep the project on programme and complete the upgrades by April 2021.

(h) **Notes** that staff will inform local businesses of the preferred option and will offer to meet with those who have concerns.

(i) **Approves** staff putting the Flaxton Road Upgrades project out to tender providing the final estimate does not exceed the total budget available by 10%.

(j) **Notes** that staff will need to obtain authorisation from the COVID-19 procurement panel for the appropriate time to put the Flaxton Road Upgrades project out to tender;

(k) **Circulates** this report to the Rangiora-Ashley Community Board and Ngāi Tūāhuriri Rūnanga for their information.

6.2 <u>Approval of the 2020/21 Roading Capital Works programme – Joanne McBride Roading and Transport Manager)</u>

32 - 41

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** report No. 200506052622;

(b) **Approves** the attached 2020/21 Roading Capital Works Programme (Trim No. 200506052624);

(c) **Authorises** the Roading Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes are reported to the Utilities & Roading Committee;

(d) **Endorses** the indicative Roading Programme for the 2021/22, 2022/23 and 2023/24 years;

(e) **Notes** that the three yearly condition rating of footpaths and kerb & channel is due to be carried out in May 2020 and this may alter the indicative programme in later years;

(f) **Circulates** this report to the Community Boards for information.

7 REPORT REFFERED FROM COUNCIL FOR INFORMATION

7.1 Walking & Cycling Strategy Reference Group Membership Request and Terms of Reference Approval – Joanne McBride (Roading and Transport Manager

(attached copy of report no. 200312034222 to the Council meeting of 5 May 2020. In consideration of the recommendation in this report, Council appointed Councillors Williams and Stewart to this Reference Group).

42 - 75

RECOMMENDATION

THAT the information in Item 7.1 be received.

8 PORTFOLIO UPDATES

8.1 Roading – Councillor Paul Williams

8.2 Drainage and Stockwater – Councillor Sandra Stewart

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

8.4 Solid Waste– Councillor Robbie Brine

8.5 Transport – Mayor Dan Gordon

9 QUESTIONS

10 URGENT GENERAL BUSINESS

NEXT MEETING

The next meeting of the Utilities and Roading Committee is scheduled to commence at 4:00pm on Tuesday 21 July 2020 in the Council Chambers.

Briefing

At the conclusion of the meeting, a Briefing will be held to discuss the Road Maintenance Contract – Joanne McBride (Roading and Transport Manager)

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBERS, 215 HIGH STREET, RANGIORA ON TUESDAY 17 MARCH 2020 COMMENCING AT 4.00PM

PRESENT

Councillor W Doody (Chair), Mayor D Gordon (from 5.17pm) , Councillors R Brine, S Stewart and P Williams

IN ATTENDANCE

Councillors ,
J Palmer (Chief Executive), G Cleary (Manager Utilities and Roading), G Hutchison (Wastewater Asset Manager), J McBride (Roading and Transport Manager), D Young (Senior Engineering Advisor), K Simpson (3 Waters Manager), S Allen (Water Environment Advisor), A Smith (Governance Coordinator)

1 APOLOGIES

Moved Councillor Doody Seconded Councillor Brine

THAT an apology for absence from Councillor Blackie be received and sustained.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interested recorded.

3 CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the Utilities and Roading Committee held on Tuesday 18 February 2020

Moved Councillor Williams Seconded Councillor Brine

THAT the Utilities and Roading Committee:

(a) **Confirms** the circulated minutes of a meeting of the Utilities and Roading Committee held on 18 February 2020, as a true and accurate record.

CARRIED

4 MATTERS ARISING

There were no matters arising.

5 DEPUTATION

There were no deputations.

unconfirmed

6 REPORTS

6.1 Kaiapoi Infiltration Wetland Assessment – Gavin Hutchison (Wastewater Asset Manager)

G Hutchison presented this report providing an update on the review undertaken by Beca Ltd to assess the feasibility of reducing the size of the Kaiapoi Infiltration wetland. This wetland is 27 hectares which is quite large. Reducing the size of the wetland is being looked at to determine if this would reduce the current level of midges and also if it would reduce the impact to bird life from avian botulism outbreaks.

The report shows that the wetland could be reduced in size by up to 80% before there would need to be an upgrade required in the UV disinfection plant. The cost to reduce the size of the wetland would be between $1.9 and $2.9million. Staff recommendation is that this reduction is not undertaken, as there is no guarantee that this would reduce the midge problem so that they would no longer be a nuisance. There may be a reduction in the impact of avian botulism but this would only be due to the reduced wetland size attracting less birds. It is also recommended that the wetland size is not reduced as it can act as valuable storage to buffer wet weather flows.

Councillor Doody asked what the distance was from the closest houses to the sludge accumulation. G Hutchison estimated this would be approximately 200 metres. G Hutchison also advised that the midges lavae do breed and grow where the sludge accumulates but also noted that this area was cleaned out less than 12 months and this had made no impact on the number of midges impacting to the neighbouring properties. Following a question from Councillor Doody, G Hutchison was not aware of any natural type of spray that could be used to combat the midges. There are chemical sprays that could be used, including one that would put a film layer over the pond that would stop the lavae from breaking out. This is used in Australia and Asia for the mosquito problem.

Councillor Brine asked if midges were a nuisance in any other parts of the district. G Hutchison said there was an issue in Woodend and at Pegasus. Councillor Brine noted there was also an issue with them at Waikuku.

Councillor Stewart asked if there was any mitigation plans in place for midges. G Hutchison responded that there was a plan put together several years ago but this was out of date and this needed to be updated learnings from Christchurch City Councils midge control. Councillor Stewart asked about the right angles of the infiltration wetland this is where the sludge accumulates and if these were contoured would this reduce the sludge. G Hutchison said if the sludge didn't accumulate in these corners it would possibly spread to the wetland and sees it as a positive to have it accumulate in these specific areas.

The sludge that is removed (which is dead algae) stays on site.

Moved Councillor Williams Seconded Councillor Brine

THAT the Utilities and Roading Committee:

(b) **Receives** report No. 191127166401

(c) **Confirms** that the infiltration wetland size is not reduced.

(d) **Notes** that the Kaiapoi Wastewater Treatment Plant is a source of midges that have caused a nuisance at 63 Ferry Road.

Unconfirmed

(e) **Notes** that the reduction in the size of infiltration wetland may not reduce the number of midges sufficiently to not be a nuisance at 63 Ferry Road.

(f) **Notes** a Midge Management Plan will be developed by Council staff.

(g) **Notes** that the reduction in the size of the infiltration wetland may reduce the number of birds affected by avian botulism, but this cannot be guaranteed.

CARRIED

Councillors support this recommendation and for staff to continue looking at a solution for the midge problem. Councillor Brine noted the estimated high cost for reducing the size of the wetland, which is not a supported option.

6.2 Arsenic in wider Kaiapoi private wells – results of risk assessment – Sophie Allen (Water Environment Advisor)

S Allen presented this report and the findings of a risk assessment carried out by Pattle Delamore Partners Ltd (PDP) for the Council. Council water supplies are tested regularly for compliance but private wells are not routinely tested. The risk assessment evaluated the risk of arsenic within private wells in the wider Kaiapoi area specifically. The risk assessment was carried out as a requirement of the Health (Drinking Water Amendment) Act 2007 issued by the Medical Officer of Health. It has been confirmed that the Council has complied with all the requirements of this notice within the required timeframe. S Allen provided some background information on this matter. Levels of arsenic have not been included as part of the normal water testing for private wells. There has been discussions with the testing laboratories regarding this and it is hoped to have this included in future tests. There were 28 private wells sampled in the wider Kaiapoi area for the Council in late 2019 as part of the risk assessment.

S Allen provided some slides showing the location of the bores sampled by the Council and the different concentrations of arsenic in the bores that were sampled. In the areas where there was high levels of oxygen in the water, the higher concentrations were detected. By explanation of the process that is happening, it was advised that when there is low oxygen levels, the high level of iron in the sediment is leading to the release of and displacing the arsenic and pushing it in the water, Levels of arsenic can also vary due to the release of organic matter – swampy matter. S Allen also noted that different land use can have targeted effects of the arsenic levels in water. The reasons for the high arsenic reading levels in the Kaiapoi area is unknown and it was note there can be quite significant differences in readings between two properties. Different aquifers can give different results and even in deep wells there can be quite variabilities.

Questions

Following a question from Councillor Williams, S Allen advised that it is recommended that all private well owners along the coastal strip would be advised to have water tested.

Councillor Brine asked if Selwyn District Council has undertaken similar testing. S Allen noted that there is not as much coastal low oxygen private water supply in the Selwyn District. Councillor Brine questioned the Council spending the $37,000, with the responsibility for future water regulation unknown at this time. G Cleary responded that it is unknown at this point with the new regulations or the Councils role with regard to private individual wells. Whether it is arsenic, nitrates or ecoli issues with private wells, it is likely that these will become more Council issues. The Council could be asked to extend reticulation to any private well owners who have issues with their water supplies. Though supporting this

Unconfirmed

recommendation, Councillor Brine had questions regarding the timing of undertaking this testing and also how any future improvements to water supplies would be rated. As was pointed out by G Cleary, this testing was undertaken because the Council was directed by the Medical Officer of Health to do this.

Councillor Stewart asked why would the Council not be offering to extend rating areas, to extend to join reticulated water supplies – mentioning specifically properties along Lower Camside Road. K Simpson said this is noted in the report that this could be undertaken on a case by case basis, but in some cases the cost could be prohibitive. The process is for property owners to make a formal application to the Council and staff would be willing to work with landowners on this.

Councillor Stewart asked if staff were confident that there were no other private water supplies in this elevated risk area that had high levels of arsenic. S Allen advised that there were 200 private wells within the study area that had active consents and were on the database as active domestic water supplies. The testing was only a risk assessment but the Council should not be taking on responsibility for testing of all private water supplies in this area.

When consideration is being given by the Council to providing water, K Simpson confirmed that the cost of all options would be considered – including what annual water testing charges are for private well owners and alternatively, the cost of connecting to a reticulated water supply. If there is a cheaper onsite method, this will be considered.

Moved Councillor Doody Seconded Councillor Brine

THAT the Utilities and Roading Committee

(a) **Receives** report No. 200224024208.

(b) **Notes** an elevated risk of arsenic in groundwater exists in a relatively broad area within approximately 10 km of the coast, although it is possible that arsenic could occur elsewhere in the District, particularly if reducing groundwater conditions occur.

(c) **Notes** that elevated arsenic concentrations in the District are likely to be from natural sources and the available data indicates that concentrations will vary through time.

(d) **Notes** that any new domestic and community supplies in the District should be tested for arsenic, among other chemical and microbiological parameters.

(e) **Notes** that WDC staff have confirmed compliance with the Section 69ZZP notice issued under the Health (Drinking Water Amendment) Act (2007) by the Canterbury Medical Officer of Health.

(f) **Notes** that WDC staff will continue to liaise with the Canterbury Medical Officer of Health and Environment Canterbury regarding minimising risk to private well owners from arsenic and other contaminants in groundwater.

(g) **Notes** that WDC staff will continue to communicate findings of the arsenic risk assessment with the wider Kaiapoi community, including issuing a media release about the risk assessment findings.

(h) **Circulates** this report to the Waimakariri Water Zone Committee, Land and Water Committee, and Community Boards.

unconfirmed

CARRIED

Councillor Doody commented that arsenic could have been the result of different land uses, including timber felling, for over 150 years. S Allen noted that the conclusion was that this is naturally occurring sediment which could have been thousands of years in the groundwater.

Councillor Brine noted this is all about keeping our community as safe as possible, but Council also needs to look to the future.

Councillor Williams asked if there was concerns with landscaping supplies leaching possibly into the soils and this contaminating well water. K Simpson responded that this is a key part of the Water Safety Plans, with the source zones being looked at and the source protection zone and making sure that the Council is aware of all potential activities on the surface that could affect the quality of the Council water supplies. Owners of private bores also need to be aware of what is potentially influencing their supplies and this information is provided in education to the bore owners, as something that they should be aware of.

Councillor Stewart asked if there had been any response from the Medical Officer of Health on these results. S Allen said the results had been shared with the MOH who had acknowledged receipt of this information and suggested Council continue working with land owners with advice.

Councillor Stewart believes the Council has a responsibility for the health of its residents. She would like to see work with the landowners in areas where installing a reticulated supply would be superior to a having a private water supply. It was noted that there are significant yearly operational costs required to maintain a private supply. If the Council is able to offer extension of reticulation and for this to be affordable for landowners, this should be offered not only for current owners, but also for future owners of these properties.

6.3 Drainage Review and Management Plan – Sophie Allen (Water Environment Advisor)

S Allen presented this report summarising the draft Drainage Review findings, seeking feedback from the Committee. It also proposed the production of a Drainage and Waterways Management Plan for Waimakariri District Council. It is a requirement of the district wide maintenance and minor works in waterways consent to have a management plan. S Allen provided some background information on the process to date. The consent application is currently with Environment Canterbury and will not be progressed until a plan is provided. Feedback has been sought from the Water Zone Committee and Drainage Advisory Group members. Zone committee and some Drainage Advisory Group members believe the drains should be acknowledged as part of natural waterways and managed as such. Other Drainage Advisory Group members believe that the drainage network is primarily a utility for drainage.

S Allen spoke on the key actions that have been recommended as a result of the review, which include actions to try to minimise the amount of maintenance required for drains. These actions include allowing drains to become self-managing over time, biosecurity weed management, create low flow channel to increase drain velocity, shading, drain reshaping, installing sediment traps and protection of critical source areas.

Following a question from Councillor Doody, S Allen provided an explanation on sediment traps proposed, referring to that in the Drainage Management Review document. Some sediment traps are naturally occurring or alternatively they can be created.

Unconfirmed

Councillor Williams sought clarification of comments in the first and third paragraphs in section 7.3.1 of the Drainage Management Review document. It was agreed that the content of the third paragraph requires some amending for clarification.

K Simpson pointed out that the wording in recommendation (b) as was in the staff report requires amendment, this was amended as below.

Moved Councillor Brine Seconded Councillor Doody

THAT the Utilities and Roading Committee:

(a) **Receives** report No. 200227026873.

(b) **Notes** the vision of the Drainage Review for 'sustainable drain management', and proposed actions as stated in the Executive Summary.

(c) **Notes** feedback from the Utilities and Roading Committee and Drainage Advisory Groups will be incorporated in a finalised 'Drainage and Waterways Management plan', submitted for Utilities and Roading Committee endorsement before 30 June 2020.

(d) **Circulates** this report to the Land and Water Committee, Drainage Advisory Groups and Waimakariri Water Zone Committee.

CARRIED

Councillor Brine believes this is a good way forward and this is important work.

Councillor Stewart supports this document to provide more sustainable drainage management. This has come under robust discussions from some of the Drainage Advisory Groups. This review will be an important document for the future, being an environmentally sensitive way to manage drains using less spray and reducing the Council's operational costs.

unconfirmed

7 PORTFOLIO UPDATES

7.1 Roading – Councillor Paul Williams

Councillor Williams has had concerns raised by residents who believe some road repairs are not up to standard. Councillor Williams would like an assessment undertaken on the repairs being done. The contract is coming up for renewal.

7.2 Drainage and Stockwater – Councillor Sandra Stewart

Councillor Stewart said the major part is the Drainage Management Review, just presented to the Committee. The Rural Drainage Groups that ECan manages have recently held their annual meetings at the beginning of March. Provided an explanation of some of these three groups (Sefton Town, Sefton-Ashley and Ashley-Rakahuri River Rating Groups). These groups meet once a year and there was not high attendance at these meetings. These are all flood prone areas and some residents attended expressing their concerns. Councillor Stewart suggests that there could be better way of providing this service and would like this reviewed. If this council did consider a district-wide drainage rate as part of the LTP in future, would like to see if these could be included as part of this, especially Sefton

Town. Does not believe drainage in a town should be looked after by a regional council.

7.3 Utilities (Water Supplies and Sewer) – Councillor Paul Williams

Councillor Williams attended a public meeting at the Cust community, relating to an upgrade to the Cust Water Scheme. This was a very well attended meeting and staff member C Roxburgh provided a very informative presentation to all attending. Some concerns raised were the potential cost to residents of the upgrade. Other concerns were the tendering process. Expressions of interests were called for 12 months ago, and as a result there are four tenderers. It was suggested by the public at the meeting that a more open tender process should be considered. Overall it was a positive meeting.

Sewer – pleased to report that there has been less issues with avian botulism this summer and less loss of birdlife.

7.4 Solid Waste– Councillor Robbie Brine

Councillor Brine advised that there is a meeting of the Canterbury Landfill Joint Committee meeting in Christchurch on 6 April. This is the first meeting of the joint committee for this term of Council. This committee covers the district from Timaru to Kaikoura.

Noted the question asked at the last meeting of the Utilities and Roading Committee from Councillor Barnett, and Councillor Brine provided a response to this question. This response will be circulated to all members, and also form part of the minutes. The question related to what staff are doing about people who do not live on a collection route buying Council rubbish bags from the supermarket and leaving them on a route for collection.

7.5 Transport – Mayor Dan Gordon

Mayor Gordon attended the Regional Transport committee in February and the Passenger Transport meeting is coming up later in March. Most significant meeting has been attending a meeting last week with the Transport Minister, along with J Palmer and G Cleary with regard to the Woodend bypass. This was a good discussion and there were some positive outcomes. The Minister agreed to raise the concerns with the NZTA. There was also discussion on wider regional topics that they were asked to raise on behalf of the Greater Christchurch Partnership relating to investment that the Labour party indicated around the last election around a $100million package for rail transport. Regarding this, the Minister advised that there would need to be a joint plan from all Council's involved. Mayor Gordon noted that there is a meeting next Monday 23 March at 7pm, being held at the Woodend Community Centre with businesses in Woodend. All Councillors are invited to attend. Matt Doocey and Jim Harland will be attending this meeting.

unconfirmed

At this time G Cleary provided a brief update to members on the following matters relating to Utilities and Roading:

- Prosecution of Gore District Council regarding child drowning in wastewater pond
- 3 Waters Review – submission to the Department of Internal Affairs – noting submissions to be on a regional basis and work being undertaken on this.
- Update on Covid-19 – as Utilities and Roading are an essential service some extra work is being undertaken – backup for working from home, checking with contractors business continuity plans and making sure suppliers have the supplies that the Council needs to carry out its business.

8 QUESTIONS

There were no questions.

9 URGENT GENERAL BUSINESS

There was no urgent general business.

NEXT MEETING

The next meeting of the Utilities and Roading Committee is scheduled for 4:00pm, Tuesday 19 May 2020 in the Council Chambers.

There being no further business, the meeting closed at 5.25pm.

CONFIRMED

_____
Chairperson

_____
Date

Briefing

Don Young (Senior Engineering Advisor) provided a Briefing update on Park and Ride at the conclusion of the meeting.

unconfirmed

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RDG-32-65 / 200505051923
REPORT TO:	Utilities and Roading Committee
DATE OF MEETING:	Tuesday 19th May 2020
FROM:	Joanne McBride, Roading & Transport Manager Kalley Simpson, 3 Waters Manager Fraser Scales, Senior Project Engineer Aaron Kibblewhite, Project Engineer
SUBJECT:	Flaxton Road Upgrade – Recommended Scheme Design
SIGNED BY: **(for Reports to Council, Committees or Boards)**	Department Manager / Chief Executive

1. SUMMARY

1.1 The purpose of this report is to:

a. Present the recommended scheme design for upgrading Flaxton Road between Southbrook Road and Kingsford Smith Drive;

b. Obtain Utilities and Roading Committee approval for the recommended scheme design for the Flaxton Road Upgrade works, subject to a satisfactory safety audit outcome.

1.2 The recommended design includes retaining the existing open drain along the western side of Flaxton Road. A budget of $100,000 exists under the Rangiora Urban Drainage account for undertaking enhancement works to stabilise the bank and improve the aesthetic appearance of the drain.

1.3 Following public consultation on the scheme design in December 2019, Council staff undertook a further investigation into the feasibility of piping the open drain. At the 28th January 2020 Council Annual Plan Budget meeting, a proposal to pipe the existing drain was presented as an alternative option to the existing scheme design that had been developed and consulted on in December 2019. The estimated cost to pipe the Flaxton Road drain was $3,351,000.

1.4 At the meeting, approval was given to proceed with the existing scheme design. The alternative option to pipe the existing drain was discounted due to being cost prohibitive.

1.5 Since approval to proceed with the existing scheme design, Council staff have been working to optimise the road layout.

Attachments:

i. Flaxton Road Upgrade – Engineer's Estimate (TRIM No. 190813112807)
ii. Flaxton Road Upgrade Scheme Design Drawings (TRIM No. 200421047712)

2. RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** report No. 200505051923;

(b) **Approves** the recommended scheme design for the Flaxton Road Upgrade that is based on retaining the existing eastern kerb and constructing a shared path;

(c) **Notes** that 60 car parking spaces will be lost on the western side and only 31 car parking spaces retained on the eastern side if the recommended scheme design for the Flaxton Road Upgrade is approved.

(d) **Notes** that the estimated cost of the recommended scheme design (including contingency) is $1,952,000 which exceeds the existing budget of $1,905,300 by $46,700;

(e) **Notes** that because the budget shortfall is relatively small, no additional budget is sought at this time;

(f) **Approves** staff proceeding to the detailed design stage.

(g) **Notes** staff are seeking approval to commence detailed design in order to keep the project on programme and complete the upgrades by April 2021.

(h) **Notes** that staff will inform local businesses of the preferred option and will offer to meet with those who have concerns.

(i) **Approves** staff putting the Flaxton Road Upgrades project out to tender providing the final estimate does not exceed the total budget available by 10%.

(j) **Notes** that staff will need to obtain authorisation from the COVID-19 procurement panel for the appropriate time to put the Flaxton Road Upgrades project out to tender;

(k) **Circulates** this report to the Rangiora-Ashley Community Board and Ngāi Tūāhuriri Rūnanga for their information.

3. BACKGROUND

3.1 Recent growth in Rangiora and developments in Southbrook has changed how Flaxton Road is used. In particular, there has been an increase in:

- Vehicles accessing businesses
- Through traffic
- Number of cyclists
- Number of pedestrians
- Demand for parking

3.2 The current road layout does not adequately accommodate all road users and there are real safety concerns. In addition, the road is considered to be a low amenity main arterial route into Rangiora. The existing road surface has deteriorated over the past few years to the point that it no longer meets community expectations with regards to level of services. This is largely due to trench settlement and potholing which has reduced ride quality.

3.3 In August 2018 Council staff undertook an initial public consultation through the 'Let's Talk' process to gain a greater understanding of the potential issues and concerns before commencing the design. This initial public consultation confirmed:

- Road users found accessing businesses along Flaxton Road challenging.
- Traffic movement and through flow was problematic, with a significant percentage of respondents commuting to the area from Rangiora or the wider Waimakariri District.
- Access for pedestrians and cyclists is limited.
- Construction of a new footpath received the highest number of requests.
- Parking was in high demand and short supply. Employees and local business customers were often expected or, had no choice but to, use on-street parking.

3.4 Following the August 2018 initial public consultation, Council staff assessed the road layout options, discussed a range of options with the RACB and identified a preferred design. The design was based on retaining the existing overhead lines on the eastern side and the open drain on the western side of Flaxton Road. Options to relocate the existing 66,000v overhead cables and pipe the open drain were considered but discounted due to being cost prohibitive.

3.5 In December 2019 Council staff undertook a second round of public consultation through the 'Let's Talk' process to gain feedback on the proposed Flaxton Road upgrade scheme design. The public consultation confirmed:

- There is an expectation from the community that the road will now be upgraded.
- There is mixed opinion around the level of on-street parking that should be provided.
- There is strong community support for piping the drain. This support is based on the notion that piping the drain will provide the additional road width required to address other road layout and safety issues. In particular:
    - Improve access to businesses along Flaxton Road.
    - Facilitate lane widths that are appropriate for the various types of vehicles that use Flaxton Road on a daily basis.
    - Ensure that an acceptable level of on-street parking can be maintained.
    - Provide segregated cycle and pedestrian facilities.
    - Improve aesthetics/amenity value

3.6 Following the December 2019 consultation, Council staff undertook a further investigation into the feasibility of piping the open drain. At the 28th January 2020 Council Annual Plan Budget meeting, a proposal to pipe the existing drain was presented as an alternative option to the existing scheme design that had been developed and consulted on in December 2019. The estimated cost to pipe the Flaxton Road drain was $3,351,000. This comprised of $2,556,000 for piping the drain and $795,000 of additional roading works.

3.7 At the meeting, approval was given to proceed with the existing scheme design. The alternative option to pipe the existing drain was discounted due to being cost prohibitive.

3.8 Since approval to proceed with the existing scheme design, Council staff have been working to optimise the design. The scheme design aims to improve pedestrian and cyclist facilities, the general road layout, add strength to the existing formation to prolong its life, correct the profile and thus improve riding quality and surface water drainage, and improve the aesthetic appearance of the road corridor. Some beautification works are included to stabilise the bank and improve the visual and ecological attributes of the drain.

4. ISSUES

4.1. The recommended scheme design is based on retaining the existing eastern kerb and constructing a shared path facility whilst retaining and enhancing the open drain on the western side and the 66,000v overhead power lines on the eastern side of Flaxton Road. These constraints limit the space available to undertake improvements to the road layout to a 14.2m wide corridor.

4.2. There are two alternative options that are both variants of the recommended scheme design, either:

- Alternative option 1 – Relocate eastern kerb with additional eastern parking
- Alternative option 2 – Retain eastern kerb with western footpath

Recommended Scheme Design – Retain Eastern Kerb with Western Shared Path

4.3. Figure 1 shows a typical cross section of the recommended scheme design (looking north towards Rangiora).

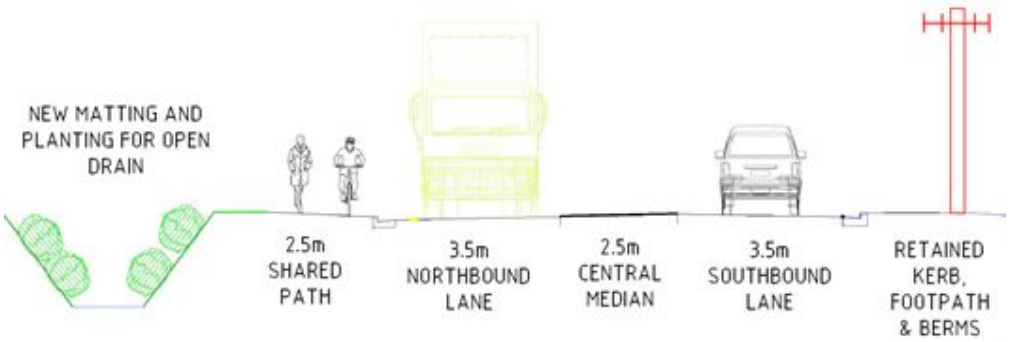


Figure 1 – Recommended scheme design typical cross section.

4.4. The recommended scheme design includes the following key features:

- A 2.5m central median to allow commercial vehicles a safe area to queue whilst waiting to turn, without obstructing passing traffic.
- A continuous 2.5m shared path between Lineside Road and Kingsford Smith Drive on the western side of the road.
- A 3.5m north-bound traffic lane, suitable for commercial vehicles.
- A 3.5m south-bound traffic lane, suitable for commercial vehicles.
- Retaining the existing kerb on the eastern side of the road.
- Retaining the existing 1.5m footpath/berm on the eastern side of the road.
- 60 car parking spaces lost on the western side and 31 car parking spaces retained on the eastern side of Flaxton Road.
- A new asphalt road surface.
- Beautification of the existing open drain.
- Street lighting (to be confirmed).

4.5. The recommended scheme design has the following advantages and disadvantages:

Advantages

- 3.5m lane widths promote a safe speed environment.
- Demand exists for both a pedestrian path and bicycle path. A shared path is considered appropriate because of the expected low number of users.
- Cyclists prefer direct barrier free routes that avoid the need to dismount. A shared path will provide a convenient and safe local access for cyclists and pedestrians to Rangiora's main commercial area.
- Paths on both sides of the road provides safe pedestrian access to businesses on both side of Flaxton Road and reduces the risk of people stepping out into the road. The recommended scheme design makes it possible to achieve this without causing a significant reduction in vehicular capacity by reducing the width of traffic lanes
- Central medians and pedestrian refuges are useful features in urban areas to enable pedestrians and cyclists to cross the road in two stages. Medians act as a holding area for vehicles waiting to turn and allow traffic to continue to flow.
- Sufficient separation between the shared path and the top of the embankment negates the need for a barrier/fence.
- Adequate space for routine maintenance of the drain to be carried out.

Disadvantages

- Off-road shared path facilities bring cyclists into conflict with pedestrians and side road traffic and can be more hazardous than routes that stay on the road.
- The shared path may need to be narrowed at the northern end of Flaxton Road or a berm introduced to provide a buffer from the live traffic lane.
- The shared path requires additional bank stabilisation in the stream to ensure adequate width, at some additional cost
- There is no provision for a future bus stop although, a short section of the drain could be piped to create the additional space required.
- Vehicle exits at the back edge of a footpath or shared path mean that emerging drivers have to take into account pedestrians. Wide visibility splays at business accesses points could be used improve visibility along the road edge improving vehicle access and egress.
- 60 car parking spaces lost on the western side and only 31 car parking spaces retained. The number of spaces available in each section is as follows:
    - Northern section – 18
    - Middle Section – 3
    - Southern section - 10

Alternative Option 1 – Relocate Eastern Kerb with Additional Parking on eastern side

4.6. Alternative option 1 is based on the recommended scheme design except the eastern kerb is relocated to facilitate enough space for a parking lane on the eastern side of the road. Figure 2 shows a typical cross section of alternative option 1 (looking north towards Rangiora).

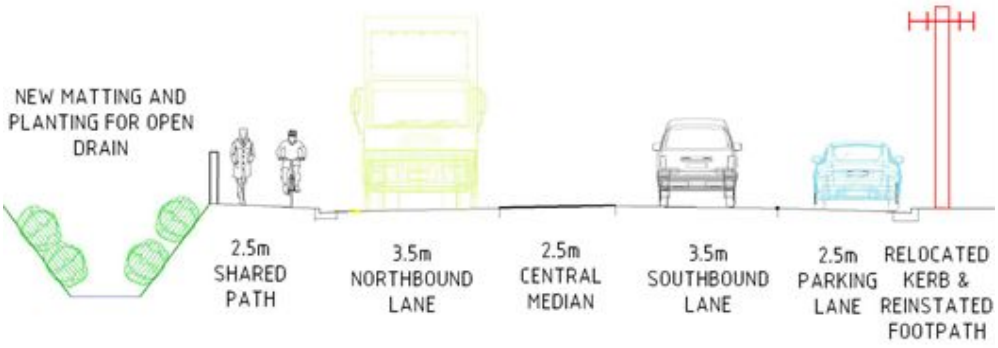


Figure 2 – Alternative option 1 typical cross section.

4.7. Alternative option 1 includes the following key features:

- A 2.5m central median to allow commercial vehicles a safe area to queue whilst waiting to turn, without obstructing passing traffic.
- A continuous 2.5m shared path between Lineside Road and Kingsford Smith Drive on the western side of the road.
- A 3.5m north-bound traffic lane, suitable for commercial vehicles.
- A 3.5m south-bound traffic lane, suitable for commercial vehicles.
- Relocating the kerb on the eastern side of the road.
- A 2.5m parking lane on the eastern side of the road.
- A footpath with reduced functionality on the eastern side of the road.
- A new asphalt road surface.
- Beautification of the existing open drain.
- Street lighting (to be confirmed).

Advantages

4.8. The following advantages and disadvantages are associated with relocating the eastern kerb and including a parking lane.

- This option provides 63 car parking spaces, 32 spaces more than the recommended scheme design and alternative option 2. The number of spaces available in each section is as follows:
  - Northern section – 18
  - Middle Section – 35
  - Southern section - 10
- Parking in the existing visibility splays on the eastern side is quite common and reduces the visibility of emerging vehicles. The inclusion of a dedicated parking lane means that defined parking bays can be provided outside of the visibility splay.
- On-street parking is considered an important component of Flaxton Road because it is a common resource catering for residents, businesses and service vehicles in an efficient manner; its popular and likely to be well used and it provides a useful buffer between pedestrians and traffic.

Disadvantages

- A footpath can only be provided on the eastern side of Flaxton Road if it has a reduced function. A 1.5m asphalt path will provide convenient and safe pedestrian access but path users will have to navigate the existing obstacles including 66,000v concrete power poles, cabinets, pole stays and power and telecom service boxes. However, a footpath with reduced functionality is considered to be

a more acceptable solution than a berm or gravel path because it will provide a safe refuge area for pedestrians using the parking lane and accessing businesses on the eastern side of Flaxton Road.

- A fence/barrier will be required along the shared path to prevent users from falling into the existing open drain. The requirement to provide a fence/barrier will impede access to the open drain for carrying out routine maintenance. The drain is currently cleaned/cleared annually.
- Some sections of the existing drain embankment may need to be stabilised to reduce the risk of collapse or slippage.
- 60 car parking spaces lost on the western side.

Alternative Option 2 – Replace Shared Path with Footpath

4.9. Alternative option 2 is based on the recommended scheme design except the shared path is replaced with a footpath and berm. Figure 3 shows a typical cross section of alternative option 2 (looking north towards Rangiora).

Figure 3 – Alternative option 2 typical cross section.

4.10. Alternative option 2 includes the following key features:

- A 2.5m central median to allow commercial vehicles a safe area to queue whilst waiting to turn, without obstructing passing traffic.
- A continuous 1.8m footpath between Lineside Road and Kingsford Smith Drive on the western side of the road.
- A 3.5m north-bound traffic lane, suitable for commercial vehicles.
- A 3.5m south-bound traffic lane, suitable for commercial vehicles.
- Retaining the existing kerb on the eastern side of the road.
- Retaining the existing 1.5m footpath/berm on the eastern side of the road.
- A new asphalt road surface.
- Beautification of the existing open drain.
- Street lighting (to be confirmed).

4.11. The following advantages and disadvantages are associated with replacing the shared path with a footpath and berm.

Advantages

- Keeping pedestrians and cyclists apart reduces the risk of collisions.
- A 0.7m berm between the footpath and northbound lane provides a safe 'buffer' zone between pedestrians and vehicles.
- Sufficient separation between the footpath and the top of the embankment negates the need for a barrier/fence.

Disadvantages

- Cyclists will be expected to share a 3.5m traffic lane with a high percentage of heavy vehicles. The 3.5m of available space is inadequate to expect cyclists to safely share with traffic. Cyclists will also be required to use the road with vehicles in a high turning area
- Vehicle exits at the back edge of a footpath mean that emerging drivers have to take into account pedestrians
- 60 car parking spaces lost on the western side and only 31 car parking spaces retained. The number of spaces available in each section is as follows:
    - Northern section – 18
    - Middle Section – 3
    - Southern section - 10

Land Use and Network Integration

4.12. A key issue that is yet to be resolved is how cyclists can access this area and how any facility would integrate with the wider cycle network. Figure 4 shows the existing cycle network and how any proposed cycle facility along Flaxton Road could be integrated with the wider cycle network.

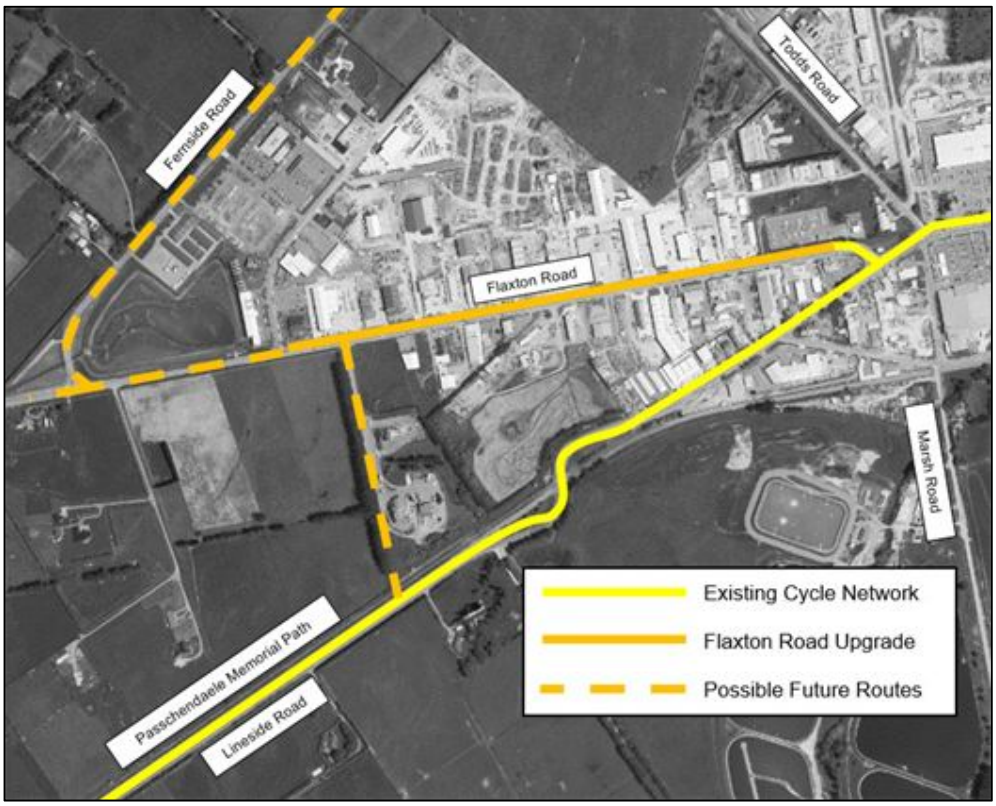


Figure 4 – Southbrook cycle network

4.13. If a cycle facility was provided between Lineside Road and Kingsford Smith Avenue a possible future connection to the Passchendaele Memorial Path could be provided via the Southbrook Refuse Recycling Centre. Provision of such a connection is beyond the scope of the Flaxton Road Upgrade project and would require Council to purchase a link strip of land between the Southbrook Refuse Recycling Centre and Lineside Road.

5. OPTIONS

5.1. The following options are available to the Utilities and Roading Committee:

i. Approve the recommended scheme design for the Flaxton Road Upgrade.

ii. Approve alternative option 1 for the Flaxton Road upgrade that is based on the recommended scheme design except the eastern kerb is relocated to facilitate enough space for a parking lane on the eastern side of the road.

iii. Approve alternative option 2 for the Flaxton Road upgrade that is based on the recommended scheme design except the shared path is replaced with a footpath and berm.

5.2. The financial implications of each option are outline in Section 7.1 below.

5.3. If a decision is made to proceed with the recommended scheme design or one of the alternative options, local businesses will be informed of the preferred option. Council Staff will meet with any businesses that express concern.

5.4. Staff will also inform the Rangiora Ashley Community Board of the decision.

5.5. Following consultation with local businesses, the scheme design will be developed and prepared for construction. Where appropriate, any feedback from the consultation process will be integrated into the final detailed design.

5.6. Staff are seeking approval to commence detailed design in order to keep the project on programme and complete the upgrades by April 2021.

5.7. If the final estimate does not exceed 10% of the total budget available, it is recommended the project is put out to tender.

5.8. The Management Team have reviewed this report and support the recommendations.

6. COMMUNITY VIEWS

6.1. Groups and Organisations

6.1.1. A workshop was carried out with the Rangiora-Ashley Community Board in September 2019. A multi criteria analysis was used to identify the preferred option to take forward to the scheme design stage. All of the options presented were based on retaining and enhancing the existing open drain.

6.1.2. Following the options assessment workshop, a memo was provided to the Rangiora-Ashley Community Board answering questions arising from the workshop. The option to pipe the open drain was considered but discounted due to the drains ecological value and the cost implications of piping the drain.

6.1.3. The Keep Rangiora Beautiful group are interested in enhancing the appearance of this area as it is one of the main entranceways to Rangiora. They have proposed several options to improve the planting in the area including in the location of the stormwater management area to the south.

6.2. Wider Community

6.2.1. The views of the community were sought throughout a further consultation undertaken in December 2019, following the development of the scheme design. The public consultation confirmed:

- There is an expectation from the community that the road will now be upgraded.
- There was strong support for piping the drain from those that attended the drop in sessions. This support is based on the notion that piping the drain

will provide the additional road width required to address other road layout issues. In particular:

- Help to improve access to businesses along Flaxton Road.
- Facilitate lane widths that are appropriate for the various types of vehicles that use Flaxton Road on a daily basis.
- Ensure that an acceptable level of on-street parking can be maintained.
- Provide segregated cycle and pedestrian facilities.

6.2.2. Feedback was also received from Keep Rangiora Beautiful and Michael Blackwell of the Waimakariri Water Zone Committee in support of retaining and enhancing the existing open drain.

6.2.3. Support for retaining and enhancing the existing drain is driven largely by the Government's Action Plan for Healthy Waterways which requires '*the health and well-being of the water will be put first in decision making'.*

6.2.4. Community views on potential issues were previously sought in August 2018, prior to undertaking the new road design. The public consultation confirmed:

- Road users found accessing businesses along Flaxton Road challenging.
- Traffic movement and through flow was problematic, with a significant percentage of respondents commuting to the area from Rangiora or the wider Waimakariri District.
- Access for pedestrians and cyclists is limited. Construction of a new footpath received the highest number or requests.
- Parking was in high demand and short supply. Employees and local business customers were often expected or, had no choice but to, use on street parking.

6.2.5. Directly affected parties have been consulted, including businesses and property owners on Flaxton Road.

7. IMPLICATIONS AND RISKS

7.1. Financial Implications

7.1.1. The Flaxton Road Upgrade project is subject to elements of external funding.

7.1.2. Table 1 summarises the current estimate to complete the Flaxton Road upgrade.

Table 1 – Flaxton Road Upgrade project budget at completion estimated cost for each option.

Budget Name	Budget at Completion	Recommended Design	Alternative Option 1	Alternative Option 2
Southbrook ODP *100489.000.5135*	$1,253,300	$1,300,000	$1,750,000	$1,120,500
Flaxton Road Urbanisation (Drainage) *101262.000.5123*	$100,000	$100,000	$100,000	$100,000
Pavement Rehabilitation[1] *100179.000.5134*	$135,000	$135,000	$135,000	$135,000
Resealing & Resurfacing[1] *100182.000.5134*	$417,000	$417,000	$450,000	$417,000
TOTAL	**$1,905,300**	**$1,952,000**	**$2,435,000**	**$1,772,500**

7.1.3. The current estimates include a 15% contingency.

7.1.4. It is expected the pavement rehabilitation works will be completed under the district road maintenance contract currently held by Sicon. It should be noted that there is no option to extend the maintenance contract term beyond October 2020 and therefore the rates used to value this work are subject to change.

7.1.5. The extent of mill and mix work required is yet to be finalised but it is assumed to be in the order of $20k. Prior to resurfacing, some sections of the existing pavement will need to be strengthened. The estimated cost of the strengthening work is $115k. Therefore, the total estimated cost of the pavement rehabilitation work is $135k.

7.1.6. The estimated cost of the asphalt overlay is $417k.

7.1.7. The rehabilitation of the existing drain and changes to the road layout (i.e. kerb alignments, paths, berms etc.) will be completed under a separate contract and procured in line with Council's procurement policy.

7.2. **Community Implication**

7.2.1. The upgrading of Flaxton Road will be a key action in the ongoing development of Southbrook and the surrounding area.

7.3. **Risk Management**

Stakeholders

7.3.1. Strong support in favour of retaining and enhancing the existing drain has been received from Keep Rangiora Beautiful and Michael Blackwell of the Waimakariri Water Zone Committee. There is a risk that community views on the ecological effects of the works could create a negative public perception towards the project.

7.3.2. If a decision is made to provide a cycle facility along the western side of Flaxton Road, there remains the risk of potentially needing to retrofit or construct a new crossing point if a future connection to the Passchendaele Memorial Path via the Southbrook Resource Recycling Centre is required. Such works would not require

[1] Pavement Rehabilitation and Resurfacing budgets are an annual allocation and these will be carried out through the road maintenance contract.

significant excavation of an upgraded road but would potentially affect the layout of the intersection into the Resource Recovery Park; the approaching paths and kerb lines

7.3.3. Given the uncertainty around a possible future cycle link to the Passchendaele Memorial Path, all of the options presented in this report propose leaving an open shoulder along the section of road fronting the boundary of the Resource Recycle Centre (No. 284.) This approach ensures sufficient space has been allowed for any future intersection upgrades and reduces the cost to complete the Flaxton Road upgrades.

7.3.4. There is a risk that some of the businesses may object to the preferred scheme design. Where appropriate, any feedback from the consultation process will be integrated into the final detailed design.

Political

7.3.5. The ongoing COVID-19 disaster will have consequences on the timing and costs for delivery of the project. The level of uncertainty makes pricing risk into the project extremely difficult. The estimate has been built using rates obtained from other recently completed projects similar in nature but they do not take into account the changes in market conditions since the advent of COVID-19.

7.3.6. The COVID-19 procurement panel will assess the project's viability, its potential for success and whether the project is ready to invite proposals or tenders from the market. This review is intended to assure Council that the selected procurement approach is appropriate given the circumstances. The review team must be satisfied that due consideration has been given to all the factors, including choices about proposed commercial arrangements and contingency, to ensure value for money.

Programme

7.3.7. Staff are seeking approval to commence detailed design in order to keep the project on programme and complete the upgrades by April 2021. The key project milestones are as follows:

- Final consultation complete: May 2020
- Detailed design complete: June 2020
- Tender close: August 2020
- Tender award: September 2020
- Construction complete: March 2021
- Project complete: April 2021

Cost

7.3.8. Buses carry more passengers than any other public transport mode and are mainly routed along the heavily trafficked roads. Whilst the existing Blue Line bus service is expected to be re-routed along Lineside Road, it would be prudent to retain sufficient space for a bus stop to service any new or re-routed service along Flaxton Road. The space required to construct a future bus stop could be provided by piping a short section of the open drain. Piping a 30m section of drain to facilitate a bus stop is estimated to cost $80k - $120k.

7.3.9. If the final estimate exceeds the total budget available, then the alternative options may include:

i. Adopting a staged approach to construction

ii. Reducing the project scope

iii. Reducing the level of service

iv. Seek additional funds from Council

7.3.10. An options report will be put to Council in the event the final estimate exceeds the total budget available.

7.4. **Health and Safety**

7.4.1. The project will follow all relevant Council polies, procedures and guidelines relating to Health and Safety.

7.4.2. A road safety audit will be completed on the detailed design prior to the work being put out to tender.

8. CONTEXT

8.1. **Policy**

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

8.2. **Legislation**

8.2.1. Land Transport Management Act

8.2.2. Local Government Act 2002.

8.3. **Community Outcomes**

8.3.1. There is a safe environment for all

8.3.2. Transport is accessible, convenient, reliable and sustainable

8.3.3. Core utility services are provided in a timely and sustainable manner

8.4. **Delegations**

The Utilities and Roading Committees has the authority to approve this design. However, any changes to the budget will need to be approved by the Council.

Flaxton Road Upgrade -Revised Scheme Options

Estimator Aaron Kibblewhite
Date 30/04/2020

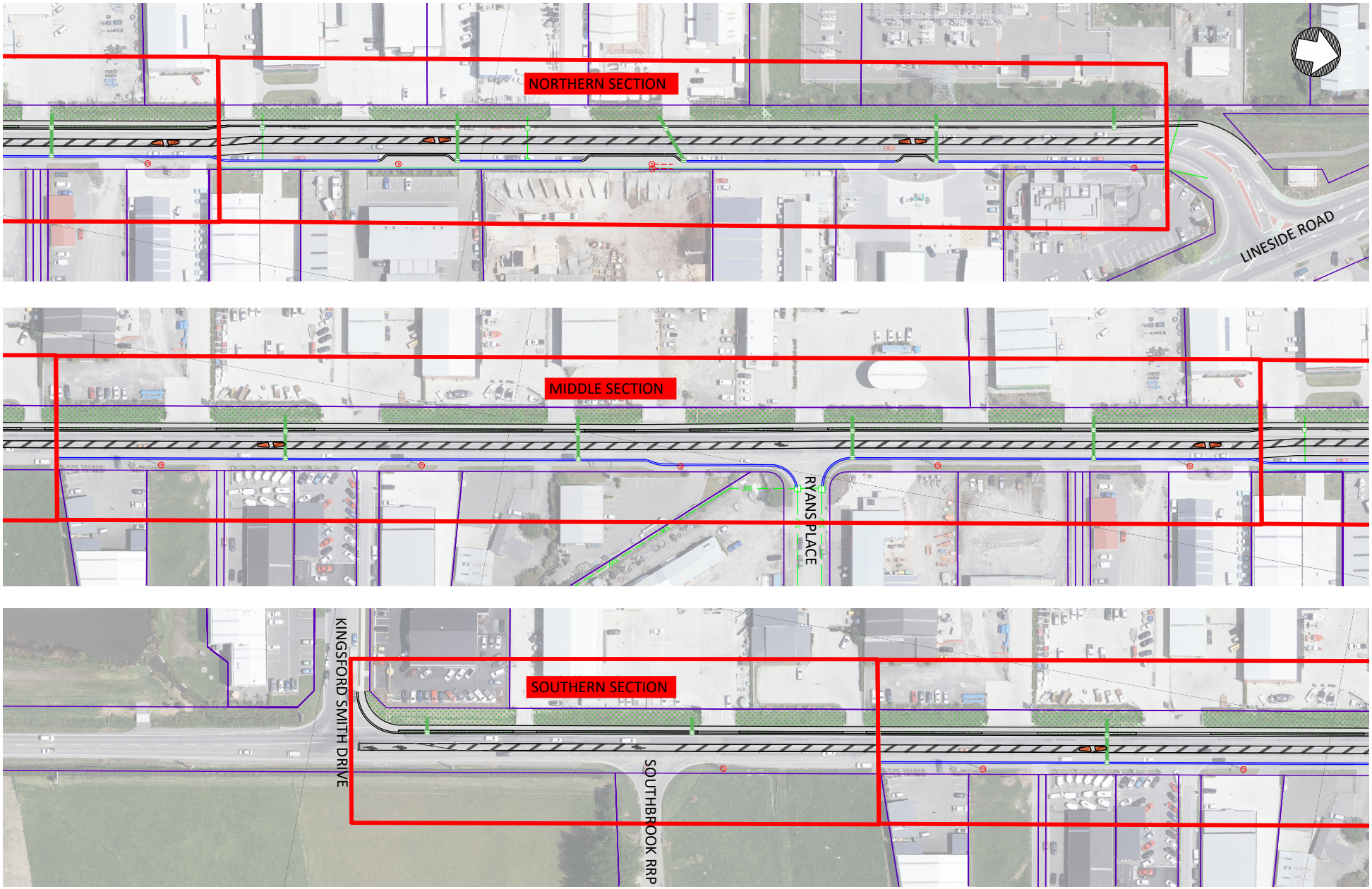
Item	Description	Rate	Unit	EAST - OPTION 1 Relocate kerb with parking lane		EAST - OPTION 2 Retain kerb, no parking lane		WEST - OPTION 1 2.5m shared path		WEST - OPTION 2 1.8m footpath		Road Resurfacing	Drainage	
				Quantity	Southbrook ODP	Quantity	Southbrook ODP	Quantity	Southbrook ODP	Quantity	Southbrook ODP			
1.0	**PRELIMINARY AND GENERAL**													
1.1	Allowance made as percentage below													
2.0	**KERB & CHANNEL AND CONCRETE**													
2.1	Kerbing & Vee													
2.1.1	Break out existing	24	m	472	11,328.00	80	1,920.00	0	-	0	-			
2.1.2	Install new standard kerb & channel	77	m	560	43,120.00	90	6,930.00	963	74,151.00	963	74,151.00			
2.1.3	Install vee channel behind footpath	70	m											
2.2	Heavy-duty beams	300	m	170	51,000.00	18	5,400.00	310	93,000.00	310	93,000.00			
2.4	Refuge Island	7500	ea	4	30,000.00	4	30,000.00	0	-	0	-			
3.0	**STORMWATER & SEWER RETICULATION**													
3.1	Supply and Install Property Stormwater Outlet (East side only)	500	ea	18	9,000.00	2	1,000.00							
3.2	Ø100mm PVC Property Connection Pipe	100	ea	36	3,600.00	4	400.00	100	10,000.00	100	10,000.00			
3.3	Supply and install 300mm SN16 UPVC (road crossings)	300	m	160	48,000.00	160	48,000.00	0	-	0	-			
3.4	Remove existing sumps	650	ea	3	1,950.00	0	-	0	-	0	-			
3.5	Supply and install new sumps - West (singles) incl. pipe to drain	3000	ea	0	-	0	-	11	33,000.00	11	33,000.00			
3.6	Supply and install new sumps - East (singles)	2500	ea	8	20,000.00	8	20,000.00	0	-	0	-			
3.7	Extra over for filter insert to sumps	1200	ea	8	9,600.00	8	9,600.00	11	13,200.00	11	13,200.00			
4.0	**FOOTPATHS AND VEHICLE CROSSINGS**													
4.1	Construct new AC footpaths and driveways	70	m^2	1470	102,900.00	600	42,000.00	3000	210,000.00	2160	151,200.00			
4.2	Retaining structure at east property boundaries	50	m	550	27,500.00									
4.3	Construct handrails alongside open drain	200	m	470	94,000.00			350	70,000.00					https://www.boundaryline.co.nz/product/duranel-titan-safety-fencing/
5.0	**ROAD WORKS**													
5.1	Road rehabilitation as per Sicon estimated provided on……	545,992.00	LS									545,992.00		
5.2	Shoulder reconstruction (if K&C works completed after road reseal)	45	m^2	840	37,800.00	135	6,075.00	1500	67,500.00	1500	67,500.00			
6.0	**SIGNS AND MARKINGS**													
6.1	Line marking - lines 100mm	3	m	3000	9,000.00	3000	9,000.00							
6.2	Line marking - No Stopping	3	m	1000	3,000.00	1000	3,000.00							
6.3	Line Marking - Cycle Icons	100	Ea	15	1,500.00	15	1,500.00							
6.4	Line Marking - Centre median (600mm lines)	10	m	1055	10,550.00	1055	10,550.00							
6.5	Line Marking - Limit Lines (300mm)	15	m	7.5	112.50	7.5	112.50							
6.6	Line Marking - Right Turn Arrow	100	ea	3	300.00	3	300.00							
6.5	Reinstate signs	5000	LS	1	5,000.00	1	5,000.00							
7.0	**BERMS & LANDSCAPING**													
7.1	Allowance for improvements to open drain	100000	LS	1		1								100,000.00
7.2	Construct and hydroseed new berms	1	LS	5000	5,000.00									
8.0	**MISCELLANEOUS & RESTORATION**													
8.1	Adjust manholes	0	ea	12	-	12	-							
8.2	Adjust service lids - in carriageway	400	ea	32	12,800.00	32	12,800.00							
8.3	Adjust service lids - in footpath	400	ea	19	7,600.00	19	7,600.00							
8.4	Adjust service lids - Enable/Mainpower	2000	ea	6	12,000.00	6	12,000.00							
9.0	**STREET LIGHTING**	130000	LS	1.00	130,000.00	1.00	130,000.00							
	SUBTOTAL				686,660.50		363,187.50		570,851.00		442,051.00			
10.0	**P&G ALLOWANCE**	10%	%	686,660.50	68,666.05	363,187.50	36,318.75	570,851.00	57,085.10	442,051.00	44,205.10			
11.0	**PROFESSIONAL FEES**	10%	%	755,326.55	75,532.66	399,506.25	39,950.63	627,936.10	62,793.61	486,256.10	48,625.61			
12.0	**CONTINGENCY**	15%	%	830,859.21	124,628.88	439,456.88	65,918.53	690,729.71	103,609.46	534,881.71	80,232.26			
	TOTALS				955,488.09		505,375.41		794,339.17		615,113.97	545,992.00	100,000.00	
	FUNDING CONTINGENCY													
	GRAND TOTAL				**$ 955,488.09**		**$ 505,375.41**		**$ 794,339.17**		**$ 615,113.97**	**$ 545,992.00**	**$ 100,000.00**	

$200,000 allocated budget

$100,000 allocated budget

	FLAXTON ODP OPTION COMBINATION SUMMARIES			FLAXTON ODP BUDGET	$1,253,300.00	DIFFERENCE
	RECOMMENDED OPTION			**East 2 + West 1**	$1,299,714.57	-$46,414.57
	ALTERNATE OPTION 1			**East 1 + West 1**	$1,749,827.25	-$496,527.25
	ALTERNATE OPTION 2			**East 2 + West 1**	$1,120,489.37	$132,810.63

	ALLOWANCES NOT INCLUDED
	Retaining structure to west drain



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR CONSULTATION	AK	---	---	OCT 2019
B	REVISED OPTION PLAN SET	AK	---	---	MAY 2020

SURVEYED			PROJECT No PD001208
DRAWN	AK	06/05/20	CON No
DRAWING CHKD			SCALE (A3) 1:1250
DESIGNED			
DESIGNED CHKD			DATE ISSUED 06/05/2020
APPROVED			

WAIMAKARIRI DISTRICT COUNCIL

PROJECT: FLAXTON ROAD UPGRADE

SHEET TITLE: OVERVIEW PLAN

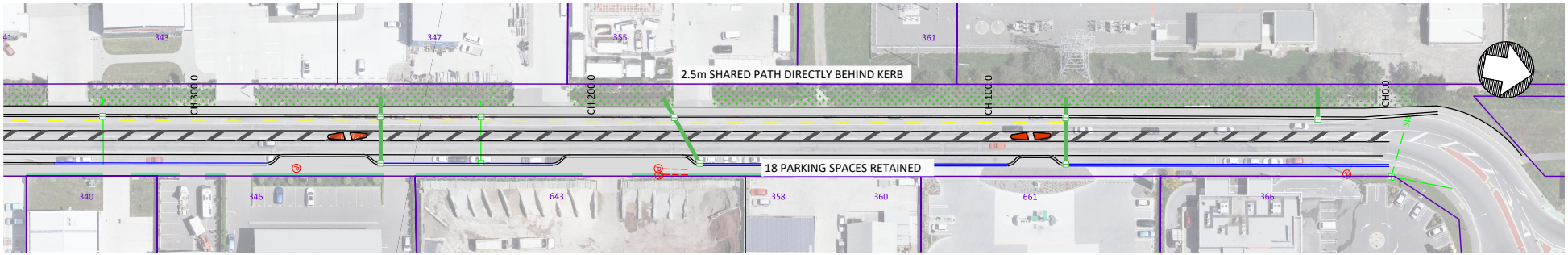
PRELIMINARY
NOT FOR CONSTRUCTION

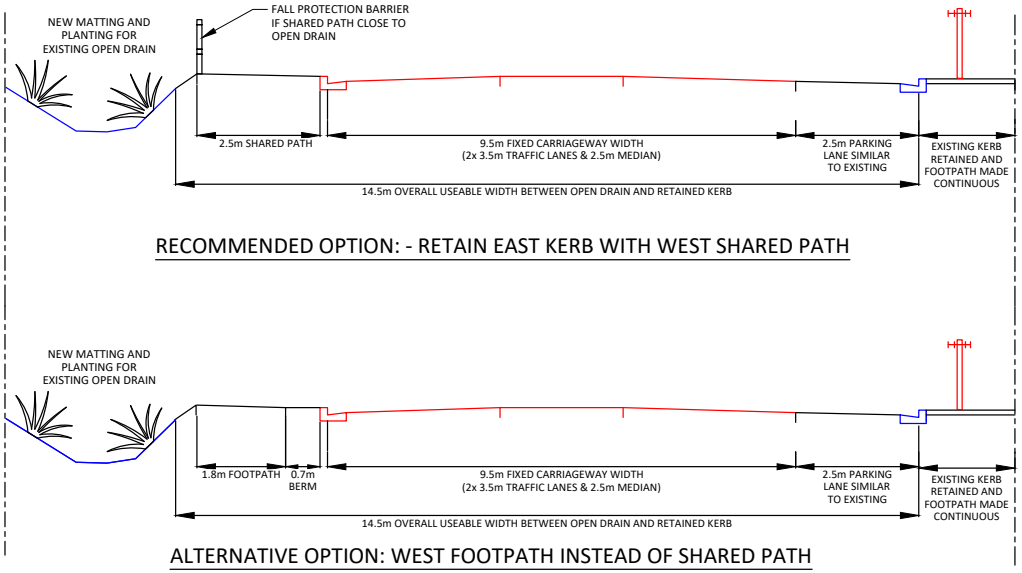
DRAWING 4046

SHEET 1 OF 5

REVISION B

PLOT DATE: 06/05/2020 FILE: S:\PDU\PDU JOBS\PD001200-1299\PD001208 SOUTHBROOK ODP - FLAXTON ROAD UPGRADE\02 PRELIMINARY DESIGN STAGE\DESIGN\DETAILED\FLAXTON ROAD - REVISED OPTIONS PLANS REV 2.DWG





KEY:
- NEW STORMWATER LINES
- EXISTING STORMWATER LINES
- EXISTING POWER POLES
- NEW KERB AND CHANNEL
- RETAINED EXISTING
- FIXED CARRIAGEWAY WIDTH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR CONSULTATION	AK	---	---	OCT 2019
B	REVISED OPTION PLAN SET	AK	---	---	MAY 2020

SURVEYED			PROJECT No PD001208
DRAWN	AK	06/05/20	CON No
DRAWING CHKD			SCALE (A3) 1:1000
DESIGNED			
DESIGNED CHKD			DATE ISSUED 06/05/2020
APPROVED			

WAIMAKARIRI DISTRICT COUNCIL

PROJECT: FLAXTON ROAD UPGRADE

SHEET TITLE: NORTHERN SECTION

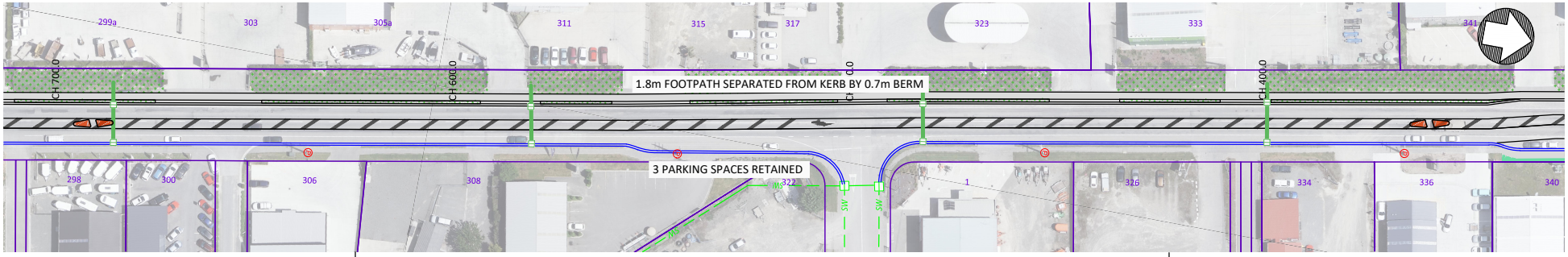
PRELIMINARY NOT FOR CONSTRUCTION

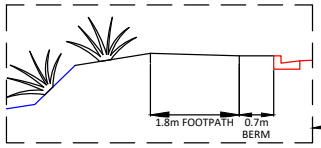
DRAWING 4046

SHEET 2 OF 5

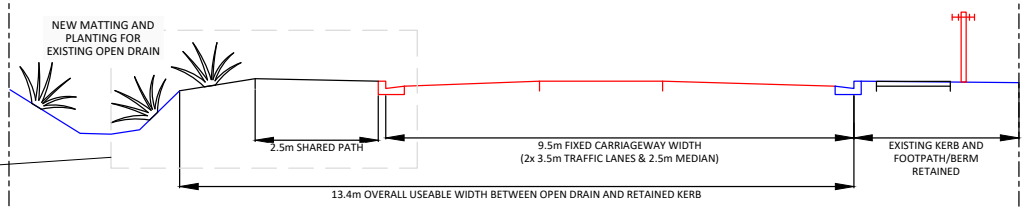
REVISION B

PLOT DATE: 06/05/2020 FILE: S:\PDU\PDU JOBS\PD001200-1299\PD001208 SOUTHBROOK ODP - FLAXTON ROAD UPGRADE\02 PRELIMINARY DESIGN STAGE\DESIGN\DETAILED\FLAXTON ROAD - REVISED OPTIONS PLANS REV 2.DWG



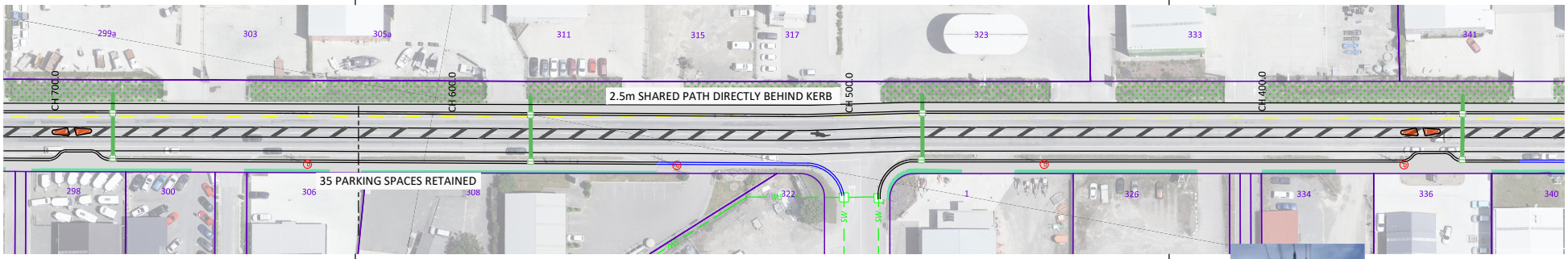


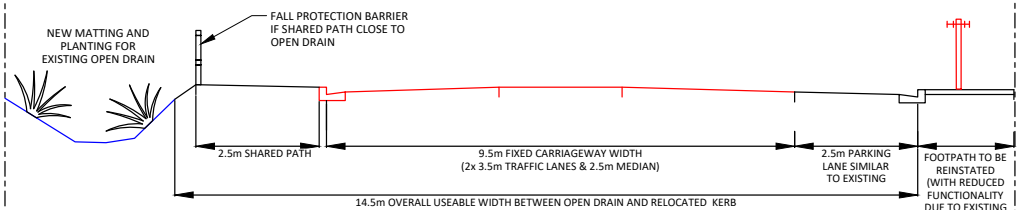
ALTERNATIVE OPTION 2:
WEST FOOTPATH INSTEAD OF SHARED PATH



RECOMMENDED OPTION: - RETAIN EAST KERB WITH WEST SHARED PATH

KEY:
- NEW STORMWATER LINES
- EXISTING STORMWATER LINES
- EXISTING POWER POLES
- NEW KERB AND CHANNEL
- RETAINED EXISTING
- FIXED CARRIAGEWAY WIDTH





ALTERNATIVE OPTION 1: RELOCATE EAST KERB TO ALLOW PARKING LANE

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR CONSULTATION	AK	---	---	OCT 2019
B	REVISED OPTION PLAN SET	AK	---	---	MAY 2020

SURVEYED			PROJECT No PD001208
DRAWN	AK	06/05/2020	CON No
DRAWING CHKD			SCALE (A3) 1:1000
DESIGNED			
DESIGNED CHKD			DATE ISSUED 06/05/2020
APPROVED			

WAIMAKARIRI DISTRICT COUNCIL

PROJECT: FLAXTON ROAD UPGRADE

SHEET TITLE: MIDDLE SECTION

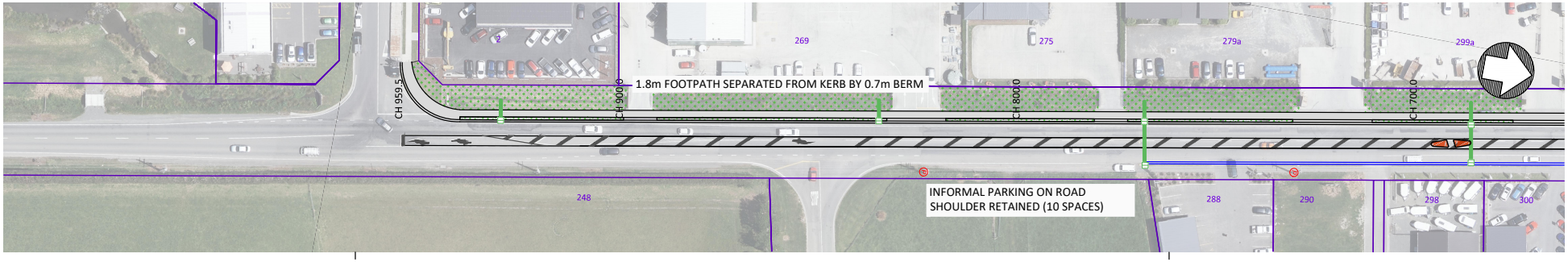
PRELIMINARY
NOT FOR CONSTRUCTION

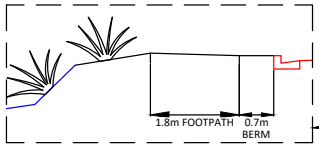
DRAWING 4046

SHEET 3 OF 5

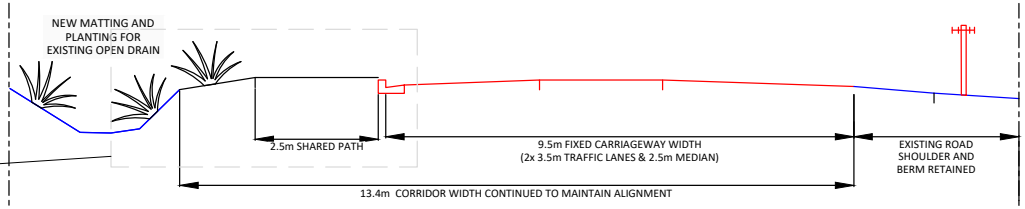
REVISION B

PLOT DATE: 06/05/2020 FILE: S:\PDU\PDU JOBS\PD001200-1299\PD001208 SOUTHBROOK ODP - FLAXTON ROAD UPGRADE\02 PRELIMINARY DESIGN STAGE\DESIGN\DETAILED\FLAXTON ROAD - REVISED OPTIONS PLANS REV 2.DWG



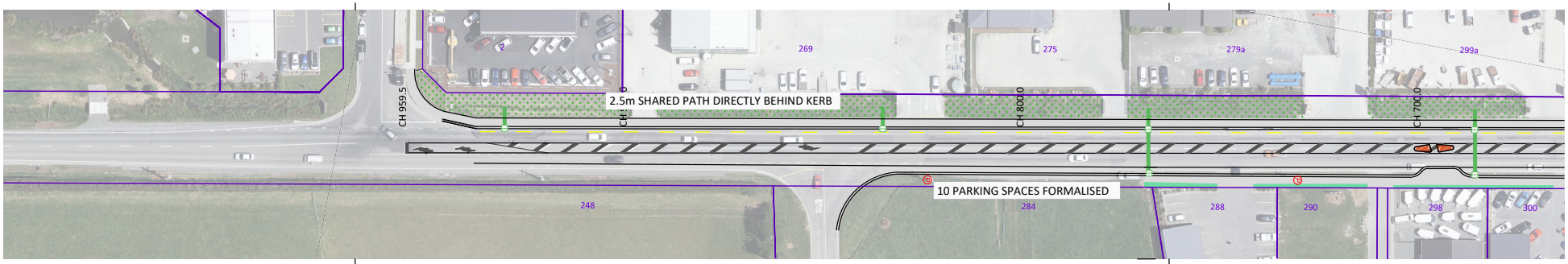


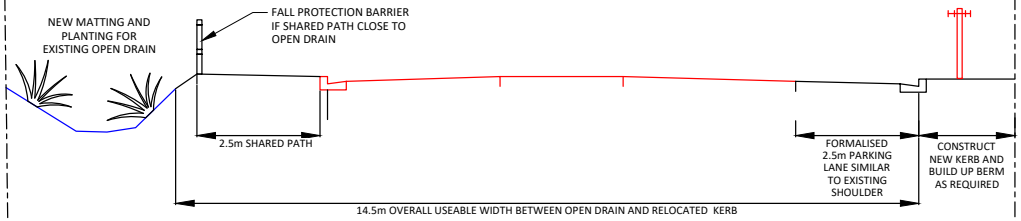
ALTERNATIVE OPTION 2:
WEST FOOTPATH INSTEAD OF SHARED PATH



RECOMMENDED OPTION: - RETAIN EAST KERB WITH WEST SHARED PATH

KEY:
- NEW STORMWATER LINES
- EXISTING STORMWATER LINES
- EXISTING POWER POLES
- NEW KERB AND CHANNEL
- RETAINED EXISTING
- FIXED CARRIAGEWAY WIDTH





ALTERNATIVE OPTION 1: RELOCATED EAST KERB

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR CONSULTATION	AK	---	---	OCT 2019
B	REVISED OPTION PLAN SET	AK	---	---	MAY 2020

SURVEYED			PROJECT No PD001208
DRAWN	AK	06/05/20	CON No
DRAWING CHKD			SCALE (A3) 1:1000
DESIGNED			
DESIGNED CHKD			DATE ISSUED 06/05/2020
APPROVED			

WAIMAKARIRI DISTRICT COUNCIL

PROJECT: FLAXTON ROAD UPGRADE

SHEET TITLE: SOUTHERN SECTION

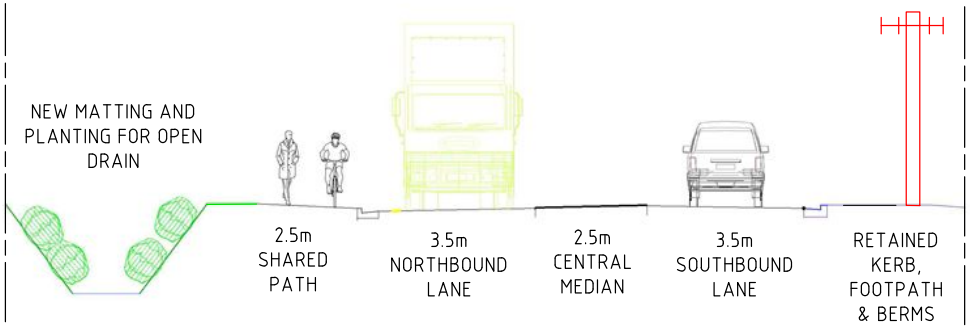
PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING 4046

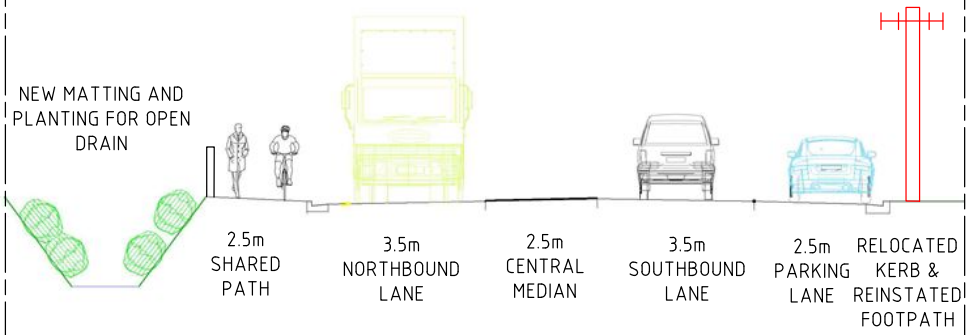
SHEET 4 OF 5

REVISION B

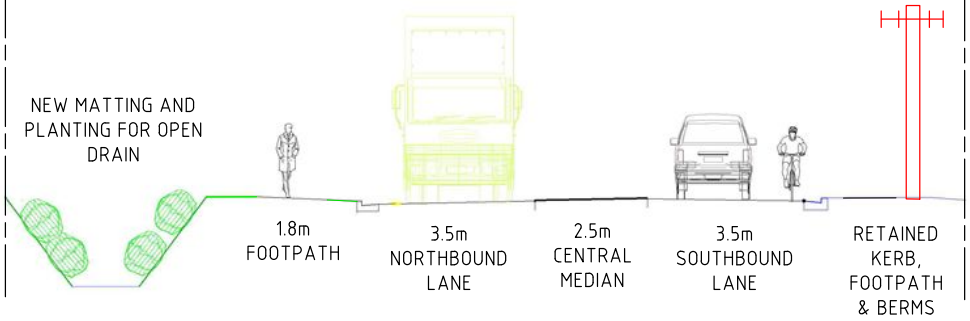
PLOT DATE: 06/05/2020 FILE: S:\PDU\PDU JOBS\PD001200-1299\PD001208 SOUTHBROOK ODP - FLAXTON ROAD UPGRADE\02 PRELIMINARY DESIGN STAGE\DESIGN\DETAILED\FLAXTON ROAD - REVISED OPTIONS PLANS REV 2.DWG



RECOMMENDED OPTION: RETAIN EAST KERB WITH WEST SHARED PATH



ALTERNATE OPTION 1: RELOCATE EAST KERB TO CREATE PARKING LANE



ALTERNATE OPTION 2: WEST FOOTPATH RATHER THAN SHARED PATH

REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR CONSULTATION	AK	---	---	OCT 2019
B	REVISED OPTION PLAN SET	AK	---	---	MAR 2020

SURVEYED			PROJECT No PD001208
DRAWN	AK	06/05/2020	CON No
DRAWING CHKD			SCALE (A3) NTS
DESIGNED			
DESIGNED CHKD			DATE ISSUED 06/05/2020
APPROVED			

WAIMAKARIRI DISTRICT COUNCIL

PROJECT: FLAXTON ROAD UPGRADE

SHEET TITLE: CROSS SECTION

PRELIMINARY NOT FOR CONSTRUCTION

DRAWING 4046

SHEET 5 OF 5

REVISION B

PLOT DATE: 06/05/2020 FILE: S:\PDU\PDU JOBS\PD001200-1299\PD001208 SOUTHBROOK ODP - FLAXTON ROAD UPGRADE\02 PRELIMINARY DESIGN STAGE\DESIGN\DETAILED\FLAXTON ROAD - CROSS SECTION DRAWINGS_1.DWG

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO:	RDG-08-09-01, GOV-01-06 / 200506052622
REPORT TO:	Utilities and Roading Committee
DATE OF MEETING:	19 May 2020
FROM:	Joanne McBride, Roading & Transport Manager
SUBJECT:	Approval of the 2020/21 Roading Capital Works Programme

SIGNED BY:
(for Reports to Council or Committees)

Department Manager | Chief Executive

1. SUMMARY

1.1. The purpose of this report is to obtain the Utility & Roading Committee's approval of the Roading Capital Works Programme for the 2020/21 year, and the indicative three year programme for the 2021/22, 2022/23 and 2023/24 years.

1.2. There is general allocation in the Roading Programme provided in the Council's Ten Year Plan (LTP) for Kerb & Channel renewals, Footpath renewals and also Minor Safety Improvements. There is some flexibility around these programmes and Community input is beneficial to achieving the required outcomes.

1.3. The Roading Programme for approval does not include major Roading improvement projects that are specifically listed in the Long Term Plan, as these were consulted on through a separate process.

1.4. Feedback has not specifically been sought from the Community Boards this year due to the Covid-19 pandemic, however as part of the consultation undertaken in 2019/20 feedback was provided by the Boards and a request was received to consider Good Street and Williams Street in future kerb & channel renewal programmes. This has been factored into the proposed programme and added into the 2021/22 and 2022/23 programmes.

1.5. The next three yearly condition rating for kerb & channel and footpaths was due to be carried out in April 2020, however has also been delayed due to the Covid-19 pandemic and is likely to be undertaken in May.

1.6. All footpath renewals not associated with kerb and channel renewals are included in the Council's District Road Network Maintenance contract. Footpath renewals associated with kerb and channel are open tendered and competitively priced.

1.7. The New Footpath Programme has been delayed due to the Covid-19 pandemic and as such budget has been moved out to 2021/22. As such the programme has been moved out to reflect this.

Attachments:

i. Draft 2020/21 Roading Capital Works Programme (Trim No. 200506052624)

2. RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** report No. 200506052622;

(b) **Approves** the attached 2020/21 Roading Capital Works Programme (Trim No. 200506052624);

(c) **Authorises** the Roading Manager to make minor changes to this programme as a result of consultation or technical issues that may arise during the detailed planning phase, provided the approved budgets and levels of service are met, and the changes are reported to the Utilities & Roading Committee;

(d) **Endorses** the indicative Roading Programme for the 2021/22, 2022/23 and 2023/24 years;

(e) **Notes** that the three yearly condition rating of footpaths and kerb & channel is due to be carried out in May 2020 and this may alter the indicative programme in later years;

(f) **Circulates** this report to the Community Boards for information.

3. BACKGROUND

3.1 The Council's Long Term Plan (LTP) has provided in the Roading Capital Works Programme, funding for Kerb & Channel and Footpath renewals that require general allocation. This does not include major roading improvement projects that are specifically listed in the LTP as these were consulted on through the LTP.

3.2 Included in the 2018/28 LTP is $518,145 per year for Kerb & Channel renewals, $683,311 per year for Footpath renewal for years 2019/20, 2020/21 and 2022/23 and $563,750 for Minor Safety Improvements for the same period.

3.3 The funding was included to renew footpaths and the kerb & channels which are nearing the end of their service life to meet the levels of service in the Activity Management Plan and LTP.

3.4 The footpath renewal and the kerb and channel renewal programme (Trim No. 200506052624) for the 2020/21 year and the indicative programme 2021/22 to 2023/24 have been identified from the three yearly condition rating survey.

3.5 The main factor for consideration for the Minor Safety Improvements programme is safety and the Deficiency Database is a tool used to log and monitor deficiencies, which feeds into the selection process for safety projects. Feedback from the Community is logged through service requests which is also used to develop the programme further.

3.6 The New Footpath Programme allows for construction of new footpaths on roads which do not have an existing footpath. This programme is fully funded by Council and does not receive any NZTA funding. This programme of works has been delayed due to the Covid-19 pandemic and as such budget has been moved out to 2021/22. The programme has been updated to reflect this.

4. ISSUES AND OPTIONS

4.1. The Roading Capital Works Programme is made up of projects specifically identified in the Long Term Plan and also from condition rating survey and included as general allocation items for asset renewal.

4.2. The programmes being considered in this report are the Kerb and Channel Renewal Programme, Footpath Renewals and Minor Safety Improvements.

4.3. The Kerb & Channel and Footpath renewal programmes have been developed to meet the levels of service in the Activity Management Plan and Long Term Plan, and also to align with budget levels in the 2018/28 Long Term Plan.

4.4. Key inputs used to develop these programmes are condition rating and inspections, RAMM reports, reports from the maintenance contractor, crash records, network safety inspections, reviews of maintenance costs, feedback from the public etc.

4.5. The Minor Safety Improvements programme is developed from the Deficiency Database which is a register of safety issues within the district. The Deficiency Database is also used to capture safety issues which are raised through the service request system which are considered to require further intervention. Minor works and safety initiatives also feed into this programme of works.

4.6. Utility Service Providers, the 3 Waters team and the Greenspaces teams are consulted to try and minimise conflicts with their programmes.

4.7. NZTA are also consulted as appropriate.

4.8. The Roading network is managed as a total network across the whole district and as such projects are prioritised district wide. The majority of expenditure on the network is subsidised by NZTA and as such their requirements must be met to obtain the subsidy. Asset condition and safety are the key drivers for the programme and the aim is to minimise lifecycle costs and improve safety.

4.9. To better understand the condition of the kerb and channel and footpath assets, a condition rating is carried out every three years on these assets. The most recent rating was completed in early 2017 to feed into the 2018/28 LTP. The attached programmes for kerb & channel renewal and footpath renewals are based on this latest condition rating. The next rating was due to be carried out in April 2020 however was delayed due to the Covid-19 pandemic, and is now planned to commence during May.

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

5. COMMUNITY VIEWS

5.1. **Groups and Organisations**

5.2. Feedback from the community through individual service requests and through Annual Plan submissions has been used as an input into developing this programme.

5.3. The views of residents and businesses affected by the projects will be taken into account when the projects are being designed and constructed.

5.4. The Community Boards have not specifically been consulted due to the Covid-19 pandemic, however specific requests received from the Boards during previous consultation has been incorporated into the draft programme.

A copy of this report will be forwarded to the Boards for information.

5.5. **Wider Community**

5.6. As detailed in the section above.

6. IMPLICATIONS AND RISK

6.1. Financial Implications

6.2. The programmes have been developed to meet the budget levels approved in the 2018/28 LTP.

6.3. There is $518,145 per year for kerb and channel renewal, $683,311 per year for footpath renewal for years 2020/21, 2021/22, 2022/23 and 2023/24 included in the 2018/28 LTP and $563,750 for Minor Safety Improvements for the same period.

6.4. Footpath maintenance and renewals activities attract a 51% subsidy from NZTA as does Minor Improvements and Kerb & Channel renewals.

6.5. The main risks associated with the programme are NZTA not approving projects, and the Community not being satisfied with the programme of work. These risks are mitigated by ensuring NZTA requirements are met and by ensuring the assets in the poorest condition are replaced before others and by listening to and taking into account Community feedback.

6.6. It is also noted that the 2020/21 year is the third year of the three year funding cycle and therefore it is important to keep our commitment to NZ Transport Agency to deliver our Capital Programme.

6.7. Overall the Roading Programme for the year including the major capital projects (not included in this report) is quite large and therefore there is a risk of the full programme not being delivered especially if there are further impacts from the Covid-19 pandemic.

6.8. Community Implications

- No specific consultation has been undertaken on the proposed renewals programme.
- Residents in the streets programmed for the renewals will be notified in advance of the work being carried out to give them an opportunity to comment on the proposed work.

6.9. Risk Management

- Normal construction risks will apply.

6.10. Health and Safety

- As per standard tendering process of any physical works, the contractor will be assessed for Health & Safety and required to provide a Site Specific Health & Safety Plan for approval prior to work commencing on site.

7. CONTEXT

7.1. Policy

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

7.2. Legislation

The Land Transport Management Act is the relevant legislation in this matter.

7.3. **Community Outcomes**

This report consider the following outcomes:

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.
- Our district has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

Transport is accessible, convenient, reliable and sustainable

- The standard of our District's roads is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes.

7.4. **Delegations**

The Utilities & Roading Committee has the authority to approve work programmes for works that the Council has budgeted a general level of expenditure for.

Proposed Roading Programme for 2020-21
and Indicative Programme for 2021/22 to 2023/24 for approval

Project Name	Side	Town	20/21 Indicative Programme	21/22 Indicative Programme	22/23 Indicative Programme	23/24 Indicative Programme
Kerb and Channel Replacement						
Professional Fees			$ 60,000	$ 60,000	$ 60,000	$ 60,000
Ivory St (Alfred St - No. 56 / Buckham St)	Both	Rangiora	$ 155,000			
Otaki St (No. 94/98 - Adderley Tce)	East	Kaiapoi	$ 175,000			
Southbrook Rd (Torlesse St - No. 44)	East	Rangiora	$ 25,000			
Percival St (Victoria St - George St)	Both	Rangiora	$ 120,000			
Percival St (Johns Rd - Victoria St)	East	Rangiora	$ 10,000			
Bush St (Johns Rd - Watson Pl)	East	Rangiora	$ 30,000			
Johns Rd (King St - Will Pl)	North	Rangiora	$ 75,000			
Hills St (Carew St - No. 12)	East	Kaiapoi		$ 20,000		
Akaroa Street (Hugh St - Ashley Pl / Hodgson Ave)	Both	Kaiapoi		$ 170,000		
East Belt (Wales St - No. 145)	West	Rangiora		$ 15,000		
Douglas St (No. 9 - end)	East	Rangiora		$ 15,000		
Williams St (Cass St - Sewell St)	East	Kaiapoi		$ 55,000		
Williams St (Courtenay Dr - Vickery St)	East	Kaiapoi		$ 50,000		
Duke St (Asley St - Edward St)	North	Rangiora		$ 15,000		
Geddis St (No. 26 - White St)	Both	Rangiora		$ 95,000		
Keir St (East Belt - End)	South	Rangiora		$ 20,000		
Good St (Tyler St - Lovers Ln)	West	Rangiora			$ 180,000	
Geddis St (Elizabeth St - No. 26)	Both	Rangiora			$ 60,000	
South Belt (No. 28 - Nehnam St)	North	Rangiora			$ 15,000	
Palmer St (Douglas St - White St)	North	Rangiora			$ 20,000	
Ohoka Rd (No. 74 To Shops)	North	Kaiapoi			$ 15,000	
Akaroa Street (Ashley Pl / Hodgson Ave - Fuller St)	Both	Kaiapoi			$ 75,000	
White St (Johns Rd - Wiltshire Crt)	East	Rangiora			$ 75,000	
Otaki St (Ohoka Rd - Broom St)	Both	Kaiapoi				$ 65,000
Edward St, No. 14/15 - Wales St	East	Rangiora				$ 70,000
Thorne Pl (Ivory St - end)	South	Rangiora				$ 15,000
To be Allocated			$ 48,614	$ 3,290	$ 18,290	$ 308,290
Value of Work Programmed			$ 650,000	$ 515,000	$ 500,000	$ 210,000
Carry Over Budget from 2019/20			$ 180,000	-	-	-
Approved Annual Budget			**$ 518,614**	**$ 518,290**	**$ 518,290**	**$ 518,290**
Total Availaible Budget			**$ 698,614**	**$ 518,290**	**$ 518,290**	**$ 518,290**

Project Name	Side	Town	20/21 Indicative Programme	21/22 Indicative Programme	22/23 Indicative Programme	23/24 Indicative Programme
Footpath Renewal						
Ranfurly St (opposite Dale St)	West	Kaiapoi	$ 9,000			
Chapman Pl (Wesley St to No. 2)	North	Kaiapoi	$ 12,000			
Ashley St (High to Blackett)	East	Rangiora	$ 7,500			
Cust Rd (adjacent to deep drain east of Earlys Rd)	South	Cust	$ 10,000			
Vickery St (Ohoka Rd - Parnham Ln)	East	Kaiapoi	$ 20,000			
Torlesse St (Southbrook Rd - Marshall St)	North	Rangiora	$ 10,000			
Ivory St (Alfred St - No. 56 / Buckham St) - with kerb and channel	Both	Rangiora	$ 215,000			
Otaki St (No. 94/98 - Adderley Tce) - with kerb and channel	East	Kaiapoi	$ 120,000			
Southbrook Rd (Torlesse St - No. 44) - with kerb and channel	East	Rangiora	$ 25,000			
Percival St (Victoria St - George St) - with kerb and channel	Both	Rangiora	$ 120,000			
Percival St (Johns Rd - Victoria St) - with kerb and channel	East	Rangiora	$ 10,000			
Bush St (Johns Rd - Watson Pl) - with kerb and channel	East	Rangiora	$ 25,000			
Johns Rd (King St - Will Pl) - with kerb and channel	North	Rangiora	$ 35,000			
Sneyd St (Adderley Tce - Murray Pl)	West	Kaiapoi	$ 15,000			
Will Pl (Johns Rd - end)	Both	Rangiora	$ 20,000			
Strachan Pl (Bush St - end)	North	Rangiora	$ 30,000			
White St (High St - Rata St)	East	Rangiora	$ 25,000			
Charles St, (King St - Martyn St)	South	Rangiora	$ 35,000			
Charles St (No. 26 - King St)	North	Rangiora	$ 10,000			
Durham St - Lovers Lane Link	West	Rangiora	$ 5,000			
Durham St (No. 58 - Boyd St)	East	Rangiora	$ 30,000			
Aldersgate Street (Wesley St - Whitefield St)	Both	Kaiapoi	$ 30,000			
Royal Tce (King St - end)	Both	Rangiora	$ 25,000			
Hills St (Carew St - No. 12) - with kerb and channel, east side	Both	Kaiapoi		$ 35,000		
Akaroa Street (Hugh St - Ashley Pl / Hodgson Ave) - with kerb and channel	Both	Kaiapoi		$ 115,000		
East Belt (Wales St - No. 145) - with kerb and channel	West	Rangiora		$ 15,000		
Douglas St (No. 9 - End) - with kerb and channel	East	Rangiora		$ 30,000		
Williams St (Cass St - Sewell St)	East	Kaiapoi		$ 60,000		
Williams St (Courtenay Dr - Vickery St)	East	Kaiapoi		$ 50,000		
Duke St (Asley St - Edward St) - with kerb and channel	North	Rangiora		$ 15,000		
Geddis St (No. 26 - White St) - with kerb and channel	Both	Rangiora		$ 80,000		
Keir St (East Belt - End) - with kerb and channel	South	Rangiora		$ 20,000		
Otaki St (Cressy Ave - No. 129)	West	Kaiapoi		$ 15,000		

Project Name	Side	Town	20/21 Indicative Programme	21/22 Indicative Programme	22/23 Indicative Programme	23/24 Indicative Programme
Otaki St (Broom St - No. 95)	West	Kaiapoi		$ 50,000		
Bush St (Waston Pl - Charles St)	East	Rangiora		$ 15,000		
Blackett St (Church St - King St)	South	Rangiora		$ 15,000		
Ohoka Overpass Walkway (Risely Reserve)	North	Kaiapoi		$ 15,000		
Eyre Pl (Sneyd St - end)	Both	Kaiapoi		$ 10,000		
Church St (Blackett St - High St)	East	Rangiora		$ 25,000		
Fraser Pl (No. 2 - end)	Both	Rangiora		$ 25,000		
Good Street (Tyler St - Lovers Ln)	West	Rangiora			$ 130,000	
Geddis St (Elizabeth St - No. 26) - with kerb and channel	Both	Rangiora			$ 50,000	
South Belt (No. 28 - Newnham St) - with kerb and channel	North	Rangiora			$ 15,000	
Palmer St (Douglas St - White St)	North	Rangiora			$ 25,000	
Ohoka Rd (No. 74 To Shops) - with kerb and channel	North	Kaiapoi			$ 15,000	
Akaroa Street (Ashley Pl / Hodgson Ave - Fuller St) - with kerb and channel	Both	Kaiapoi			$ 90,000	
White St (Johns Rd - Wiltshire Crt) - with kerb and channel	East	Rangiora			$ 70,000	
East Belt (Northbrook Rd - Manchester Pl)	West	Rangiora			$ 70,000	
Wilson Dr (Mill Rd - end)	East	Ohoka			$ 50,000	
Whitefield St (Ohoka Rd - Epworth St)	East	Kaiapoi			$ 70,000	
Grove Pl (Kingsbury Ave - Rex Pl, including walkway)	East	Rangiora			$ 15,000	
Kynnersley St (Snyed St - end)	South	Kaiapoi			$ 15,000	
Otaki St (Ohoka Rd - Broom St) - with kerb and channel	Both	Kaiapoi				$ 55,000
Edward St, No. 14/15 - Wales St - with kerb and channel. Short length only	East	Rangiora				$ 5,000
Thorne Pl (Ivory St - end) - with kerb and channel	South	Rangiora				$ 25,000
To be Allocated			$ 79,811	$ 93,311	$ 68,311	$ 598,311
Value of Work Programmed			$ 843,500	$ 590,000	$ 615,000	$ 85,000
Carry Over Budget from 2019/20			$ 240,000	-	-	-
Approved Annual Budget			$ 683,311	$ 683,311	$ 683,311	$ 683,311
Total Availaible Budget			**$ 923,311**	**$ 683,311**	**$ 683,311**	**$ 683,311**

Project Name	Side	Town	20/21 Indicative Programme	21/22 Indicative Programme	22/23 Indicative Programme	23/24 Indicative Programme
Minor Improvement Projects						
Lighting						
Minor Lighting Upgrades			$ 30,000	$ 10,000	$ 10,000	$ 10,000
Intersection Improvements						
Swannanoa Rd / Johns Rd (Carry over from 2019/20)		Rangiora	$ 20,000	-	-	-
Oxford Rd / Starvation Hill Rd (Carry over from 2019/20)		Oxford	$ 30,000	-	-	-
Main North Rd at Hellers (Carry over from 2019/20)		Kaiapoi	$ 35,000	-	-	-
King St / Johns Rd Intersection (in conjunction with sewer replacement) (Carry over from 2019/20)		Rangiora	$ 50,000	-	-	-
Blackett St / Ayres St - Pedestrian Refuge		Rangiora	$ 15,000	-	-	-
Solander Rd / Whakatipu St		Pegasus	$ 10,000	-	-	-
Fuller Street - Pedestrian Refuge		Kaiapoi	$ 15,000	-	-	-
North Eyre / McHughs / No. 10 Rd		West Eyreton	$ 30,000	-	-	-
Boundary Rd / Fawcetts Rd - Splitter Island		Ashley	$ 15,000		-	-
Depot Rd / Thongcaster Rd		Oxford	-	$ 40,000	-	-
Summerhill Rd / Conways Rd Seal Back		Summerhill	-	$ 50,000	-	-
Tram Rd / Oxford Rd		Oxford	-	$ 50,000	-	-
Mounseys Rd / Woodside Rd / Mountain Rd Seal Back		Oxford	-	-	$ 60,000	-
Depot Rd / South Eyre Rd		Oxford	-	-	$ 50,000	-
Ashley Rd / German Rd		Oxford	-	-	$ 40,000	-
Ashley Gorge / Glen Tui Bush Rd		Oxford	-	-	-	$ 40,000
Earlys Rd / Woodfields Rd		Cust	-	-	-	$ 40,000
To be allocated			-	-	$ 15,000	$ 85,000
School Safety Project						
Ashley School Safety Improvements		Ashley	$ 20,000			
Rangiora New Life School (Denches Rd) Safety Improvements		Rangiora	$ 30,000			
Swannanoa School - Safety Improvements in conjunction with site development		Swannanoa	$ 20,000			
To be allocated			-	$ 50,000	$ 50,000	$ 50,000
Minor Works						
Tuahiwi Improvements (in conjunction with speed limit review) (Carry over from 2019/20)		Tuahiwi	$ 85,000	-	-	-
Coldstream Road Improvements		Rangiora	$ 50,000	-	-	-
Woodend Threshold (West of Ravenswood Roundabout)		Woodend	$ 20,000	-	-	-
Perhams Ford Improvements		Oxford	-	$ 75,000	-	-
Speed Indicator Signs		Various	-	$ 25,000		$ 20,000
Sealing Bridge Approaches to Improve Safety		Various	-	-	$ 30,000	$ 30,000
To be allocated			-	-	$ 20,000	-
Walking and Cycling Projects						
Tram Rd - Path Extension & Pedestrian Refuge at McHughs Rd		West Eyreton	$ 35,000	-	-	-
Hill Street Footpath		Kaiapoi		$ 20,000	-	-
East Belt Footpath (Grey View Pl to Kippenberger)		Rangiora	-	$ 30,000	-	-
Rangiora Roundabouts - Pedestrian Improvements		Rangiora	-	$ 20,000	$ 50,000	$ 50,000
To be allocated			$ 15,000	-	-	-
Roadside Hazard Removal						
Upper Sefton Rd Guardrail		Ashley	$ 110,000			
Ashley Gorge Rd Route Improvements		Ashley Gorge	$ 30,000	-	-	-
Dixons Rd - Bridge 2802 Widening (RP2540)		Loburn		$ 80,000		
Dixons Rd - Bridge Widening (RP1125)		Loburn			$ 80,000	
Upper Sefton - Barrier at 1200Ø Culvert (RP1840)		Sefton Rural				$ 100,000

Project Name	Side	Town	20/21 Indicative Programme	21/22 Indicative Programme	22/23 Indicative Programme	23/24 Indicative Programme
To be allocated			-	$ 40,000	$ 40,000	$ 20,000
Cattle Underpass						
Underpasses to be allocated			$ 50,000	$ 50,000	$ 50,000	$ 50,000
To be Allocated			$ 43,750	$ 23,750	$ 68,750	$ 68,750
Value of Work Programmed			$ 715,000	$ 540,000	$ 495,000	$ 495,000
Carry Over Budget from 2019/20			$ 195,000	-	-	-
Approved Annual Budget			$ 563,750	$ 563,750	$ 563,750	$ 563,750
Approved Annual Budget			**$ 758,750**	**$ 563,750**	**$ 563,750**	**$ 563,750**
New Footpaths						
Chinnerys Road (Welsford St to west entrance to Reserve) – east side		Woodend	-	$ 30,000	-	-
Weka Street (Park Ave to end)		Oxford	-	$ 50,000	-	-
Totara Drive - east side		Oxford	-	$ 20,000	-	-
Chinnerys Road (Reserve east entrance – Woodglen Dr) – west side		Woodend	-	-	$ 50,000	-
Ranfurly Street (Dale St to Cridland St) – east side		Kaiapoi	-	-	$ 50,000	-
Coronation Street (Buckleys Rd to end) – north side		Rangiora	-	-	-	$ 20,000
Ballarat Road (existing path to Hassall Street) – east side		Rangiora	-	-	-	$ 20,000
Tui Street (Park Tce – Rata St) – north side		Oxford	-	-	-	$ 20,000
Woodfield Place (start to end)		Woodend	-	-	-	$ 20,000
To be allocated			-	-	-	$ 5,000
Value of Work Programmed			-	$ 100,000	$ 100,000	$ 85,000
Approved Annual Budget			**$ -**	**$ 100,000**	**$ 100,000**	**$ 100,000**

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RDG-32-74 / 200312034222
REPORT TO:	Council
DATE OF MEETING:	5 May 2020
FROM:	Joanne McBride – Roading & Transport Manager
SUBJECT:	Walking & Cycling Strategy Reference Group Membership Request and Terms of Reference Approval
SIGNED BY: **(for Reports to Council, Committees or Boards)**	Department Manager / Chief Executive

1. SUMMARY

1.1. This report is to seek the following:

1.1.1. Nomination of two members of Council to the Walking and Cycling Strategy Reference Group;

1.1.2. Approval of membership to the Walking and Cycling Strategy Reference Group as recommended by the Community Boards;

1.1.3. Approval of the Terms of Reference for the group.

1.2. The Reference Group has previously had input into the Walking & Cycling Strategy which was adopted in 2017.

1.3. The Reference Group will have a membership of 27 and therefore will require good management to be effective.

1.4. The Walking & Cycling Strategy includes an Action Plan which is included as Appendix 1 of the strategy that is to be updated and the reference group will be consulted as part of this process.

1.5. A Cycling Network Plan is also under development and the Walking and Cycling Strategy Reference Group will be asked to provide feedback on the plan.

Attachments:

i. Walking and Cycling Strategy 2017-2022 (TRIM No. 160907092274)
ii. Walking and Cycling Strategy 2017-2022 Action Plan (TRIM No. 191205171222)
iii. Draft Terms of Reference for the review of the Walking and Cycling Strategy (TRIM No: 200203013644)

2. RECOMMENDATION

THAT the Council:

(a) **Receives** report No. 200312034222;

(b) **Approves** the Terms of Reference for the Reference Group;

(c) **Notes** that the Reference Group will be comprised of the following:

- Walking advocate
- Cycling advocate
- Representative of Waimakariri Access Group
- Representative of the Age Friendly Advisory Group
- Two Council representatives
- One representative from each Community Board
- Youth Council Representative
- School Representative
- New Zealand Police representative
- Staff representatives from Road Safety, Policy & Strategy, Greenspaces & Communications
- Enterprise North Canterbury representative
- ECan representative
- Oxford Promotions Action Committee representative
- Kaiapoi Promotions Association representative
- Rangiora Promotions Association representative

(d) **Appoints** two Council members being …… & …… to the Walking and Cycling Strategy Steering Group

(e) **Appoints** the following Community Board members to the Walking and Cycling Strategy Reference Group as was recommended by the Boards:

- John Meyer – Kaiapoi-Tuahiwi Community Board
- Sarah Barkle – Oxford-Ohoka Community Board
- Andrea Allen – Woodend-Sefton Community Board
- Sara Lewis – Rangiora-Ashley Community Board

(f) **Approves** the formation of the Walking and Cycling Strategy Reference Group;

(g) **Circulates** this report to the Utilities & Roading Committee for their information.

3. BACKGROUND

3.1. The Waimakariri Walking and Cycling Strategy 2017 - 2022 was adopted by Council in March 2017. The vision of the strategy is that "*Waimakariri residents choose to walk and cycle. The environment is friendly, safe and accessible for walkers and cyclists*".

3.1 The Walking and Cycling Strategy provides a clear vision, identifies priorities and direction going forward for Council and the Community.

3.2 The Walking and Cycling Strategy Action Plan details the projects and actions which will be undertaken to support the Walking and Cycling Strategy.

4. ISSUES AND OPTIONS

4.1. As the cycleway network develops within the district it is important to consider overall connectivity and staging of future facilities.

4.2. To provide the best outcome for the community a cycle network plan is being developed identifying the existing commuter and recreational facilities, and to map the gaps in cycleways so that a programme can be agreed to address these gaps.

4.3. Work is currently underway to develop the cycle network plan and this would be consulted with the Walking and Cycling Reference Group before it is taken to the Boards and then on to Utilities & Roading Committee for approval to consult with the wider community. As such representation from Council is sought.

4.4. The Reference Group will have a membership of 27 and therefore will require good management to be effective and to provide valuable input into the development of these documents.

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

5. COMMUNITY VIEWS

5.1. **Groups and Organisations**

5.2. The specific views of groups and organisations will be sought through the Reference Group.

5.3. **Wider Community**

5.4. No specific views have been sought on this issue as the Walking & Cycling Strategy 2017-2022 was widely consulted upon.

6. IMPLICATIONS AND RISKS

6.1. **Financial Implications**

6.2. There are no direct financial implications associated with appointing members to the Walking and Cycling Strategy Review Reference Group, other than members' and staff time.

6.3. Budget for implementation of cycleways is already included within the Long Term Plan.

6.1. **Community Implications**

6.2. Cycleways will be of interest to the community.

6.3. This project will have positive implications to the community, as it provides alternative options for transport around the district and to key activity centres.

6.4. Active modes of transport provide health benefits to the community.

6.5. **Risk Management**

6.6. There is risk new facilities may not be utilised or be unattractive to the community.

6.7. This risk can be mitigated by ensuring key stakeholders are engaged during the planning phase and the community is kept informed of developments.

6.8. **Health and Safety**

6.9. There are no Health & safety risks associated with the planning stages of this project.

6.10. When cycle routes are confirmed and designed and construction undertaken, these risks will be mitigated by carrying out a Safety in Design review, requiring contractor prequalification, carrying out a Health and Safety assessment at tender approval time and requiring the implementation of a Site Specific Safety Plan.

7. CONTEXT

7.1. Policy

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

7.2. Legislation

There is no relevant legislation in this matter.

7.3. Community Outcomes

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised

There is a healthy and sustainable environment for all

- Harm to the environment from the impacts of land use, use of water resources and air emissions is minimised

Transport is accessible, convenient, reliable and sustainable

- The standard of our District's roads is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes.
- Opportunities to increase the occupancy of commuter vehicles is actively encouraged.

7.4. Delegations

Council has authority to establish the reference group and approve the terms reference.

Walking and Cycling Strategy

2017 - 2022

Vision

Waimakariri residents choose to walk and cycle

The environment is friendly, safe and accessible for walkers and cyclists

WAIMAKARIRI DISTRICT COUNCIL

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Appendix 1: Action Plan – Scheduled and Proposed Projects *22*

Let's get moving…

The Walking and Cycling strategy aims to encourage people to walk and bike both for recreation, and transport to and from work. It also provides a way to identify and prioritise new or improved walking and cycling opportunities throughout the District.

This Strategy uses the terms walking and cycling in their broadest sense. They are inclusive of wheelchairs, prams, mobility scooters and other similar devices, as well as skateboards, scooters, rollerblades and the like. It also includes cycling and walking for recreation, fitness and commuting.

Community benefits of walking and cycling

- Quick to start with door to door access
- Health and fitness
- Non-polluting and quiet
- Connect communities
- Increase neighbourhood safety
- Bikes are cheap to operate and easy to park
- Bikes cause no damage to the road

Why have a strategy?

This strategy provides a clear vision, identified priorities and direction going forward for the Council and the community. It also helps to ensure that Council can make the most of any opportunities for funding of walking and cycling projects.

This strategy has been lined up Regional Transport Plans and other national and regional policy documents.

When it comes to implementing the actions in this strategy the Council will work with Christchurch City Council, Environment Canterbury, the New Zealand Transport Agency and other central government agencies. This will enable us to develop a unified and effective walking and cycling environment for Greater Christchurch and the District as a whole.

Walking and Cycling in the Waimakariri District Survey Report, April 2016

In October 2015 the Walking and Cycling Survey was available on the Council's website, and was widely distributed in hard copy through the Council's Service Centres and libraries. The purpose of the survey was to gather information to assist in identifying gaps in the current walking and cycling provision and what the Council can do to encourage these activities in the District. The survey attracted 285 responses and these views have been taken into account when developing the priorities set out in this draft Strategy, and are highlighted throughout this document.

The Council's role

The Council and Central Government are working in partnership to support walking and cycling. The Council contributes to the planning and provision of walking and cycling infrastructure in a number of ways and both play respective roles in the leadership, regulation and funding for walking and cycling projects.

Leader:
Leads by example
Plans to meet current and future needs

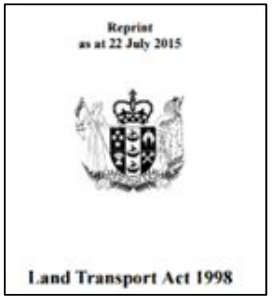
Service Provider:
Provides walking and cycling infrastructure

Owner/Custodian:
Manages the community's assets

Council as...

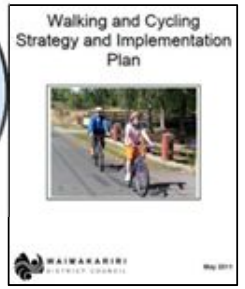
Part funder:
Contributes funding and/or resources

Regulator:
Responds to legislation



Facilitator:
Brings people together to encourage collaboration

Information provider:
Develops resources to promote walking and cycling



How this strategy fits into the wider picture…

National Policy Context
Land Transport Management Act
NZ Transport Strategy
Government Policy Statement
National Land Transport Programme

Regional Policy Context
Canterbury Regional Transport Plan
Canterbury Active Transport Forum
Greater Christchurch Urban Development Strategy

Walking and Cycling Strategy

Local Policy Context
Roading Activity Management Plan
Reserve Management Plan
District Plan
2015-25 Long Term Plan
Development Structure Plans
District Development Strategy

Community and other organisations
New Zealand Transport Agency
New Zealand Police
Canterbury District Health Board
Waimakariri Access Group
North Canterbury Sports and Recreation Trust
North Canterbury Cycle Club
District Walking and Cycling groups
Residents of the Waimakariri and visitors

Vision and Priorities

Council mission statement: "*To pursue with the community a high quality physical and social environment, safe communities, and a healthy economy.*"

Vision

Waimakariri residents choose to walk and cycle

The environment is friendly, safe and accessible for walkers and cyclists

Safe walking and cycling networks may include:

- *Quiet roads and shared streets*
- *Existing paths – for example through parks*
- *Existing and new footpaths*
- *Existing and new dedicated cycle paths and lanes*
- *Informal links through open spaces (e.g. through a town square)*
- *Safe ways to cross roads and intersections, especially those where vehicle speeds and/or traffic volumes are high*

Key Priorities…

Inclusive Infrastructure

- providing / advocating for new and extended on-off road walking and cycling infrastructure
- providing cycle links between the District's main towns
- supporting the cycle link project between Kaiapoi and Belfast
- integrating walking and cycling into public transport planning

Community Connections

- ensuring walking and cycling linkages are provided in new urban subdivision areas
- working towards safe and convenient walking and cycling within and around smaller settlements and rural areas
- promoting walking and cycling as a way of making connections with others and the natural environment

Safe Travel

- providing safe walking and cycling access to and from schools
- Ensuring walking routes are usable for people with restricted mobility
- Supporting programmes that improve safety for motorists, pedestrians and cyclists

Healthy Lifestyles

- working with organisations to develop sustainable travel plans
- promoting walking and cycling as a healthy lifestyle choice
- promoting walking and cycling opportunities

More people walking and cycling make environments safer and more enjoyable, so more people are encouraged to walk and cycle more often.

Our Activities Today

Urban cycleway projects underway

New footpaths in major towns programme 2015/16

District Plan:
Cycle parking
Subdivision design
Transportation

Town Centre Plans

Cyclist and Pedestrian counts and monitoring

Travel planning
Road Safety

Collaboration with other agencies

Key Priorities

1. Inclusive infrastructure
2. Community connections
3. Safe travel
4. Healthy lifestyles

The Challenges we have

Rapid growth District-wide

An aging population along with increasing numbers of young children

Demand for higher levels of service for walking and cycling

Increasing traffic congestion into Christchurch

Aligning projects with Central Government funding requirements

Increasing cost of infrastructure

Community Priorities

"Ensure paths are accessible for all"

"(put) more bike stands around High Street and at play grounds"

"Develop more off road cycle lanes"

"Safety"

"Ensure there are walking and cycling paths provided in new subdivisions"

"Support and promote driver and cyclist education to encourage sharing the road"

"Advertise the existing walkways and cycleways.

1: Inclusive infrastructure

- Providing/advocating for new and extended on-off road walking and cycling infrastructure
- Providing cycle links between the District's main towns
- Supporting the cycle link project between Kaiapoi and Belfast
- Integrating walking and cycling into public transport planning

Over the years people who have responded to a number of Council surveys have asked for separate cycle lanes for routes between the Districts main towns, in particular Rangiora and Kaiapoi and Rangiora and Woodend. Recently these routes have attracted funding through the Governments Urban Cycleways Programme. The paths are shared paths defined by NZTA as "A shared path is shared with pedestrians and possibly others (for example mobility scooter riders). The desirable width of unsegregated shared-use paths for recreational or mixed use is 3.5 metres."[1]

It is anticipated that these cycleways will help attract new people to ride bikes for commuter and recreational purposes, improve transport choices for residents in these communities and provide a safer and more comfortable route for people to walk and ride.

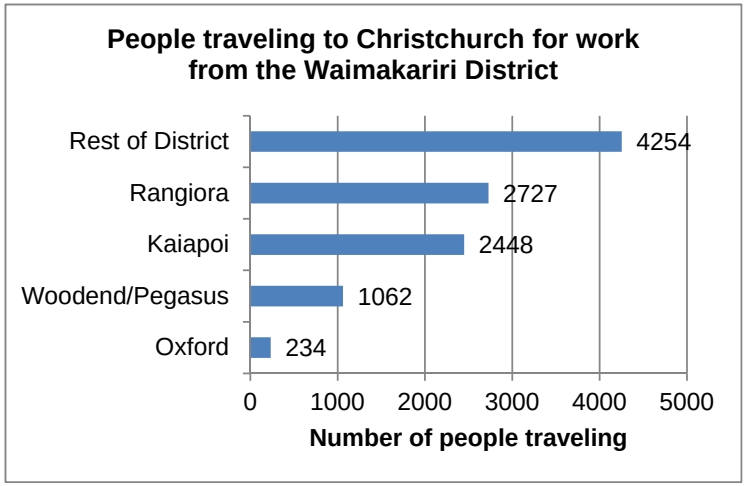
To assist commuters traveling to and from Christchurch park and ride facilities have been identified in the Council's 2015-2025 Long Term Plan for completion in the 2022/23 and 2023/24 years. The timing and cost of these facilities will be discussed further in preparation for the 2018-2028 Long Term Plan consultation.

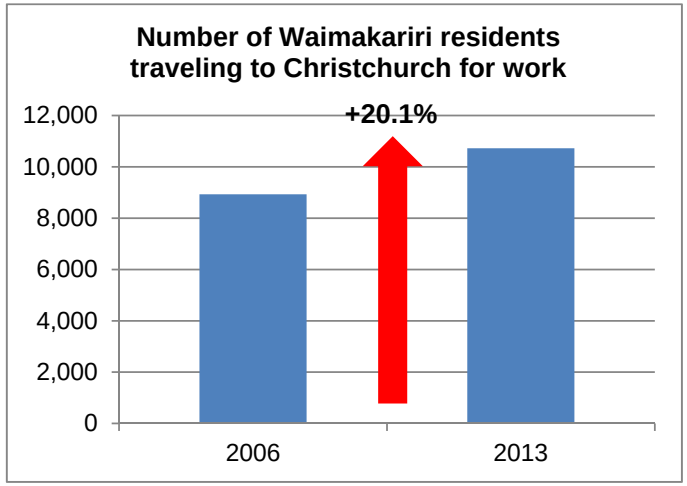
A safe, direct cycling route from the Waimakariri District to Christchurch has been sought by cyclists for many years. Currently the only options to cross the Waimakariri River by bike or on foot are the Old Waimakariri River Bridge or the Waimakariri River Gorge Bridge just out of Oxford.

The Old Waimakariri River Bridge is a narrow, two lane bridge east of the motorway bridge and adjacent to a railway bridge. This bridge is not an attractive option for less confident or new bike riders.

[1] New Zealand Transport Agency, The design of the pedestrian network, Chapter 14, Section 14.12 Shared-use paths (https://www.nzta.govt.nz/assets/resources/pedestrian-planning-guide/docs/chapter-14.pdf)

In 2015 a draft business case was completed by Christchurch City Council and the Waimakariri District Council. The NZTA, through its northern arterial project has extended the cycleway through to Empire Road, Christchurch and is now considering whether it could extend the cycleway across the Waimakariri Bridge. NZTA is continuing to work with the Councils to develop this case for the cycling link between Christchurch City and the Waimakariri District.





Source: Statistics NZ, 2013 Census

What you told us:

Rangiora/Kaiapoi path – comments about this path were enthusiastic with suggestions of additional landscaping and the provision of seating to enhance the route. Some concern was expressed about the speed cyclists might reach on the path and the need for additional width to accommodate both cyclists and walkers.

Rangiora/Woodend path – comments about this path were enthusiastic particularly around the separation of the path from the road. Concerns expressed were around visibility from driveways bisecting the path and the proximity and speed of traffic along the road impacting on the path.

221 people live in Kaiapoi and work in Rangiora

204 people live in Woodend/Pegasus and work in Rangiora

150 people live in Rangiora and work in Kaiapoi

Source: Statistics New Zealand 2013 Census (www.stats.govt.nz)

10,725 people living in the Waimakariri District work in Christchurch

2,058 people live in Christchurch and work in the Waimakariri District

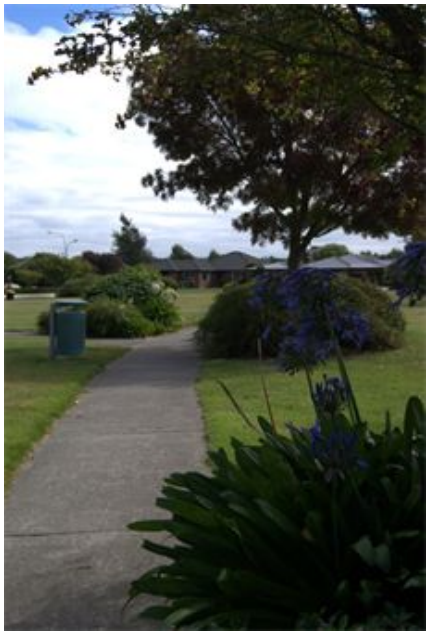
Inclusive Infrastructure

1.1 Providing / advocating for new and extended on-off road walking and cycling infrastructure
Review adequacy of service levels in Roading and Greenspace Activity Management Plans for the provision of infrastructure along walking and cycling routes. Infrastructure includes things such as directional signage, rubbish bins, seats, drinking fountains, toilets, lighting and bike parks. Activity Management Plans are reviewed every three years and contribute to preparation of the Council's Infrastructure Strategy and Long Term Plan.
1.2 Providing cycle links between the District's main towns
Work with NZTA and other parties to advocate for and lead the development of new cycle ways. Kaiapoi/Rangiora cycleway including Southbrook links An 8km shared path linking Rangiora and Kaiapoi along-side, but separate from, Lineside Road. It will also provide a connection from Rangiora to Christchurch via a link to the Christchurch Major Cycle Routes – passing through the future Belfast-Kaiapoi cycle facility. Rangiora/Woodend cycleway A 6.5 km shared path providing a connection for residents of Woodend with the schools, workplaces, retail and health centres in Rangiora. The route will be along-side, but separate from, the Rangiora Woodend Road. This path will also provide a connection for recreational users to facilities such as the Woodend to Woodend Beach path.
Make budgetary provision in Long Term Plans for continuously improving walking and cycling linkages. The Council's Long Term Plan provides an opportunity for the Waimakariri community to offer an opinion on the proposed walking and cycling provisions, including ratepayer financial contributions, for the District. The next long term plan will be consulted on in 2017, and will make provisions for walking and cycling for the 2018-2028 period.
Ensure District Plan provisions promote connectivity to and from new development areas.
1.3 Supporting the cycle link project between Kaiapoi and Belfast
Work in collaboration with Christchurch City Council and NZTA to advocate for the development of the Kaiapoi – Belfast cycle link. A link from Kaiapoi to Christchurch's Major Cycle Routes. A collaborative project with Christchurch City Council and NZ Transport Agency which is currently being developed. Retain budgetary provision for the project in the Long Term Plan in years 2017/18.

1.4 Integrating walking and cycling into public transport planning
Advocate for walking and cycling to be key components of public transport planning in the Regional Policy Statement and Regional Land Transport Plan.
Create park and ride facilities in Silverstream and Rangiora to facilitate commuting transport to Christchurch. Budget provisions in 2015-25 Council Long Term Plan for years 2022-23 and 2023-24 for future park and ride facilities in Rangiora and Kaiapoi. Further community consultation to be undertaken through the 2018 - 2028 Council Long Term Plan process and through the Greater Christchurch Joint Passenger Transport Committee.

2: Community Connections

- Ensure walking and cycling linkages are provided in new urban subdivision areas
- Work towards safe and convenient walking and cycling within and around smaller settlements and rural areas
- Promote walking and cycling as a way a making connections with others and the natural environment



Waimakariri District Plan

The District Plan[2] seeks to reduce demand for transport and provide choice for a variety of transport modes. These aims are supported by rules that control the design and location of facilities in a way that considers the needs of people who walk and cycle as well as other transport modes. New residential developments are encouraged to consider connectivity for all transport modes.

Activity Management Plans (AMP)

Activity Management Plans describe the assets and agreed level of service that contribute to the community outcomes identified in the Long Term Plan. The outcomes are the aspirations of the District's communities that show the kind of environment and lifestyle people are seeking.

Roading AMP – Roading includes all forms of transportation including walking, cycling and passenger transport.
To improve sustainability of the roading activity one of the objectives is to reduce the reliance on private motor vehicles by ensuring that the roading layout in new development areas is designed for use by all types of transport. This is supported by education and promotion of different types of transport and road safety programmes.

Green Space AMP – Green space is provided by the Council in the form of neighbourhood parks, sports and recreation reserves, natural parks, recreation and ecological linkages, public gardens, cultural heritage sites, civic spaces and streetscapes.

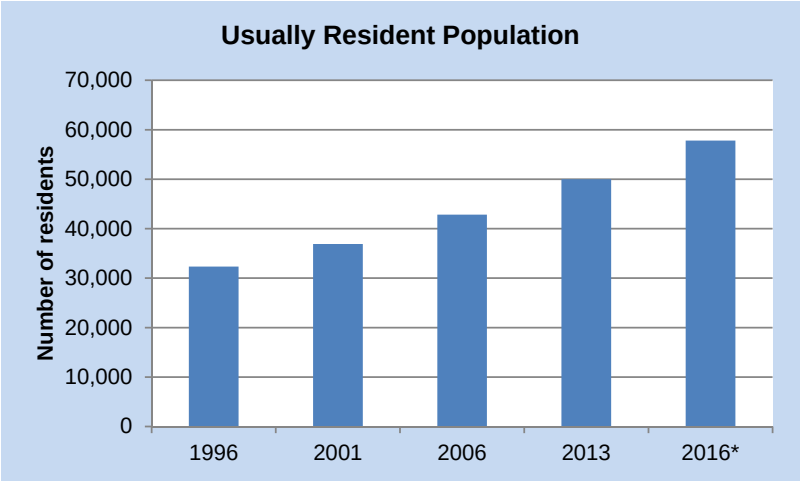
A large number of recreation and ecological linkages are provided in towns to provide connections between streets and are well used by walkers and cyclists. Streetscapes improve the street environment providing opportunities for people to enjoy open space within built up areas and enhance accessibility along road corridors and pedestrian avenues.

[2] Waimakariri District Plan (http://www.waimakariri.govt.nz/property-and-building/planning/district-plan)

A rapidly growing population…..

What you told us:

The benefits gained by walking for health and well-being are high on the list of reasons why people like this activity. This is associated with enjoyment from looking at neighbourhood gardens, the wider scenery and generally being outdoors and undertaking gentle physical activity. Other positive outcomes of walking commented on are: meeting with neighbours, having companionship and the 'time to talk'.



*population estimate (www.stats.govt.nz)

2013 Census – District Profile

Usually Resident Populations
1996 32,346
2001 36,900
2006 42,834
2013 49,989

*Estimated Resident Population – 30 June 2016 - 57,800

Population growth in the main towns				
	1996	**2001**	**2006**	**2013**
Rangiora	9,861	10,800	12,441	15,021
Kaiapoi	8,082	9,258	10,449	9,237
Woodend	1,563	2,241	2,616	2,679
Oxford	1,476	1,581	1,716	1,905

[3] 2013 District Profile (Trim No: 140619065234)

Community Connections

Priority	Description
2.1 Ensuring walking and cycling linkages are provided in new urban subdivision areas	
Ensure District Plan provisions promote walking and cycling linkages for new urban subdivision areas. The District Plan includes provisions that require consideration of transport connections for walking and cycling, including the provision of functional cycle parking and safe movement for pedestrians in and around car parking facilities. Active transport connections are also considered in the assessment of new residential, recreational or business developments. The District Plan is being reviewed, this process will include consideration of transportation matters and there will be opportunities for community input through both informal consultation and formal submission processes in relation to active transport.	
Ensure accessible and safe walking and cycling linkages are provided in outline development plans. When a new residential area or subdivision is proposed, an Outline Development Plan is created that sets out the pattern of roads and services. It may also include other transport links such as footpaths, cycleways and bridle paths. These Plans need to consider not only how transport links work within the new development area, but how it will connect to the wider transport network.	
Promote the development of recreation and transport linkages for walking and cycling in Reserve Management Plans. The Neighbourhood Reserves Management Plan and Sport and Recreation Reserves Management Plan recognise that walking and cycle paths are an essential part of reserves as they provide safe passage within and around the reserve. The reserve management plans also seek to provide walking and cycling links between key destinations in the District.	
2.2 Working towards safe and convenient walking and cycling within and around smaller settlements and rural areas	
Promote the provision and development of linkages for walking and cycling in peri-urban areas in District Plan outline development plans and the Recreation and Ecological Linkages Reserve Management Plan	
Make budgetary provision in Long Term Plans for continually improving walking and cycling infrastructure in smaller settlements	
2.3 Promoting walking and cycling as a way of making connections with others and the natural environment	
Support the development of local walking and cycling groups	
Provide information systems that allow residents to identify and join local groups	
Ensure residents and visitors can easily source information about walking and cycling facilities and routes. Ensure walking and cycling maps and associated signage is up-to-date	
Encourage community-led initiatives that contribute to the vision and outcomes of this strategy	

3: Safe Travel

- Provide safe walking and cycling access to and from schools
- Ensure walking routes are usable for people with restricted mobility
- Support programmes that improve safety for motorists, pedestrians and cyclists

The District has 21 primary schools, two composite schools, and two high schools, which together educate a total of almost 8,400 students. The Rangiora High School is the largest school in the District with around 1,650 students. Most of the primary schools in the main urban areas school approximately 400 children, while the rural primary schools teach between 56 and 250 children. The Department of Education has bought land in the west of Rangiora for a new primary school to accommodate the increase in the number of children in that area.

The Waimakariri District Road Safety Coordinating Committee (RSCC) is a working party for the Council's Utilities and Roading Committee and its membership consists of Waimakariri District Councillors, Council Staff and external road safety partners.

The purpose of the Committee is to improve road safety in the district by coordinating the work of all the agencies that have district road safety functions to ensure a safe systems approach is followed as envisaged by New Zealand's road safety strategy, Safer Journeys. This includes the integration of education, enforcement and engineering programmes and initiatives.

The District Road Safety Action plan is a collaboration between various agencies including Council, New Zealand Police, New Zealand Transport Agency and related stakeholders. The Road Safety Co-ordinating Committee oversee the actions in this plan and regularly monitor and evaluate the various programmes, enforcement and measures that are implemented from the plan

The Committee is the overarching body that coordinates the implementation of the District's Road Safety Strategy and oversees the local Road Safety Action Plan. Collaborating with relevant partners will ensure education, training and safety initiatives for pedestrians, cyclists and motorists is relevant, timely and effective.

The strategy recognises that more people walking and cycling to school will reduce the number of cars moving and parking around schools and this will make it safer for people using all transport types. Prioritising active transport by Council and schools should help to make walking and cycling a more convenient, attractive and safer option.

What you told us:

Concerns about safety are the main reason parents or caregivers don't want children biking or walking to school or other activities. Dedicated off-road footpaths and cycleways are identified as the main improvement that would encourage more children to walk or cycle.

Safe Travel

Priority	Description
3.1 Provide safe walking and cycling access to and from schools	
Ensure children and young people have the opportunity to engage in active travel for school journeys by working with schools to identify barriers to active school travel, areas of concern and ways of addressing these. Ensure the existing footpath and cycleway network is well maintained with a safe and comfortable surface.	
3.2 Ensure walking routes are usable for people with restricted mobility	
Ensure Town Centre Development plans take into account the needs of people with restricted mobility	
Ensure new urban footpaths meet the NZTA Pedestrian Planning Guide 2009: Pedestrian Network Standards	
Ensure, as far as practicable, footpath upgrades in urban areas and small settlements include design elements consistent with the NZTA Pedestrian Planning Guide 2009: Pedestrian Network Standards	
Review WDC Engineering Code of Practice design standards for consistency with the NZTA Pedestrian Planning Guide 2009.	
Work with the Waimakariri Access Group and other community groups to identify specific safety concerns and ways of addressing these	
3.3 Support programmes that improve safety for motorists, pedestrians and cyclists	
Educate and inform the community about road safety, particularly related to vulnerable users, e.g. “Share the Road” campaigns.	
Collaborate with other agencies and stakeholders to promote consistent messaging around road user behaviour.	
Regularly monitor and survey the community to measure success of programmes and initiatives.	

4: Healthy Lifestyles

- working with organisations to develop sustainable travel plans
- promoting walking and cycling as a healthy lifestyle choice
- promoting walking and cycling opportunities

As communities develop and grow, increased pressure is placed on the transport network.

A travel plan allows a business, workplace or school to look at the ways their staff, workers or students travel to and from work or school and consider more cost efficient, safer, healthy and environmentally friendly modes of transport.

Encouraging businesses, workplaces and schools to develop and maintain travel plans can assist to reduce costs, address safety concerns and increase the health and productivity of staff, workers and students.

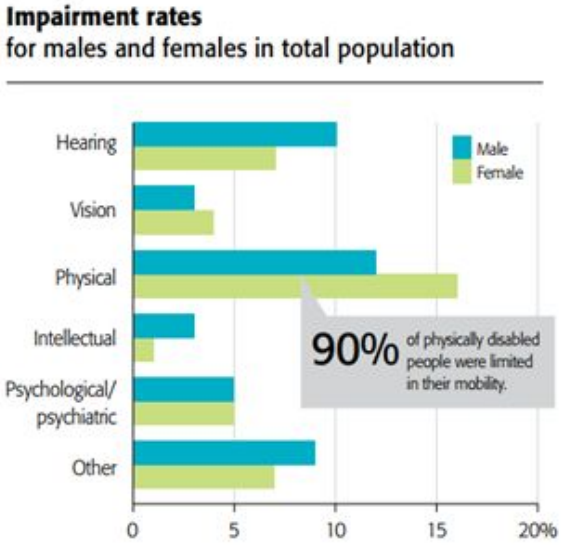
An increase in sustainable travel also has a positive effect on communities by reducing congestion, improving local air quality and encouraging increased community awareness and communication.

The Waimakariri District has an aging population. Although older people may have restricted mobility, anyone may at some time find their mobility is limited or impaired because of:

- their life-stage - parents with pushchairs or toddlers;
- injury or surgery - people on crutches or in wheel chairs.

Mobility scooters are becoming more common on the streets in our District. Scooter riders need to be able to use the footpaths safely taking into consideration their scooter will be heavier and faster than most pedestrians. Scooters may also be difficult for the rider to control over varying surfaces textures or gradients and some are large which makes sharing space on a narrow footpath difficult.

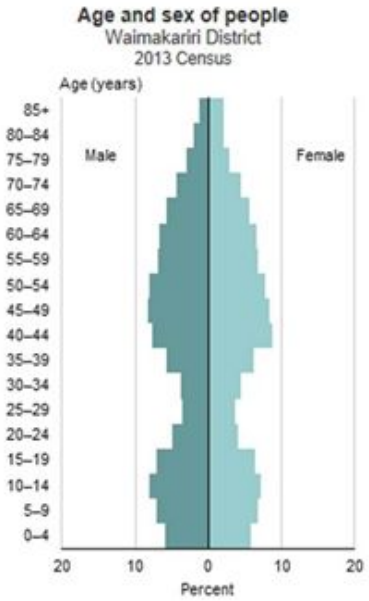
If the design of a footpath is suitable for people with restricted mobility it will be suitable and pleasant for everyone.



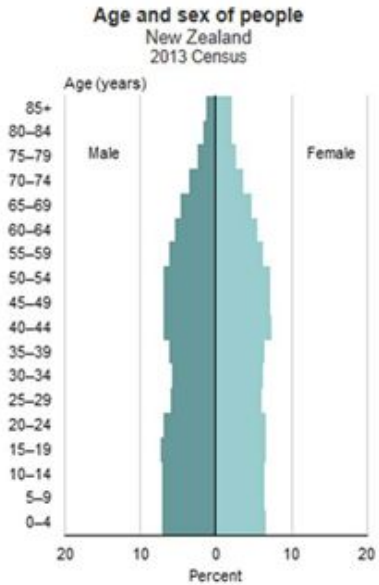
Source: Statistics NZ, 2013 Disability Survey

2013 Census (Statistics New Zealand)

The population graph from the 2013 Census shows that in the Waimakariri District there are proportionally more young people under the age of 20 years and people over 40 years with a significantly smaller number of people in the 20 – 30 age group compared with the distribution for New Zealand as a whole.



Source: Statistics New Zealand

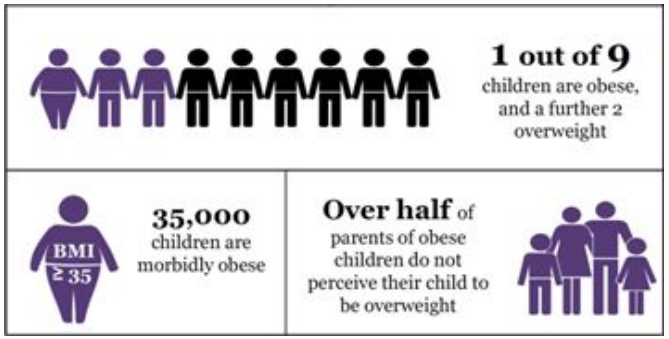


Source: Statistics New Zealand

The New Zealand Health Survey[4] indicates an increasing problem with obesity in young children. This is of concern because obese children are at risk of diabetes, are likely to have early signs of cardiovascular disease and obese children are at greater risk of bone and joint problems, sleep apnoea, and social and psychological problems such as bullying and poor self-esteem (Daniels et al 2005).

What you told us:

The main reasons people are walking and cycling are for recreation and health. The majority of people who responded to the survey indicated they walked and/or biked either daily or several times a week. People who are walking indicated their main reason for undertaking this activity was for health, well-being and exercise. Similarly, those who are biking indicate that getting fit is high on their priority list along with the enjoyment of the scenery and getting out in the fresh air.



[4] The New Zealand Health Survey (Ministry of Health 2014)

Healthy Lifestyles

Priority	Description
4.1 Integrating walking and cycling into public transport planning	
Park and Ride facilities created in Rangiora and Silverstream for commuters to Christchurch. Budget provisions in 2015-25 Council Long Term Plan for years 2022-23 and 2023-24 for future park and ride facilities in Rangiora and Kaiapoi. Further community consultation to be undertaken through the 2018-2028 Council Long Term Plan process and through the Greater Christchurch Joint Passenger Transport Committee.	
Advocate for walking and cycling to be a key component of public transport planning in the Regional Policy Statement and Regional Land Transport Plan Advocate for integrated walking and cycling and public transport planning through membership of the Greater Christchurch Joint Passenger Transport Committee.	
4.2 Developing sustainable travel plans	
Support travel demand management by supporting businesses, workplaces and schools who wish to implement Work and School Travel Plans to encourage an increase in walking and cycling to and from work and school. This will be a collaborative approach with the community with ongoing projects throughout the year to increase sustainable travel.	
Work with communities and individuals to identify alternative travel options such as ride-share, walk-ride, and cycle-ride. Collaborate with neighbouring Districts to promote and facilitate sustainable travel by commuters.	
4.3 Promoting walking and cycling as a healthy lifestyle choice	
Promote the well-being aspect of walking and cycling Investigate opportunities for working with other agencies such as the Canterbury Area Health Board and community groups to promote the well-being aspect of walking and cycling.	
Work with schools to develop programmes that promote walking and cycling as a ‘first choice’ travel to and from school option	
4.4 Promoting walking and cycling opportunities	
Ensure information is available on walking and cycling facilities in our District. Develop brochures highlighting walking and cycling opportunities within the District for both recreation and transport to work or school.	

Priority	Description
Ensure walking and cycling symbols are included on Council Reserve Activity Signs where facilities exist. Ensure adequate directional signs are provided along main walking and cycling routes. Regularly monitor and survey the community to measure success of programmes and initiatives.	

Monitoring and Review

The monitoring and review of this strategy will be important to determine whether it is working and the desired outcomes are being achieved. Monitoring tasks will be built into the Action Plan to ensure they are funded and undertaken. The Action Plan, while a component of this strategy, is also an independent document that will be reviewed by those implementing the strategy.

Monitoring will be undertaken annually and consists of:

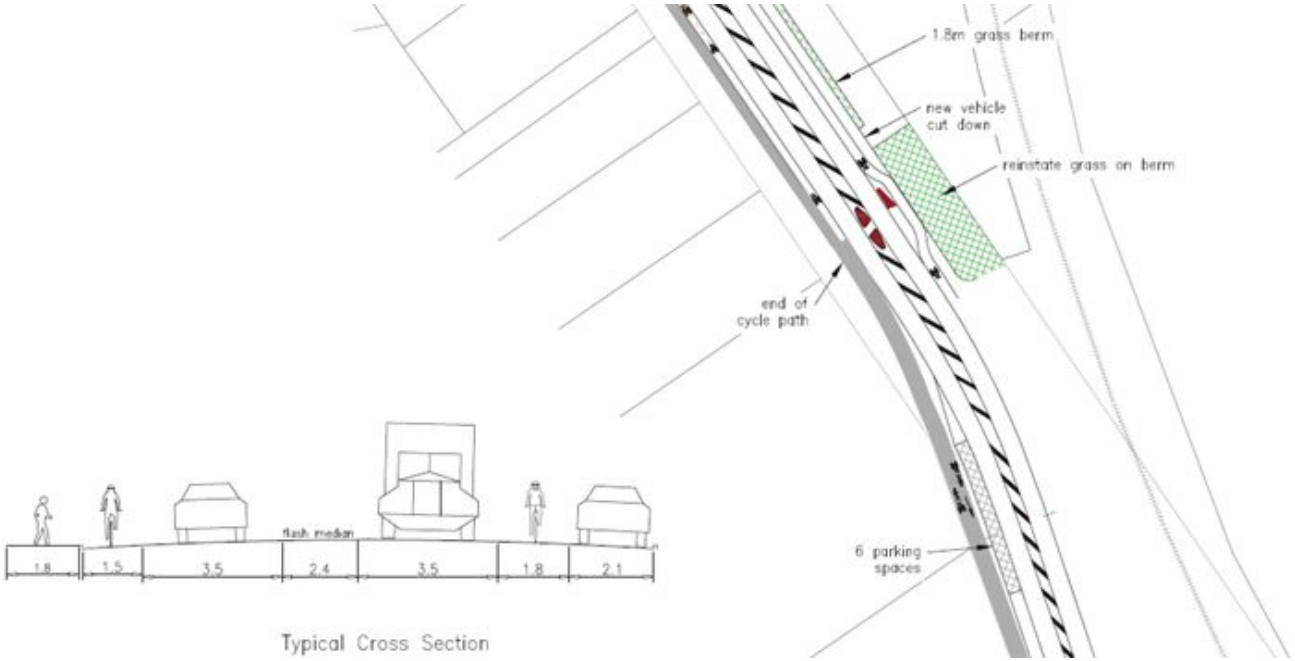
- Reviewing the status of projects outlined in the action plan and updating the network maps (where necessary)
- Undertaking cycle counts on key routes
- Reviewing responses to the Council's Customer Satisfaction Survey (Roads, Parking and Footpaths)
- Urban Cycleways monitoring

The projects outlined in the Action Plan, where relevant, will also be included in draft Annual Plans and Long Term Plans. The initiatives proposed in these plans require stakeholder and community consultation which will assist Council to determine overall priorities for allocating funding and resources.

The strategy will be reviewed every five years. The review of the strategy will take into consideration the objectives and policies of the Long Term Plan and submissions made to the Long Term and Annual Plans. The strategy will also be reviewed to ensure alignment with the objectives of any new, or updated, national, regional and local policy and strategy documents.

Appendix 1: Action Plan…

An action plan has been developed identifying the walking and cycling projects to be implemented within the Waimakariri District in the next five years. The plan identifies a range of activities (engineering, education and promotion) that will deliver the projects. The plan is central to the monitoring, review and reporting process and will align to the Council's Annual Plan and Long Term Plan processes. The plan will be reviewed annually by the Walking and Cycling Strategy Steering Group made up of representatives of: Roading, Planning, Greenspace and Policy teams. The most recent version of the Action Plan can be publically viewed by visiting the Waimakariri District Council's website: www.waimakariri.govt.nz.

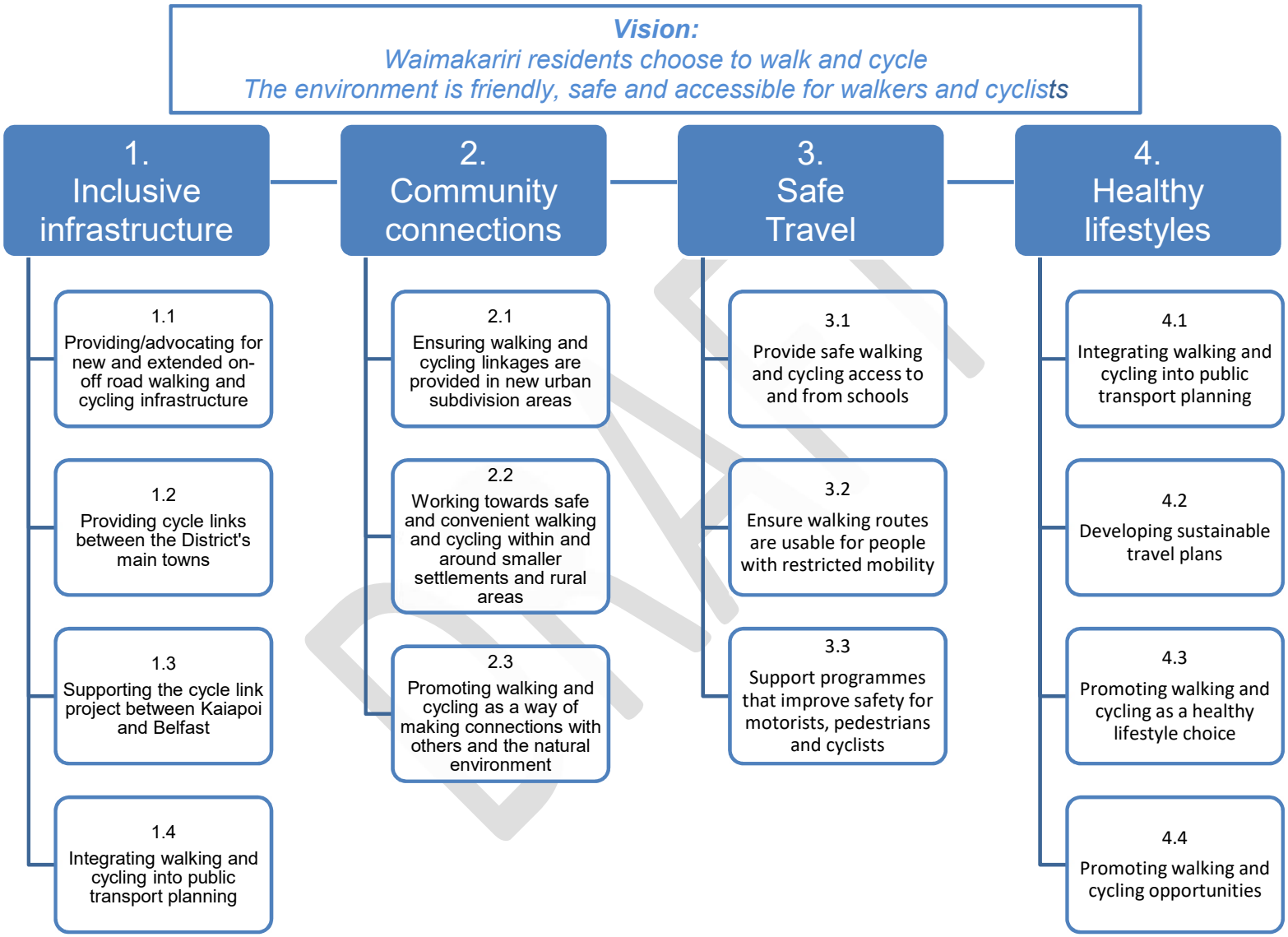


Typical Cross Section

1

Walking and Cycling Strategy
2017 – 2022

Appendix 1: Action Plan - making it happen…


Vision:
Waimakariri residents choose to walk and cycle
The environment is friendly, safe and accessible for walkers and cyclists
1. Inclusive infrastructure
1.1 Providing/advocating for new and extended on-off road walking and cycling infrastructure
1.2 Providing cycle links between the District's main towns
1.3 Supporting the cycle link project between Kaiapoi and Belfast
1.4 Integrating walking and cycling into public transport planning
2. Community connections
2.1 Ensuring walking and cycling linkages are provided in new urban subdivision areas
2.2 Working towards safe and convenient walking and cycling within and around smaller settlements and rural areas
2.3 Promoting walking and cycling as a way of making connections with others and the natural environment
3. Safe Travel
3.1 Provide safe walking and cycling access to and from schools
3.2 Ensure walking routes are usable for people with restricted mobility
3.3 Support programmes that improve safety for motorists, pedestrians and cyclists
4. Healthy lifestyles
4.1 Integrating walking and cycling into public transport planning
4.2 Developing sustainable travel plans
4.3 Promoting walking and cycling as a healthy lifestyle choice
4.4 Promoting walking and cycling opportunities

Walking and Cycling Strategy implementation

This Action Plan details the walking and cycling projects to be implemented within the Waimakariri District in the next five years. It identifies a range of activities (engineering, education and promotion) that will deliver the projects.

The plan is central to the monitoring, review and reporting process and will align to the Council's Annual Plan and Long Term Plan processes.

The plan will be reviewed annually by the Walking and Cycling Strategy Steering group with representatives of: Roading, Planning, Greenspace and Policy Teams.

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Current/committed projects (updated October 2019)

Description	Priority link	Time frame	Funding
Work with Waimakariri Access Group and other community groups to identify specific safety concerns and how these can be addressed	3.2	Ongoing	WDC
Review of District Plan ensures provisions that promote connectivity to and from new development areas	1.2, 2.1, 2.2	2016-2018	Current budgets
Review WDC Engineering Code of Practice design standards for consistency with the NZTA Pedestrian Planning Guide 2009	3.2	2016-2020	WDC Current budgets
Collaborate with CCC and NZTA to plan for the development of the Kaiapoi/Belfast cycle link and construct the Tram Road to Kaiapoi section.	1.3	2018/19	WDC, CCC, NZTA
Subdivision and Development projects • West Rangiora (River/Lehmans Rd) – medium-long term • Ravenswood – spine road – short term	2.1	Depends on development	WDC, development contributions
Gladstone Road walking and cycling improvements to connect Woodend to Petries Road	1.1	Depends on development	WDC, development contributions
Road Safety Education Programme and Cycle Sense cycle education programme	3.3	Ongoing	WDC, NZTA
Sustainable Travel Projects	4.2	Ongoing	WDC, NZTA

Proposed projects (updated October 2019)

Description	Priority link	Time frame	Funding
Capture data regarding new and existing footpaths and cycle paths in a format that can be integrated with Council databases and Investigate an electronic mapping application accessible via the Council's website for walkers and cyclists	2.3	1 – 3 years	2018-28 LTP
Investigate opportunities to work with other agencies and community groups to promote the well-being aspect of walking and cycling	4.3	Ongoing	2018-28 LTP
Work with schools to develop programmes promoting walking and cycling as a 'first choice' travel to and from school	3.1, 4.2	Ongoing	2018-28 LTP
Encourage more walking and cycling through behaviour change, education and promotion activities.	4.3, 4.4	Ongoing	2018-28 LTP
Improved linkages into towns from major cycleways including connections to key activity centres and schools	1.1, 1.2, 2.3	1 – 10 years	2018-28 LTP
Create and maintain track networks in natural areas	2.3	1 – 10 years	2018-28 LTP
Coldstream Road walking and cycling facilities in conjunction with the new sports facilities	1.1, 2.2, 2.3	2021/22	2018-28 LTP
Woodend walking and cycling linkages in conjunction with works undertaken as part of any Safe Roads & Woodend Safety Improvements work	1.1, 1.2, 2.2, 3.1	2021/22	2018-28 LTP

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Completed projects (updated October 2019)

Description	Priority link	Time frame	Status	Funding
Park and Ride facilities developed in Silverstream	1.4, 4.1	Completed	**Completed**	WDC, ECan
Park and Ride facilities developed in Rangiora	1.4, 4.1	Completed	**Completed**	WDC, NZTA
Baker Park, Kaiapoi walking and cycling reserve link	2.1, 2.2	2017	**Completed**	WDC - Current budgets
Gladstone Park, Woodend walking and cycling reserve link (Gladstone Park to Hakatere Road, Pegasus)	2.1, 2.2	2017	**Completed**	WDC - Current budgets
Koura Reserve, Rangiora walking and cycling reserve link to connect with Northbrook Wetlands	2.1, 2.2, 2.3	2017	**Completed**	WDC - Current budgets
Extend path from Fawcetts Road to the new Ashley Bridge to complete the path between Ashley and Rangiora	1.1	2016/17	**Completed** **Passchendaele Memorial Path**	WDC, NZTA
Kaiapoi to Rangiora shared path	1.2	2017/18	**Completed**	WDC, NZTA
Rangiora to Woodend shared path	1.2	2017/18	**Completed** **Rangiora Woodend Path**	WDC, NZTA
Gladstone Road walking and cycling improvements to connect Woodend to Gladstone Park – Petries Rd to Gladstone Park	1.1	2017/18	**Completed**	WDC
Woodend Beach Walk/Cycle-way	2.2, 2.3	2016/17	**Completed** **Jill Creamer Trail**	Community/WDC
Cycle Skills Education Programme – Cycle Sense - launched into schools	3.3	2017/18	**Completed**	WDC, NZTA, ACC

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WAIMAKARIRI DISTRICT COUNCIL

TERMS OF REFERENCE

WALKING AND CYCLING REFERENCE GROUP

1. Membership

Representatives of:

- Walking advocate
- Cycling advocate
- Representative of Waimakariri Access Group
- Representative from the Age Friendly Advisory Group
- Two Council representatives
- One representative from each Community Board
- Youth Council Representative
- School Representative
- New Zealand Police representative
- Staff representatives from Road Safety, Policy & Strategy, Greenspaces & Communications
- Enterprise North Canterbury representative
- ECan representative
- Oxford Promotions Action Committee representative
- Kaiapoi Promotions Association representative
- Rangiora Promotions Association representative

2. Delegation

The Walking and Cycling Strategy Review Reference Group shall be tasked with:

- Providing feedback on the update of the Walking and Cycling Strategy 2017-2022 Action Plan.
- Providing feedback on the proposed Cycle Network Plan prior to public consultation.

3. Objective

Provide community input into the updating of the Waimakariri District Council's Walking and Cycling Strategy Action plan.

- Contributing to identification of issues relating to walking and cycling
- Contributing to decisions relating to the prioritisation of projects
- Discussing related issues with appropriate stakeholders
- Making recommendations to the Utilities & Roading Committee.

WAIMAKARIRI DISTRICT COUNCIL

TERMS OF REFERENCE

WALKING AND CYCLING REFERENCE GROUP

4. Programme

To report to the Council's Utilities and Roading Committee on commuter routes prior to public consultation.

To report to Council's Community & Recreation Committee on recreational routes prior to public consultation.

The draft Action Plan and Cycle Network Plan will be presented to the Community Boards prior to public consultation process.

5. Meeting Frequency

As required. A quorum for a meeting shall be more than 50% of the members of the reference group.

6. Staff

Roading & Transportation Manager
Policy and Strategy Unit
Road Safety Co-ordinator
Senior Transportation Engineer
Planning Unit
Greenspace Team
Communications Team
Project Manager (PDU)

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