

Waimakariri District Council

Utilities and Roading Committee

Agenda

Tuesday 15 July 2025

9am

Council Chambers
215 High Street
Rangiora

Members:

Cr Joan Ward (Chairperson)

Cr Robbie Brine

Cr Niki Mealings

Cr Philip Redmond

Cr Paul Williams

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 15 JULY 2025 AT 9AM.

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, 17 June 2025.

7 – 18

RECOMMENDATION

THAT the Utilities and Roothing Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roothing Committee held on 17 June 2025 as a true and accurate record.

3.2 Matters Arising (From Minutes)

4 DEPUTATION/PRESENTATIONS

4.1 Waimakariri Biodiversity Trust – Judith Roper-Lindsay

5 REPORTS

5.1 Approval to Install No-Stopping Restrictions on Flaxton Road at Camwell Park – Shane Binder (Senior Transportation Engineer)

19 – 22

RECOMMENDATION

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 240207017507.
- (b) **Approves** the installation of No-Stopping restrictions on the western side of Flaxton Road, for 50m north and south of the Flaxton Road / Camwell Park intersection.
- (c) **Notes** that the impacts on the community of the stopping restriction are considered to be very minor; however, the safety and road operation implications are higher. As such this report is being brought directly to the Committee for consideration.
- (d) **Notes** that Flaxton Road is a boundary road between both the Rangiora-Ashley and Kaiapoi-Tuahiw Community Board ward areas.
- (e) **Circulates** the report to the Rangiora-Ashley and Kaiapoi-Tuahiw Community Boards for their information.

5.2 Proposed Roding Capital Works Programme for 2025/26 and Indicative Three Year Programme – Joanne McBride (Roding and Transport Manager) and Kieran Straw (Civil Projects Team Leader)

23 – 37

RECOMMENDATION

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 250505077283.
- (b) **Approves** the attached 2025/26 Roding Capital Works Programme TRIM No. 250505077435(V02).
- (c) **Endorses** the attached Roding Capital Works Indicative Programme for the 2026/27, 2027/28 and 2028/29 years. TRIM No. 250505077435(V02).
- (d) **Notes** that staff have included one additional change to the programme for Utilities and Roding Committee approval, which is to include an additional bus shelter in the 2025/26 programme. As a result of being able to progress additional work in 2024/25, there is the ability to deliver an additional shelter in 2025/26. This change was not a specific request from any Community Board.
- (e) **Notes** that feedback from each Community Board has been received and is summarised in Section 4.
- (f) **Notes** that one change has been made within the Indicative three-year programme. The change request was made by the Kaiapoi-Tuahiw Community Board and was to consider bringing Cridland Street kerb and channel, and footpath projects forward to 2027/28 (to follow on after the proposed wastewater and stormwater upgrades). To accommodate this request from the Kaiapoi-Tuahiw Board, the Otaki Street kerb and channel, and footpath projects have needed to be moved out a year to 2028/29. This also resulted in an additional site in Rangiora (Kingsbury Ave footpath) being moved from 2027/28 to 2028/29 to ensure the budget amounts are being fully utilised.
- (g) **Notes** that the programme is circulated to the Community Boards for approval each year, providing further opportunity for feedback on the indicative programme, and allows for changes where other issues develop.

5.3 **Project Update Under Infrastructure Resilience Fund 2024/25 and May 2025 Flood Recovery Progress Update – Kalley Simpson (3 Waters Manager) and Melanie Liu (Infrastructure Resilience Manager)**

38 – 50

RECOMMENDATION

THAT the Utilities and Roding Committee:

- (a) **Receives** Report No. 250703120494.
- (b) **Notes** that of the 24/25 projects, four projects have been completed, two are in construction, and three are in design phase.
- (c) **Notes** that the 24/25 expenditure to date is \$210,524 and the final forecast expenditure of \$510,357, as of 1st July 2025, out of a total budget of \$500,000.
- (d) **Notes** that the \$500,000 budget for 2024/25 will not be exceeded and any funding required for completion will be funded from the 2025/26 budget.
- (e) **Notes** that, for the May 2025 event, 181 service requests have been triaged, grouped and classified.
- (f) **Notes** that, for the May 2025 event, a total of 49 investigations, 80 maintenance checks and 7 customer advice are identified.
- (g) **Notes** that the Infrastructure Resilience Team is in the process of undertaking the investigations and maintenance checks in response to the May 2025 event.
- (h) **Circulates** this report to all Community Boards for information.

6 PORTFOLIO UPDATES

6.1 **Roding – Councillor Philip Redmond**

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

6.3 **Solid Waste– Councillor Robbie Brine**

6.4 **Transport – Mayor Dan Gordon**

7 REPORT REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

7.1 **Request approval of No Stopping Restrictions – Golding Avenue, Cust Road, and Papawai Drive – Shane Binder (Senior Transportation Engineer) and Nitin Puthupparambil (Transportation Engineer)**

The Rangiora-Ashley Community Board considered report Trim 250227032830 at its meeting held on 9 July 2025.

51 – 56

RECOMMENDATION

THAT the Utilities and Roding Committee:

- (a) **Approves** installation of the following no-stopping restrictions:
 - i. 11m north of the driveway to 22 Golding Avenue, Rangiora.
 - ii. From a point 10m south of the driveway to 19-31 Golding Avenue, Rangiora, for 11m south.
 - iii. 24m east of Earlys Road, Cust on the north side of Cust Road.
 - iv. 5m north of the access to Koura Reserve on Papawai Drive, Rangiora.

8 REPORT FOR INFORMATION FROM THE OXFORD-OHOKA COMMUNITY BOARD

- 8.1 **Request for Approval to Install a Stop Control at High Street / Church Street / Weld Street Intersection – Shane Binder (Senior Transportation Engineer) and Nithin Puthupparambil (Transportation Engineer)**

57 – 61

RECOMMENDATION

THAT the Utilities and Roding Committee:

- (a) **Receives** Item 8.1 for information.

9 QUESTIONS UNDER STANDING ORDERS

10 URGENT GENERAL BUSINESS

NEXT MEETING

The next meeting of the Utilities and Roding Committee will be held on Tuesday, 19 August 2025 at 9am.

Workshop

- Highfield Lane (Rangiora) Options Discussion – Joanne McBride (Roding and Transport Manager), Shane Binder (Senior Transportation Manager) and Tim Johnston (Senior Resource Management Planner)

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 17 JUNE 2025 AT 9 AM.

PRESENT

Councillor J Ward (Chairperson), Mayor D Gordon, Councillors R Brine, N Mealings, P Redmond and P Williams.

IN ATTENDANCE

Councillors B Cairns, T Fulton and Deputy Mayor Atkinson (arrived at 10.32am).

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roding), S Hart (General Manager Strategy, Engagement and Economic Development), K Simpson (Three Waters Manager), J McBride (Roding and Transport Manager), M Liu (Infrastructure Resilience Manager), H Downie (Strategy and Centres Team Leader), V Thompson (Senior Advisor Business and Centres), and K Rabe (Governance Advisor).

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

There were no conflicts declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Utilities and Roding Committee held on Tuesday, 15 April 2025.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Utilities and Roding Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roding Committee held on 15 April 2025 as a true and accurate record.

CARRIED

3.2 Matters Arising (From Minutes)

There were no matters arising.

4 DEPUTATION/PRESENTATIONS

Nil.

5 **REPORTS**

5.1 **190 High Street Bin Storage Issues and Options – V Thompson (Senior Advisor Business and Centres), G Maxwell (Business and Project Advisor) and H Downie (Strategy and Centres Team Leader)**

H Downie and V Thompson presented the report, which sought support for the owner and landlord of 190 High Street, Rangiora, to be responsible for providing a storage solution for tenants' waste bins within the building footprint. H Downie noted that this matter had been discussed with the building owner several times, both during the planning and construction of the development, and that it was a condition of the resource consent that waste storage and removal were the responsibility of the landlord. It was again raised when it became known that Postie Plus would be a tenant, as this business had a history of issues with waste storage and disposal. The Waste Minimisation Officer had previously worked with the business, coaching it on how to manage and minimise its waste. Staff believed that providing space on Council-owned land for waste storage would set a precedent and create an expectation that the Council should provide Council-owned land for other businesses in High Street and other town centres to store waste.

Mayor Gordon acknowledged that this was a very comprehensive report. He thanked staff for the work that had gone into its preparation, as well as for their efforts in working with business owners to resolve the issues. However, he believed that this was a problem with far-reaching impacts throughout the district. Mayor Gordon suggested that the report lie on the table until a workshop could be arranged to discuss the matter of business-generated waste storage and disposal to ensure Councillors had a complete understanding of the issues facing business owners and how this could impact the Council.

J Millward noted that there was concern that if storage were offered to the building owner, it would open the door to every building owner along High Street expecting the Council to manage waste storage and disposal. Mayor Gordon acknowledged the Chief Executive's position; however, he believed that a broader understanding of the problems should be considered before a decision was made.

In response to a question regarding precedent-setting in relation to 188 High Street, Rangiora, S Hart advised that in the matter of Conway Lane, the Council had been a partner in the development and, as such, had provided space during phase one of the development for waste storage. The partnership in this development had since been dissolved; however, the Council's obligation under the agreement for waste storage was still binding, given that phases two and three were not realised.

Councillor Williams asked if the Council was receiving compensation for leasing the land for storage and was informed that the lease was rolled over every 12 months and carried a nominal rental. Once the redevelopment of the Blake Street car park began, the lease would be forfeited, as the need for car parking took precedence. S Hart also stated that once the car park was redesigned, a possible solution would be investigated for Conway Lane; however, until that time, the Council was obligated to provide space on the current car park. If any changes to the current lease were considered, they would be brought to the Council for a decision.

Councillor Mealings inquired about how other building owners and tenants managed waste storage and was informed that this was managed within the building's footprint. In response to a question regarding the value of car parking, V Thompson noted that a car park was currently valued at between \$500 and \$1,000 per annum. S Hart reminded the Committee that the Council had recently purchased land to assist with the provision of parking for the town centre.

Councillor Redmond asked if discussions had been held with the landlord regarding his failure to fulfil his agreement to provide storage for waste. H Downie stated that staff had spoken to the landlord several times regarding this matter.

Councillor Williams asked what staff could do given the non-compliance with the resource consent and was told that it was not a requirement of the consent per se; however, the consent was granted with the agreement that waste storage would be managed within the building footprint.

Mayor Gordon stated that he would support the recommendation if an additional recommendation were included as (c), which requested that a workshop be arranged to discuss the implications of waste storage options for businesses in the future, ensuring that Councillors had a broader understanding of the matter.

Moved: Mayor Gordon

Seconded: Councillor Redmond

THAT the Utilities and Roothing Committee:

- (b) **Receives** Report No. 250603098646.
- (c) **Adopts** Option 1 where the owner of 190 High Street (the landlord) is responsible for providing a storage solution for their tenants' bins, whether onsite within the existing building footprint or private land boundary at 190 High Street, or by other means.
- (d) **Requests** a workshop to look at the boarder issues of waste storage in the Blake Street carpark.
- (e) **Notes** the background context as set out in this report including previous conversations had with the developer of 190 High Street regarding the necessity to make provision for tenants' bin storage including as part of the building consent application process.
- (f) **Notes** that some tenancies of 190 High Street have in recent months reached out to Council seeking a resolution to their rubbish storage issues.
- (g) **Notes** that the rubbish collection rates currently being applied to 190 High Street are below the minimum requirement due to the number of tenancies currently rated for as detailed in 4.13 of this report, meaning the developer has had a discount on this portion of their rates since July 2024 (approx.) – staff are working to resolve this so that the full rates are charged in due course
- (h) **Notes** that within the design plans for 190 High Street, some areas already allow for staff kitchen facilities and/or general storage which could be used to support bin storage; three 80L kerbside collection bins would take up approximately 0.75sqm in floor space for each tenancy.
- (i) **Notes** that the current rubbish compound within the public Blake Street carpark which houses bins for 188 High Street (within Conway Lane) was enabled through a License to Occupy arrangement because at the time of construction, dedicated rubbish and servicing areas were to be provided as part of Stage 2 of the North of High Street development plan, as discussed in paragraph 4.17 of this report.
- (j) **Notes** that staff considered a range of options in formulating this report, including options that could see a new or extended existing rubbish compound located on Council land, and that if such an option was deemed preferable, it would require the removal of at least three public carparks to accommodate this; the cost would be recovered from the property owner by way of an annual market rate rent for the use of land.

- (k) **Notes** the range of implications, including the risk of setting a precedent, for the Council in seeking to resolve rubbish storage matters for developers or property owners on public land as detailed in this report.
- (l) **Circulates** this report to the Community Boards for their information.

CARRIED

Mayor Gordon thanked the staff for their work on this matter and, while he sympathised with the landlord and tenants, he also understood the concern about setting a precedent, hence his request for a workshop on this topic. There was a need for a broader understanding and discussions on future waste options developments. He noted that he had been involved in negotiations for car parking with business owners and looked forward to the redevelopment of the Blake Street car park, which should alleviate the pressure on parking.

Councillor Redmond stated that this was a clear and comprehensive report, which outlined clear options while taking into account the landlords' and broader issues under consideration.

Councillor Ward thanked staff for their work and hoped that a better understanding and solutions could be achieved.

5.2 Infrastructure Resilience Fund Proposed Projects for 2025/26 and Work Planning following the May 2025 Flood Event – M Liu (Infrastructure Resilience Manager) and K Simpson (Three Waters Manager)

M Liu and K Simpson presented the report, which informed the Committee on the proposed projects under the Infrastructure Resilience Fund for the 2025/26 financial year, as well as the work planned in response to the May 2025 flood events.

A total of 181 service requests were received relating to the May 2025 flood event, which had been collated, triaged and categorised. Forty-nine investigations and 90 maintenance tasks had been identified to address the issues raised in the service requests.

Councillor Fulton inquired about the measures being taken in the known flood areas, and G Cleary replied that each rain event was unique, highlighting different areas of concern. These were important as they provided an opportunity to collect data and insights for future events. Many of these issues could be addressed through maintenance, while others require investigation and intervention to prevent future flooding. However, for areas of known concern, it was often not a matter of an immediate fix but a series of interventions and maintenance to achieve a workable solution.

Councillor Mealings queried the work to be carried out in Mill Road, Ohoka, and M Liu replied that the culverts in this area would be upgraded. Councillor Mealings noted that the resident at 547 Mill Road had experienced flooding on several occasions, and M Liu stated that she would follow up on this matter.

Councillor Williams acknowledged that the May rain event had been managed well, however, noted that the undercurrents had not been running due to a dry summer. Councillor Williams queried whether the district would experience a further rain event in the next few months, and if so, whether there would be a sufficient budget to cover the required work. K Simpson replied that all the catchment areas were now saturated, given the rain experienced in the last week. Therefore, there would potentially be a greater impact if another event were to occur. A report was scheduled to be presented at the July 2025 Council meeting regarding this matter and a possible request for an increased budget. However, staff believed that currently there was sufficient funding available until

the end of this financial year, with a new allocation for the 2025/26 financial year soon to be available.

Councillor Cairns noted that there were significantly high-priority projects that were not reflected on the list provided. K Simpson replied that the Kaiapoi projects, now using sucker trucks as a short-term solution, were in the process of addressing several factors that supported flooding mediation. He reiterated that drainage and flooding were not a one-item solution, but rather a comprehensive approach involving several different streams of work, including sewerage, pumps, and stormwater, to achieve the required outcome.

In response to a question by Councillor Fulton regarding the allocation of budgets, K Simpson replied that the funds currently shown had not been allocated to different streams and were held in one sum to be used when and where required in the event of a rain event.

Moved: Mayor Gordon

Seconded: Councillor Williams

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 250502076463.
- (b) **Notes** that the current budget of \$1,500,000 has been approved for the Infrastructure Resilience Fund for 2025/26.
- (c) **Notes** the 2025/26 proposed projects for the Infrastructure Resilience Fund. The projects are listed as follows:
 - Church Bush Road, Tuahiwi
 - Waikuku Beach Road, Waikuku
 - Threlkelds Road, Ohoka
 - MacDonalds Lane, Waikuku
 - Power Road, Flaxton
 - Park Terrace, Waikuku Beach
 - Mairaki Road, Fernside
 - Mill Road, Ohoka
 - Tram Road, Whites Road and Edmunds Road, Ohoka
 - Island Road, Kaiapoi
 - Queens Avenue, Waikuku Beach
- (d) **Notes** that it is expected there will be additional projects identified from the investigations underway as a result of the May 2025 flood event. The proposed projects and the additional projects will be re-prioritised to form an updated list of proposed projects in the financial year 2025/26.
- (e) **Notes** that any changes to the list of proposed projects for the 2025/26 financial year will be reported to the Utilities and Roothing Committee for approval.
- (f) **Notes** that further updates on the May 2025 flood event and progress with 49 investigations and 90 maintenance checks will be reported to the Utilities and Roothing over the coming months.
- (g) **Notes** that a report providing the progress of the projects under Infrastructure Resilience Fund for 2024/25 financial year will be submitted to the Utilities and Roothing Committee in August 2025.
- (h) **Circulates** this report to the Community Boards for information.

CARRIED

Mayor Gordon noted that good questions had been raised; however, he was proud of the work done by staff, both in the recent weather event and in the proactive efforts of other local authorities, which enabled a positive outcome in the wake of the May 2025 rain event. He had every confidence in the team's identification and verification of projects that required work, as well as the resilience this provided to the district in times of natural disasters. Mayor Gordon believed it was not possible to budget nature; however, the strategy followed by staff had served the Council well.

Councillor Williams acknowledged the work done by staff and contractors to achieve the excellent outcome of the May 2025 rain event. He also noted that the district's Drainage Advisory Groups had been positive on the work done and the results achieved over the previous few years.

Councillor Mealings stated that she was proud of the collaborative approach taken by the Council and its staff in working with residents and contractors to mitigate flooding issues in the district.

Councillor Ward thanked the staff for their proactive approach to resilience and mitigating flooding in the district.

Mayor Gordon noted that the Minister had complimented the Waimakariri District on its handling of the May 2025 weather event and acknowledged the Chief Executive's initiative to ensure sufficient resourcing for civil defence during such events.

6 PORTFOLIO UPDATES

6.1 Roading – Councillor Philip Redmond

Focus areas for staff:

- Post-flood response continued following the event from 30 April to 2 May 2025. This had included clearing water tables, removing debris from around bridges, pavement repairs and remetalling. An application for emergency funding had now been submitted to the New Zealand Transport Authority (NZTA) for consideration.
- Drainage works were underway. This included the installation of box culverts on Mill Road, Ohoka and new culverts / upsizing culverts on Lees Valley Road.
- Pre-winter pavement repairs had been continuing, including a large repair at the intersection of Rangiora Woodend Road / Boys Road / Tuahiwi Road intersection. Asphalt repairs had also been carried out to address joint issues on Williams Street, Kaiapoi.
- The annual programme for remetalling of unsealed roads was underway.
- Bridge maintenance and component replacement. The Mandeville Bridge had to be closed due to concerns about its structural integrity, following the discovery of timber rot in the bearers beneath the bridge deck. Staff were working closely with WSP (Structural Engineers) to determine repairs. These would be actioned as soon as possible, and a timeframe would be provided to the community once determined.
- Routine road marking had been continuing.

Capital:

- The Kerb and Renewal work on Edward Street was nearing completion.
- The first section of kerb and channel on Kippenberger Avenue near Lamb and Heyward was nearing completion, with the topsoiling/line marking and planting still to be done. Pidgeon Contracting had now moved down to the urban limit to complete the last section of kerb and channel.
- The Rangiora Town Hall carpark construction was continuing. EDR Contracting had been installing all the new kerbs and was now focused on building the new pavements. Planned to lay surfacing in the next week to ten days.

- The Charles Street Kerb and Channel Replacement project was progressing well. The kerb and channel had been poured, and footpath works were progressing well.
- The East Belt's new kerb and footpath were progressing slowly. Kerb had been poured, and the reinstatement of the footpath and shoulder was to follow.
- Lees Road Gritted Path had been constructed and was complete.

Other works:

- Raven Quay upgrade of the storm water, water and sewer pipelines was now completed, and the road had been sealed. Road marking was to be reinstated.
- KiwiRail would be upgrading the Wales Street level crossing from 15th - 18th June. Wales Street would be closed on either side of the rail crossing. Pedestrian access would be maintained.
- Bush Road, Oxford, would be closed between Mill Road and Bay Road for water main installation works.
- Remedial works to a sewer trench were being carried out on Johns Road this week, with the road closed to westbound traffic. This was expected to take two days.
- A northbound closure of Ivory Street was planned for 24 June 2025. Traffic heading north through Rangiora would be detoured via Victoria Street and Buckham Street. 25 June 2025, was a contingency day.

Road Safety:

- The next Kick Start Motorcycle event was planned for 14th September. This event was to be held at the Air Force Museum and was a combined event run in collaboration with both the Selwyn District Council and the Christchurch City Council.
- A "Girls Can Do Car Maintenance" event was being held on 1st July. The Council had teamed up with Rangiora Motor Group to provide this free event where women could learn more about car maintenance. This was the first session of its kind to be conducted. There were 40 places available, with 20 being booked in the first three days of advertising.
- A winter driving campaign had been run with ice scrapers and windscreen cloths being distributed to the service centres.

Events:

- Nothing in the next month.

New Road Cone Reporting Tool

- The new national Road Cone Online Reporting tool had just been launched. The tool was being managed by WorkSafe, with any reports logged being sent to the Road Controlling Authority (RCA) for investigation.

Councillor Ward noted that the "Girls Can Do Car Maintenance" initiative might be of interest to young women and suggested that the Youth Council may be interested in promoting it.

Councillor Mealings asked what work was being done to the rail crossing at Wale Street and was told that it was maintenance to the rails themselves. Councillor Mealings also asked if the Mill Road verge would be tidied up after the works were completed and J McBride agreed that this area would be topsoiled and regressed.

Councillor Cairns asked that the thanks of the Kaiapoi Saturday Market be passed on to the Contractor who was working on the Charles Street kerb and channel renewal. The Contractor had been very accommodating on Saturday to ensure there was no disruption to the market.

Mayor Gordon asked for further information on the following topics:

- The process of cleaning up loose chips after resealing could impact business owners in the vicinity.
- What the plan was to address road reseals, which had not taken well
- An update on the Waimakariri Gorge Bridge and its status.

Councillor Fulton requested information on the status of the land at the corner of Bennetts Road and the timeline for tidying the road verge once the business had relocated.

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

Water

- Overall, the UV upgrades were progressing well:
 - The Rangiora UV plant at South Belt and West Eyreton UV plant had both been successfully commissioned and were now operational.
 - The Ohoka water treatment plant upgrade works was underway and was expected to be completed in September 2025.
- Garrymere well drilling works were underway.
- The Ayers Street Water Treatment Plant to East Belt water main project (which was a larger 300mm PE booster main) was currently out for tender and was expected to be awarded in July 2025.

Wastewater

- The septage disposal facility had been successfully commissioned. The facility was currently being trialled by a local contractor and was expected to be operational and ready to receive septage from the public in July 2025.

Drainage / Stockwater

- A meeting on the Mandeville Resurgence Channel was held last week at the Des Lines property on the corner of Tram Road and No. 10 Road. The discussions highlighted the need to investigate the channel capacity upstream of No. 10 Road as well as consider a diversion along No. 10 Road to the Eyre River Diversion. It was noted that the Stage 1 works, where the key pinch points exist, needed to occur before any upstream channel improvements.
- The final round of Drainage Advisory Groups for the year was underway.
- There was an All Drainage Groups meeting to be held on 16 July 2025 to acknowledge the efforts of group members over the last three years.

Mayor Gordon noted that Councillors had a conflict with the proposed All Drainage Groups meeting and requested that this date be amended, as Councillors would need to be present. G Cleary agreed that staff would reschedule the meeting.

Councillor Fulton acknowledged the work done on the West Eyreton UV Plant, noting that a tree limb had broken the fence, which had been temporarily repaired, and asked staff to ensure the fence was properly fixed and a tidy-up of the site carried out.

6.3 **Solid Waste– Councillor Robbie Brine**

- Concern that upgrades to Rangiora Transfer Station were pushed out in the 2025/26 Annual Plan; however, work is being done for an efficient and effective plan moving forward.
- Concern on wait times for entry and drop-off at the Rangiora Transfer Station; however, no easy solution given the growth rate of the district.

- Consideration to purchase land in the vicinity of the transfer station to allow for expansion in the future.
- Investigation for a new site for the Cust recycle depot. Locals would prefer to keep this facility in Cust.

6.4 **Transport – Mayor Dan Gordon**

Little to report other than the ongoing work on the business case for the Eastern Link. Briefed by NZTA on the progress made on the Woodend Bypass and consideration of whether this would be a toll road.

7 **REPORTS REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD**

7.1 **Charles Upham Drive Safety Improvements – J McBride (Roothing and Transport Manager)**

J McBride was in attendance to present the report, which sought approval for the installation of a Stop control at the intersection on the main vehicle exit from the retirement village and the removal of one carpark on Charles Upham Drive immediately adjacent to the retirement village entrance. Staff had met with representatives of the retirement village to discuss safety concerns, which included residents using the crossing immediately outside the village, the speed of vehicles and visibility restrictions.

Moved: Mayor Gordon

Seconded: Councillor Ward

THAT the Utilities and Roothing Committee:

- (a) **Approves** the removal of one carpark, and the installation of 6m of No Stopping, on the north-east side of Charles Upham Drive and the Retirement Village entrance as shown in Figure 2 below.

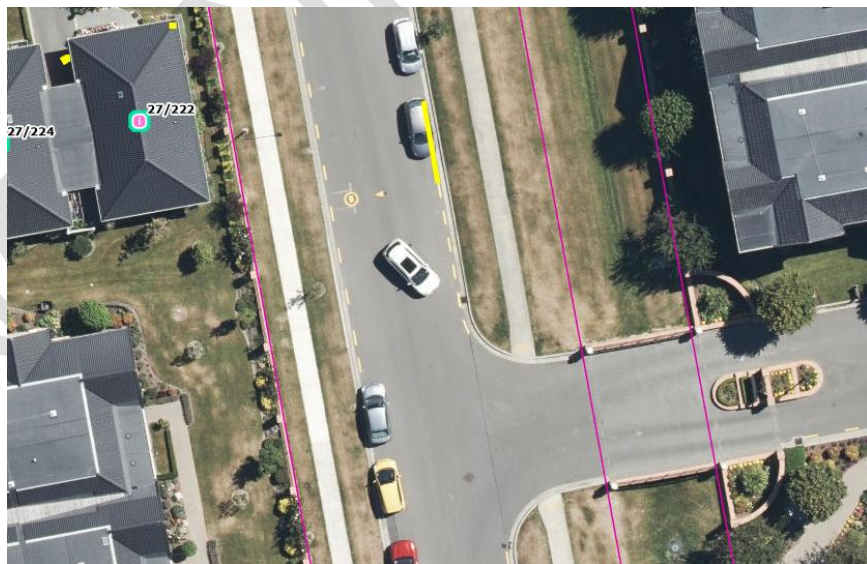


Figure Two – Removal of one carpark to the north of the retirement village (eastern side of road).

CARRIED

Mayor Gordon thanked the staff for their work on this matter and for attending several site visits with residents to understand the issues involved and to develop a compromise that worked for all stakeholders concerned.

Councillor Redmond noted that this was a good report, which had achieved a satisfactory solution for the residents of the village.

Councillor Mealings congratulated staff on collating all the information and achieving a good outcome to a difficult problem.

7.2 Approval of Proposed Adjustments to Rangiora New World Carpark – J McBride (Roading and Transport Manager) and A Kibblewhite (Senior Project Engineer)

J McBride was in attendance and presented the report, which sought approval to make changes to the Ashley Street carpark adjacent to the Rangiora New World to address safety issues. She noted that the Rangiora-Ashley Community Board had considered this report during its June meeting and had included a further recommendation that the Waimakariri Access Group be consulted prior to any decision being made. Staff had met with the Group for its feedback and had received a suggestion that the edges of the kerb be painted yellow to highlight the edge to make it more visible. J McBride also noted that Councillor Williams had raised the question about the difference in height between the wheel stops and the kerb, which she could now confirm was 10mm.

Councillor Fulton asked if staff could take the suggestion of painting kerb edges yellow to other carparks in the district. J McBride replied that staff could not enforce this; however, they could suggest to owners of private car parks that painting kerb edging would be encouraged to mitigate trip hazards.

Councillor Williams was unsure how a 10mm difference would mitigate a trip hazard, and J McBride noted that they had tried to make the wheel stops more visible by painting the sides.

Mayor Gordon requested that the motion showed that recommendation (e) had been accomplished prior to the Committee meeting.

Moved: Mayor Gordon

Seconded: Councillor Ward

THAT the Utilities and Roading Committee:

- (a) **Approves** the proposed plan to adjust and widen the existing concrete pedestrian footpaths and associated kerbs in order to remove the isolated wheel stops.
- (b) **Notes** that there is no change to the total number of parking spaces as a result of this work.
- (c) **Notes** that two wheel-stops will remain at the two southern-most mobility parking spaces as the kerb cannot be changed due to the proximity of the Mobility Parks.
- (d) **Notes** that this work has an estimated cost of \$52,000, which will be funded from the Town Centre Carpark (Ashley Street) Layout Changes Budgets (PJ 102427.000.5133 and PJ 102427.000.5135) with a combined budget of \$150,000.
- (e) **Notes** that staff had submitted the proposed plan to the Waimakariri Access Group and had received feedback regarding painting the edges of the kerb yellow.

CARRIED

Mayor Gordon stated that it was imperative that the Council ensured that it would do everything it could to mitigate health and safety risks within its carparks.

8 QUESTIONS UNDER STANDING ORDERS

Nil.

9 **URGENT GENERAL BUSINESS**

Nil.

10 **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 was moved:

Moved: Councillor Mealings

Seconded: Councillor Redmond

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

- 9.1 Confirmation of Public Excluded Minutes from 15 April 2025.
- 9.2 Approval of Procurement Planning for Townsend Road Culvert Replacement.
- 9.3 Contract 24/19 District Road Maintenance Contract – Approval of Registration of Interest Shortlist Scoring
- 9.4 Contract 25-34 Panel for Suction Trucks Tender Evaluation and Panel Appointment Report
- 9.5 Contract 25/30 Odour Control Unit Replacements 2024/25 Tender Evaluation and Contract Award Report

The general subject of each matter considered while the public was 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 were as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
9.1	Confirmation of Public Excluded Minutes from 15 April 2025	Good reason to withhold exists under Section 7	To prevent the disclosure or use of official information for improper gain or improper advantage and to enable the Council holding the information to carry out, without prejudice or disadvantage, commercial activities LGOIMA Sections 7 (2)(h) and (j).
9.2	Approval of Procurement Planning for Townsend Road Culvert Replacement – Kieran Straw	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(2)(h).
9.3	Contract 24/19 District Road Maintenance Contract – Approval of Registration of Interest Shortlist Scoring	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(2)(h).
9.4	Contract 25-34 Panel for Suction Trucks Tender Evaluation and Panel Appointment Report	Good reason to withhold exists under Section 7	To protect the privacy of natural persons and to enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege LGOIMA Section 7 (2) (i)
9.5	Contract 25/30 Odour Control Unit Replacements 2024/25 Tender Evaluation and Contract Award Report	Good reason to withhold exists under Section 7	To protect the privacy of natural persons and to enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege LGOIMA Section 7 (2)(a), (g) and (i)

CARRUED

CLOSED MEETING

The public excluded portion of the meeting commenced at 10.55am until 10.59am.

Resolution to resume in Open Meeting

Moved: Councillor Mealings

Seconded: Mayor Gordon

THAT open meeting resumes, and the business discussed with the public excluded remains public excluded unless otherwise resolved in the individual resolutions.

CARRIED

OPEN MEETING**NEXT MEETING**

The next meeting of the Utilities and Roading Committee would be held on Tuesday, 15 July 2025 at 9am.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 10.59AM.

CONFIRMED

Chairperson

Date

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO: RDG-28 / 240207017507


REPORT TO: UTILITIES & ROADING COMMITTEE


DATE OF MEETING: 15 July 2025

AUTHOR(S): Shane Binder – Senior Transportation Engineer

SUBJECT: Approval to Install No-Stopping Restrictions on Flaxton Road at Camwell Park

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 from the Utilities & Roding Committee to install No-Stopping restrictions on Flaxton Road, for 50 m north and south of the Flaxton Road / Camwell Park intersection on the western side.
- 1.2. Staff have received complaints indicating that vehicles are stopping in the widened road shoulder space on Flaxton Road, in the vicinity of the intersection, which prevents vehicles travelling north from passing a right turning vehicle into Camwell Park on the inside.
- 1.3. Given the classification of Flaxton Road as an arterial road and this intersection being in a higher-speed rural environment, it is recommended that No-Stopping restrictions are installed.

2. RECOMMENDATION

THAT the Utilities & Roding Committee:

- (a) **Receives** Report No. 240207017507.
- (a) **Approves** the installation of No-Stopping restrictions on the western side of Flaxton Road, for 50 m north and south of the Flaxton Road / Camwell Park intersection.
- (b) **Notes** that the impacts on the community of the stopping restriction are considered to be very minor; however, the safety and road operation implications are higher. As such this report is being brought directly to the Committee for consideration.
- (c) **Notes** that Flaxton Road is a boundary road between both the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Board ward areas.
- (d) **Circulates** the report to the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards for their information.

3. BACKGROUND

- 3.1. Flaxton Road is an arterial road, with an 80 km/h speed limit, that provides a key link between Kaiapoi and Rangiora. As well, Flaxton Road becomes a detour route when Lineside Road (SH71) is closed.
- 3.2. The shoulder on the western side of Flaxton Road, at the intersection with Camwell Park, has been widened to allow northbound vehicles to pass a vehicle turning right into Camwell Park. The layout of the intersection and shoulder are shown on the next page in Figure 1.



Figure 1. Layout of the Flaxton Road/Camwell Park intersection.

3.3. The western shoulder has been widened for approximately 180m in total.

4. ISSUES AND OPTIONS

- 4.1. A number of complaints has been received over time regarding the use of the widened shoulder space at the intersection. Vehicles have been observed to pull over into this space to answer mobile phones, stop, etc.
- 4.2. On the western side of the centre line on Flaxton Road, there is a 3.5 m wide through lane and approximately 2.5 m of sealed shoulder space.
- 4.3. The conflict arises when a vehicle is turning right into Camwell Park and a vehicle is stopped in the shoulder space, in close proximity to the vehicle turning right. This means that vehicles travelling from the south cannot deviate around the right turning vehicle and are subsequently delayed whilst the right turning vehicle awaits a gap in the southbound traffic.
- 4.4. Given the arterial classification of Flaxton Road, high traffic volume, and higher speed environment, restricting stopping in the vicinity of the intersection is seen as the pragmatic solution.
- 4.5. Staff have assessed the possibility of relocating the edge-line closer to the edge of seal on the western side to incorporate the wide shoulder into the traffic lane. However, due to the low volume of turning vehicles into Camwell Park, it is unlikely to warrant a dedicated right turn bay in the future. This would result in an excessively wide lane on the western side of the centreline around the intersection which is not considered necessary.

- 4.6. The Utilities & Roading Committee have the following options available:
- 4.7. Option One: Approve the installation of No-Stopping restrictions on the western side of Flaxton Road for 50 m north and south of its intersection with Camwell Park.
- 4.7.1. This option involves the Committee approving No-Stopping restrictions being installed on the western side of Flaxton Road, for 50 m north and south of its intersection with Camwell Park.
- This is the recommended option because it enables restriction of stopping in the shoulder space. It also enables northbound traffic to move through the intersection without delay, which given the classification of the road, is preferable for efficiency and road safety.
- 4.8. Option Two: Retain the status quo.
- 4.8.1. This is not the recommended option because there are implications on road safety and the efficiency of Flaxton Road when a vehicle is stopped on the western side of Flaxton Road, in close proximity to a vehicle turning right into Camwell Park.
- 4.9. Implications for Community Wellbeing
- 4.9.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.9.2. The installation of restrictions improves safety and efficiency for motorists travelling northbound on Flaxton Road.
- 4.10. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

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

5.3. **Wider Community**

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report.

This is a rural area, with no property accesses nearby. As such, parking demand is expected to be negligible.

The No-Stopping restrictions are only proposed for 50 m either side of the intersection. This proposal retains approximately 60 m north and south of the No-Stopping restrictions of widened shoulder space without restrictions for vehicles to pull into and answer phone calls, etc. It is not expected that the demand of drivers needing to pull over will exceed the space available.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report and this budget is not included in the Annual Plan/Long Term Plan.

There are minimal costs associated with installing No-Stopping restrictions along Flaxton Road, as all it involves is line marking and small-scale traffic management. The cost is estimated to be less than \$100 and can be accommodated within the existing Road Marking budget (Pavement Marking GL 10.270.582.2500).

6.2. **Sustainability and Climate Change Impacts**

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

6.3 **Risk Management**

There are not risks arising from the adoption/implementation of the recommendations in this report.

6.4 **Health and Safety**

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

These risks are associated with the physical works required to install the No-Stopping restrictions.

Physical works will be undertaken through the Road Maintenance Contractor, in which, the contractor has a Health and Safety Plan, and a SiteWise score of 100.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Section 2 of the Land Transport Rule: Traffic Control Devices 2004 requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

7.3. **Consistency with Community Outcomes**

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

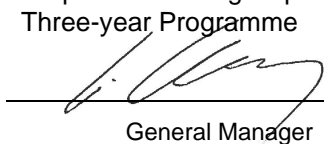
- *The natural and built environment in which people live is clean, healthy and safe.*

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.*

7.4. **Authorising Delegations**

The Utilities & Roading Committee have the delegated authority to approve No-Stopping restrictions.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-08-09-01 / 2505077356**REPORT TO:** UTILITIES & ROADING COMMITTEE**DATE OF MEETING:** 15th July 2025**AUTHOR(S):** Kieran Straw – Civil Projects Team Leader
Joanne McBride – Roothing & Transportation Manager**SUBJECT:** Proposed Roothing Capital Works Programme for 2025 / 26 and Indicative Three-year Programme**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report seeks approval, from the Utilities and Roothing Committee, of the proposed 2025/26 Roothing Capital Works Programme and notes the indicative three-year programme from 2026/27 to 2028/29.
- 1.2. The Roothing Capital Works Programme being considered comprises the categories where a general allocation is provided for in the Council's Annual Plan and Long Term Plan (LTP), where community input is beneficial to achieving the required outcomes.
- 1.3. Renewal programmes are determined following a condition assessment of assets which have reached the end of life and are due for replacement, or where infrastructure is failing to provide an adequate level of service. While part of the prioritisation process considers asset life and other factors including road hierarchy, high demand areas (e.g., schools or town centre areas) are also considered.
- 1.4. All major improvement projects which are specifically listed in the Annual Plan and Long Term Plan (LTP) are not considered within this report, as these have separate funding allocated and are consulted on through the LTP process.
- 1.5. Minor safety improvements, the new footpath programme and public transport infrastructure are also included in the proposed programme.
- 1.6. Budget allowance within the programme is a high level estimate based on the length of the relevant site, and latest contract costs. As designs are developed, the costs are refined and minor under's and over's are balanced within each area, for the overall programme of works.

Attachments:

- i. Proposed Roothing Capital Works Programme for 2025/26 and Indicative Three-Year Programme (TRIM No. 250505077435(V02))

2. RECOMMENDATION**THAT** the Utilities & Roothing Committee:

- (a) **Receives** Report No. 250505077283.

- (b) **Approves** the attached 2025/26 Roding Capital Works Programme TRIM No. 250505077435(V02)
- (c) **Endorses** the attached Roding Capital Works Indicative Programme for the 2026/27, 2027/28 and 2028/29 years. TRIM No. 250505077435(V02)
- (d) **Notes** that staff have included one additional change to the programme for Utilities & Roding Committee approval, which is to include an additional bus shelter in the 2025/26 programme. As a result of being able to progress additional work in 2024/25, there is the ability to deliver an additional shelter in 2025/26. This change was not a specific request from any Community Board.
- (e) **Notes** that feedback from each Community Board has been received and is summarised in Section 4.
- (f) **Notes** that one change has been made within the Indicative three-year programme. The change request was made by the Kaiapoi-Tuahiwi Community Board and was to consider bringing Cridland Street kerb & channel, and footpath projects forward to 2027/28 (to follow on after the proposed waste-water and stormwater upgrades). To accommodate this request from the Kaiapoi-Tuahiwi Board, the Otaki Street kerb & channel, and footpath projects have needed to be moved out a year to 2028/29. This also resulted in an additional site in Rangiora (Kingsbury Ave footpath) being moved from 2027/28 to 2028/29 to ensure the budget amounts are being fully utilised.
- (g) **Notes** that the programme is circulated to the Boards for approval each year, providing further opportunity for feedback on the indicative programme, and allows for changes where other issues develop.

3. **BACKGROUND**

- 3.1 The Roding programmes being considered are for those categories where a general allocation only is provided in the Council's Long Term Plan (LTP). These categories have some flexibility and as such community input is beneficial to achieving the required outcomes.
- 3.2 Major Roding Improvement projects are not included in this report as they are specifically listed in the LTP and consulted on through the LTP.
- 3.3 Categories considered within this programme are:
 - Kerb and Channel Renewal
 - Footpath Renewal
 - Minor Safety Improvements
 - New Footpath Programme
 - Public Transport Infrastructure (New bus shelters & seats)
- 3.4 Other general categories such as road rehabilitation, road resealing, unsealed road re-metalling, signs renewal and street light renewal are not included as these programmes are developed purely on technical grounds and for asset condition reasons.
- 3.5 The process for finalising and approving the 2025/26 Roding capital works programme has included taking an earlier report to each of the Community Boards in June. Feedback from those meetings has been documented within Section 4 of this report.
- 3.6 The roading network is managed as a total network across the whole district and as such projects are prioritised district wide. Also, as the majority of expenditure on the network is subsidised by New Zealand Transport Agency Waka Kotahi, their requirements must be met to secure co-funding. Asset condition and safety are the key drivers for the programme and the aim is to minimise lifecycle costs.

- 3.7 In developing the programmes, a range of factors are taken into account. Asset condition is the main driver for renewal projects, however other key factors are community feedback, and the coordination of the work with other programmes (such as water main renewal, drainage improvements and Utility Provider undergrounding) especially when deciding which year, a particular work should be done. As asset deterioration is gradual there is some flexibility to bring forward or delay specific projects where required.
- 3.8 Inputs used to develop the programmes are condition rating and inspections, RAMM reports, reports from the maintenance contractor, crash records, network safety inspections, reviews of maintenance costs, feedback from the public via service requests etc. All identified deficiencies are entered into a database, reviewed and then prioritised to fit within budget levels and to ensure they address a defined level of service issue.
- 3.9 Utility Authorities, the 3 Waters Team and the Greenspaces Teams are consulted to ensure there are no conflicts with their programmes and to identify where there may be possible synergies in the programmes and work can be coordinated.

3.10 **Condition Assessment**

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

3.11 **Kerb and Channel Replacement**

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

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

3.12 **Footpath Renewals**

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

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

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

3.13 Minor Safety Improvements Programme

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

This programme focuses on lower cost, high benefit safety improvements and has some flexibility with the opportunity to carry out a range of safety related improvement works. The proposed programme includes a number of safety issues and concerns that have been raised through various avenues and feedback from the Community Board(s) is an important input in confirming this programme.

3.14 New Footpath Programme

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

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

3.15 Public Transport Infrastructure

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

4. ISSUES AND OPTIONS

- 4.1. The draft programme was presented to each Community Board in June and feedback recorded.
- 4.2. Following the meetings all feedback was considered, investigated and consideration as to whether it could be incorporated into the programme.
- 4.3. The indicative three-year programme for the following three years is more flexible and is reviewed annually to allow consideration of programme delays, any emerging issues and to provide an opportunity to make changes to this programme.
- 4.4. Oxford-Ohoka Community Board Feedback:

The Oxford-Ohoka Community Board provided feedback on several roading issues, however feedback relating to the proposed programme was limited to the following:

- One Community Board member questioned the need to carry out the required Speed Treatment works at the existing speed limit thresholds. There was discussion that this work has been requested by the Board and the Waimakariri Access Group in the past, and was considered vital to help encourage slower speeds through the township. As such, no amendment was made to the proposed programme.
- A request for flag lighting was made at the intersection of Ashworths Road and Mill Road. Following the meeting this site was assessed against other sites throughout the district and added to the minor lighting prioritisation sheet. This site did not score highly when prioritised against a number of other sites around the District, and as such is likely to be sometime away. There were no change was made to the proposed programme.
- The Community Board raised two footpaths as possible renewal sites. These were Keety Place, and Park Ave. Following the meeting, the condition rating of each of

these sites was confirmed as “Average” condition, and the roading team have noted that both sites have been identified as requiring maintenance to remove trip hazards and defects. Across the wider network, 1300 trip hazards have been identified to date and these are being completed based on the severity of the hazards. As such, the timeframe for the repairs at these two sites is currently unknown, however they have not met the threshold for a full footpath reconstruction, and as such no change was made to the proposed programme. These footpath deficiencies will be addressed through the Footpath Maintenance Programme.

All other discussion points were outside the Capital Works Programme for approval, and queries relating to those discussions have been addressed separately.

4.5. Woodend-Sefton Community Board Feedback:

The Woodend-Sefton Community Board provided feedback on several roading issues, however feedback relating to the proposed programme was limited to the following:

- A correction regarding the location of proposed Main North Road bus shelter, to show the township as “Woodend”. This has been updated in the attachment but does not require an amendment to the programme.
- General discussion regarding how prioritisation of the kerb and channel renewals, and footpath renewals is done. No change was made to the proposed programme as a result of these discussions.

All other discussion points were outside the Capital Works Programme for approval, and queries relating to those discussions have been addressed separately.

4.6. Rangiora-Ashely Community Board Feedback:

The Rangiora-Ashley Community Board were happy with the programme and did not request any changes.

Discussion centred around the need for “urbanising” Coldstream Road, northern side between Ashley Street and the Railway line, and a footpath through to Maria Andrews sport field.

4.7. Kaiapoi-Tuahiwi Community Board Feedback:

The Kaiapoi-Tuahiwi Community Board provided feedback on the following items relating to the programme:

- Questioned the amount of Minor Improvement Programme Budget which is to be carried over from the 2024/25 year. This discussion did not result in any recommended change to the programme.
- A question was received relating to the high-risk rural intersections funding, which is predominantly for low-cost safety interventions such as seal widening, signage and line marking improvements. This also did not result in any recommended change to the programme.
- The 2027/28 programme includes a placeholder for speed treatments which is not currently allocated to a project. A clarification was sought that this would be brought back to the board annually so that this could be assigned to a project and endorsed by the Boards.
- The Board asked if the Cridland Street kerb and channel site could be swapped out for another site due to the known flooding history in Cridland Street. Staff have looked at this current draft programme and note that Cridland Street includes a budget allowance of \$220,000. This is comparable to Otaki Street (\$205,000) which was in 2027/28. Staff then carried out a specific site inspection to prioritise

these sites and as a result believe that Otaki Street (based solely on condition) is the higher priority.

However, the Councils' Infrastructure Recovery Team is currently looking at options to address the flooding issues in Cridland Street with the installation of a Stormwater Pump Station. The current timeline for this project is for design in 2025/26, and construction in 2026/27. Therefore, the recommendation is to swap Cridland Street with Otaki Street, allowing Cridland Street renewal works to be completed in 2027/28, following completion of the wastewater and stormwater projects. To accommodate this, one footpath site in Rangiora (Kingsbury Ave) also needs to be defer to 2028/29.

The recommended changes to the programme are in the indicative three-year programme and will be brought to the Community Boards in future years as part of the annual programme review.

- 4.8. Staff have made one further change to the proposed programme relating to the Public Transport Infrastructure Programme. During the 2024/25 year, the programme of works has been delivered under budget, allowing for the installation of an additional concrete foundation slabs ahead of the approval of the 2025/26 programme. This action has allowed an additional shelter to be moved forward in the programme. The additional shelter was in the 2026/27 programme but has been the subject of several recent service requests, with residents strongly advocating for the installation of a shelter on Barnard Street, Kaiapoi.

- 4.9. The following options are available to the Community Board:

4.9.1. Option One – Approve the Proposed Programme as Recommended:

The proposed programme has been presented to all Community Boards, with very little change requests made.

A review of footpath conditions following the Oxford-Ohoka meeting did not result in any recommended changes, while following the Kaiapoi-Tuahiwī meeting staff reviewed the priority of the Cridland Street kerb and channel renewals, which has resulted in a change in the indicative three-year programme only.

This is the recommended option as the Programme was supported by all Community Boards, and feedback from the Boards was taken into account before submitting the revised programme to the Utilities & Roading Committee for approval.

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

This is not the recommended option as the programme of works and has been developed from condition rating information, service requests and Community feedback, and as such represents the greatest needs within the district.

Staff have also undertaken steps to confirm that this programme does not clash with other Council programmes.

- 4.10. Implications for Community Wellbeing

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

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

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

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report.

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

5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. Where individual projects are agreed upon, then the appropriate groups and residents will be consulted with.

5.3. **Wider Community**

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

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

Staff will communicate impacts with directly affected residents as required.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

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

This budget is included in the Annual Plan / Long Term Plan. The table below shows the available budget (excluding carry-over) in each category. Planned expenditure as shown in the attachment is below the available budget for all programmes.

Budget Category	2025/26	2026/27	2027/28	2028/29
Kerb & Channel Renewals	\$664,165	\$678,243	\$658,571	\$665,156
Footpath Renewals	\$394,254	\$395,873	\$627,210	\$633,482
Minor Improvement Projects	\$795,000	\$775,000	\$775,000	\$775,000
New Footpaths	\$100,000*	\$100,000	\$100,000	\$100,000
Bus Shelter Programme	\$ 98,000	\$101,234	\$133,263	\$210,000

* Note – The New Footpath Programme Budget in 2025/26 is carry-over budget which was unspent in 2024/25 of \$100,000

Budget allowance within the programme is a high level estimate based on the length of the relevant site, and latest contract costs. As designs are developed, the costs are refined and minor under's and over's are balanced within each area, for the overall programme of works.

6.2. **Sustainability and Climate Change Impacts**

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

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

6.3 **Risk Management**

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

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

6.4 **Health and Safety**

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

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

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

The Land Transport Act is relevant to this matter.

7.3. **Consistency with Community Outcomes**

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

Social

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

- *Council commits to promoting health and wellbeing and minimizing the risk of social harm to its communities.*
- *Our community has equitable access to the essential infrastructure and services required to support community wellbeing.*

Environmental

...that values and restores our environment...

- *Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change.*
- *Our district transitions towards a reduced carbon and waste district.*
- *The natural and built environment in which people live is clean, healthy and safe.*
- *Our communities are able to access and enjoy natural areas and public spaces.*

Economic

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

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

7.4. Authorising Delegations

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

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

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Kerb and Channel Renewal						
Professional Fees			\$ 85,000	\$ 85,000	\$ 90,000	\$ 90,000
Leech Pl (Bush St - end) - with footpath	North	Rangiora	\$ 30,000	-	-	-
Thorne Pl (Ivory St - end) - with footpath	South	Rangiora	\$ 30,000	-	-	-
Seddon St (Kinley St to White St)	South	Rangiora	\$ 30,000	-	-	-
Seddon St (White St to Ayers St)	North	Rangiora	\$ 55,000	-	-	-
Akaroa Street (Hugh St - Ashley P)	East	Kaiapoi	\$ 130,000	-	-	-
Akaroa Street (Hugh St - Hodgson) with footpath	West	Kaiapoi	\$ 180,000	-	-	-
Williams Street (Beach to No 232) - with footpath	East	Kaiapoi	\$ 40,000	-	-	-
Murray Place - with footpath	Both	Kaiapoi	\$ 35,000	-	-	-
Bush St (South Belt - Bush St Reserve)	West	Rangiora	-	\$ 125,000	-	-
Kingsbury Ave (Windsor Crt - Regent Ave) - V Channel	South	Rangiora	-	\$ 50,000	-	-
Johns Rd (Green St - Bush St) - with footpath	South	Rangiora	-	\$ 20,000	-	-
White St (Johns Rd - Palmer St) - with footpath	East	Rangiora	-	\$ 40,000	-	-
White St (Palmer St - opposite Wiltshire Pl) - with footpath	East	Rangiora	-	\$ 160,000	-	-
Johns Rd (Bush St - King St) - with footpath	South	Rangiora	-	\$ 60,000	-	-
Akaroa Street (Ashley Place - No. 76)	East	Kaiapoi	-	\$ 50,000	-	-
Akaroa Street (Ashley Pl - Alpine Ln) - with footpath	West	Kaiapoi	-	\$ 30,000	-	-
Denchs Rd (Southbrook Rd - New Life School)- with footpath	North	Rangiora	-	-	\$ 50,000	-
Green St (Johns Rd - 22) with footpath	East	Rangiora	-	-	\$ 115,000	-
Cridland Street (Tunas to Bridge) - with footpath	North	Kaiapoi	-	-	\$ 110,000	-
Cridland Street (Tunas to Bridge) - with footpath	South	Kaiapoi	-	-	\$ 110,000	-
Bridge Street (Cridland to No. 3) - with Cridland St & footpath	West	Kaiapoi	-	-	\$ 10,000	-
Bush St (Charles St - Watson Pl)	West	Rangiora	-	-	\$ 45,000	-
Aquila St (East Belt to end) - with footpath	North	Rangiora	-	-	\$ 35,000	-
Blackett St (White to Kinley) - with footpath	North	Rangiora	-	-	\$ 40,000	-
Kinley St (Seddon St to end) - with footpath	East	Rangiora	-	-	-	\$ 130,000
Hills Street (Carew St to No. 15) - with footpath	West	Kaiapoi	-	-	-	\$ 40,000
Williams Street (Walkway to McIntosh Pl to Blueskies) - with footpath	East	Kaiapoi	-	-	-	\$ 55,000
Otaki St (Ohoka Rd - Broom St / no. 21) - with footpath	West	Kaiapoi	-	-		\$ 135,000
Otaki St (Ohoka Rd - Broom St / no. 21) - with footpath	East	Kaiapoi	-	-		\$ 70,000
Other Commitments			\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000
To be Allocated			\$ 4,165	\$ 13,243	\$ 8,571	\$ 100,156
Value of Work Programmed			\$ 660,000	\$ 665,000	\$ 650,000	\$ 565,000
Total Available Budget (including fees)			\$ 664,165	\$ 678,243	\$ 658,571	\$ 665,156

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

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Tyler St (Durhan to Good)	South	Rangiora	-	-	-	\$ 20,000
White St (Whiltshire to Geddis)	West	Rangiora	-	-	-	\$ 10,000
Durham Street	East	Rangiora	-	-	-	\$ 5,000
Queen Street	North	Rangiora	-	-	-	\$ 25,000
Strachan Pl (No. 25 - No. 31)	West	Rangiora	-	-	-	\$ 10,000
Hills Street (Carew St to No. 15) - with K&C	West	Kaiapoi	-	-	-	\$ 12,000
Williams Street (No. 2 to Blueskies) - with K&C	East	Kaiapoi	-	-	-	\$ 10,000
Otaki St (Ohoka Rd to Broom St / no. 21) - with kerb & channel	West	Kaiapoi	-	-		\$ 40,000
Kingsbury Ave (Windsor Crt- Regent Ave)	North	Rangiora	-	-		\$ 20,000
To be Allocated			\$ 14,254	\$ 873	\$ 5,210	\$ 392,482
Value of Work Programmed			\$ 380,000	\$ 395,000	\$ 622,000	\$ 241,000
Total Available Budget (including fees)			\$ 394,254	\$ 395,873	\$ 627,210	\$ 633,482
Minor Improvement Projects						
Minor Lighting						
Oxford Lighting Deficiencies (High St Oxford) CARRY OVER		Oxford	\$ 40,000	-	-	-
Oxford Lighting Deficiencies (High St Oxford)		Rangiora	\$ 25,000	-	-	-
Easterbrook / Fernside Rd		Fernside	-	\$ 15,000	-	-
Revells Rd / Church Bush Rd		Tuahiwi		\$ 15,000		
Harewood Rd / South Eyre Road		Oxford	-	-	\$ 25,000	-
Other Lighting Projects (TBC)			-		-	\$ 25,000
Minor Lighting - Budget			\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Carry Over Minor Lighting Budget from 2024/25			\$ 40,000			
Intersection Improvements						
Tram Rd / Earlys Rd Splitter Island (CARRY OVER)		West Eyreton	\$ 40,000	-	-	-
Swamp / Hodgsons / Stonyflat		Loburn	\$ 50,000	-	-	-
North Eyre Rd / Logan Road		Mandeville	\$ 50,000	-	-	-
Birch Hill Road / Bald Hills Road		Okuku	-	\$ 47,000	-	-
Easterbrook Rd / Fernside Rd		Fernside	-	\$ 50,000	-	-
Revells Rd / Church Bush Rd		Tuahiwi		\$ 18,000		
Ashley Road / Summer Hill Road		Cust	-	-	\$ 50,000	-
Ashley Gorge Road / Glentui Bush		Glentui	-	-	\$ 50,000	-
King Street / Charles Street		Rangiora				\$ 50,000
Amors Road / Upper Sefton Road		Sefton				\$ 50,000
Budget to be Allocated			\$ 20,000	-	\$ 20,000	\$ 20,000
Intersection Improvements - Budget			\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
Carry Over Intersection Improvements Budget (estimated)			\$ 40,000			

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
<u>School Safety Project</u>						
Clarkville School (Carry Over)		Clarkville	\$ 55,000	-	-	-
Rangiora High School (Carry Over)		Rangiora	\$ 50,000			
Townsend Rd Kea Crossing		Rangiora	\$ 30,000			
Pegasus School (Solander Road)		Pegasus	-	\$ 40,000	-	-
Other School Projects (TBC)			\$ 5,000	\$ 10,000	\$ 50,000	\$ 50,000
School Safety - Budget			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Carry Over School Safety Budget (estimated)			\$ 90,000			
<u>Speed Treatments</u>						
Cosgrove Street Line Marking (Carry Over)		Kaiapoi	\$ 1,500			
Oxford Speed Thresholds		Oxford	\$ 50,000	\$ 40,000	-	-
SIDS Signs		Various			\$ 40,000	
Other Speed Projects TBC			-	\$ 10,000	\$ 10,000	\$ 50,000
Speed Treatments - Budget			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Carry Over Speed Treatment Budget (estimated)			\$ 1,500			
<u>Minor Works</u>						
Ford Signage		Various	\$ 20,000	\$ 20,000	-	-
Soverign Palms & Arlington - Roundabout Signage		Kaiapoi	\$ 25,000	\$ 10,000	-	-
Kingsbury / Enverton Signage Upgrade		Rangiora	\$ 5,000			
Ashley Street footpath outside Cemetery		Rangiora		\$ 20,000		-
Blackett St Road Marking Improvements		Rangiora	-	-	\$ 30,000	-
Other Minor Works			-	-	\$ 20,000	\$ 50,000
Minor Works - Budget			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Carry Over Minor Works Budget (estimated)			-			
<u>Walking and Cycling Projects</u>						
Papawai Drive - cut-down opp reserve		Rangiora	\$ 5,000			
Ashley Street Pedestrian Refuge Replacement		Rangiora	\$ 20,000			
Woodend Footpath Improvements (widening)		Woodend	\$ 40,000	-	-	-
Rangiora Town Centre Pedestrian Crossings - Signs & Markings		Rangiora	\$ 5,000	-	\$ 20,000	\$ 20,000
Charles Upham Drive Refuge (near pre-school)		Rangiora	\$ 30,000			
Kaiapoi Roundabout Pedestrian Improvements (Ohoka Rd)		Kaiapoi	-	\$ 40,000		
Southbook Cycle Lane Safety Improvements - Delineation		Rangiora	-	\$ 20,000	-	-
Pegasus Footpath Connections		Pegasus		\$ 20,000	-	\$ 20,000
Pegasus Cycle Lanes at roundabouts		Pegasus	-	\$ 20,000	\$ 45,000	\$ 20,000
Peraki St / Carew St Ped Cutdowns		Kaiapoi	-		\$ 10,000	-
Sneyd / Cosgrove St Ped Cutdowns		Kaiapoi	-	-	\$ 10,000	-
Kings Ave Waikuku - Path link from Waikuku Beach Intersection to existing path		Waikuku			\$ 15,000	
Other Walking & Cycling Projects			-	-	-	\$ 40,000
Walking & Cycling - Budget			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Carry Over Walking & Cycling Budget (estimated)			-			

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
Roadside Hazard Removal						
Depot Road - Eyre River Bridge - Electronic Warning Signs		Oxford	\$ 70,000			
Carrs Road (RP 1050m) - Guardrail		Loburn	\$ 130,000			
Dixons Rd - (RP 1125) - Guardrail		Loburn		\$ 200,000		
Carrs Road (RP 6740m) - Guardrail		Loburn			\$ 200,000	
Birch Hill Road (RP 840) - Guardrail						\$ 200,000
Roadside Hazard Removal - Budget			\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Carry Over Roadside Hazard removal Budget (estimated)			-			
High Risk Intersection treatments						
Oxford Road - Mertons Road - Plasketts Road (carry over)			\$ 20,000			
South Eyre Road / Poyntz Road (carry over)			\$ 20,000			
South Eyre Road / Two Chain (carry over)			\$ 20,000			
Tram Road / No. 10 Road (carry over)			\$ 20,000			
Tram Road / South Eyre Rd / Giles Road (carry over)			\$ 20,000			
Depot Road / Woodstock Road (carry over)			\$ 20,000			
Mill Road / Ashworths Road (carry over)			\$ 20,000			
Two Chain Road / Swannanoa Road / Boundary Road / Main Drain Road (carry over)			\$ 20,000			
Tram Road / Earlys Road (carry over)			\$ 20,000			
Birch Hill Rd - Fishers Rd - Yaxleys Rd - Barkers Rd			\$ 20,000			
Birch Hill Rd - Foothills Rd			\$ 20,000			
Harewood Rd - Wolffs Rd			\$ 20,000			
Oxford Rd - Carleton Rd			\$ 20,000			
Oxford Rd - Lilly Rd			\$ 20,000			
Pembertons Rd - Bruces Rd - Rangiora Leithfield Rd			\$ 20,000			
Upper Sefton Rd - Beatties Rd			\$ 20,000			
Upper Sefton Rd - Broad Rd			\$ 20,000			
Tram Rd - Edmunds Rd - Jacksons Rd			\$ 20,000			
Tram Rd - Chapmans Boundary Rd			\$ 20,000			
To be allocated			-	\$ 180,000	\$ 180,000	\$ 180,000
High Risk Rural Intersection Treatment - Budget			\$ 200,000	\$ 180,000	\$ 180,000	\$ 18,000
Carry Over High Risk Intersections Budget (estimated)			\$ 180,000			
Value of Work Programmed			\$ 1,146,500	\$ 775,000	\$ 775,000	\$ 775,000
Total Carry Over Budget for Minor Safety Programme (estimated)			\$ 351,500	-	-	-
Approved Annual Budget			\$ 795,000	\$ 775,000	\$ 775,000	\$ 775,000
Total Available Budget for Minor Safety Programme			\$ 1,146,500	\$ 775,000	\$ 775,000	\$ 920,000

			25/26	26/27	27/28	28/29
	Side	Town	Indicative Programme	Indicative Programme	Indicative Programme	Indicative Programme
New Footpaths						
Blake St (Durham to Good) - Carry Over from 2024/25 (under spend)		Rangiora	\$ 80,000			
Chinnerys Road (Reserve east entrance – Woodglen Dr) – west side		Woodend	-	\$ 70,000	-	-
Redwood Place (Start to end)		Oxford	-	\$ 30,000	-	-
Knight Street (Start to end)		Oxford	-	-	\$ 60,000	
Matai Place (Start to end)		Oxford	-	-	\$ 40,000	-
Woodfield Place (Start to end)		Woodend	-	-	-	\$ 40,000
Church Street - Past Anglican Church		Rangiora	-	-	-	-
To be allocated			\$ 20,000	-	-	\$ 60,000
Value of Work Programmed			\$ 80,000	\$ 100,000	\$ 100,000	\$ 40,000
Carry Over (estimated)			\$ 100,000	-		
Approved Annual Budget			\$ -	\$ 100,000	\$ 100,000	\$ 100,000
Total Available Budget (including fees)			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Bus Shelter Programme						
Professional Fees			\$ 8,000	\$ 10,000	\$ 10,000	\$ 12,000
Main North Rd (near Hewitts Rd) - 44469		Woodend	\$ 15,000	-		
Williams St (near Davies St) - 13876		Kaiapoi	\$ 15,000	-		
Island Rd (near Barnard St) - 53401		Kaiapoi	\$ 15,000			
West Belt at BUPA Retirement Home - 54755		Rangiora	\$ 15,000		-	
Williams St near Coups - east - 15818		Kaiapoi	\$ 15,000			-
Barnard Street (Stop No. 54861)		Kaiapoi	\$ 15,000			
Bush St (near Watson Pl) - 51306		Rangiora		\$ 18,000		
King St (near Seddon St) - 44623		Rangiora		\$ 18,000		
Williams St near Ohoka Rd - east - 15255		Kaiapoi		\$ 18,000		-
High St near King St (north) - 47320		Rangiora		\$ 18,000		
Main North Road (near Williams Street) - 42260		Kaiapoi		\$ 18,000		
Main North Road (near Williams Street) - 42241		Kaiapoi			\$ 18,000	-
Main North Road (near Williams Street) - 42260		Kaiapoi			\$ 18,000	
Bush St near Stratchen - 44794		Rangiora			\$ 18,000	
Adderly Tce near Sneyd St - 54835		Kaiapoi			\$ 18,000	
Williams St (near Carew St) 15792		Kaiapoi			\$ 18,000	
To be allocated			-	\$ 1,234	\$ 33,263	\$ 198,000
Value of Work Programmed			\$ 98,000	\$ 100,000	\$ 100,000	\$ 12,000
Approved Annual Budget (including fees)			\$ 98,000	\$ 101,234	\$ 133,263	\$ 210,000

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: IRT-05, DRA-16-06, RDG-22-06 / 250703120494

REPORT TO: UTILITIES AND ROADING COMMITTEE

DATE OF MEETING: 15 July 2024

AUTHOR(S): Melanie Liu, Infrastructure Resilience Manager
Kalley Simpson, 3 Waters Manager

SUBJECT: Project Update under Infrastructure Resilience Fund 2024/25 and May 2025 Flood Recovery Progress Update

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



General Manager



Chief Executive

1. SUMMARY

1.1 The purpose of this report is to:

- Update Utilities & Roading committee on the progress of the projects under Infrastructure Resilience Fund for 2024/25 financial year.
- Provide a progress update on the May 2025 Flood Recovery work programme, including investigation work and maintenance checks.

1.2 Nine projects have been prioritised to be completed within the Infrastructure Resilience Fund for 2024/25 budget. Noting that a portion of the budget has been carried over into the 2025/26 financial year for completion. The projects were prioritised based on community impact, flooding consequences, cost considerations, effectiveness and value of interventions, historical records, and resource availability. The project list is presented below:

- Bridge Street, Waikuku Beach
- Greigs Road, Clarkville
- Bradleys Road, Ohoka
- 96 Topito Road, Tuahiwi
- Waikuku Beach Road, Waikuku
- 246 Revells Road, Tuahiwi
- Church Bush Road, Tuahiwi
- 57 Topito Road, Tuahiwi
- Mill Road, Ohoka

1.3 These projects were identified after the July 2022 and July 2023 flooding events, aiming for drainage improvements in the district. Four have been completed, two are in construction, and three are in design phase.

- 1.4 As of 1st July 2025, the expenditure to date is \$210,524, out of a total budget of \$500,000. The final forecast expenditure of \$510,357. Note that the \$500,000 budget for 2024/25 will not be exceeded and any funding required for completion will be funded from the 2025/26 budget.
- 1.5 A total of 181 service requests have been received related to the May 2025 storm event, which have been triaged, grouped and classified into a total of 49 investigations, 80 maintenance checks and 7 customer advice. Note that multiple service requests have been grouped into one maintenance task or investigation depending on the cause of the issues.
- 1.6 The Infrastructure Resilience Team is undertaking the investigations and maintenance checks and coordinating maintenance works with the Roding and Waters Service operations teams.
- 1.7 As of 3rd July 2025, 46 maintenance checks and 13 investigations are currently underway.
- 1.8 The total budget for the May 2025 flood event response and immediate recovery works is \$972,953.29, as approved by Council at the July 2025 Council meeting. Of the total budget, \$261,441.21 was spent on initial response, for example, temporary pumps and sucker trucks. The remaining \$711,512.08 is for immediate recovery works.
- 1.9 As part of the draft 2025/26 Annual Plan, staff have allocated \$1.5 million to the Infrastructure Resilience Fund for the 2025/26 financial year. This budget is distributed among three existing and eight new drainage improvement projects.
- 1.10 It is expected that there will be additional flood recovery projects identified from the 49 investigations. These additional projects will be re-prioritised together with the existing proposed eight projects to develop an updated list of projects to be designed and constructed in the 2025/26 financial year. This list will be reported to Utilities and Roding Committee as the 49 investigation and 80 maintenance checks are completed over the coming months.

Attachments:

- i. May 2025 Flood Event Investigation Tracking – As of 3rd July 2025 (Trim 250703120552).
- ii. May 2025 Flood Event Dashboard – As of 3rd July 2025 (Trim 250703120581).

2. **RECOMMENDATION**

2.1 **THAT** the Utilities and Roding Committee:

- a. **Receives** Report No. 250703120494.
- b. **Notes** that of the 24/25 projects, four projects have been completed, two are in construction, and three are in design phase.
- c. **Notes** that the 24/25 expenditure to date is \$210,524 and the final forecast expenditure of \$510,357, as of 1st July 2025, out of a total budget of \$500,000.
- d. **Notes** that the \$500,000 budget for 2024/25 will not be exceeded and any funding required for completion will be funded from the 2025/26 budget.
- e. **Notes** that, for the May 2025 event, 181 service requests have been triaged, grouped and classified.
- f. **Notes** that, for the May 2025 event, a total of 49 investigations, 80 maintenance checks and 7 customer advice are identified.
- g. **Notes** that the Infrastructure Resilience Team is in the process of undertaking the investigations and maintenance checks in response to the May 2025 event.

- h. **Circulates** this report to all Community Boards for information.

3. **BACKGROUND**

- 3.1. A key purpose of the Infrastructure Resilience Fund is to implement risk mitigation and resilience enhancement projects identified for future events. Since its establishment in October 2024, the Infrastructure Resilience Team have been working on immediate drainage improvement projects that are funded by both the 2024/25 Infrastructure Resilience Fund and drainage capital budget.
- 3.2. The district experienced a large amount of rainfall over 29th April to 2nd May 2025 which generated 130mm rainfall in Rangiora from Tuesday morning until Thursday midnight. The event was estimated to range from a 17-year event for Woodend to a 2.7-year event in Oxford.
- 3.3. A total of 181 service requests were received relating to the May 2025 flood event. They have been collated, triaged and categorised. 49 investigations and 80 maintenance checks have been identified to address the issues raised in the service requests. Multiple service requests have been grouped into one maintenance task or investigation depending on the cause of the issues.

Table 1 Classification of Service Requests

Classification	No. Service Requests	Investigations	Maintenance Tasks
Investigation	74	49	-
Maintenance	90	-	80
Customer Advice	7	-	-
Not-flood Related ¹	10	-	-
TOTAL²	181	49	80

¹ Not-flood Related - are standard service requests, e.g. potholes, managed through normal maintenance activities.

² Note that multiple service requests have been grouped into one maintenance task or investigation depending on the cause of the issues.

- 3.4. The Infrastructure Resilience Team is undertaking the investigations and maintenance checks and coordinating any maintenance works with the Roading and Waters Service operations teams. Any immediate improvement works required, as identified by the investigation work, will be prioritised and funded from the existing Infrastructure Resilience Fund or if necessary additional future Drainage Capital Budget sought as part of the 2026/27 Annual Plan.
- 3.5. A Project Control Group has been set up, comprised of relevant managers from the Utilities & Roading department to oversee the progress of the work. Progress reports will be presented to the Utilities and Roading Committee regularly throughout the year.

4. **ISSUES AND OPTIONS**

- 4.1. Nine projects have been prioritised to be completed within the Infrastructure Resilience Fund for 2024/25 budget. Noting that a portion of the budget has been carried over into the 2025/26 financial year for completion. The projects were prioritised based on community impact, flooding consequences, cost considerations, effectiveness and value of interventions, historical records, and resource availability. The status of these projects is summarised in the table and the details are presented as follows.

Table 2 Progress of the 2024/25 projects under Infrastructure Resilience Fund

Project	Status	Budget (2024/25)	Spent to date	Final forecasted expenditure
Bridge Street, Waikuku Beach	Complete	\$40,000	\$38,796	\$38,796
Greigs Road, Clarkville	Complete	\$35,000	\$39,626 ¹	\$39,626
57 Topito Road, Tuahiwi	Complete	\$20,000	\$27,284 ²	\$27,284
Mill Road, Ohoka	Complete	\$80,000	\$79,651	\$79,651
Bradleys Road, Ohoka	Construction	\$90,000	\$9,016	\$90,000
246 Revells Road, Tuahiwi	Construction	\$50,000	\$2,637	\$50,000
Waikuku Beach Road, Waikuku	Design	\$70,000	\$5,828	\$70,000
96 Topito Road, Tuahiwi	Design	\$80,000	\$4,177	\$80,000
Church Bush Road, Tuahiwi	Design	\$35,000	\$3,509	\$35,000
Total		\$500,000	\$210,524	\$510,357³

Note:

¹ The increase of cost was caused by a variation on extra foundation due to unexpected soft ground.

² The increase of cost was caused by a variation to relocate an existing sewer rising main.

³ This forecasted expenditure is to complete the projects that are listed. Note that the \$500,000 budget for 2024/25 will not be exceeded and any funding required for completion will be funded from the 2025/26 budget.

Progress with Projects under 2024/25 Infrastructure Resilience Fund

- 4.2. A new DN375 PVC stormwater pipe was constructed on Bridge Street, extending from the Roadside Drain at Reserve Road to the Taranaki Stream lagoon. This increases drainage capacity and allows for more efficient flow. The photo below shows the inlet scruffy dome on completion.



Figure 1 Inlet scruffy dome

- 4.3. A new box culvert has been installed at the driveway access on Greigs Road. It aims to help mitigate the flooding in the area. The photos below show the before and after culvert construction.



Figure 2 Before and after construction of the box culvert

- 4.4. Headwalls on the right-of-way (roadside) were installed at 57 Topito Road and swale improvement work was undertaken. These provide benefits for the wider area.



Figure 3 Post construction of the physical works

- 4.5. Drain clearing and culvert upgrade works have been completed on Mill Road to improve drainage efficiency. Four 1.0x1.2m box culverts on south side of Mill Road have been installed and the south side drain from Bradleys Road to Ohoka Stream has been cleared. The Infrastructure Resilience Team will undertake further investigations into flooding issues on Mill Road and Whites Road and potentially the wider area around Mill Road area.
- 4.6. The stormwater pipeline running beneath Main Drain Road and the culvert located at Bradleys Road were close to at the end of asset service lives and undersized. The Bradleys Road project aims to replace the pipeline with a DN 1200mm pipe with a headwall and flood gate. Once completed, the upgraded infrastructure will enhance floodwater flow into the Cust River during rain events. The project is expected to be completed and capitalised in July 2025. This work is expected to help reduce the volume of flow overtopping and spilling into the Threlkelds Road area, thereby helping reduce flood in the Threlkelds Road area.

- 4.7. There are two breaches in the Cam River stopbank at 96 Topito Road, which flooded the surrounding properties when the river was high during the July 2024 rain event. The 96 Topito Road project aims to fill the breaches in the stopbank and install DN600 mm and DN900 mm concrete pipe on each site through the stopbank with headwalls and flood gates. These upgrades will enhance flood resilience in the area. The final design has been approved by Environment Canterbury. Construction will commence in a couple of months when the ground is less wet.
- 4.8. During the 2023 event, water ponded at a low point outside 253 Waikuku Beach Road. It is assumed the water was from road run-off from State Highway 1 that bypassed the sump close to the intersection. This caused flooding on the road. The option of installing a sump and discharge pipes into the river is currently being considered.
- 4.9. The proposed work for 246 Revells Road involves installing a culvert through the stopbank along the Cam River. The design received the approval from Environment Canterbury. The work is currently under construction undertaken by Environment Canterbury as part of their stopbank reinstatement work.
- 4.10. A potential overflow from the lower Tuahiwi Stream into the Cam River at Church Bush Road is being progressed. Survey work has been completed for a proposed overflow diversion at Church Bush Road in the lower reach of the Tuahiwi Stream. The project is in design phase and is proposed to construct the physical works in 2025/26, subject to landowner approval.
- 4.11. Threlkelds Road has been a focus area since the July 2023 flood event. Maintenance work was undertaken to improve the outlet of the Threlkelds Road drain to both the Cust River and the east side of Threlkelds Road (via the overflow pipe). This work includes removal of large trees and the improvements to the flap gate. Environment Canterbury manufactured a new flap gate at their expense. Additionally, a hydraulic modelling assessment of options to upgrade the overflow pipe to the east side of Threlkelds Road was undertaken to establish if additional flow can be conveyed without increasing downstream flooding. Further investigation works are underway to look at a range of potential improvement options. Budget has been allocated in the 2025/26 financial year for this investigation. Discussions have been also held with Environment Canterbury and residents to consider wider Cam River issues. As noted in 4.7, the work at Bradley Road is expected to help reduce the flooding in the Threlkelds Road area.

Progress with Maintenance Checks from the May 2025 event

- 4.12. Of the 80 maintenance checks, 46 are underway, including 33 for Roding, 10 for drainage and 3 for sewer. These 46 have been inspected on site. Maintenance actions will be either undertaken straight away or added onto the maintenance programme.

Progress of Investigations from the 2025 event

- 4.13. 13 investigations are currently underway. The status of these is summarised in the following table. The physical works will either be programmed as immediate works or budgeted for future years. Customers will be informed the outcome of the investigation. Where the issue related to private drainage issues, practical advice will be provided to the customer on onsite measures they could consider putting in place.

Table 3 Progress of Investigations

Phase	Current Status⁴	Change
Not started	36	-
Site assessment/scoping	13	-
Under investigation	0	-
Review and approval (Asset Manager)	0	-
Maintenance / immediate works programmed ¹	0	-
Improvement works proposed ²	0	-
Completed ³	0	-

Total	49	-
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¹ For the current financial year.

² Subject to future year budget process.

³ Investigation complete, actions agreed. works programmed or budgeted, customer/s called back.

⁴ As of 3rd July 2025.

- 4.14. The following table provides a summary of the solutions identified by the investigations, which will be updated as the investigations are reviewed and approved.

Table 4 Outcome of Investigations

Implementation Solutions	Current Status	Change
Not yet determined	49	-
Physical Works FY25/26	0	-
Physical Works FY26/27	0	-
O&M changes	0	-
No action/Customer Advice	0	-
Total	49	-

Progress with the Remaining Immediate Works following the July 2023 Flood Event

- 4.15. There is a total of 24 immediate works identified in the 2023/24 financial year to implement drainage improvements as part of the investigation work (refer Table 5 below). Note that some of these projects are funded from existing capital works budgets that existed prior to the July 2023 flood event, as well as the new capital works budget approved by Council in October 2023.

Table 5 Progress with the Remaining Immediate Works following the July 2023 Flood Event

Project	Budget	Status
10 Beach Crescent, Waikuku Beach	\$80,000	Design
Rotten Row, Waikuku Beach	\$25,000	Design
Revells Road, Tuahiwi	\$50,000	Design
Total	\$155,000	

- 4.16. 21 out of 24 projects have been completed and 3 are in the design phase. Approximately, \$155,000 was carried over into the 2025/26 financial year. 10 Beach Crescent requires collaboration and coordination with the leasee of the Waikuku Beach Campground, with the design taking into account the campground's development plan to ensure it is future proof. Rotten Row is expected to confirm a solution this calendar year. 250 Revells Road is in the design phase and construction will commence in the coming months. These projects will continue to be reported to the Audit & Risk Committee as part of the quarterly capital works programme report.

Communications

- 4.17. A programme of regular communications has been implemented to support the recovery programme. In particular, the following key activities have been undertaken:
- A fortnightly dashboard and detailed tracking sheet circulated to PCG.
 - Personal phone calls or emails to submitters during investigations, with follow up communications to confirm the outcomes.
 - Close out emails or communications with submitters as appropriate when each investigation is complete.

Implications for Community Wellbeing

- 4.18. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.19. Safe and reliable infrastructure is critical for wellbeing. Infrastructure includes roading, adequate drinking water, wastewater drainage and stormwater drainage for health and Rooding infrastructure is required to provide safe egress and enable residents to access goods and services within the community.
- 4.20. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

Mana whenua

- 5.1. Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report as it relates to impacts on waterways and rivers. Staff will update the Runanga at the executive meetings and where relevant on specific projects or consents engage with Mahaanui Kurataio Limited.

Groups and Organisations

- 5.2. A number of the issues in this report cross over with Environment Canterbury in terms of consenting, or in relation to rivers and natural waterways assets and services they maintain. Staff from Ecan and WDC are working to proactively coordinate where necessary.
- 5.3. There are some drainage related issues that also relate to water races and irrigation races. Where this is the case staff are coordinating with Waimakariri Irrigation Limited.

Wider Community

- 5.4. The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as the wider community has been impacted by the recent flood event.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

Financial Implications

- 6.1. The Council has approved expenditure of \$972,953.29 in the 2025/26 financial year for emergency and immediate works responding to and recovering from the flood event.
- 6.2. Nine projects have been prioritised to be completed within the Infrastructure Resilience Fund for 2024/25 budget. Noting that a portion of the budget has been carried over into the 2025/26 financial year for completion. The status of these projects is summarised in the table and the details are presented as follows.

Table 6 Progress of the 2024/25 projects under Infrastructure Resilience Fund

Project	Status	Budget	Spent to date	Final forecasted expenditure
Bridge Street, Waikuku Beach	Complete	\$40,000	\$38,796	\$38,796
Greigs Road, Clarkville	Complete	\$35,000	\$39,626 ¹	\$39,626
57 Topito Road, Tuahiwi	Complete	\$20,000	\$27,284 ²	\$27,284
Mill Road, Ohoka	Complete	\$80,000	\$79,651	\$79,651
Bradleys Road, Ohoka	Construction	\$90,000	\$9,016	\$90,000
246 Revells Road, Tuahiwi	Construction	\$50,000	\$2,637	\$50,000
Waikuku Beach Road, Waikuku	Design	\$70,000	\$5,828	\$70,000

96 Topito Road, Tuahiwi	Design	\$80,000	\$4,177	\$80,000
Church Bush Road, Tuahiwi	Design	\$35,000	\$3,509	\$35,000
Total		\$500,000	\$210,524	\$510,357³

Note:

¹ The increase of cost is caused by a variation on extra foundation due to unexpected soft ground.

² This project was added to the project list.

³ This forecasted expenditure is to complete the projects that are listed. Note that the \$500,000 budget for 2024/25 will not be exceeded and any funding required for completion will be funded from the 2025/26 budget.

Sustainability and Climate Change Impacts

- 6.3. The frequency and severity of flood events is likely to increase due to the impacts of climate change.

Risk Management

- 6.4. There are risks arising from the adoption/implementation of the recommendations in this report.
- 6.5. A risk-based approach has needed to be adopted around the management of any improvements works. Whole of life cost will be considered when agreeing the extent of works and the residual risk due to further rainfall events.

Health and Safety

- 6.6. There are health and safety risks arising from the adoption/implementation of the recommendations in this report.
- 6.7. Physical works will be undertaken to repair flood damage and as per standard process for any physical works, the contractor will be required to provide a Site Specific Health & Safety Plan for approval prior to work commencing on site.

7. CONTEXT

Consistency with Policy

- 7.1. This matter is likely to be a matter of significance in terms of the Council's Significance and Engagement Policy. Due to the emergency nature of the work it is not possible to consult with the Community, however the investigations will result in projects and work programmes that will be the subject of consultation in future Annual and Long Term Plans.

Authorising Legislation

- 7.2. The Land Transport Management Act is the relevant legislation in relation to Roading activities.

Consistency with Community Outcomes

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

This report considers the following outcomes:

Social:

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

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

Environmental:

...that values and restores our environment...

- Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change.
- Our district transitions towards a reduced carbon and waste district.
- The natural and built environment in which people live is clean, healthy and safe.

Economic:

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

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

Authorising Delegations

- 7.4. Utilities & Roading Committee has the authority to receive this report.
- 7.5. Relevant staff have delegation to authorise unbudgeted emergency works where needed. These delegations have been exercised during these the response to, recovery from and immediate works in association with these flood events. Future reports will seek approval for unbudgeted expenditure.

May 2025 Flood Investigation Tracking - As of 03 July 2025

Work Package	Location	Area	Status	Investigation Outcome	% Complete
25I-001	Ayers Street	RANGIORA	Undertook site visit, filled site assessment form	-	15%
25I-002	Grey Cres/Kalmia Place	KAIAPOI	Called landowner, undertook site visit, filled site assessment form	-	15%
25I-003	Mt Grey Road	LOBURN NORTH	Called landowner, undertook site visit, filled site assessment form	-	15%
25I-004	Church Street	RANGIORA	Not started yet	-	0
25I-005	Burnett Street	OXFORD	Called landowner, undertook site visit, filled site assessment form	-	15%
25I-006	Williams Street	KAIAPOI	Not started yet	-	0
25I-007	Beachvale Drive	KAIAPOI	Not started yet	-	0
25I-008	Swannanoa Road	SWANNANOA	Not started yet	-	0
25I-009	Rata Street	RANGIORA	Not started yet	-	0
25I-010	Rata Street	OXFORD	Undertook site visit, filled site assessment form	-	15%
25I-011	Kiln Place	KAIAPOI	Not started yet	-	0
25I-012	McPhedrons Road	OXFORD	Undertook site visit, filled site assessment form	-	15%
25I-013	Batten Grove	PINES BEACH	Not started yet	-	0
25I-014	Flaxton	RANGIORA	Not started yet	-	0
25I-015	Whitefield Street	KAIAPOI	Not started yet	-	0
25I-016	Featherstone Avenue	KAIRAKI	Not started yet	-	0
25I-017	Cones Road	ASHLEY	Called landowner, undertook site visit, filled site assessment form	-	15%
25I-018	Fullers Road	KAIAPOI	Not started yet	-	0
25I-019	Mount Thomas Road	FERNSIDE	Not started yet	-	0
25I-020	Charles Street	RANGIORA	Not started yet	-	0
25I-021	Park Terrace	WAIKUKU BEACH	Not started yet	-	0
25I-022	Main North Road	WOODEND	Not started yet	-	0
25I-023	Jefferies Drain Road	CLARKVILLE	Called landowner, undertook site visit, filled site assessment form	-	15%
25I-024	Broadway Avenue	WAIKUKU BEACH	Not started yet	-	0
25I-025	Riverside Road & Inglis Road	RANGIORA	Not started yet	-	0
25I-026	Waikuku Beach Road	WAIKUKU	Called landowner, CORDE cleaned drain, added onto existing project	-	15%
25I-027	Old North Road	KAIAPOI	Not started yet	-	0

25I-028	Island Road	KAIAPOI	Not started yet	-	0
25I-029	Poyntzs Road	CUST	Undertook site visit, filled site assessment form	-	15%
25I-030	Rangiora Woodend Road	WOODEND	Not started yet	-	0
25I-031	Topito Road	TUAHIWI	Not started yet	-	0
25I-032	High Street	OXFORD	Not started yet	-	0
25I-033	Percival Street	RANGIORA	Not started yet	-	0
25I-034	Petries Road, Gladstone & Fearn Drive	WOODEND	Called landowner, undertook site visit, filled site assessment form	-	15%
25I-035	Wolffs Road	WEST EYRETON	Not started yet	-	0
25I-036	Queens Avenue	WAIKUKU	Not started yet	-	0
25I-037	Acacia Ave	RANGIORA	Not started yet	-	0
25I-038	Reserve Road	WAIKUKU BEACH	Not started yet	-	0
25I-039	West Belt	RANGIORA	Not started yet	-	0
25I-040	Dunns Avenue	PINES BEACH	Not started yet	-	0
25I-041	Bramleys Road	TUAHIWI	Not started yet	-	0
25I-042	Banks Road	SEFTON	Not started yet	-	0
25I-043	Depot Road	OXFORD	Not started yet	-	0
25I-044	Woodglen Drive	WOODEND	Not started yet	-	0
25I-045	Highfield Lane	RANGIORA	Not started yet	-	0
25I-046	Max Wallace Drive	ASHLEY	Called landowner, undertook site visit, filled site assessment form	-	15%
25I-047	Campions Road	CUST	Undertook site visit, filled site assessment form	-	15%
25I-048	Coronation Street	RANGIORA	Not started yet	-	0
25I-049	Millcroft & Milbrook	OHOKA	Not started yet	-	0

FLOOD RECOVERY STATUS REPORT
As at Thursday, 3 July 2025



Fortnightly Report

Introduction

A rain event occurred over the period of 29th April to 2nd May 2025 in the Canterbury region, which resulted in high rainfall at some parts of the district, for example, 130mm rainfall in Rangiora from Tuesday morning until Thursday midnight. This event was estimated to range from a 17-year event for Woodend to a 2.7-year event in Oxford.

The purpose of this report is to update the PCG, Utilities and Roding Committee and Community Boards on the status of the drainage and sewer service requests and further investigations.


Report Format

This report will be prepared fortnightly and will include the following information

- This Dashboard showing:
 - General commentary
 - Dashboard metrics
 - Specific commentary on Key Focus Areas

General Update

46 Maintenance Checks and 13 Investigations are underway.



Flooding at the Petries Road / Fearn Drive area

Key Metrics

Investigation	As at 3 July 2025
Not started	36
Scoping	13
Under investigation	0
Submitted for approval	0
Investigations completed	0
Total	49

Maintenance Checks	As at 3 July 2025
To be started	34
Work in progress	46
Works programmed	0
Completed	0
Total	80

Key Focus Areas

Waikuku Beach	A Waikuku modelling study is to be undertaken to determine the cause of flooding which was higher than expected. This work will look at factors such as the operation of the flood gate, upstream development, and the catchment hydrology, including any recharge from the Ashley River.
Kairaki	Several service requests received on Featherstone Avenue regarding flooding and sewer pipeline issues. Investigaiton is underway.
Petries Road, Woodend	Petries Road and Fearnie Road experience significant flooding across the road and footpath. The flooding can get over 300 mm in the worst areas and limit vehicle access. Options are considered to improve the capacity and operation of Petries Road SMA including additional reticulation, pumping and operational changes.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-28 / 250227032830

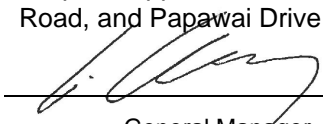
REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD

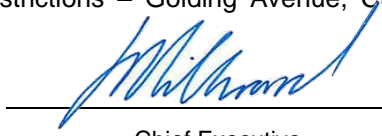
DATE OF MEETING: 9 July 2025

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Nithin Puthupparambil, Transportation Engineer

SUBJECT: Request approval of No Stopping Restrictions – Golding Avenue, Cust Road, and Papawai Drive

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


 General Manager


 Chief Executive

1. SUMMARY

- 1.1. This report seeks approval to establish No Stopping restrictions at the following locations:
- 11m north of the driveway to 22 Golding Avenue;
 - From a point 10m south of the driveway to 19-31 Golding Avenue, for 11m south;
 - 24m east of Earlys Road on the north side of Cust Road; and
 - 5m north of the access to Koura Reserve on Papawai Drive.
- 1.2. Staff have received a number of complaints concerning the following:
- 1.2.1. Potential conflicts with parking on the back-to-back curves in Golding Avenue
- 1.2.2. Car parking in front of the historical St David's Presbyterian Church in Cust, where the painted shoulder is insufficiently wide to safely accommodate vehicles outside of the travel lane
- 1.2.3. Parked vehicles blocking the pedestrian access to Koura Reserve from Papawai Drive
- 1.3. Staff have investigated all of the above complaints and concluded that in all three situations there is a strong case for installing No Stopping lines to better support safe parking and usage of the areas concerned.
- 1.4. It is recommended that stopping is prohibited at these three locations.

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 250227032830.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

- (b) **Approves** installation of the following no-stopping restrictions:
- i. 11m north of the driveway to 22 Golding Avenue, Rangiora.
 - ii. From a point 10m south of the driveway to 19-31 Golding Avenue, Rangiora, for 11m south.
 - iii. 24m east of Earlys Road, Cust on the north side of Cust Road.
 - iv. 5m north of the access to Koura Reserve on Papawai Drive, Rangiora.

3. **BACKGROUND**

3.1. Golding Avenue

- 3.1.1. Golding Avenue is a local road with an Average Daily Traffic (ADT) of 831 vehicles, serving as a connector between the Collector Roads of Kingsbury Avenue and Enverton Drive.
- 3.1.2. Golding Avenue offers access to the Rangiora Health Hub via Riverview Road, which intersects with River Road.
- 3.1.3. The mean operating speed was measured at 39.4 km/h in 2022. The street carries through a back-to-back “S-bend” between no. 17 and no. 33 Golding Avenue. A private right-of-way accessing six rear lots enters Golding Avenue midway through the curve.
- 3.1.4. There is high parking demand in the area due to Community Health facilities being located near the S-bend.

3.2. Cust Road

- 3.2.1. Cust Road is a Strategic Road (former State Highway 72) that intersects with Earlys Road at a T-junction in the middle of Cust village.
- 3.2.2. The Average Daily Traffic (ADT) is 3,217 on Cust Road. This intersection with a posted speed of 60 km/h and mean operating speed of 57 km/h (2024) requires careful navigation for safe turning manoeuvres.
- 3.2.3. A No Stopping restriction already exists on the north side of Cust Road, west of Earlys Road, where the shoulder is less than 1.5m wide.

3.3. Papawai Drive

- 3.3.1. Papawai Drive is a local road with an Average Daily Traffic (ADT) of 739 vehicles; the mean operating speed was measured at 36 km/h in 2019.
- 3.3.2. It provides one of the pedestrian accesses to Koura Reserve, a neighbourhood reserve with playground and recreational areas, which does not have any dedicated reserve parking.
- 3.3.3. The walkway is in a narrow link reserve between no. 18 and no. 22 Papawai Drive.

4. **ISSUES AND OPTIONS**

4.1. Staff have received service requests regarding the following:

- 4.1.1. Concerns regarding potential conflicts caused by parking on the back-to-back curves (S-bend) on Golding Avenue
- 4.1.2. Inquiries about car parking on the narrow shoulder in front of the former St. David's Presbyterian Church in Cust
- 4.1.3. Concerns regarding parked vehicles blocking the access to Koura Reserve on Papawai Drive

4.2. Golding Avenue:

- 4.3. Golding Avenue, classified as an urban local road with a 50 km/h speed limit, should adhere to specific stopping sight distance (SSD) recommendations as outlined in the Austroads Guide to Road Design Part 3(Technical design Guidance). Due to the back-to-back curve geometry in front of no. 22 and nos. 19-31 Golding Avenue, parking in these areas compromises the required SSD for safe driving conditions.
- 4.4. To enhance safety and meet SSD recommendations, it is recommended that no-stopping restrictions be implemented along the extent indicated by the yellow dashed line in Figure 1.



Figure 1. Proposed extents of no stopping restrictions, Golding Avenue

- 4.5. Cust Road:
- 4.6. In accordance with the Waimakariri District Council Engineering Code of Practice Section 8.6.3, a width of 2.5 meters is recommended for parallel parking on road carriageways. Furthermore, the Land Transport Rule: Road User Rule 2004 prohibits stopping, standing, or parking a vehicle within 6 meters of an intersection unless explicitly authorised by road signage or markings.
- 4.7. To maintain safe traffic operations at the Cust Road / Earlys Road intersection and comply with the above-mentioned regulations, it is recommended that no-stopping restrictions be implemented along the designated area marked by the yellow dashed line in Figure 2.
- 4.8. This proposed restriction will maintain an extra-long parking space on the east side of the driveway letdown, which meets parking requirements and is positioned sufficiently far from the intersection to avoid impeding traffic flow.

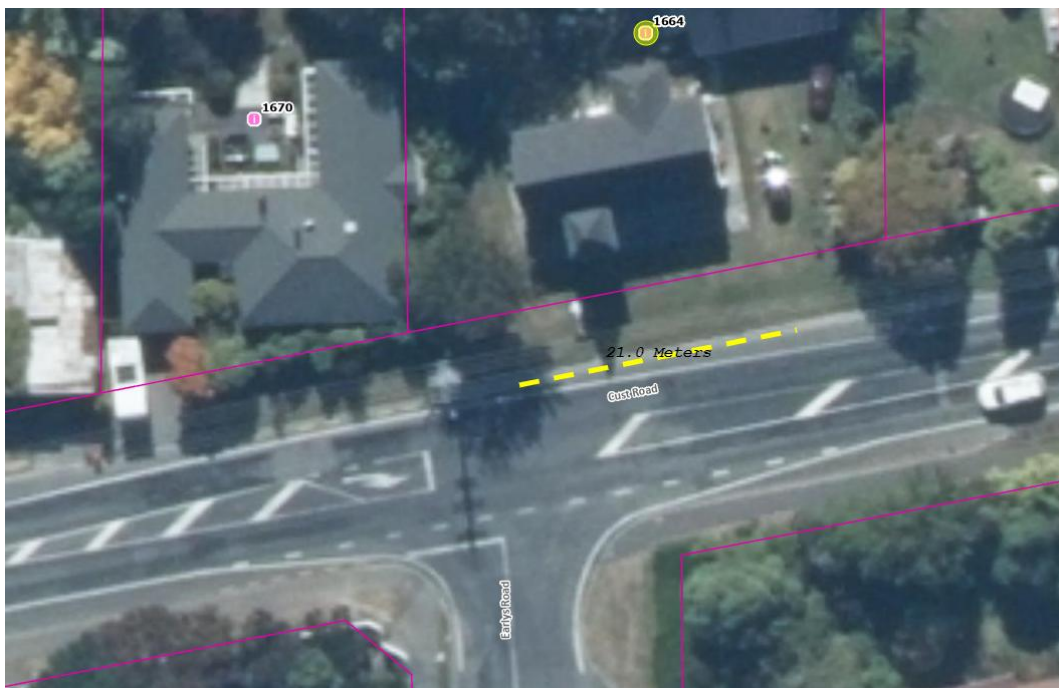


Figure 2. Proposed extents of no stopping restrictions, Cust Road

4.9. Papawai Drive:

- 4.10. Parked vehicles obstruct safe passage for pedestrians, strollers, and mobility scooters, particularly near the reserve's entrance. This creates hazards, forcing people into the road and hindering access to the reserve
- 4.11. To mitigate these safety concerns and ensure the well-being of all reserve users, it is recommended that no-parking restrictions be implemented along the section of Papawai Drive directly adjacent to the Koura Reserve access point, as marked by the yellow dashed line in Figure 3. This measure is recommended because there would be insufficient space in this section to maintain parking without obstructing pedestrian and mobility access.



Figure 3. Proposed extents of no stopping restrictions, Papawai Drive.

- 4.12. The Rangiora-Ashley Community Board has the following options available to them:

4.12.1. Option One: Approve the installation of no-stopping restrictions at the various locations in Rangiora and Cust.

This option would have the Rangiora-Ashley Community Board recommend that the Utilities and Roding Committee approve the installation of no-stopping restrictions at the location shown in Figure 1, 2, and 3.

This is the recommended option because it ensures:

- Meet with Safe Stopping Distance (SSD) recommendations and enhanced safety on Golding Avenue
- The safety of all road users at the intersection while ensuring that parallel parking on Cust Road complies with both regional and national regulations
- Safe access to Koura Reserve all users, including pedestrians, stroller users, and those with mobility scooters, while ensuring that parking on Papawai Drive complies with both regional and national regulations and prevents obstruction of the reserve access point

4.12.2. Option Two: Approve an ad-hoc installation of no-stopping restrictions.

This option would have the Rangiora-Ashley Community Board recommend that the Utilities and Roding Committee approve the installation of no-stopping restrictions at some, but not all of the locations shown in Figures 1, 2, and 3.

This is not the recommended option because there are safety implications of not installing no-stopping restrictions at all of the sites proposed in this report.

4.12.3. Option Three: Retain the status quo.

This is not the recommended option because there are safety implications of not installing no-stopping restrictions at all of the sites proposed in this report.

Implications for Community Wellbeing

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

These proposed improvements provide infrastructure in terms of safety improvements which provide safe access for residents within the district.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

Letters were sent to the residents adjoining each of the proposed No Stopping restrictions, soliciting their feedback on the restrictions.

The property owner of no. 1664 Cust Road was consulted regarding the proposed No Stopping restriction at his residence, and he generally supported the proposal.

Property owners at Nos. 16, 18, 22, and 24 Papawai Drive provided generally positive responses. No other feedback was received from residents on Papawai Drive or Golding Avenue.

5.3. Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report; the impacts of roadside management are considered to be localised and minor in nature. It is noted that no public consultation has been carried out with the wider community.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

There are minimal costs associated with installing no-stopping lines along these streets, as all it involves is line marking. The total cost is estimated to be less than \$250, which can be accommodated within the Road Maintenance budgets (Pavement Marking GL 10.270.582.2500). This budget is included in the Annual Plan/Long Term Plan.

6.2. Sustainability and Climate Change Impacts

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

6.3. Risk Management

There are not risks arising from the adoption/implementation of the recommendations in this report.

6.4. Health and Safety

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

Physical works will be undertaken through the Road Maintenance contract. The Road Maintenance contractor has a Health and Safety Plan and a SiteWise score of 100.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

7.3. **Consistency with Community Outcomes**

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

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

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

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

- *Enterprises are supported and enabled to succeed.*
- *Infrastructure and services are sustainable, resilient, and affordable. There is a safe environment for all.*

7.4. **Authorising Delegations**

As per Section 3 of the Waimakariri District Council's *Delegations Manual*, the Rangiora-Ashley Community Board has the delegated authority to recommend the installation of no-stopping restrictions on roads within its ward area.

The Utilities and Roading Committee has the delegated authority to approve No Stopping restrictions.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-28 / 250616108139**REPORT TO:** Oxford-Ohoka Community Board**DATE OF MEETING:** 2 July 2025**AUTHOR(S):** Shane Binder, Senior Transportation Engineer
Nithin Puthupparambil, Transportation Engineer**SUBJECT:** Request for approval to install a Stop Control at High Street / Church Street / Weld Street intersection.**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report seeks approval from the Oxford-Ohoka Community Board to install Stop controls on both Church Street and Weld Street at the intersection of High Street.
- 1.2. A review of the intersection was undertaken following a service request which indicated that vehicles were failing to give way when entering High Street from Church Street and Weld Street, resulting in near misses.
- 1.3. Staff undertook a review of the intersection, and a lack of visibility was identified on both side roads, to oncoming traffic traveling along High Street. This lack of visibility is primarily caused by vegetation.
- 1.4. A review of Crash Analysis System (CAS) data has been undertaken and there has been one recorded crash at this intersection.
- 1.5. To improve the safe operation of the intersection, it is recommended that the existing give way controls are replaced with stop controls on both Church Street and Weld Street, at their intersections with High Street.

2. RECOMMENDATION**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 250616108139.
- (b) **Approves** the following intersection control changes pursuant to section 2 of the Land Transport Rule: Traffic Control Devices 2004, with effect from the date of installation of appropriate signage:

Item	Road to be Controlled	Road to Remain Uncontrolled	Type of Control to be Imposed	Type of Control to be Revoked
1	Church Street (West leg of intersection)	High Street	Stop	Give Way
2	Weld Street (East leg of intersection)	High Street	Stop	Give Way

- (c) **Circulates** this report to the Utilities and Roading Committee for information.

3. **BACKGROUND**

- 3.1. The intersection of Church, Weld, and High Streets connects two local roads with a secondary collector road, within the urban 50 km/h area of Oxford township.
- 3.2. While not high-volume, this intersection is a key link within the local road network.
 - 3.2.1. Church Street carries approximately 616 vehicles a day, with an 85th percentile speed of 58.8 km/h;
 - 3.2.2. Weld Street carries approximately 428 vehicles a day, with an 85th percentile speed of 76.7 km/h, and;
 - 3.2.3. High Street carries approximately 1,455 vehicles a day, with an 85th percentile speed of 55.6 km/h.
- 3.3. Both Church Street and Weld Street lack visibility to oncoming traffic on High Street as per Traffic Control Devices (TCD) Manual guidance for a Give Way control, making a Stop control more appropriate.
- 3.4. Sight lines, as shown in Figures 1 to 3, are currently obstructed by trees and vegetation located within private property boundaries.



Figure 1 - Sight lines as per TCD Manual.



Figure 2 - Restricted visibility from Weld Street to High Street for west bound traffic.



Figure 3 - Restricted visibility from Church Street to High Street, for east bound traffic.

4. ISSUES AND OPTIONS

- 4.1. Staff have received service requests highlighting concerns about vehicles failing to give way when entering High Street from Church Street and Weld Street.
- 4.2. Observations confirmed that both side roads have insufficient visibility of oncoming traffic on High Street and not meeting the Traffic Control Devices (TCD) Manual requirements for a Give Way control.
- 4.3. A review of the Crash Analysis System (CAS) database has been carried out and there is one recorded crash.

- 4.4. To improve safety at the intersection, it is recommended that the existing Give Way signs and markings be replaced with Stop signs and corresponding road markings on both the Church Street and Weld Street approaches to High Street.

- 4.5. The Oxford-Ohoka Community Board has the following options available to them:

- 4.6. Option One: Approve the installation of Stop controls on Church Street and Weld Street.

This option involves the Oxford-Ohoka Community Board approving the installation of Stop controls, consisting of signs and road markings, on both Church Street and Weld Street at the intersection with High Street.

This is the recommended option because it allows:

- Improved safety at the intersection by ensuring vehicles on Church Street and Weld Street come to a complete stop before entering High Street.
- Reduced risk of collisions due to poor visibility.

- 4.7. Option Two: Approve a partial installation of Stop controls.

This option involves the Oxford-Ohoka Community Board approving the installation of Stop controls only at either Church Street or Weld Street, rather than both intersections.

This is not the recommended option as it does not address visibility concerns for all approaches, which could still pose safety risks.

- 4.8. Option Three: Retain the status quo.

This option would see the current Give Way controls retained.

This is not the recommended option because failure to implement Stop controls does not address visibility concerns, which could still pose safety risks.

Implications for Community Wellbeing

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

Setting appropriate intersection controls helps reduce the risk of harm from a crash.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

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

5.2. Groups and Organisations

No groups or organizations are anticipated to be impacted by, or express interest in, the subject matter of this report, as it proposes no new modifications to existing regulations.

5.3. Wider Community

The proposed actions outlined in this report are expected to have minimal impact on the wider community, and significant public interest is unlikely, as the changes being implemented are minor in nature. Consequently, public consultation with adjacent residents or the broader community has not been undertaken.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. The estimated cost for the removal of existing Give Way signs and installing new STOP signs with appropriate road markings would be around \$2500.

The cost of sign replacement will be accommodated within existing sign maintenance budgets.

6.2. **Sustainability and Climate Change Impacts**

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

6.3 **Risk Management**

There are not risks arising from the adoption/implementation of the recommendations in this report.

6.4 **Health and Safety**

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

Physical works will be undertaken through the Road Maintenance contract. The Road Maintenance contractor has a Health and Safety Plan and a SiteWise score of 100.

7. **CONTEXT**

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

Section 2 of the Land Transport Rule: Traffic Control Devices requires a Road Controlling Authority to "authorise and, as appropriate, install or operate traffic control devices."

7.3. **Consistency with Community Outcomes**

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

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

- Council commits to promoting health and wellbeing and minimising the risk of social harm to its communities.

Environmental: a place that values and restores our environment

- The natural and built environment in which people live is clean, healthy and safe.
- Our communities are able to access and enjoy natural areas and public spaces.

7.4. **Authorising Delegations**

As per Part 3 of the WDC *Delegations Manual*, the Community Board has the delegated authority to approve control signs on streets (e.g., stop, give way, etc.).