

Waimakariri District Council

Utilities and Roading Committee

Agenda

Tuesday 8 September 2026

8:30am

Council Chambers
215 High Street
Rangiora

Members:

Deputy Mayor Philip Redmond (Chairperson)

Cr Tim Bartle

Cr Tim Fulton

Cr Niki Mealings

Cr Joan Ward

Mayor Dan Gordon (ex officio)



WAIMAKARIRI
DISTRICT COUNCIL

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A MEETING OF THE UTILITIES AND ROADING COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY 8 SEPTEMBER 2026 AT 8:30AM.

Sarah Nichols
GOVERNANCE MANAGER

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

BUSINESS

Page No

1 APOLOGIES

2 CONFLICTS OF INTEREST

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

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roothing Committee held on Tuesday, 11 August 2026

7 – 16

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roothing Committee held on 11 August 2026 as a true and accurate record.

3.2 Matters Arising (From Minutes)

4 DEPUTATION/PRESENTATIONS

4.1 Residents Safety Concerns on South Eyre Road – Kevin Belcher

5 REPORTS

5.1 Footpath Upgrade at 70 High Street in line with Cornershop Investment Development – Heike Downie (Strategy and Centres Team Leader) and Joanne McBride (Roding and Transport Manager)

17 – 27

RECOMMENDATION

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 260825251540.
- (b) **Approves** the Footpath Paving Design Plan for outside of 70 High Street, Rangiora (Attachment i, TRIM: 260825251555)
- (c) **Notes** that budget is available in the 2026/27 year to meet the estimated cost of \$50,000 for the footpath upgrade as a portion of the wider Cenotaph Corner Intersection Improvement project budget, which has a total of \$235,300 available (PJ 101876.000.5133) over 2026/27 and 2028/29. Staff will likely recommend, through the 2027/37 Long Term Plan process, that the balance of that budget is moved to a later year to coincide with other relevant projects, as discussed in 3.5.
- (d) **Approves** the use of \$50,000 from the Cenotaph Corner Improvement Project budget PJ 101876.000.5133 which is available in 2026/27 and currently uncommitted.
- (e) **Notes** that this approach and the Footpath Paving Design Plan were workshopped with the Rangiora Ashley Community Board at its August meeting and the Board have signalled their support.
- (f) **Notes** that work to remove the 63mm Ridermain in the footpath adjacent to 70 High Street will be undertaken ahead of the footpath upgrade; this component will be funded by the Rangiora High St Water Main budget (PJ102776, 5104) and is within the 2026/27 allocated budget of \$1,650,000.
- (g) **Notes** that a Procurement Plan will be developed, however it is likely that a price will be sought from the developer to undertake the works as part of their wider site works.
- (h) **Notes** that the intended footpath upgrade aligns with the approved 2015 plan for the High Street and laneways streetscape enhancements (see slide 5 in Attachment ii), where it was anticipated that a high amenity footpath is installed when development at the then new site at 70 High Street occurs.
- (i) **Notes** that it is anticipated that the footpath upgrade works will occur in November / December this year, when the Cornershop Investments development at 70 High Street nears completion and full access to the footpath is made available. ‘

5.2 Skew Bridge Warning Signage Vandalism and Replacement – Peter Daly (Road Safety Coordinator) and Joanne McBride (Roding and Transport Manager)

28 – 33

RECOMMENDATION

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 260423102350.
- (b) **Approves** the installation of static “Slow Down High Crash Area” signs in place of the electronic signage.
- (c) **Notes** there have been ongoing issues with vandalism and theft from the previous electronic signage and that replacing the signs with more electronic signage is not considered due to the ongoing nature of this activity.

6 PORTFOLIO UPDATES

6.1 **Roading – Deputy Mayor Philip Redmond**

6.2 **Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor Tim Fulton**

6.3 **Solid Waste– Councillor Niki Mealings**

6.4 **Transport – Mayor Dan Gordon**

7 QUESTIONS UNDER STANDING ORDERS

8 URGENT GENERAL BUSINESS

9 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

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

9.1 S17A Review Kerbside Collection Services and Transfer Station Operations and Maintenance Contracts

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

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
REPORTS			
9.1	S17A Review Kerbside Collection Services and Transfer Station Operations and Maintenance Contracts	Good reason to withhold exists under Section 7	To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. LGOIMA Section 7 (h).

CLOSED MEETING

Refer to Public Excluded Agenda (Separate Document).

OPEN MEETING

NEXT MEETING

The next meeting of the Utilities and Roothing Committee is scheduled for Tuesday 13 October 2026 at 9am in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

Briefing

- *Water NZ Directors handbook for Water Governance - Overview and proposed Governance reporting – Jane Eggleton (Project Planning and Quality Team Leader), Gerard Cleary (General Manager Utilities and Roding) and Kalley Simpson (3 Waters Manager)*
- *Water Services Transition Programme Update September 2026 – Jane Eggleton (Project Planning and Quality Team Leader) and Kalley Simpson (3 Waters Manager)*
- *Gravel Supply – Various Matters – Don Young (Senior Engineering Advisor) and Joanne McBride (Roding and Transport Manager)*

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY, 11 AUGUST 2026 AT 9 AM.

PRESENT:

Deputy Mayor P Redmond (Chairperson), Councillors T Bartle, T Fulton, and J Ward.

IN ATTENDANCE:

Mayor Gordon (arrives 9.16 am), Councillors B Cairns, B McLaren and S Powell (via audio/visual link)

J Millward (Chief Executive), C Roxburgh (Project Delivery Manager) K Simpson (3 Waters Manager), J McBride (Roading and Transport Manager), K Waghorn (Solid Waste Asset Manager), R Kerr (Rangiora Eastern Link Programme Manager), J Recker (Stormwater and Waterways Manager), M Bacon (Development Planning Manager), S Allen (Water Environment Advisor), J Eggleton (Project Planning and Quality Team Leader), R Hunt (Senior Project Manager), H Downie (Strategy and Centres Team Leader) and T De Rooy (Governance Support Officer).

1 APOLOGIES

None.

2 CONFLICTS OF INTEREST

No conflicts of interest were declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roading Committee held on Tuesday, 9 June 2026

Moved: Councillor Bartle

Seconded: Mayor Gordon

THAT the Utilities and Roading Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roading Committee held on 9 June 2026 as a true and accurate record.

CARRIED

3.2 Matters Arising (From Minutes)

There were no matters arising from the minutes.

4 DEPUTATION/PRESENTATIONS

4.1 Waimakariri Biodiversity Trust – Annual Report

The Waimakariri Biodiversity Trust's (the Trust) Annual Report was tabled at the meeting, and S Stewart mentioned her new role as Chairperson of the Trust (the Trust) following the previous chair's retirement in January 2026. S Stewart introduced N Davis, Coordinator and Specialist Water Ecologist, who was based in Woodend. The following points were noted:

- The Waimakariri Biodiversity Contestable Fund was recognised as a valuable funding source for community groups. It was one of the few remaining funds that enabled charitable organisations, such as the Trust, to employ administrative and coordination staff to manage operations, projects, and events.
- The Trust had successfully secured three years of funding from the Contestable Fund at \$20,000 per annum and was currently in the second year of that funding period. The report outlined the outcomes achieved during the second year and also provided background information on the Trust's activities over the previous three years for the benefit of new Councillors.
- It was noted that most public funding available to environmental organisations was project-specific and did not provide support for administration, coordination, monitoring, or reporting functions, which were often left to volunteers. This limited project effectiveness, coordination, and future development.
- The Trust was now supporting more than 50 landowners with native vegetation projects, including remnant habitat protection, high-value landscape restoration, wetland restoration, stream protection, and spring protection planting initiatives.
- A significant increase in requests from landowners for advice had demonstrated the value of the free advice, expertise, and funding support package offered by the Trust. These services were only possible because of the Council's community contestable funding.
- The Trust had undertaken approximately 30 landowner site visits over the three to four years since its establishment. A publicity campaign undertaken during the year had doubled the number of site visits within a three- to four-month period.
- It was noted that there were limits to working solely with individual landowners. The Trust wished to bring landowners together, demonstrate the positive work being undertaken by neighbouring properties, encourage collaboration, and support the formation of local catchment groups. Working with groups of landowners was considered more sustainable and effective than working solely with individuals.

S Stewart advised that a further publicity campaign was being planned, with a greater focus on freshwater ecology and specialist freshwater advice, which was N Davis's area of expertise. The Trust was exploring the development of a starter native plant package for interested landowners. It was seeking to secure eco-sourced plants at wholesale rates to pass on to property owners.

S Stewart noted that while several dedicated community groups had achieved positive results over many years, stronger connections within catchments and sub-catchments could deliver greater environmental improvements. He noted that many of the approximately 30 new landowners visited during the year were located within the same sub-catchments and could benefit from working together toward shared environmental objectives.

Deputy Mayor Redmond noted that the Committee required time to consider the report. He congratulated S Stewart on her appointment as Chair and asked the Committee to convey its appreciation and gratitude to the former Chair, Dr Roper-Lindsay, for her service.

Councillor Fulton queried whether it would be valuable to formalise engagement with catchment groups through Council, enabling them to interact with the Council in a more structured and manageable way. He suggested exploring opportunities for the groups to present to Council and showcase their work, including projects undertaken by groups such as Hunters Stream. S Stewart agreed that this could be suggested to the Catchment Groups.

Councillor Cairns acknowledged the Trust's beautification initiatives and expressed appreciation for the work being carried out throughout the Waimakariri District. He enquired about the source of the locally sourced plants being provided to the community and asked whether the Trust had considered establishing its own nursery. S Stewart advised that the Trust did not envisage establishing its own nursery. She referred to a recent visit by Trustees to Riverside Nursery and noted that the operation was a significant undertaking. S Stewart further advised that the Trust was exploring the possibility of establishing an account with Riverside Nursery, which had been receptive to the proposal. He noted that, by placing a sufficient number of orders each year, the Trust may be able to access wholesale pricing and pass those savings on to landowners.

Councillor Mealings acknowledged the contributions of S Stewart and N Davis and congratulated them on their work with the Trust. She sought clarity on the significant increase in the number of landowners the Trust supports. S Stewart reported that the increase had occurred across the Waimakariri district's rural areas, including locations west of Rangiora and around Woodend. She noted that the landowners being supported included a mix of large farming operations and smaller lifestyle properties. The Trust had employed a temporary advisor during an interim period and, through site visits in areas such as Cust and along nearby river corridors, identified opportunities for landowners with similar interests and environmental objectives to work together.

Councillor Mealings enquired about landowners with Significant Natural Areas (SNAs) and the District Plan and asked whether the Trust worked with ecologists as part of its engagement with property owners. S Stewart advised that during site visits, Trust representatives occasionally identified properties containing high-value native bush or significant natural landscapes. In such cases, the Trust liaised with the Council Ecologists and brought these areas to their attention. S Stewart observed that one of the Trust's strengths was its ability to engage with landowners who may be reluctant to deal directly with Council. However, she emphasised that the Trust valued the expertise of Council Ecologists and encouraged property owners to seek their advice where appropriate.

Deputy Mayor Redmond thanked S Stewart and N Davis for their comments and for coming along.

5 **REPORTS**

5.1 **Waimakariri Biodiversity Trust Deliverables for 2025/26** – S Allen (Water Environment Advisor)

S Allen spoke to the report, noting it was provided for information purposes, and outlined the deliverables associated with the Waimakariri Biodiversity Trust (the Trust) funding grant of \$20,000. She advised that the Trust had been allocated funding through the Contestable Fund and that the Council's budget included provision for the 2026/27 and 2027/28 financial years. S Allen further advised that the Contestable Funding was available annually, with organisations able to apply for up to three years of funding. The Trust secured a three-year funding allocation through this process, enabling it to continue delivering its Biodiversity and Environmental Support Programmes across the Waimakariri District.

There was no question from elected members.

Moved: Councillor Mealings

Seconded: Councillor Fulton

THAT the Utilities and Roding Committee:

(a) **Receives** Report No. 260727213074.

- (b) **Notes** that Council staff will distribute the approved budget of \$20,000 to the Waimakariri Biodiversity Trust for the 2026-27 financial year, following satisfactory completion of deliverables for 2025-26.
- (c) **Circulates** this report to Community Boards for their information.

CARRIED

Councillor Mealings supported the motion, noting that the reported deliverables clearly reflected the work undertaken by the Trust. She commented that the Trust was unique in the services it provided and the opportunities it created for landowners seeking to protect and enhance significant natural areas. The Trust enabled property owners to access valuable advice and support independently of the Council, which was particularly important when landowners were more comfortable engaging with a community-based organisation.

Councillor Fulton noted the positive outcomes the Trust was achieving. He was encouraged to hear that landowners and emerging Catchment Group Clusters were working more closely together and that these collaborative efforts were contributing to improved environmental outcomes. Councillor Fulton expressed his support for the motion.

Mayor Gordon thanked the Trust for providing a copy of its Annual Report. He acknowledged the significant contribution of the former Trust Chair, Dr Roper-Lindsay, and thanked her for her many years of service and leadership. Mayor Gordon expressed his admiration for the work she undertook and the commitment she showed over an extended period.

Mayor Gordon also acknowledged S Stewart on her appointment as Chairperson of the Trust. He noted that S Stewart had been a strong advocate for biodiversity and environmental initiatives within the Waimakariri District and that many issues she had championed over the years had since become mainstream. Mayor Gordon recognised her passion, enthusiasm, and ongoing commitment to environmental stewardship, including her leadership in encouraging land acquisition for environmental purposes and keeping Council informed of progress and opportunities.

In her right of reply, Councillor Mealings also acknowledged S Stewart's dedication to biodiversity and environmental protection. She noted that the Trust benefited from her extensive knowledge, proactive approach, and enthusiasm, all of which contributed significantly to the organisation's success and its initiatives.

6 PORTFOLIO UPDATES

6.1 Roading – Deputy Mayor P Redmond

- Focus areas for staff:
 - Ice-gritting operations had continued across the district, with August 2026 recording the coldest morning temperature experienced so far during the winter season.
 - Drainage improvement works had been undertaken at various locations throughout the Waimakariri District, including the installation of new soak pits in identified ponding areas.
 - Re-metalling of unsealed roads had continued as part of the ongoing maintenance programme.
 - Bridge maintenance works were currently underway at several locations.
 - The design phase for the 2026/27 Kerb and Channel Renewal Projects was underway.
 - A further under-slip had occurred on Lees Valley Road. Staff were working with the Council's Geotechnical Engineer to determine the most appropriate repair solution. Repair works were expected to commence later in August 2026 in conjunction with planned cattle-stop works.

- Roading Capital Projects:

- Construction of the Kaiapoi to Pineacres Cycleway had been completed, with only minor works remaining, including road marking and driveway reinstatement. A final site inspection and cycleway ride-through ("bike over") were scheduled for later that week.
- Kerb and Channel Replacement works in Akaroa Street were nearing completion. The Ashley Place turning area was prepared and ready for sealing.
- Kerb and Channel Replacement works had commenced in Leech Place. Similar works in Williams Street, Kaiapoi (south of Smith Street), were scheduled to follow.
- The upsizing of three culverts in Lees Valley, undertaken as part of resilience improvement works, had been completed.
- Replacement of two cattle stops in Lees Valley was scheduled to commence the following week.
- Renewal of the quadrant kerb and associated drainage improvements at the Waikuku/State Highway 1 intersection were underway. The kerb had been installed, and repairs to the footpath and timber bridge were in progress.

Councillor Ward noted that information published on the Council website stated that Northbrook Road would reopen on 11 August 2026. However, she had also read a separate report indicating that the project would not be completed until the end of August 2026. She expressed concern that this discrepancy could confuse the public and requested clarification. In response, it was advised that the road works were effectively complete and that Northbrook Road had reopened as planned. However, some remedial works remained, including works associated with capping off the end of the line. While these minor works were still to be completed, full project completion was not expected until the end of August 2026. Councillor Ward requested that this distinction be clearly communicated to the public.

Councillor Fulton noted that the Utilities and Roding Team had previously shared information regarding the historical development of Lees Valley. The material provided a historical account spanning approximately 105 to 110 years. It documented road development, subdivision patterns, and ongoing access challenges in the area, including the long-standing difficulty of securing funding for roading improvements. Councillor Fulton advised that he intended to share this historical information with the Oxford Museum and the Council's Library Team, as it provided valuable insight into the area's development and infrastructure history.

6.2 Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor T Fulton

- Water Supply:

- The Percival Street Watermain Upgrade Project was progressing well. The new watermain had been commissioned and was operational, with reinstatement works scheduled to continue over the following two weeks.
- Construction works associated with the Northbrook Road Watermain Upgrade were nearing completion and were expected to be fully completed by the end of August 2026.
- Annual Drinking Water Compliance Results for the 2025/26 monitoring period had recently undergone peer review by an external auditor. The review outcomes would be presented to the Utilities and Roding Committee at its October 2026 meeting.

- Wastewater:
 - Desludging works at the Kaiapoi Wastewater Treatment Plant (WWTP) were progressing well and were expected to be completed by the end of the month.
 - Planting of the bund at the Kaiapoi WWTP, following the completion of tree removal works, had been completed.
 - The Annual Wastewater Compliance Reports for the 2025/26 monitoring period for the Eastern Districts and Oxford Wastewater Schemes were scheduled to be submitted to Environment Canterbury at the end of August 2026. It was noted that the compliance results would be reported to the Utilities and Roading Committee at its October meeting.
 - Members were advised that an Elected Members visit to the Kaiapoi Wastewater Treatment Plant had been scheduled for 21 September 2026. A further site visit with the Kaiapoi River Preservation Society was planned for early November 2026.
- Drainage / Stockwater:
 - Blackett Street Stormwater Upgrade works, located north of the Rangiora town centre, had commenced on site. Construction was expected to continue through until mid-November 2026.
 - Members were advised that the annual All Groups Meeting had been scheduled for 7 September 2026. Invitations to attend the meeting were to be distributed during the week.

Responding to a question from Deputy Mayor Redmond, Mayor Gordon advised that public tours of the Kaiapoi WWTP were not being proposed. He noted that the Kaiapoi River Preservation Society had approached him about a possible site visit. Mayor Gordon explained that it had been agreed to facilitate a limited site visit for selected representatives rather than opening the facility to the public. He noted that previous correspondence and discussions with the Kaiapoi River Preservation Society had raised several questions and concerns, and it was hoped that a site visit would help those representatives better understand the facility and its management.

Councillor Cairns sought an update regarding the tree removal works at the Kaiapoi WWTP. In response, it was advised that the landscape had changed significantly after the pine trees were harvested. The harvesting contractor had completed its work; however, a number of tree stumps remained on site and had not yet been removed. A separate contractor would be engaged to undertake site tidy-up works, including removing remaining logs and other material. This work would support the next stages of the revegetation programme.

Members were advised that planting had already been undertaken to assist with screening for properties along Ferry Road, with additional planting planned for the spring season. It was noted that the new vegetation would require several years to become fully established. Some areas further south toward the river would be replanted with forestry species, while most planting north of Ferry Road and along the Beach Road frontage would consist of native species.

Deputy Mayor Redmond enquired about the primary purpose of the planting programme and whether it was intended for screening, environmental enhancement, or odour management purposes. In response, it was advised that the primary purpose was to provide visual screening and establish a buffer around the perimeter of the Wastewater Treatment Plant. It was further noted that the vegetation species selected would also assist with midge management by influencing wind movement and creating conditions less favourable for midge activity.

Councillor Fulton asked whether the Council had an established policy or guiding principles when determining the use of native species versus pine forestry plantings in areas such as the wastewater treatment plant. In response, it was advised that a key consideration was the need to harvest the existing pine trees and determine a long-term solution that would provide effective screening without requiring large-scale harvesting and replanting cycles every 25 to 30 years. It was noted that if Council replanted pines alone, it would face a similar situation in the future when those trees reached harvest age again. Council adopted a similar approach at the Woodend Wastewater Treatment Plant, where it established native planting and screening after harvesting trees on the western and southern boundaries of the site.

6.3 **Solid Waste– Councillor N Mealings**

- Southbrook Transfer Station:
 - Atrax had been engaged to install Automatic Number Plate Recognition (ANPR) cameras at the inbound and outbound weighbridges at the Southbrook Transfer Station. The new system was expected to reduce errors associated with manually entering vehicle registration numbers and improve processing times for customers using the facility. The system was expected to be operational by the end of August 2026.
 - Atrax provided the Weightrax software-as-a-service (SaaS) system currently used at the Transfer Station to record and charge for waste loads. The ANPR system would be fully integrated and compatible with the existing Weightrax platform.
 - The contract had been awarded to Stewart Civil for the construction of a hardstand area to store skips and large waste bins used for transferring waste from the site. Once the hardstand is complete, the area currently used behind the refuse pit for this purpose will be tidied and reinstated.
- Canterbury Waste Joint Committee:
 - Members were advised that the Committee had met on Monday. It had approved an increase in total funding for the Waste Facilitator role and associated projects, with funding adjusted in line with the Consumer Price Index (CPI). As a result, total funding would increase from \$203,070 to \$215,856, a 6.3% increase.
 - It was further noted that each participating council's funding contribution would be adjusted based on the 2023 Census population figures. Consequently, the Council's contribution would increase by 2.26%, from \$21,210 to \$21,688.85.
 - A total of 22 funding applications had been received, with combined funding requests totalling \$600,802. The Committee also approved \$127,468.87 in funding for nine projects.
- The Canterbury Regional Landfill Joint Committee:
 - The Canterbury Regional Landfill Joint Committee also met on Monday and received a presentation from Transwaste with the following messages:
 - General waste had been decreasing 5% year-on-year, with a 6% decline in 2025/26 (327,000 tonnes this year).
 - Received the first load of out-of-region waste, with other opportunities being progressed; extension to transportation hours had reduced morning traffic congestion.
 - Greenhouse gas emissions in 2025 were approximately 74% of the 2022 baseline year emissions. This reduction was primarily attributable to increased gas destruction activities, which had offset increases in potential emissions arising from landfill gas and higher transportation-related emissions.

- Members were advised that electricity exports from the site had doubled, increasing from a level equivalent to supplying approximately 2,000 homes to approximately 4,000 homes. This increase followed an increase in voltage limits on the power network, enabling a greater volume of electricity generated at the site to be exported to the grid.
- Transwaste continued to investigate and work through the logistics associated with the use of B-train combinations and electric prime movers. These initiatives were being explored as opportunities to improve transport efficiency and reduce transport-related greenhouse gas emissions.
- Staff were investigating a proposal to change refuse and recycling collection days for a portion of the Woodend area from Monday to Friday. The proposed change was intended to better balance collection numbers and travel distances across both collection days. It was noted that the change would improve service levels for affected Woodend properties while having minimal impact on the existing Friday collection route and workload. A report was being prepared for elected members outlining the proposed change, the rationale for the adjustment, and the expected operational and service benefits.

Councillor Bartle sought clarification regarding the increase in electricity exports. Councillor Mealings advised that the increase in network capacity now enabled all four generators at the facility to export electricity to the grid when conditions were favourable. She noted that the economic viability of electricity generation depended on electricity market prices, which could vary considerably throughout the day.

Deputy Mayor Redmond asked whether increased electricity exports would affect dividend returns and whether the facility was now generating additional revenue from electricity sales. Councillor Mealings explained that increased electricity exports could contribute positively to overall profitability where market conditions were favourable. She noted that maximising the beneficial reuse of landfill gas aligned with waste management and sustainability objectives. However, Councillor Mealings also pointed out that ongoing waste minimisation efforts reduced the volume of waste entering the landfill and, over time, the amount of landfill gas available for electricity generation. Consequently, profitability remained dependent on both the volume of gas available and prevailing electricity spot prices at any given time.

6.4 **Transport – Mayor Dan Gordon**

- Woodend Bypass:
 - Mayor Gordon tabled and circulated correspondence received from the Minister of Transport, Hon C Bishop, regarding the Roads of National Significance Programme, specifically the Belfast to Pegasus Motorway and the Woodend Bypass projects. He noted that concerns had previously been raised regarding the apparent absence of funding commitments for these projects. While the Minister's response indicated that the projects had not been deprioritised or removed from consideration, funding had not been confirmed beyond the initial stages of work already committed.
 - The Council would continue its advocacy in support of these transport projects. He advised that the Council had recently met with the Automobile Association (AA), which shared Council's concerns, had strongly advocated for these projects, and had jointly issued a public statement. Mayor Gordon noted that the AA was a significant organisation with a large membership base and that its support strengthened the Council's advocacy efforts.

- Transport Projects
 - Mayor Gordon advised that the Council continued to advocate for a number of transport projects to be included within future funding programmes and election priorities. He observed that all of the Council's key roading projects, including the Eastern Link Road, remained important priorities and that it was encouraging to see increasing attention being given to transport issues in the lead-up to the election period.
 - While receiving initial funding commitments was positive, particularly where land acquisition was required, the Council would prefer to see full project funding confirmed from the outset. Mayor Gordon noted that such an approach would provide greater certainty for long-term planning and project delivery, rather than relying on staged funding arrangements.
 - Certainty of funding was particularly important for a high-growth district such as Waimakariri, as it assisted the Council in planning infrastructure and managing community expectations.

Councillor Bartle sought clarification regarding funding for the Woodend Bypass project. Mayor Gordon confirmed that discussions had taken place; however, the Council was awaiting further clarity on the Government's future Transport Funding Policy. He noted that, during the previous election, both major political parties had committed to the project. Mayor Gordon explained that, given the anticipated timeframe required to deliver the Bypass project, there remained a need to address existing safety deficiencies on the corridor. Funding for some safety improvements had previously been identified; however, a change of Government had resulted in a shift in funding priorities.

Mayor Gordon reiterated that Council had supported fast-tracking the Bypass project. However, if delivery was significantly delayed, interim safety improvements remained important. He observed that traffic congestion and queuing on the route contributed to a range of safety risks and accident types. The Council would continue to strongly advocate for both the delivery of the Belfast to Pegasus Motorway and Woodend Bypass projects, as well as any necessary interim safety improvements. Mayor Gordon noted that Council would continue to engage with relevant political parties and agencies to maintain momentum on the project.

Councillor Powell expressed agreement with Mayor Gordon's comments.

Deputy Mayor Redmond observed that, when the New Zealand Transport Agency had previously been questioned on the matter, he had advised that no funding was currently available for Minor Safety Improvement Works.

7 QUESTIONS UNDER STANDING ORDERS

Nil.

8 URGENT GENERAL BUSINESS

Nil.

9 NEXT MEETING

The next meeting of the Utilities and Roding Committee was scheduled for Tuesday 8 September 2026 at 8.30 am in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 10.07 AM.

CONFIRMED

Chairperson

Date

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-32-109 / 260825251540

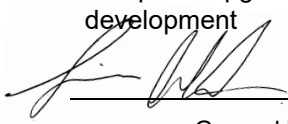
REPORT TO: Utilities & Roothing Committee

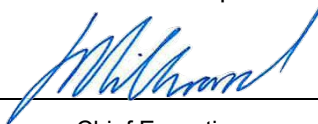
DATE OF MEETING: 8 September 2026

AUTHOR(S): Heike Downie, Strategy & Centres Team Leader
Joanne McBride, Roothing and Transport Manager

SUBJECT: Footpath Upgrade at 70 High Street in line with Cornershop Investment development

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


General Manager


Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek the Utilities & Roothing Committee's approval of the Footpath Paving Design Plan (Attachment i, TRIM: 260825251555) for part of High Street and Ashley Street outside the property no. 70 High Street.
- 1.2. This property is owned by Cornershop Investments and is currently being developed into a new commercial building at this key Rangiora town centre location.
- 1.3. The anticipated building completion is at the end 2026 and it is planned that the footpath upgrade is constructed in November / December, when access to the full footpath will be made available.
- 1.4. The proposed footpath upgrade involves installation of concrete paving as shown in Attachment i, which will bring the public space amenity at this site in line with treatment of other prominent town centre 'core' areas. Staff have been liaising with the developer on the opportunity to undertake the footpath upgrade works to align with the completion of their build. This has been a successful approach in other parts of the town centre and minimises business disruption, whilst complementing new private sector developments.
- 1.5. In anticipation of next year's wider High Street Infrastructure Upgrade project, it is planned that works to remove the 63mm Ridermain that runs along the footpath will be undertaken ahead of the 70 High Street footpath upgrade, so as to avoid re-work and business disruption at a later date. The High Street Infrastructure Upgrade project planned next year will then avoid affecting the newly upgraded footpath.
- 1.6. The proposal to upgrade the footpath at this location was workshopped with the Rangiora Ashley Community Board in August 2026 and the Board is supportive of the Footpath Paving Design Plan and this approach. There is project budget available to meet the costs of the upgrade in this financial year.

Attachments:

- i. Footpath Paving Design Plan for 70 High Street, Rangiora (TRIM: 260825251555)
- ii. Workshop presentation to Rangiora Ashley Community Board August 2026 (TRIM: 260810235121)

2. RECOMMENDATION

THAT the Utilities & Roothing Committee:

- (a) **Receives** Report No. 260825251540.

- (b) **Approves** the Footpath Paving Design Plan for outside of 70 High Street, Rangiora (Attachment i, TRIM: 260825251555)
- (c) **Notes** that budget is available in the 2026/27 year to meet the estimated cost of \$50,000 for the footpath upgrade as a portion of the wider Cenotaph Corner Intersection Improvement project budget, which has a total of \$235,300 available (PJ 101876.000.5133) over 2026/27 and 2028/29. Staff will likely recommend, through the 2027/37 Long Term Plan process, that the balance of that budget is moved to a later year to coincide with other relevant projects, as discussed in 3.5.
- (d) **Approves** the use of \$50,000 from the Cenotaph Corner Improvement Project budget PJ 101876.000.5133 which is available in 2026/27 and currently uncommitted.
- (e) **Notes** that this approach and the Footpath Paving Design Plan were workshopped with the Rangiora Ashley Community Board at its August meeting and the Board have signalled their support.
- (f) **Notes** that work to remove the 63mm Ridermain in the footpath adjacent to 70 High Street will be undertaken ahead of the footpath upgrade; this component will be funded by the Rangiora High St Water Main budget (PJ102776, 5104) and is within the 2026/27 allocated budget of \$1,650,000.
- (g) **Notes** that a Procurement Plan will be developed, however it is likely that a price will be sought from the developer to undertake the works as part of their wider site works.
- (h) **Notes** that the intended footpath upgrade aligns with the approved 2015 plan for the High Street and laneways streetscape enhancements (see slide 5 in Attachment ii), where it was anticipated that a high amenity footpath is installed when development at the then new site at 70 High Street occurs.
- (i) **Notes** that it is anticipated that the footpath upgrade works will occur in November / December this year, when the Cornershop Investments development at 70 High Street nears completion and full access to the footpath is made available.

3. **BACKGROUND**

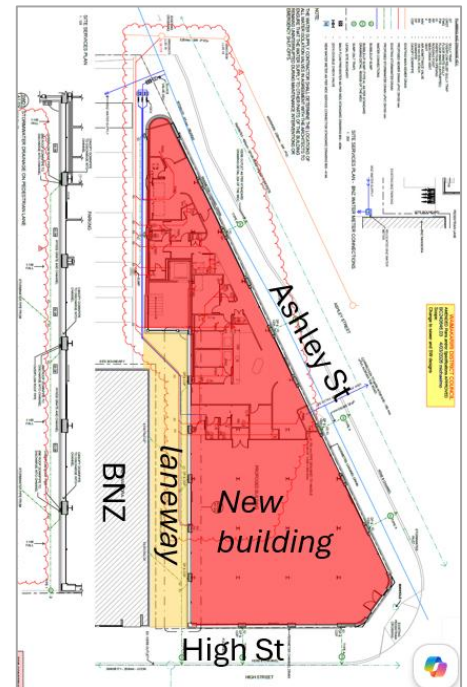
- 3.1. In 2015, Council realigned and signalised the Rangiora town centre intersection at High Street, Ashley Street and Ivory Street which created a new 707m² lot over the former Ashley Street approach to the intersection. Council sought expressions of interest from the private sector and in 2022, sold the newly created property at 70 High Street to Cornershop Investments.
- 3.2. Over recent years, staff have progressed investigations into opportunities to enhance the intersection ('Cenotaph Corner intersection') for pedestrians, noting that Council approved budget for this as a key Rangiora Town Centre Strategy implementation project. In 2023, the Rangiora Ashley Community Board requested that the project is paused until such a time when the private development at 70 High Street progresses.
- 3.3. Cornershop Investments' private development at this site is now underway, which will be home to a new two storey statement commercial building housing office activity on the top floor and retail / hospitality / health and beauty services tenants on the ground floor. Their expected construction completion date is the end of 2026, with tenant fitout likely to still be completed thereafter.



- 3.4. There is an opportunity to upgrade the footpath adjacent to 70 High Street to complement the new development and work in with the private sector, while also future proofing the opportunity to consider any wider intersection pedestrian enhancements at a later date. Such an approach is consistent with practices previously undertaken by Council when opportunities to work in with the private sector adjacent to new developments in the town centres arise, particularly where sites are of high profile, such as is the case at 70 High Street.
- 3.5. Additionally, through its Long Term Plan, Council has committed budget to enhance the streetscape at High Street east (between the Cenotaph Corner intersection and the large format retail area east of the railway) and staff consider that this project is best combined with any wider intersection enhancements at a later date. This will be further discussed with Council in the context of the 2027/37 Long Term Plan preparation.
- 3.6. The opportunity to work in with the private sector and upgrade the footpath adjacent to 70 High Street aligns with Council's 'business friendliness' commitments, and contributes in part to implementing several of the 'Major Projects' identified in Council's Rangiora Town Centre Strategy, including:
 - *Develop the BNZ Corner* to define it as the key gateway to the main retail area and ensure that it wraps the corner in a way that supports more intensive commercial activity to the north, creating a lively street environment.
 - *Reinforce the role of High Street* through enhancing and maintaining the main street through attractive and appropriate uses of gateways, streetscapes, building and connections.
 - *Connect the east to the core* by improving the pedestrian journey between the Cenotaph Corner intersection and the large format retail area east of the railway.

4. **KEY ISSUES**

- 4.1. The new development at no. 70 High Street includes a privately owned new laneway that will be located at the western edge of the site, between the new two storey building and the existing BNZ bank building located at 74 High Street. This new laneway will connect pedestrians from High Street to the rear parking area behind the current BNZ, as well as to the entrance for the stairwell to the second storey located at the northern end of the laneway. The adjacent figure shows the laneway in yellow.
- 4.2. The Footpath Paving Design Plan for 70 High Street (Attachment i) proposes that high amenity pavers (as have been used in other town centre areas) are installed along the new building's primary frontage and main entranceway at the corner of High Street and Ashley Street, as well as at the juncture of the new private laneway and High Street. These locations recognise that these are key feature areas connected to the new development. The developer of 70 High Street has also signalled that he would be open to match Council's paving specifications in the laneway, which would enable visual continuity between these high amenity spaces (laneway and High Street). Additional paving is also proposed in strips along the new development's Ashley Street frontage.
- 4.3. Following the 2015 intersection alignment project, the Council also implemented the project that saw two-way traffic returned to High Street, along with the construction of Conway Lane and various High Street and civic precinct streetscape enhancements. This included the installation of high amenity paving in several locations in footpaths and laneways. At that time, the Rangiora Ashley Community Board had approved a wider concept plan that had already anticipated high amenity paving installed adjacent to a then future development at the newly created lot at 70 High Street. This plan can be found on slide 5 of Attachment ii – the footpath upgrade proposal is consistent with this vision.
- 4.4. Upgrading the footpath adjacent to 70 High Street creates the following benefits:



- Extends town centre 'core' Level of Service / appeal to complement the new at-scale development at a key town centre gateway location / arrival point
 - Future proofs the extension of streetscape amenity to the east to connect High Street east and beyond to the 'core' of the town centre
 - Upgrading the footpath now doesn't preclude any future wider intersection enhancements the Committee may wish to consider, at which point additional features such as street furniture, planters, kerb build outs etc can be explored as part of a wider intersection enhancement and High Street east streetscape project
 - Provides public space cohesion by matching the existing amenity of paving detail at the intersection's southwest (Cenotaph site) and northeast (outside Rangiora Eyecare) corners
 - It is efficient and practical to work in with the private development as has been done in other parts of the town centre; aligning construction avoids any later business disruption
 - There is project budget available in 2026/27 to undertake the footpath upgrade
- 4.5. An existing 63mm Ridermain is located in the footpath along the Ashley Street frontage of 70 High Street. A new Ridermain along the High Street frontage is planned to be installed and connected to this existing line at the High Street / Ashley Street intersection. This will create a ring feed covering the full frontage of both streets to allow for existing and future servicing. Further, as was discussed with Council in August, staff are looking to extend the High Street Ridermain along the full length from Ashley Street back to King Street in order to remove all existing connections from the defective DN200 PVC watermain in advance of that main being replaced next year. It is prudent to construct the full Ridermain length between Ashley Street and King Street under the same contract in order to ensure good value and as it is connected work.



- 4.6. The Ridermain works are planned to be conducted in advance of the footpath upgrade works being undertaken, which avoids re-work, upgraded footpath damage / repair work and disruption to new businesses at a later date. This component will be funded by the Rangiora High Street Water Main budget (PJ102776, 5104) and is within the allocated budget for 2026/27 of \$1,650,000.
- 4.7. Staff have been closely liaising with the Cornershop Investments developer. They anticipate that the development's scaffolding is removed in approximately November, which will enable full access to the footpath for the Ridermain and upgrade works. The exact timing of the footpath works are to be confirmed and are subject to the pace of the private development.

5. OPTIONS

- 5.1. The Utilities & Roading Committee has the following options:
- 5.2. Option 1: Approve the Footpath Paving Design Plan for 70 High Street and the associated budget
- This option would see the timely progression of this minor footpath amendment project. Approving the Plan and budget now means that detailed design and procurement considerations can progress at pace, ready for likely construction in November / December. It would also enable staff to provide certainty to the developer regarding Council's footpath plan, which also has a bearing on residual

design details being progressed by the developer, for example, their Finished Floor Levels, integration with the footpath, and laneway paving details.

Option 1 is the recommended option.

5.3. Option 2: Decline the request to upgrade the footpath

This option would mean that the Committee is not in favour of upgrading the footpath adjacent to the development at no. 70 High Street at this time altogether, which would mean the immediate benefits listed in 4.4 are not realised. This would include foreclosing the opportunity of working in with the developer during their construction period and providing public realm enhancement to their new development at this key town centre site. This option would see the developer reinstate an excavations / footpath damage with asphalt.

The Committee may decide that a footpath upgrade should instead be explored in later years, at the same time as the wider Cenotaph Corner intersection enhancement and High Street east streetscape improvement project, as opposed to a paving-only footpath upgrade at this time. It is noted however that a footpath upgrade at this time does not preclude other enhancements to this corner in the future, as part of a wider project. If this option was chosen, staff would still need to work with the developer to 'make good' the footpath adjoining the development following completion of their build. This would include the developer reinstate an excavations / footpath damage with asphalt. There would also be patch repairs required as part of the Ridermain works.

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

6. **STRATEGIC ALIGNMENT AND COMMUNITY VIEWS**

Mana Whenua Engagement

6.1. The subject matter and/or recommendations contained within this report are not likely to be of interest to mana whenua.

Groups, Organisations and the Wider Community

6.2. There are groups, organisations, or members of the wider community likely to be affected by, or to have an interest in, the subject matter of this report. Staff have been liaising with the Cornershop Investments developer who is in favour of a footpath upgrade to coincide with the completion of the new building. The developer is also open to work with staff on some laneway design elements, to ensure there is public space cohesion between the laneway and High Street.

6.3. The outcome of an upgraded footpath in this key town centre gateway / arrival point location would most likely be supported by the wider community, noting that various Council plans for enhancing the amenity of the public realm have enjoyed strong public support in the past. Generally, high quality pedestrian spaces alongside key private sector investments are of wider community benefit. Such initiatives enhance the vibrancy of the town centre which has positive flow on effects to the resident, visitor and business community. Various projects including the Rangiora Town Centre Strategy and High Street / Conway Lane concept plan provided opportunities for public engagement at the time.

Implications for Community Wellbeing

6.4. There are implications on community wellbeing by the issues and options that are the subject matter of this report, in relation to an enhanced pedestrian / public realm environment. The Ridermain works also provide increased resilience to the community drinking water supply.

Community Outcomes and Strategic Priorities

6.5. Council's Community Outcomes are relevant to actions arising from this report's recommendations:

- Public spaces and facilities are plentiful, accessible and high quality, and reflect cultural identity
- Businesses in the District are diverse, adaptable and growing
- The distinctive character of our takiwā - towns, villages and rural areas is maintained, developed and celebrated

6.6. Council's Strategic Priorities are relevant to the actions arising from this report's recommendations.

- Enhance community wellbeing, safety, inclusivity and connectedness.
- Enable economic development and sustainable growth

7. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

- 7.1. There are financial implications for the decisions sought by this report and funding is currently provided within the Annual / Long Term Plan.
- 7.2. This report seeks approval to utilise the Cenotaph Corner Intersection Improvement project budget (PJ 101876.000.5133) for 2026/27 to meet these costs. This budget has a total of \$235,300, which is presently uncommitted. This is staged as \$50,300 in 2026/27 and \$185,000 in 2028/29. It is anticipated that the work can be accommodated within the 2026/27 budget available.
- 7.3. It is anticipated that the remaining project budget of \$185,000 currently in 2028/29 will be moved from 2028/29 to a later year (likely 2030/31) and combined with another existing project budget to enhance the High Street east streetscape, as discussed in this report. This is subject to a separate workshop and report to Council in the context of the 2027/37 Long Term Plan preparation. It is also anticipated that some financial contribution will be made by the developer as part of a 'make good' obligation – the exact amount will be confirmed.
- 7.4. Works to remove the 63mm Ridermain in the footpath adjacent to 70 High Street will be funded by the Rangiora High Street Water Main budget (PJ102776, 5104) and is within the allocated budget for 2026/27 of \$1,650,000.
- 7.5. A Procurement Plan will be developed and taken to the Procurement PCG for approval.

Community Resilience and Sustainability

- 7.6. The recommendations in this report do have sustainability and/or climate change impacts. Construction works to upgrade the footpath will create some emissions, stemming from operating heavy machinery. At the same time, the key driver of this project is to enhance the public realm and pedestrian environment, which supports active transport modes and may reduce some traffic circulation as town centre visitors choose to walk between key destinations.

Risk Management

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

Health and Safety

- 7.8. There are no health and safety risks arising from the adoption / implementation of the recommendations in this report. Contractors engaged for the works will be required to be SiteWise registered and complete a Site Specific Safety Plan prior to commencing works on site.

8. CONTEXT

Consistency with Policy

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

Authorising Legislation

- 8.2. Local Government Act 2002

Authorising Delegations

- 8.3. The Utilities and Roading Committee is responsible for roading and transportation and has the authority to implement tasks identified in the Long Term Plan or Annual Plan for the Committee's activities where financial provision has been made, and to approve work programmes for works that the Council has budgeted a general level of expenditure for.



REV	REVISION DETAILS	DRN	CHK	APP	DATE
A	FOR INFORMATION	AK	---	---	11/08/2026

SURVEYED	---	--/--/2025	PROJECT No	PD001943
DRAWN	AK	11/08/2026	CON No	---
DRAWING CHKD	---	--/--/2025	SCALE (A3)	1:250
DESIGNED	---	--/--/2025	DATUM ORIGIN	---
DESIGNED CHKD	---	--/--/2025	HORIZONTAL	NZTM GD2000
APPROVED	---	--/--/2025	VERTICAL	NZVD 2016



PROJECT
RED LION INTERSECTION

SHEET TITLE
FOOTPATH PAVING ADJUSTMENT PLAN

FOR INFORMATION NOT FOR CONSTRUCTION	
DRAWING	4668
SHEET	REVISION
1	A



BNZ Corner Footpath Upgrade

Workshop with Rangiora Ashley Community Board

260810235121

12 Aug 2026



Heike Downie, Strategy & Centres Team Leader

Joanne McBride, Roading & Transport Manager

1

Purpose

1. Background & driver
2. Opportunity for interface with public space
3. Next steps



2

1. Background & driver

- In 2015, “Red Lion Corner” intersection was realigned & signalised – new 707m² lot created & later sold to Cornershop Investments
- In recent years, considered wider pedestrian intersection enhancements & workshopped - asked to pause project until private BNZ Corner development progresses
- LTP will look to time wider intersection upgrades budget with High St east streetscape extension – consolidate projects (2030/31)
- BNZ Corner development at 70 High St underway

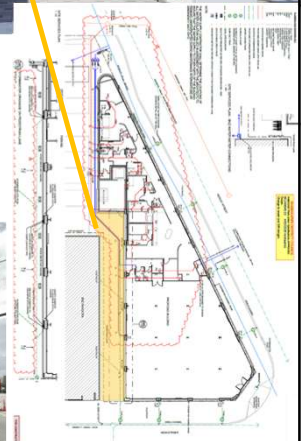
➤ *Opportunity to upgrade footpath to complement new development and work in with private sector, while future-proofing opportunity to wider intersection / High St east works in 2030/31*



3

1. Background & driver

- Cornershop Investments development



4

- Following “Red Lion Corner Realignment”, Council also implemented project of two-way High Street, construction of Conway Lane, and enhancing streetscape – approved by RACB 2015
- Feature paving installed at High St, laneways, strips, key corners incl at SW and NE corners of Cenotaph Corner intersection – intention to wrap around future BNZ corner development



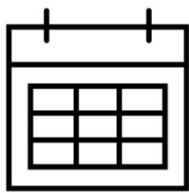
2. Opportunity for interface with public space

- Extends town centre 'core' LOS / appeal to **complement new at-scale development at key gateway location**
- **Future proofs extension** of streetscape amenity to east to connect core
- Upgrading footpath now **doesn't preclude** future wider intersection enhancements – can entertain furniture, planters, build outs etc as part of wider project
- Provides **public space cohesion** by matching amenity of paving detail at SW and NE corners
- **Efficient and practical** to work in with development as has been done in other parts of the town centre – **minimises business disruption** to construct at same time
- **Budget available** in 2026/27



7

3. Next steps



- Tonight: Seeking signal from Community Board
- September: Report to Utilities & Roading Committee to approve budget
- Ongoing: Work alongside developer on details / FFLs etc
- Towards end of year: Construct, in line with developer's practical completion of end 2026



8

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG 32-72 / 260423102350

REPORT TO: UTILITIES & ROADING COMMITTEE

DATE OF MEETING: 8 September 2026

AUTHOR(S): Peter Daly, Road Safety Coordinator
Joanne McBride, Roading & Transport Manager

SUBJECT: Skew Bridge Warning Signage Vandalism & Replacement

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

General Manager

Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek approval to install static "Slow Down High Crash Area" signs on Skewbridge Road (either side of Skew Bridge).
- 1.2. Two electronic signs had previously been installed in this location, however, there have been ongoing challenges due to deliberate vandalism and theft of components of the electronic signs.
- 1.3. The signs have been damaged on two occasions: first off to remove components, and on the second occasion the signs were damaged beyond repair and left unusable. The repairs and replacement come at significant cost to ratepayers.
- 1.4. Staff have considered various options from replacing the signs with new electronic sign to moving to static signs. To continue to replace these electronic signs would cost in excess of \$20,000 each time they are damaged. The cost to employ static signs is approximately \$3,000 - \$4,000, with the added benefit of reducing the likelihood of vandalism / theft of components.
- 1.5. Given the repeated nature of deliberate vandalism and theft in the area, it is recommended that static signs be installed. The signs as proposed are as follows:



- 1.6. The signs are not a formal "Traffic Control Device" and as such they can be used where the road controlling authority deem there to be a crash problem. They are generally used where improvements are proposed in the future but have not yet been undertaken.

2. **RECOMMENDATION**

THAT the Utilities and Roading Committee

- (a) **Receives** Report No. 260423102350.
- (b) **Approves** the installation of static “Slow Down High Crash Area” signs in place of the electronic signage.
- (c) **Notes** there have been ongoing issues with vandalism and theft from the previous electronic signage and that replacing the signs with more electronic signage is not considered due to the ongoing nature of this activity.

3. **BACKGROUND**

- 3.1. A history of vehicle crashes at the Skewbridge Road overbridge led to a project in 2021/22, which took steps to improve safety on the approaches to Skew Bridge.
- 3.2. The objective was to provide safety improvements as an interim measure, until the bridge replacement can occur, noting that the bridge is not yet at end of life.
- 3.3. The safety improvements aimed to reduce the speeds on the approaches to the bridge as the Crash Analysis System data had shown that many of the crashes were due to losing control on the north-western approach of the bridge.
- 3.4. In the period 2019 to 2022, there were seven (7) crashes recorded in CAS in that area. Since the installation of the signs (2023 to 2026), CAS has recorded one (1) non-injury crash there.
- 3.5. The combination of signage (both electronic & static), road marking and threshold treatments have achieved the aim of reducing crashes at that location.
- 3.6. As part of the safety improvement works, two electronic signs were installed, one on each approach to the bridge.
- 3.7. On each approach a kerb threshold was installed with two sign poles, one held the electronic sign and a solar panel, the other held an additional solar panel. A separate roadside cabinet held the batteries, and control mechanism for the signs. Figure 1 refers.

Figure 1: Original installation.



- 3.8. The signage cost of the project in 2022 was \$50,394.74 excluding GST.
- 3.9. In 2024, theft occurred with offenders using portable disc grinders to break into the roadside cabinet and components fitted in that cabinet were stolen.

- 3.10. Staff then worked with the sign supplier to fit a “theft proof” stainless steel box to the sign to ensure the components were not easily accessible at ground level, and to discourage further vandalism.
- 3.11. The two new boxes were fitted in early 2025 at a cost of \$20,141.21 excluding GST. Figure 2 shows the new design.

Figure 2: Updated installation.



- 3.12. In early 2026 vandalism and theft again occurred. This time the offenders used portable disc grinders to cut the poles at each installation off at ground level and pushed the signs into the drainage ditches at the rear of the installations. Figures 3, 4 and 5 refer.

Figure 3: Ground Socket



Figure 4: Northern sign



Figure 5: Southern sign



- 3.13. As on the previous occasion, components were stolen from the stainless-steel cabinets of both sign installations. The sign debris was recovered by the Road Maintenance Contractor. The signs were assessed as a total loss.
- 3.14. This incident was reported to Police. With no line of enquiry to pursue, that Police file was deactivated.

4. **KEY ISSUES**

- 4.1. At the time the electronic warning signs were being planned for, consideration was given as to whether the signs should be powered by an electricity supply or battery operated.
- 4.2. A powered supply was at the time estimated to cost between \$200,000 to \$300,000 which was based on an estimate from Mainpower to extend the high voltage power supply. This was cost prohibitive.
- 4.3. As such a battery powered option was progressed, which included two sets of solar panels and batteries for each site, as this provided the required operational capacity / storage to ensure the signs could operate effectively, given the high volume of traffic on Skewbridge Road and therefore the high run time the signs would need to operate for.
- 4.4. The componentry for the signs, including batteries have become a target for theft and vandalism.
- 4.5. An alternative supplier of electronic warning signs was approached to see there were other more secure electronic sign options available. The advice received was that given that the signage had been the target of theft twice, consider should be given to replacement with static signs.
- 4.6. It is broadly recognised in road safety fields that electronic warning signs have a greater effect on driver behaviour than static warning signs. Despite this, there are situations where electronic signs are not affordable or effective, and in this case static signs should be considered.
- 4.7. An example of this is at the SH1 bridge at Waikuku, where the electronic “40 WHEN CYCLISTS PRESENT” signs were replaced with static signs when frequent faults with the electronics led to frequent down-time and disproportionate maintenance costs for those signs.
- 4.8. In a variety of locations around the country NZTA uses “SLOW DOWN – HIGH CRASH AREA” signs, as shown in Figure 6.

Figure 6: *Static sign*



- 4.9. It is important for safety on the approaches to Skew Bridge, that signage adequately warns those unfamiliar with the area of the out-of-context nature of the bends. Such signage, in combination with the kerb buildouts and road marking, is proven to reduce crashes in high-risk sites.

- 4.10. In the future, the risk associated with the approaches will be addressed at the time of the replacement of the bridge itself, but in the interim period this area remains a significant road safety risk.

5. **OPTIONS**

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

5.2. **Option One: Do not replace the Signs.**

This option would result in the vandalised signs not being replaced. This is not a recommended option as it does not address the safety risk on the approaches to Skew Bridge.

5.3. **Option Two: Replace the vandalised signs with new electronic signs.**

This option would see the electronic signs being replaced with new electronic signs. If this option was progressed then there would be a risk of further theft / vandalism, as was the case when the components were moved onto the back of the old signs and the signs were then cut off at ground level and destroyed to retrieve components.

This option would have a likely cost of around \$30,000 to \$50,000 including signs, solar panels and components. In addition, it would be recommended that video surveillance was installed should this option be considered. The ongoing operational costs would need to be considered and would require pricing from the sign supplier. This is likely to be in the range of \$4,000 to \$10,000 per year, dependent on the supplier. Due to the risk of ongoing damage and the ongoing cost, this not the recommended option.

5.4. **Option Three: Replace with Static “Slow Down High Crash” Signs**

Replace the signs with “Slow Down High Crash” static signs as shown in Figure 6. This is the recommended option as it alerts drivers to risk, without the risk of theft of more expensive electronic components. The estimated cost of two new static signs including installation is \$3,000 to \$4,000.

This options also represents the lowest cost for replacement, does not have an ongoing operational cost, and removes the risk of theft of components. It does not remove all risk of vandalism however, as signage is subject to vandalism around the district on occasions.

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

6. **STRATEGIC ALIGNMENT AND COMMUNITY VIEWS**

Mana Whenua Engagement

- 6.1. The subject matter and/or recommendations contained within this report are not likely to be of interest to mana whenua.

Groups, Organisations and the Wider Community

- 6.2. There are no groups, organisations, or members of the wider community likely to be affected by, or to have an interest in, the subject matter of this report.

Implications for Community Wellbeing

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

Road safety impacts the wider community, and this is a well-used route, as such there is likely to be interest in the replacement of the signage.

Community Outcomes and Strategic Priorities

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

- Environmental: a place that values and restores our environment
 - The natural and built environment in which people live is clean, healthy and safe.
 - Economic: a place that is supported by a resilient and innovative economy
 - Infrastructure and services are sustainable, resilient, and affordable. There is a safe environment for all.
- 6.5. The Council's Strategic Priorities are relevant to the actions arising from recommendations in this report.
- Enhance community wellbeing, safety, inclusivity and connectedness
 - Advance an integrated and accessible transport network

7. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

Financial Implications

- 7.1. There are financial implications for the decisions sought by this report.
- 7.2. Funding is currently provided within the Annual / Long Term Plan
- 7.2.1. The estimate for the recommended option of installing two static signs is \$3,000 to \$4,000 which would be funded from the roading Signs Renewal budget

Datascope GL	Job Activity	Product Code
PJ100183	PJ100183.Construction R	5104Renewal

Community Resilience and Sustainability

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

Risk Management

- 7.4. There are risks arising from the adoption/implementation of the recommendations in this report. Doing nothing exposes motorists to the risk that was present prior to the implementation of the project being undertaken.

Health and Safety

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

Roadside sign installation and maintenance is conducted by Council contractors in the normal course of their business, using standard risk management processes.

8. **CONTEXT**

Consistency with Policy

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

Authorising Legislation

- 8.2. Not applicable

Authorising Delegations

- 8.3. The Utilities & Roading Committee has delegated responsibility for Roading & Transport (including road safety, multi-modal transport & traffic control).