Waimakariri District Council

Utilities and Roading Committee

Agenda

Tuesday 19 August 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

AGENDA CONTENTS – UTILITIES AND ROADING COMMITTEE

/The Chairperson and Members
UTILITIES AND ROADING COMMITTEE

A MEETING OF THE UTILITIES AND ROADING COMMITTEE WILL BE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY 19 AUGUST 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 Roading Committee held on Tuesday, 15 July 2025.**

10-18

RECOMMENDATION

THAT the Utilities and Roading Committee:

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

3.2 **Matters Arising (From Minutes)**

3.3 **Notes of a Workshop of the Utilities and Roading Committee held on Tuesday, 15 July 2025**

19-20

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** the circulated Notes of the Workshop of the Utilities and Roading Committee held on 15 July 2025.

4 DEPUTATION/PRESENTATIONS

Nil.

5 REPORTS

5.1 Further Information Report for the Kaiapoi to Pineacres Cycleway (Options to connect to Smith Street) – Kieran Straw (Civil Projects Team Leader) and Joanne McBride (Roading and Transport Manager)

See Kaiapoi-Tuahiwi Community Board Recommendation attached as Item 8.2.

Recommendation from Kaiapoi-Tuahiwi Community Board:

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Approves** amending Plan of Works (Trim no. 241220227289) to include a revised design for Old North Road, and the inclusion of a pedestrian/cycle crossing point in Smith Street west of the bridge to give alternate access from the underpass to the current cycleway which will connect with a shared pathway using the Cam River floodgate bridge to connect to the Passchendaele Path.

(b) **Notes** that the amended plan includes a reduction of the number of proposed speed humps in Old North Road from 16 down to nine (increasing the spacing to 200m on the straight section of Old North Road and 150m spacings on the northern end where sight distance is reduced).

(c) **Notes** that the amended plan removes the “speed cushion” from Ranfurly Street.

(d) **Notes** that the amended plan removes the “watts profile” speed hump from Dale Street.

(e) **Notes** that the amended plan for the project does not formally include the Cam River flood gate bridge within the Walking and Cycling Network Plan, but that additional signage will be installed to alert users of the alternate route using the crossing at Smith Street west of the bridge, as well as additional works on the approach to the Cam River flood gate bridge.

(f) **Notes** that the Cam River floodgate / Sidey Quay route was not included in the approved Cycle Network Plan which was adopted by Council in October 2022, however takes into account that this is a route regularly used by student and cyclists coming off Mafeking bridge.

21-37

Staff recommendation:

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 250811147746.

(b) **Notes** that this report is the cover report for Report 250514084485.

AND EITHER:

(c) **Approves** the section of cycleway from the Ranfurly Street / Sidey Street intersection to the southern side of Smith Street being either:

Option One (Ranfurly Street)

As the option recommended by staff at the Kaiapoi-Tuahiwi Community Board Meeting on 21st July. This option proposes to construct a Shared user Path on the eastern side of Ranfurly Street, and upgrading the existing pedestrian refuge crossing on Smith Street, connecting to the existing stop bank path at Charles Street intersection.

OR

Option Two (Sidey Quay)

As the recommended option by the Kaiapoi-Tuahiwi Community Board on 21st July. This option sought to utilise the Cam River floodgate bridge to cross cyclists over the Cam River, and utilise the existing path beneath Smith Street. For times when the path below the bridge is inundated due to high river levels, a new pedestrian refuge would be installed on Smith Street.

AND:

(d) **Notes** that the Sidey Quay / Cam River floodgate route provides a more direct desire line between the Passchendaele Path, and the proposed cycleway to the north, however the Ranfurly Street / Charles Street route provides a more direct desire line between the Kaiapoi Town Centre, and the proposed cycleway to the north. As such both are considered important.

(e) **Notes** that the Cam River floodgate / Sidey Quay route was not included in the approved Cycle Network Plan which was adopted by Council in October 2022.

(f) **Notes** that Option Two includes provision for four "watts profile" speed humps, located at 100m spacing along Sidey Quay, suitable for a "neighbourhood greenway".

(g) **Notes** that should Option Two be approved, the construction contract will include all Sidey Quay works as a "Separable Portion" to allow consultation with Sidey Quay residents to be carried out in conjunction with tendering so as to not risk loss of funding. This portion of works may be removed from the contract in the future, if required.

(h) **Notes** that staff do not object to the option recommended by the Community Board form a technical perspective, however it is noted that the alternate option via Sidey Quay has not been through an external safety review.

(i) **Delegates** the approval of the installation of the Sidey Quay Neighbourhood Greenway to the Management Team, to be confirmed following completion of targeted consultation, at the Tender Award stage of the project.

(j) **Circulates** this report to the Kaiapoi-Tuahiwi Community Board for their information.

5.2 **Cam River Enhancement Fund Proposed Projects and Update –** Sophie Allen (Water Environment Advisor)

38-48

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 250718131702.

(b) **Notes** that there is $169,000 remaining in the Cam River Enhancement Fund as of 1 July 2025.

(c) **Approves** new projects as scoped in this report ($25,000, see Table 1); namely;

i. Trial of manual removal of Cape pondweed within a 20m section of either the North Brook or Middle Brook;

ii. Fish passage rock ramp installation in Railway Drain at Cotter Lane;

iii. Sediment trap emptying of two sites on the Tuahiwi Stream and three sites on the Middle Brook; and

iv. Pine seedling replacement with natives on a Waimakariri District Council esplanade reserve on the South Brook.

(d) **Notes** that some projects are outstanding as approved by the Committee on 21 November 2023 but are still intended to be completed, or some projects have been withdrawn or completed but were funded by other sources.

(e) **Notes** the update of the Cam River Enhancement Fund completed projects of fencing, in stream improvements, and emptying existing sediment traps carried out in 2023-25 (Table 3).

(f) **Notes** that approved projects will be provided to North Canterbury Fish and Game seeking their agreement, and the Department of Conservation – Rangiora Office for consultation before proceeding, as per the conditions of use for the Cam River Enhancement Fund.

(g) **Circulates** this report to the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards, the Central Rural Drainage Advisory Group, and at a Te Ngāi Tūāhuriri Rūnanga – WDC meeting.

5.3 **Private Well Study Results for 2024 –** Sophie Allen (Water Environment Advisor)

49-88

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 250704121979.

(b) **Notes** the findings of the 2024 study, with one well above the nitrate-nitrogen Maximum Acceptable Value (MAV) set in the Drinking Water Standards for New Zealand (2022). Of the wells sampled, 50% of the wells in Eyreton, 67% in Cust, 34% in Carleton and 11% in Swannanoa sampling areas were above half of the MAV (5.65 mg/L).

(c) **Notes** that the median nitrate concentration for the Cust sampling areas, as sampled in the 2024 study, exceed the limit of a median of 5.65 mg/L nitrate-nitrogen set in Plan Change 7 of the Canterbury Land and Water Regional Plan (Schedule 8) for private water supply wells, while Eyreton, Swannanoa and Carleton sampling areas did meet this limit.

(d) **Notes** that Environment Canterbury conducted an Oxford to Eyrewell gap-filling well study in the spring of 2024, with some private wells included. Seven of seventeen wells sampled in Eyrewell, Northwest Eyrewell and Northeast Eyrewell private well sampling areas (41%) were measured to be over the 5.65 mg/L nitrate-nitrogen limit.

(e) **Notes** that Waimakariri District Council and Environment Canterbury staff will continue to raise awareness of the health impacts of high nitrates, and to encourage private well owners to test water regularly, including updating and wider distribution of the publication of a 'managing a private well supply' pamphlet for the District.

(f) **Notes** that Waimakariri District Council proposes to repeat this study in spring 2025, with 10 wells in each of the four sampling areas (40 wells total). Well owners from the previous sample rounds will be approached for repeat annual sampling, to allow for assessment of trends over time.

(g) **Notes** that statistically robust Mann Kendall trends for nitrate concentration over time are not able to be concluded from data for only six years, or four years of data for Swannanoa and Carleton sampling areas.

(h) **Circulates** this report to the Council and Community Boards for information.

6 PORTFOLIO UPDATES

6.1 **Roading – 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 KAIAPOI-TUAHIWI COMMUNITY BOARD

7.1 **Post Consultation Update for Old North Road - Kaiapoi to Woodend Walking and Cycling Connection –** K Straw (Civil Projects Team Leader) and J McBride (Roading and Transportation Manager)

The Kaiapoi-Tuahiwi Community Board considered report Trim 250514084485 at its meeting held on 21 July 2025.

89-111

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Approves** amending Plan of Works (Trim no. 241220227289) to include a revised design for Old North Road, and the inclusion of a pedestrian/cycle crossing point in Smith Street west of the bridge to give alternate access from the underpass to the current cycleway which will connect with a shared pathway using the Cam River floodgate bridge to connect to the Passchendaele Path.

(b) **Notes** that the amended plan includes a reduction of the number of proposed speed humps in Old North Road from 16 down to nine (increasing the spacing to 200m on the straight section of Old North Road and 150m spacings on the northern end where sight distance is reduced).

(c) **Notes** that the amended plan removes the “speed cushion” from Ranfurly Street.

(d) **Notes** that the amended plan removes the “watts profile” speed hump from Dale Street.

(e) **Notes** that the amended plan for the project does not formally include the Cam River flood gate bridge within the Walking and Cycling Network Plan, but that additional signage will be installed to alert users of the alternate route using the crossing at Smith Street west of the bridge, as well as additional works on the approach to the Cam River flood gate bridge.

(f) **Notes** that the Cam River floodgate / Sidey Quay route was not included in the approved Cycle Network Plan which was adopted by Council in October 2022, however takes into account that this is a route regularly used by student and cyclists coming off Mafeking bridge.

8 REPORT REFFERED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

8.1 **Request approval of No-Stopping Restrictions in Highfield Lane –** Joanne McBride (Roading and Transportation Manager) and Shane Binder (Senior Transportation Engineer)

The Rangiora-Ashley Community Board considered report Trim 250613107325 at its meeting held on 13 August 2025.

112-118

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Approves** retaining the status quo.

8.2 **Request to Approve Consultation on a No-Stopping Restriction for Coronation Street –** Joanne McBride (Roading and Transportation Manager) and Shane Binder (Senior Transportation Engineer)

The Rangiora-Ashley Community Board considered report Trim 250730140367 at its meeting held on 13 August 2025.

119-123

RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Approves** staff proceeding with consultation on the installation of No Stopping for a length of 55m between the driveway to no. 31 and Southbrook Road.

(b) **Notes** that targeted consultation will be undertaken with residents along the length of Coronation Street and businesses in the area and will include online information / survey form for general public feedback.

(c) **Notes** that a further report will be submitted to the Community Board with the results of the consultation feedback.

9 QUESTIONS UNDER STANDING ORDERS

10 URGENT GENERAL BUSINESS

11 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

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

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

9.1 Approval of Procurement Strategy for Wastewater Inlet Screen Replacement Project.
9.2 CON25/47 – McPhedrons Road Well No.2 – Well Head Construction – Tender Evaluation and Contract Award Report.

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

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
REPORTS FOR INFORMATION			
9.1	Approval of Procurement Strategy for Wastewater Inlet Screen Replacement Project	Good reason to withhold exists under Section 7	To enable the Council holding the information to carry out, without prejudice or disadvantage, commercial activities **LGOIMA Sections 7 (2)(h).**
9.2	CON25/47 – McPhedrons Road Well No.2 – Well Head Construction – Tender Evaluation and Contract Award Report	Good reason to withhold exists under Section 7	protect the privacy of natural persons, including that of deceased natural persons, maintain legal professional privilege and enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) **LGOIMA Sections 7 (2)(a), (g) and (i).**

CLOSED MEETING

Refer to Public Excluded Agenda (Separate Document).

OPEN MEETING

NEXT MEETING

The next meeting of the Utilities and Roading Committee will be held on Tuesday, 16 September 2025 at 9am.

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 15 JULY 2025 AT 9AM.

PRESENT

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

IN ATTENDANCE

Councillors B Cairns and T Fulton.

P Merrifield (Oxford-Ohoka Community Board).

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transport Manager), K Simpson (3 Waters Manager), M Liu (Infrastructure Resilience Manager), S Binder (Senior Transportation Engineer), S Allen (Water Environment Advisor) and A Connor (Governance Support Officer).

There were three members of the public present.

1 APOLOGIES

Moved: Mayor Gordon Seconded: Cr Redmond

THAT the Rangiora-Ashley Community Board:

(a) **Receives and sustains** apologies for lateness Cr Mealings, who arrived at 9.01am.

CARRIED

2 ACKNOWLEDGEMENTS

Cr Redmond acknowledged the passing of former Councillor Neill Price noting his significant contribution to the Kaiapoi community.

Mayor Gordon expressed his condolences to the family. He highlighted N Price's remarkable service not only to the Council but also the Fire Brigade and RSA. He felt it was appropriate for the flags outside the Council building be lowered at the time of his service.

3 CONFLICTS OF INTEREST

There were no conflicts declared.

4 CONFIRMATION OF MINUTES

4.1 Minutes of the meeting of the Utilities and Roading Committee held on Tuesday, 17 June 2025.

Moved: Cr Brine Seconded: Cr Mealings

THAT the Utilities and Roading Committee:

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

CARRIED

4.2 **Matters Arising (From Minutes)**

There were no matters arising.

5 DEPUTATION/PRESENTATIONS

5.1 **Waimakariri Biodiversity Trust – Judith Roper-Lindsay and Richard Chambers**

J Roper-Lindsay thanked the Council for its support over several events including the Natural Environment Strategy implementation. She highlighted one change for the Trust in the coming year would be its integration of Pest Free Waimakariri into the activities of the Trust.

R Chambers commented one exciting project starting up was Matawai Park. It was a gem of Rangiora and originally developed by volunteers over previous decades. A volunteer group was currently being created, stemming from work being done by Pest Free Waimakariri. It would aimed to bring people together in a social gathering to do weeding and maintenance in the park. Another focus of the Trust was the low level of biodiversity within the Canterbury Plains. The Trust were working with landowners to provide information on what species to plant and the environment they would best thrive in. The goal was to lead the process and facilitate good outcomes without investing large amounts of money.

J Roper-Lindsay noted that the Daiken Wetland restoration was progressing. The Trust was working with Daiken as well as building relationships with other businesses. Ashley Rakahuri School had assisted with a planting day, and another was scheduled in the coming months. The financial support from the Council was incredibly advantageous as few grant providers gave funding for operational purposes.

Councillor Ward questioned how domestic animals were dealt with when trapping in residential areas. R Chambers replied that there were no traps capable of catching a cat in Matawai Park. Generally live catch traps had to be checked every day by law. If the person checking the trap was in doubt of whether the catch was a domestic or feral cat it was released. The Trust hoped microchipping would aid with identification in the future.

Cr Williams asked what type of pests were being targeted. R Chambers informed the committee they worked towards the Predator Free 2050 national goal. The goal included rats, musteloidea and possums however hedgehogs and mice were also caught though those species were not specifically targeted. They went by the name Pest Free Waimakariri to allow for pests like wasps if funding became available and allowed the group to go broader.

Cr Fulton wondered if the Biodiversity Trust had capacity to work with likeminded groups in surrounding areas. J Roper-Lindsay replied that they had not worked directly with any groups in the Hurunui however they regularly spoke at Council meetings and were looking at joint projects along the boundary of the districts. The possibility was available however resources were focused on work currently being completed.

6 REPORTS

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

S Binder spoke to the report which highlighted the location of proposed no-stopping restrictions on the boundary of the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards and therefore it was decided to bring the report directly to the committee.

Councillor Williams sought the rational for not sending the report to the Community Boards. S Binder explained due to Camwell Park being located on the Boards boundary and the high speed nature of the road, staff opted to send the report directly to the committee.

Councillor Williams observed road users turning right into Camwell Park regularly used the berm to wait for the traffic to clear rather than waiting in the carriageway. He questioned if this would still be legal if no-stopping lines were installed. S Binder clarified the restriction would not stretch along the entire length of the shoulder allowing space to the north and south of the intersection. This would still allow north bound traffic to either pull to the side or manoeuvre around a vehicle waiting to turn right.

Councillor Williams further asked why the no-stopping lines were being recommended when cars did not regularly park on the berm. S Binder stated vehicles did pull off for short term parking to take phone calls and the like. Road users would still be able to do this north and south of intersection.

Following a question from Councillor Fulton, S Binder informed the committee that the recommendation arose from comments made by members of the public. The shoulder was widened when Camwell Park was developed however no-stopping restrictions were not considered at the time. Staff did not actively identify areas such as this however did act on them when they were made aware of them.

Councillor Redmond asked if a school bus stopped at the intersection. S Binder said he was not aware of school buses using the intersection however staff were aware in the past there had been a public bus route on Flaxton Road, and it could be a possibility in the future. A bus would be able to stop north or south of the intersection safely.

Councillor Redmond then sought confirmation on whether a right turning lane had been considered. S Binder confirmed staff had considered a right turning lane however the number of vehicles turning into Camwell Park would not warrant that level of service.

Following a question from Mayor Gordon, S Binder stated that the Kaiapoi-Tuahiwi and Rangiora-Ashley Community Board Chairs had been advised of the proposal and had not provide any feedback.

Councillor N Mealing asked if no-stopping lines would preclude a vehicle from waiting to turn right into Camwell Park from the berm. S Binder replied that he would be surprised if such a manoeuvre would be enforced however, he could not confirm this.

Moved: Councillor Redmond Seconded: Councillor Ward

THAT the Utilities and Roading 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-Tuahiwi Community Board ward areas.

(e) **Circulates** the report to the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards for their information.

CARRIED

Councillor Williams Against

Councillor Redmond noted he travelled this route daily and understood the rationale behind making the intersection safer for right turning vehicles and no residents would be affected by a loss of parking in this location. He believed that the safety enhancement outweighed the loss of parking and was happy to support the motion. He was pleased the Board Chairs had been consulted.

Councillor Ward was also happy to support the motion. She noted the road was not wide and the space was not accommodating if a vehicle pulled over for a short period of time.

Mayor Gordon supported the motion. Although he had reservations regarding the report not going to the Community Boards, he was comfortable the Chairs had been notified and the opportunity for feedback had been provided. He agreed with the safety reasons as this was an area where there was potential risk to parked vehicles compromising right turning traffic.

Councillor Mealings accepted the reasoning behind bring the report directly to the Committee and was pleased to hear that the Board Chairs had been notified. She initially wondered why a right turning lane was not recommended however understood the reasoning behind opting for no-stopping lines. She was therefore supportive of the motion.

Councillor Williams was not supportive of the motion and felt the report should have been taken to the full Community Board prior to coming to the Committee rather than seeking the Chairs feedback. He was concerned the restrictions would create a more dangerous situation as people may see the no-stopping lines and continue driving whilst on the phone believing that they could not stop. He had observed vehicles turning right into Camwell Park waiting on the left verge for traffic to clear rather than waiting on the carriageway and highlighted these no-stopping restrictions would no longer allow that too occur.

Councillor Brine stated it was legally enforceable if a vehicle was waiting to turn on no-stopping lines however without a specific written complaint an officer would likely refrain from taking action. He felt waiting to turn right from the berm should be encouraged and did not see any issue with the proposed motion.

In his right of reply, Councillor Redmond stated this was a minor change which could provide a significant safety outcome. This was a sensible solution and was surprised there were no no-stopping restrictions in place already.

6.2 **Proposed Roading Capital Works Programme for 2025/26 and Indicative Three Year Programme – J McBride (Roading and Transport Manager) and K Straw (Civil Projects Team Leader)**

J McBride noted the report had been presented to all Community Boards for feedback, resulting in two amendments to the proposed programme. Due to lower-than-expected pricing, an additional bus shelter on Barnard Street in Kaiapoi could be included. In the kerb and channel programme, Cridland Street was requested to be brought forward, which would be achievable by deferring Otaki Street within the schedule.

Councillor Williams asked if approving the programme would finalise the programme schedule or if there remained scope to reallocate project priorities. J McBride confirmed this established the programme for the 2025/26 year which staff would subsequently deliver. While minor adjustments were typically accommodated, for example balancing cost savings from one project against overruns in another. The full programme was reviewed annually by both the Boards and the Committee. G Clearly added that if staff had a compelling reason to halt a project and it had not progressed too far, this could still be considered. However, staff did not expect to return to the Committee beyond this point.

Councillor Mealings sought clarity on what 'high risk intersection' treatments entailed. J McBride clarified they were low cost interventions including double gating signs, flush medians, widening, separators and runnable strips. These were assessed on a case by case basis which included staff looking at crash data and history of the intersection to formulate the best outcome.

Moved: Councillor Redmond Seconded: Mayor Gordon

THAT the Utilities and Roading Committee:

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

(b) **Approves** the attached 2025/26 Roading Capital Works Programme TRIM No. 250505077435(V02).

(c) **Endorses** the attached Roading 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 Roading 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 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-Tuahiwi 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.

CARRIED

Councillor Redmond acknowledged the programme had been presented to all the Community Boards and feedback received had been considered which was appreciated. In his view this was not a contentious matter, and elected members were consulted annually and given the opportunity to provide suggestions or request reprioritisation. He was eager to see the work commence.

Mayor Gordon endorsed the programme that had been well consulted on. Staff had a budget, and projects needed to be prioritised. Large amounts of feedback on conditions of footpaths were received which should make the footpath renewal programme well received. He did wonder if the type of footpath and type of material used should be considered with ease of repairing and cost to council front of mind. He commented staff did an excellent job of managing a comprehensive project and community expectations.

Councillor Ward commented that this proposed roading capital works allowed budgets to be set and staff to positively work towards the projects set out.

Councillor Williams supported the motion and was encouraged to hear there could be tweaks to the programme throughout the year.

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

M Liu spoke to the report stating nine projects had been prioritised to be completed based on community impact, flood consequences, cost considerations, effectiveness and value of interventions. Of the nine projects four had been completed, two were in the construction phase and three were in the design stage. The budget for 2024/25 financial year was $500,000 and the final forecasted expenditure was $510,357. The budget for 2024/25 would not be exceeded and any funding required for completion would be funded from 2025/26 budget.

She highlighted the May 2025 flood event generated 181 service requests. Forty-nine investigations and 80 maintenance checks had been identified to address the issue raised.

Following a question from Councillor Williams, M Liu explained the $210,524 was the amount of the total budget of $500,000 that had been spent as only four projects had been completed. Budgets allocated for projects still underway would carry over to the 2025/26 financial year.

Councillor Mealings noted the Bradleys Road project appeared to be completed however there was still road works signs posted, she questioned if there was a further stage to be completed. M Liu confirmed the engineers were scheduled to do their final walk trough and would then the project would officially be completed.

Councillor Mealings further noted the Mill Road drain had not been cleared and requested that further investigation be carried out.

Moved: Councillor Williams Seconded: Councillor Mealings

THAT the Utilities and Roading 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.

CARRIED

Councillor Williams thanked staff for their report.

Councillor Mealings also thanked staff for their report and endorsed the progress that had been made.

Mayor Gordon endorsed remarks made by Councillors Mealings and Williams noting he received positive feedback from residents and the Drainage Advisory Groups that projects were finally being initiated and completed. The completed works had proved to work as seen during the May 2025 flood event.

Councillor Redmond was pleased to see these projects progressing and concurred with Mayor Gordons comments agreeing he was also receiving complementary feedback.

Councillor Ward commented the work being done was very important and the Council should be proud of its proactiveness.

7 PORTFOLIO UPDATES

7.1 Roading – Councillor Philip Redmond

- Staff focus areas:
  - Winter activities, drainage works and holding pavement on Depot Road.
  - Bridge maintenance work across the district.
  - Remetalling was underway on unsealed roads.
  - Road Maintenance Contract was out for tender.
- The kerb and channel renewal contract was complete.
- Pidgeon Contracting only had the footpath surfacing to complete on Kippenberger Avenue.
- Tuahiwi Footpath asphalt surfacing was nearing completion.
- Rangiora Town Hall Carpark work was progressing well with asphalt going down currently.
- Work was now focusing on designs for the upcoming construction season.
- Mainpower were undertaking work on Smarts Road and Rangiora Leithfield Road.
- There had been an upturn in complaints regarding roading with several meetings with residents being arranged. Wet weather and continued dampness were a likely cause.
- The application for emergency funding for May 2025 flood was approved by NZTA and was for approximately $400,000.

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

- All UV upgrade projects were completed and operational apart from the Ohoka Water Treatment Plant. This project was progressing well and was expected to be completed in late September 2025.
- Garrymere well drilling works were on hold waiting for the exploratory drill rig to arrive onsite.
- The Ayers Street Water Treatment Plant to East Belt water main project had been awarded to HEB who were due to commence on site over the coming weeks.
- There had been two operational issues on the Beach Road wastewater pump station in Kaiapoi. A burst in the rising main to the treatment plant occurred along Beach Road, which required substantial repair. A leek on one of the two large pumps occurred. These pumps were nearing the end of their serviceable life and were due for replacement over the next few years. Staff were currently considering upgrading options.
- The tender for the Rural Drainage Maintenance contract closed with seven responses received. Staff were undertaking the evaluation phase.
- The final round of Drainage Advisory Group meetings for the year were underway.
- The revised date for All Drainage Groups meeting was 19 August 2025 to acknowledge the efforts of group members over the last three years.

7.3 Solid Waste– Councillor Robbie Brine

- Last year the Council again beat its waste minimisation and landfill reduction targets, and for the first time diverted more materials from landfill than were sent to Kate Valley Landfill – 50.2% was diverted and 49.8% was landfilled. That did not count the items sold through the shop which were not weighed. The jump in the per-capita weights in 2024/25 comes because Stats NZ estimated the district's population as being lower than was estimated the previous year, but that did not impact the overall ratios.

7.4 **Transport – Mayor Dan Gordon**

- Progress was underway for the Eastern Link and final stages of business case preparation was taking place.

8 REPORT REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

8.1 **Request approval of No Stopping Restrictions – Golding Avenue, Cust Road, and Papawai Drive – S Binder (Senior Transportation Engineer) and N Puthupparambil (Transportation Engineer)**

S Binder spoke to the report stating it followed the normal process of going to the Community Board before the Committee. At the Community Board the recommendation for no stopping restrictions on Golding Avenue was not passed and therefore only the recommendations for Earlys Road and Papawai Drive were being considered. He highlighted the staffs concerns regarding Golding Avenue which involved cars parked on s-bend which pushed travelling vehicles into the middle of the road with low visibility of oncoming traffic. The Community Board discussed concerns regarding the potential increased speed on Golding Avenue and believed that parked cars slowed traffic. They also felt other traffic calming and safety measures would better resolve the issues being faced.

Mayor Gordon questioned if staff were comfortable with the Board's recommendation and if other strategies that could be implemented were being considered like talking with the group home. S Binder noted there were two main risks associated with the Golding Avenue site. Parking did aid as a traffic calming measure as it forced vehicles to slow down however the placement of cars on the two corners pushed vehicles into the centre of the road without good visibility. He did feel the risk was higher with traffic being pushed to centre line however he was not uncomfortable with the recommendation. Staff had not actively communicated with the group home regarding staff parking.

Moved: Mayor Gordon Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

(a) **Approves** installation of the following no-stopping restrictions:

i. 24m east of Earlys Road, Cust on the north side of Cust Road.
ii. 5m north of the access to Koura Reserve on Papawai Drive, Rangiora.

CARRIED

Mayor Gordon noted that departing from the Community Board's recommendation required careful consideration and was not a decision to be made lightly. He knew how congested Golding Avenue was and concerns had been expressed to him however he felt there could be other strategies to investigate in the first instance. An active discussion with the owners of the group home could be an avenue to take. The timing overlays and the process of reports coming from a Board to Committee or Council was unfortunate however a memo update could overcome issues occurring.

Councillor Redmond had no concern with the process, as it was timing issue. The Committee was informed of the Community Board's decision and were therefore maked an informed decision. He was not aware of any compelling reason to overturn the Community Board's recommendation and on that basis would support the motion.

Councillor Williams would be supporting the recommendation. He noted the Community Board also asked if any other options could be investigated on Golding Avenue as parked vehicles naturally slowed the traffic and removal of cars may increase the operating speed.

9 REPORT FOR INFORMATION FROM THE OXFORD-OHOKA COMMUNITY BOARD

9.1 **Request for Approval to Install a Stop Control at High Street / Church Street / Weld Street Intersection – S Binder (Senior Transportation Engineer) and N Puthupparambil (Transportation Engineer)**

Moved: Councillor Mealings Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

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

CARRIED

Councillor Mealings stated that the Community Board had discussed the report at length and had approved it.

10 QUESTIONS UNDER STANDING ORDERS

Nil.

11 URGENT GENERAL BUSINESS

Nil.

NEXT MEETING

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

Workshop (10.40am to 11.19am)

Trim Ref (250721132598)

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

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 10.31AM.

CONFIRMED

_____
Chairperson

_____
Date

NOTES OF A WORKSHOP OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBERS, HIGH STREET, RANGIORA ON TUESDAY, 15 JULY 2025, COMMENCING AT 10.40AM.

PRESENT

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

IN ATTENDANCE

Councillors B Cairns, T Fulton and J Goldsworthy.

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transport Manager), S Binder (Senior Transportation Engineer), T Johnston (Senior Resource Management Planner) and A Connor (Governance Support Officer).

1. Highfield Lane (Rangiora) Options Discussion – J McBride (Roading and Transport Manager), S Binder (Senior Transportation Manager) and T Johnston (Senior Resource Management Planner)

Trim Ref: 250709124895

Key Points:

- Highfield Lane was originally subdivided 45 years ago and provided access to 12 residential sections. There was a sealed 3.5 to 4m carriageway and swales with no footpath or kerbing. No formal traffic counts had been completed but an estimated 51 vehicles a day travelled the Lane.
- Recent changes on Highfield Lane:
    - Home-based business.
    - Increase in traffic and parking.
    - Service requests: parking and drainage.
    - Annual Plan submissions.
- Home-based business generally did not require consent and generated low traffic volume (equivalent to one new house).
- Any further subdivision or major development long Highfield Lane would likely trigger the need for road upgrades.
- Pedestrian warning signage was completed.
- A report was taken to the Rangiora-Ashley Community Board regarding installing no-stopping restrictions which was laid on the table pending consultation with all residents on the street.
- Drainage maintenance was to be programmed that would tidy from the cul-de-sac head and upgrade the swales to improve drainage out to Buckleys Road.
- Possible funding sources:
    - New Footpath budget ($100,000 annually).
        - An annual programme.
        - Priority scores were based on pedestrian use, environment, connectivity and affordability.
        - Last updated 2023 (29 projects with three now completed). When locations first identified it was not an exhaustive list.
    - New Kerb and Chennel budget ($350,000 / three yearly from 2026/27).
        - Prioritisation was to be developed however higher volume roads would be first.
    - Minor Safety Walking and Cycling:
        - Fully allocated until 2028/29.

- Options:
  - Retain status quo.
  - Minor investment: construct a footpath only along the berm.
  - Major Investment:
    - Widen road to District Plan ‘Cul-de-sac’ standards.
    - Install kerb and channel.
    - Construct parking bay(s).
    - Increase size of cul-de-sac.

Questions/ Issues/ Feedback:

- *Would favour a report being brought back to the committee.*
- *The new business was not the only home-based business operating on the street. There was a resident on the street that was blind. This street was an anomaly in the area for not having a footpath. Felt a footpath would address most concerns raised by residents.*
- *How would future potential development effect the road?*
  Further lot subdivision would likely result in the road needing to be widened.
- *Was it sound practice for Council to anticipate future subdivision?*
  Council would not normally as if all urbanisation work was completed there was no mechanism for Council to obtain contribution and would have to front the entire cost of the project.
- *Ensure if a gritted path was the preferred option residents understood that would be the level of service provided, and it would not be sealed.*
- *Was the urbanisation of this road a priority?*
  It was difficult to prioritise over other areas that had higher demands.

THERE BEING NO FURTHER BUSINESS THE WORKSHOP CONCLUDED AT 11.19AM.

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RDG-32-115 / 250811147746
REPORT TO:	UTILITIES AND ROADING COMMITTEE
DATE OF MEETING:	19 AUGUST 2025
AUTHOR(S):	Kieran Straw – Civil Project Team Leader Joanne McBride – Roading and Transportation Manager
SUBJECT:	Further Information Report for the Kaiapoi to Pineacres Cycleway (Options to connect to Smith Street)
ENDORSED BY: (for Reports to Council, Committees or Boards)	General Manager / Chief Executive

1. SUMMARY

1.1. This report is to provide the Utilities and Roading Committee with additional information to support Report No. 250514084485 - Post Consultation Update for Old North Road - Kaiapoi to Woodend Walking and Cycling Connection, following the Kaiapoi-Tuahiwi Community Board meeting on 21 July 2025.

1.2. The original report sought approval of design amendments to the Kaiapoi Cycleway, specifically these design amendments are:

i. Reduction in the number of speed humps to be installed along Old North Road,

ii. Inclusion of an additional length of shared path at the Cam River flood-gate bridge (at the end of Sidey Quay), in addition to the proposed connection along Ranfurly Street and crossing in Smith Street

1.3. At the Community Board meeting an amendment to the recommendations was made to alter the proposed route to cross Smith Street west of the Smith Street Bridge, rather than at Ranfurly Street as per the previously approved design and report.

1.4. This report seeks to provide further information on the options available to the Utilities and Roading Committee relating to this project.

Attachments:

i. Option One (Ranfurly Street) – Trim No. 250805143914

ii. Option Two (Sidey Quay) – Trim No. 250805143917

2. RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 250811147746.

(b) **Notes** that this report is the cover report for Report 250514084485.

AND EITHER:

(c) **Approves** the section of cycleway from the Ranfurly Street / Sidey Street intersection to the southern side of Smith Street being either:

i. Option One (Ranfurly Street)

As the option recommended by staff at the Kaiapoi-Tuahiwi Community Board Meeting on 21st July. This option proposes to construct a Shared user Path on the eastern side of Ranfurly Street, and upgrading the existing pedestrian refuge crossing on Smith Street, connecting to the existing stop bank path at Charles Street intersection.

OR

ii. Option Two (Sidey Quay)

As the recommended option by the Kaiapoi-Tuahiwi Community Board on 21st July. This option sought to utilise the Cam River floodgate bridge to cross cyclists over the Cam River, and utilise the existing path beneath Smith Street. For times when the path below the bridge is inundated due to high river levels, a new pedestrian refuge would be installed on Smith Street.

AND:

(d) **Notes** that the Sidey Quay / Cam River floodgate route provides a more direct desire line between the Passchendaele Path, and the proposed cycleway to the north, however the Ranfurly Street / Charles Street route provides a more direct desire line between the Kaiapoi Town Centre, and the proposed cycleway to the north. As such both are considered important.

(e) **Notes** that the Cam River floodgate / Sidey Quay route was not included in the approved Cycle Network Plan which was adopted by Council in October 2022.

(f) **Notes** that Option Two includes provision for four “watts profile” speed humps, located at 100m spacing along Sidey Quay, suitable for a “neighbourhood greenway”.

(g) **Notes** that should Option Two be approved, the construction contract will include all Sidey Quay works as a “Separable Portion” to allow consultation with Sidey Quay residents to be carried out in conjunction with tendering so as to not risk loss of funding. This portion of works may be removed from the contract in the future, if required.

(h) **Notes** that staff do not object to the option recommended by the Community Board form a technical perspective, however it is noted that the alternate option via Sidey Quay has not been through an external safety review.

(i) **Delegates** the approval of the installation of the Sidey Quay Neighbourhood Greenway to the Management Team, to be confirmed following completion of targeted consultation, at the Tender Award stage of the project.

(j) **Circulates** this report to the Kaiapoi-Tuahiwi Community Board for their information.

3. BACKGROUND

3.1. Report 250514084485 to the Kaiapoi Tuahiwi Community Board on the 21st July 2025 includes full background to this report that proceeded the July meeting. The Board did not approve all recommendations within that report.

3.2. While the Board were in agreement with the recommendations pertaining to a proposal to reduce the number of proposed speed humps within Old North Road, there was not support for the staff recommendation to retain the primary route along Ranfurly Street, crossing Smith Street at the Charles Street intersection.

3.3. The Boards revised amendment for the report was:

i. ***Approves*** *amending Plan of Works (Trim no. 241220227289) to include a revised design for Old North Road, and the inclusion of a pedestrian/cycle crossing point in Smith Street west of the bridge to give alternate access from the underpass to the current cycleway which will connect with a shared pathway using the Cam River floodgate bridge to connect to the Passchendaele Path.*

3.4. The Board considered that both pedestrians and cyclists already crossed Smith Street, to the west of the bridge. It was also considered that the underpass was only in danger of flooding at a very high tide and if pedestrians or cyclists had intended to use the underpass, they would rather cross Smith Street at that point than detour to Ranfurly Street.

3.5. The Board also considered it was best to have one formalised crossing west of the Smith Street Bridge as people generally crossed there given the close proximity of bus stops, and that if the crossing was at Charles Street there would be two locations within the same stretch of road where pedestrians and cyclists were encouraged to cross the road.

3.6. It was noted Environment Canterbury is in the process of upgrading the Cam River flood gate with cycle access which should be utilised. The link west of the Smith Street Bridge would allow cyclists to decide whether they wanted to use the Passchendaele Memorial Path, continue over the Mafeking Bridge into the centre of town or go over the flood gate down Cridland Street East onto Ranfurly Street.

3.7. As a result, the Kaiapoi Tuahiwi Community Board recommendation to complete the southern end of the cycleway (from the Ranfurly Street / Sidey Quay intersection to the existing stop-bank path on Smith Street) is not the route recommended by staff within the July 2025 report.

3.8. Following the Board meeting, staff carried out further works to consider the Boards preferred route, utilising Sidey Quay, and the Cam River floodgate bridge.

4. ISSUES AND OPTIONS

4.1. Travel Distance

Figure one below shows Option 1 (staff recommendation as per the July report – in **green**), and Option 2 (KTCB amended recommendation – in **orange**), with the distances from the Ranfurly Street / Sidey Quay intersection to key destinations.

The direct desire lines associated with Option One is the primary reason that staff have recommended this route over Option Two, as there is a belief that there will be a strong desire line along this alignment due to its more direct nature.

Neither option will prevent cyclists from choosing an alternative route.

Point A = Ranfurly Street, at Sidey Quay intersection (where the two options diverge)
Point B = Mafeking Bridge / start of Passchendaele Memorial Path (to Rangiora)
Point C = Hilton Street at Peraki Street (to Christchurch Northern Corridor)
Point D = Williams Street at Raven Quay (Kaiapoi Town Centre)

The distances between points as follows:

	Option One (Staff Recommendation)	**Option Two (KTCB Recommendation)**
Point A to Point B	650m	640m
Point A to Point C	680m	1275m
Point A to Point D	750m	1390m

Therefore, for cyclist heading from the town centre, towards north Kaiapoi, Pineacres or Woodend, the route via Charles Street is shorter by 0.64km.

Figure One – Travel Distance Comparisons

4.2. Route Assessments

An assessment has been undertaken of each option and these are summarised below. *Figure One* above shows the alignment of the two route options.

i. <u>Option One – Staff Recommendation from the July 2025 Report</u>

This is the currently approved option, which continues the proposed Shared Use path on the eastern side of Ranfurly Street all the way to Smith Street.

Under this approved design, the existing pedestrian refuge on Smith Street would be removed and replaced with a wider (2.5m) refuge, which is considered suitable for cycles.

Kerb build outs would be constructed to ensure there is adequate space to accommodate the shared use path on both sides of Smith St, on approach to the refuge island.

From the Smith Street / Charles Street intersection, the formal cycle route would cross Charles Street, and cyclists could travel west to the Passchendaele Memorial Path by utilising the existing stop bank pathway to the west, or could access to the Kaiapoi Town Centre, and the Peraki Street cycleway (to the CNC) via the existing stop bank pathway to the east, crossing the Mandeville footbridge to Raven Quay.

This approved design includes a single “watts profile” speed hump on Charles Street adjacent to the crossing point.

Additionally, this design already includes provision for the construction of a short section of shared path in Sidey Quay from the western end of Wylie Park up to the flood-gate bridge, and down to the existing path on the western side of the flood-gate bridge, to promote Sidey Quay as an alternative route to connect to the Passchendaele path.

ii. Option Two – KTCB Amended Recommendation Option

This option is as per the amended recommendation from the Kaiapoi-Tuahiwi Community Board, which removes the section of shared path on Ranfurly Street and instead utilises Sidey Quay, the flood-gate bridge over the Cam River, and both the existing pathway beneath Smith Street, and a new at-grade refuge on Smith Street (for times when the under-pass is inundated with water due to high river levels. All works on Ranfurly Street to the south of the Sidey Quay intersection (as per Option One) would no longer be required.

The proposed route would consist of:

- Upgrading of the existing pedestrian refuge on Ranfurly Street at Sidey Quay to be suitable to accommodate people on bikes (widen to 2.5m).

- Sidey Quay would be converted to a Neighbourhood Greenway (Ranfurly Street to flood-gate bridge)

- Cross the flood-gate bridge over the Cam River (floodgate path width will be 1.5m at the narrowest width).

- Widen the existing footpath beneath the Smith Street (under the bridge) to 2.0m. This path is still below the minimum width for a Shared Use Path, however due to site constraints it is unlikely a wider path will be achieved.

- Installation of a barrier along the edge of path as it passes beneath Smith Street to mitigate the fall risk into the river.

The “Neighbourhood Greenway” of Sidey Quay would require 4 “Watts Profile” speed humps at 100m spacings. This spacing is consistent with the design of the neighbourhood greenway implemented in Peraki Street. In Peraki Street, the mean vehicle speed of **43km/hr** (prior to installation) has reduced to **30km/hr** as a result of the speed humps, which is the target speed for mixing cyclists with motor vehicle traffic.

In Sidey Quay, the current median vehicle speed is **42.5km/hr**, which supports the suggested 100m spacing for the speed humps. These locations have not been discussed with residents.

The proposed “at grade” pedestrian refuge crossing of Smith Street is required for times when the underpass is not available for use (high tide, or high-water levels inundating the path). This refuge island would be 2.5m width, suitable for people on bikes.

To comply with the taper requirements for the refuge island, the refuge must be installed a minimum distance of 30m west of the bridge (measured from the bridge deck). This puts the refuge in conflict with the two existing bus stops. This design therefore requires the relocation of both bus stops.

- The east-bound bus stop (north side of the road) would need to be relocated by approximately 5m to the west, including relocation of the existing signage and seating for the bus.

- The west-bound bus stop (south side of the road) would need to be relocated by approximately 21m to the west into the taper of the left turn lane into Hakarau Road, including relocation of the existing signage and seating for the bus.

The Boards preference for the Sidey Quay route (Option Two) is based primarily on the following:

- There is some uncertainty regarding what the future of the Smith Street / Charles Street intersection may look like.
- The Sidey Quay route ties in directly with Passchendaele Path, and the Mafeking Bridge.

4.3. The Utilities and Roading Committee has the following options relating to these conversations that have occurred following the previous approval of the design.

4.4. Option One - Approves the staff Recommendation, utilising Ranfurly Street, crossing Smith Street at Charles Street

This option includes the reduction of the total number of speed humps along the length of Old North Road to nine (9) down from the previously approved sixteen (16), taking into account feedback from residents along the road and recent observations relating to speed cushions and their impacts.

In addition, this option incorporates the Cam River floodgate crossing as alternative route to the already approved Smith Street refuge crossing.

This option is recommended by staff for the following reasons:

- Inclusion of the Cam River floodgate bridge creates a triangle between the three key routes (Passchendaele, NCN, and the proposed route to the north)
- Smith Street remains the most direct desire line from the Kaiapoi Twon Centre to the north, and this provides a safer two stage crossing of Smith Street.
- This option does not require additional budget to be spent on upgrading existing paths between Bridge Street and the Passchendaele, or Sidey Quay.

4.5. Option Two - Approves the KTCB Recommendation, utilising Sidey Quay, crossing Smith Street at Cam River Bridge

This option also includes the reduction of the total number of speed humps along the length of Old North Road to nine (9) down from the previously approved sixteen (16), taking into account feedback from residents along the road and recent observations relating to speed cushions and their impacts.

This option would result in no works carried out at the Smith Street / Charels Street intersection, or Ranfurly Street south of the Sidey Quay intersection.

This option is recommended by the KTCB for the following reasons:

- There is some uncertainty regarding what the future of the Smith Street / Charles Street intersection may look like.
- The Sidey Quay route ties in directly with Passchendaele Path, and the Mafeking Bridge.

4.6. Option Three – Decline the recommendations of this report.

This option would decline the recommendations within this report and retain the previously approved design including the sixteen watts profile speed humps in Old North Road, and the crossing point at Smith Street. It would not pursue the Cam River Flood Gate Access route as an alternative route.

This is not the recommended option as it does not take into consideration the feedback received from residents living on Old North Road and does not provide the opportunity to coordinate with the proposed Environment Canterbury flood gate works, which would provide an attractive alternative particularly for those coming from the Passchendaele Path.

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

The proposed reduction of the total number of speed humps is in recognition that installation of speed humps every 100m may be poorly received by residents, specifically those at the northern end of Old North Road.

Inclusion of the Cam River floodgate bridge creates further options for active transport users and provides users with an option to cross Smith Street without any conflict risk with vehicular traffic at this location, irrespective of which option is approved by the Utilities and Roading Committee.

4.8. Due to the necessity to progress get this project out to tender and progress the construction over the summer and likely delays due to the election process, this report recommends that the consideration of consultation feedback be delegated to Management Team, for consideration with the tender award report.

4.9. The Management Team has reviewed this report.

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.

Upon approval of this report, all stakeholders, including Te Ngāi Tūāhuriri will be provided with a project update.

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.

Many impacted stakeholders were identified across all projects during the development of the Transport Choices programme. These stakeholders have been informed of the current status of the projects.

Upon approval of this report, all stakeholders will be provided with a further project update.

Specific consultation has been undertaken with residents along Old North Road. This consultation included hand delivering a Project Information Notice to all 24 properties along Old North Road and talking to residents that were available. During the door-knocking exercise, staff were able to discuss the options directly with 12 residents.

Where residents were unable to be spoken to, the Project Information Notice was left in their mailbox with contact details of staff. In the two weeks that followed, staff received further contact via either phone or email from a further 3 residents. In total we received feedback from 15 of the 24 properties along Old North Road.

5.3. Wider Community

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

Upon approval of this report, all stakeholders will be provided with a project update.

Should Option Two be approved, staff will commence a targeted consultation process with impacted residents informing them of the proposed “Neighbourhood Greenway” to be installed within the street.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

There is a budget of $965,090 within PJ 102156.000.5135 for the development of the Kaiapoi to Woodend Cycleway. This budget is the “Better-Off” component of the funding towards this project and is remaining following the withdrawal of the Transport Choices funding.

The Project Estimate is $941,100 (based off Option One), or $949,100 (based on Option Two)

The alternative route as recommended by the Community Board would result in the following changes:

- The design changing to remove the section of shared path in Ranfurly Street south of Sidey Quay being removed from the design and also the upgrade crossing point on Smith Street at Ranfurly Street.
- The need to design and implement a cycling facility along Sidey Quay to connect to the Regional Council floodgate, and to design a safe crossing point with pedestrian refuge on Smith Street to the west of the Smith Street Bridge.

The Cost Estimate for each option is as detailed below, noting that this is the cost of the portion of works from Point A to the relevant tie in location on the Smith Street stop-bank walkway.

	Option One (Staff Recommendation)	Option Two (KTCB Recommendation)
Estimated Cost	$142,000	$150,000

The total project budget is $965,000, and there is only a small difference between the cost of the two options for this portion of the project. Both options fit within the available budget when considering the total length of the project.

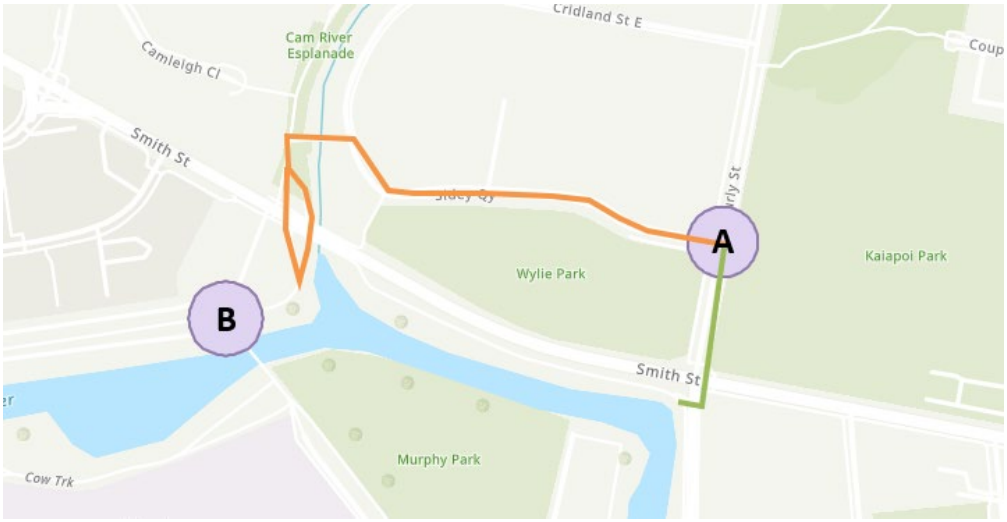


Figure Two – Cost Estimate Comparison of Options One and Two

6.2. **Sustainability and Climate Change Impacts**

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

Creating a safe and accessible walking and cycling network, which comes with improving infrastructure, increases the uptake of these activities for both recreational and commuter users. This results in a subsequent decrease in the number of people using single occupancy vehicles, particularly for shorter trips. This comes with many benefits, including health and the reduction of greenhouse gas emissions.

6.3 **Risk Management**

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

Old North Road

The initial proposed design (currently approved) included watts profile speed humps located at 100m spacings, the same design and frequency as what is currently installed in Peraki Street.

For Peraki Street, this has resulted in an 85th percentile speed of 35.6km/hr, and there have been no complaints from residents regarding the profile of the speed humps.

There is a risk that increasing the spacing to 200m along Old North Road will result in vehicles continuing to travel at a speed greater than recommended for Neighbourhood Greenways.

This risk will be mitigated with the inclusion of additional line marking (edge lines) installed along the length of Old North Road. Speeds will continue to be monitored, however it is expected that the installation of the speed humps will contribute to a reduction in “rat-running”, leading to fewer vehicles, and lower average speeds.

Sidey Quay

Should Option Two be approved, no community consultation has been carried out to date, either through the development of the Cycle Network Plan, or the Transport Choices Kaiapoi to Woodend Cycleway project.

To mitigate this risk without risking the loss of the Better Off funding, staff propose to add the Sidey Quay Neighbourhood Greenway components of the project as a "Separable Portion" that would only be approved upon the completion of the consultation, at the approval of Management Team in conjunction with the Tender Award report.

While staff do not object to the option recommended by the Community Board, from a technical perspective, however it is noted that the alternate option via Sidey Quay has not been through an external safety review.

6.4 **Health and Safety**

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

Contractors carrying out future works will be required to be SiteWise registered, and all construction risks will be addressed via the Contract.

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**

Local Government Act 2002 and the Land Transport Act are relevant in this matter.

7.3. **Consistency with Community Outcomes**

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

Cultural

...where our people are enabled to thrive and give creative expression to their identity and heritage…

- *Public spaces express our cultural identities and help to foster an inclusive society.*
- *The distinctive character of our takiwā / district, arts and heritage are preserved and enhanced.*

Social

A place where everyone can have a sense of belonging…

- *Public spaces are diverse, respond to changing demographics and meet local needs for leisure and recreation.*
- *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…

- *People are supported to participate in improving the health and sustainability of 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.*

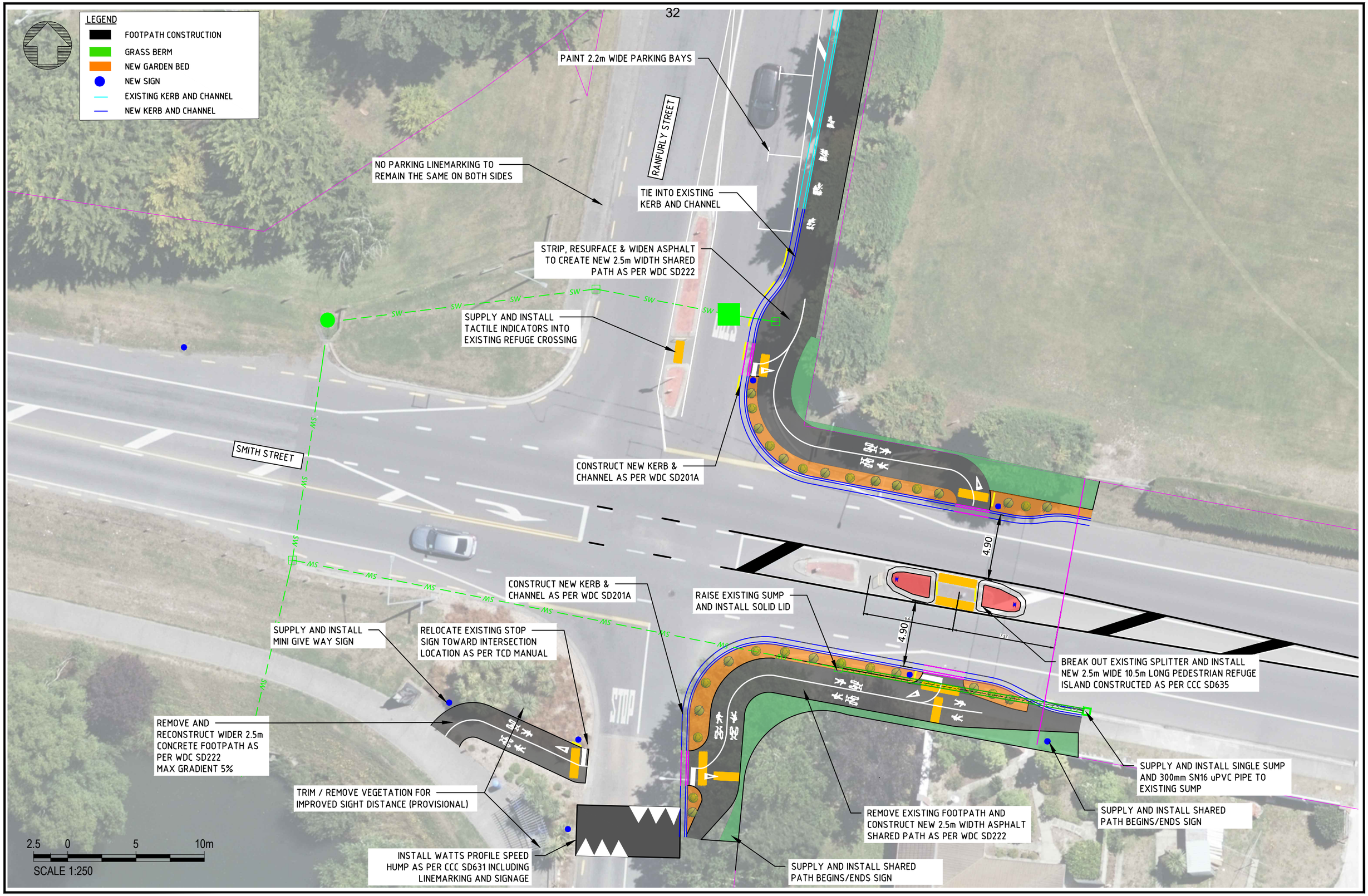
Economic

…and is supported by a resilient and innovative economy.

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

7.4. **Authorising Delegations**

The Utilities and Roading Committee has the authority to accept this report and approve the recommendations.



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B	FOR REPORT	GK	KS	JM	28/05/2025

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DRAWN	GK	26/01/2023	CON No	---
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DESIGNED	---	--/--/2023	DATUM ORIGIN	
DESIGNED CHKD	---	--/--/2023	HORIZONTAL	NZTM GD2000
APPROVED	---	--/--/2023	VERTICAL	

WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

RANFURLY STREET SMITH STREET INTERSECTION

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING	
4348	
SHEET	REVISION
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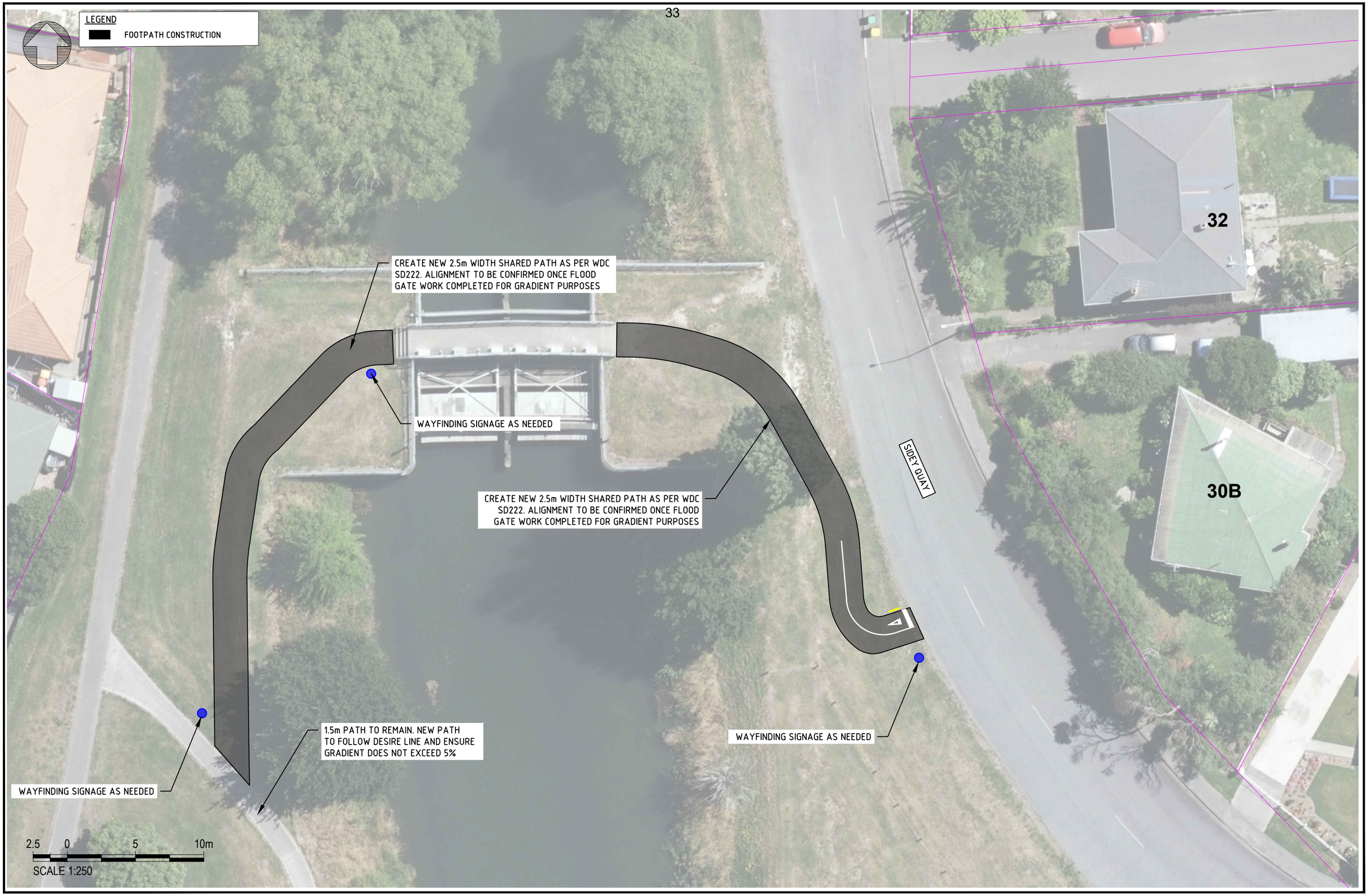

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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

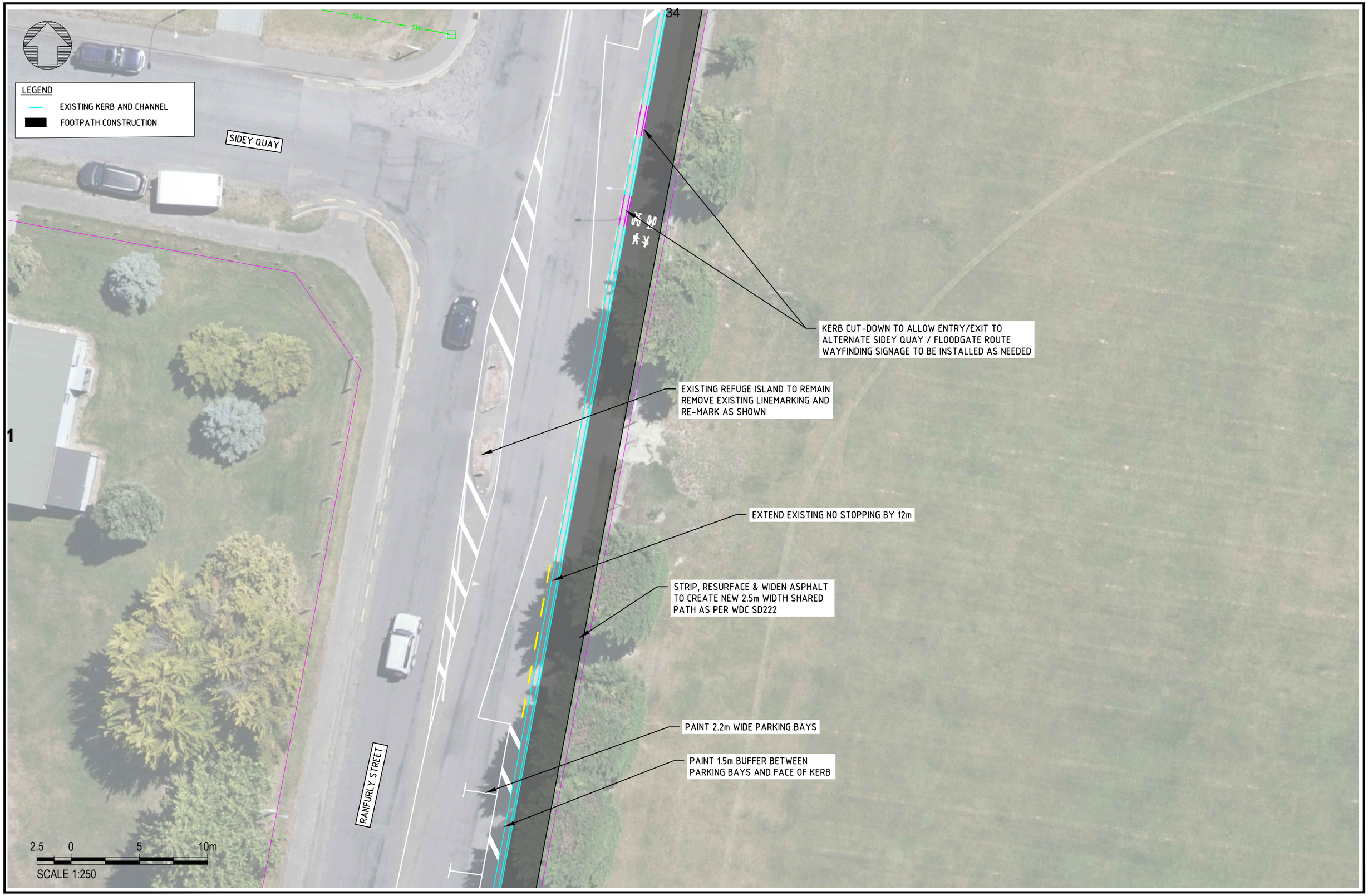
SIDEY QUAY ALTERNATE ROUTE

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING 4348

SHEET 02

REVISION B



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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

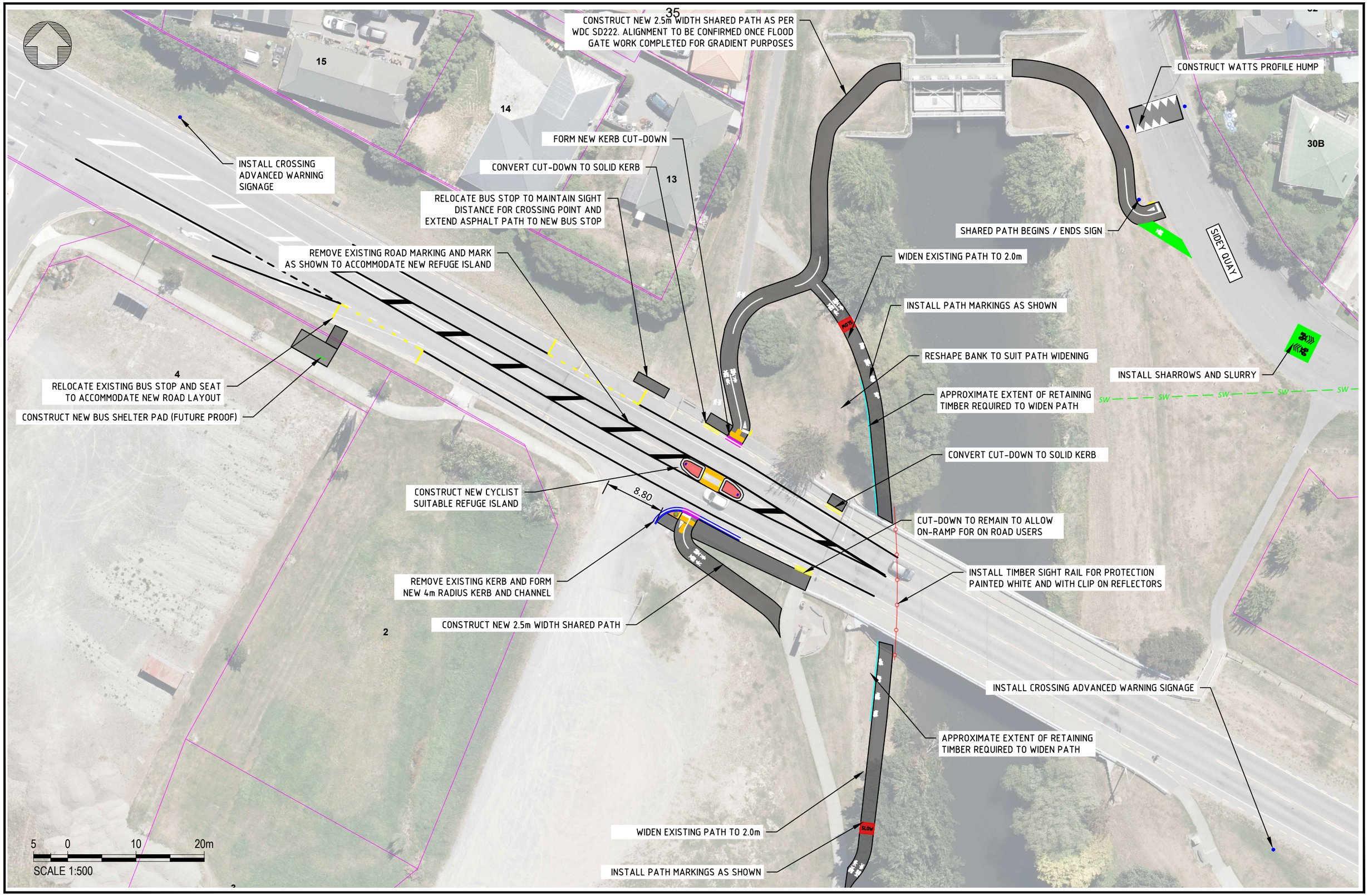
RANFURLY STREET SIDEY QUAY INTERSECTION

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING 4348

SHEET 03

REVISION B



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B	FOR REPORT	GK	KS	JM	24/07/2025

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APPROVED	---	--/--/2023	VERTICAL

WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

SIDEY QUAY ALTERNATE ROUTE

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING 4348

SHEET 02

REVISION B

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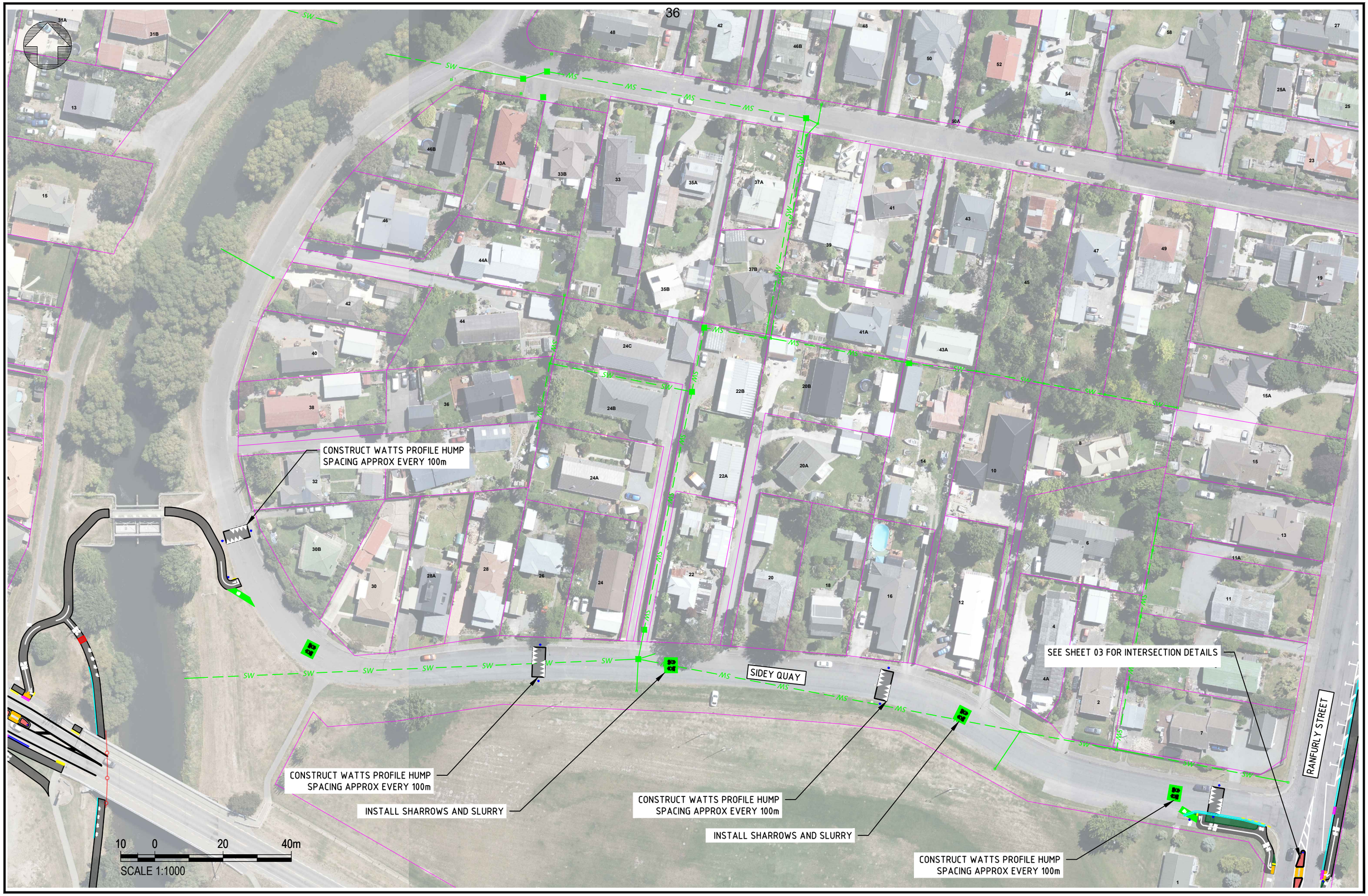

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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

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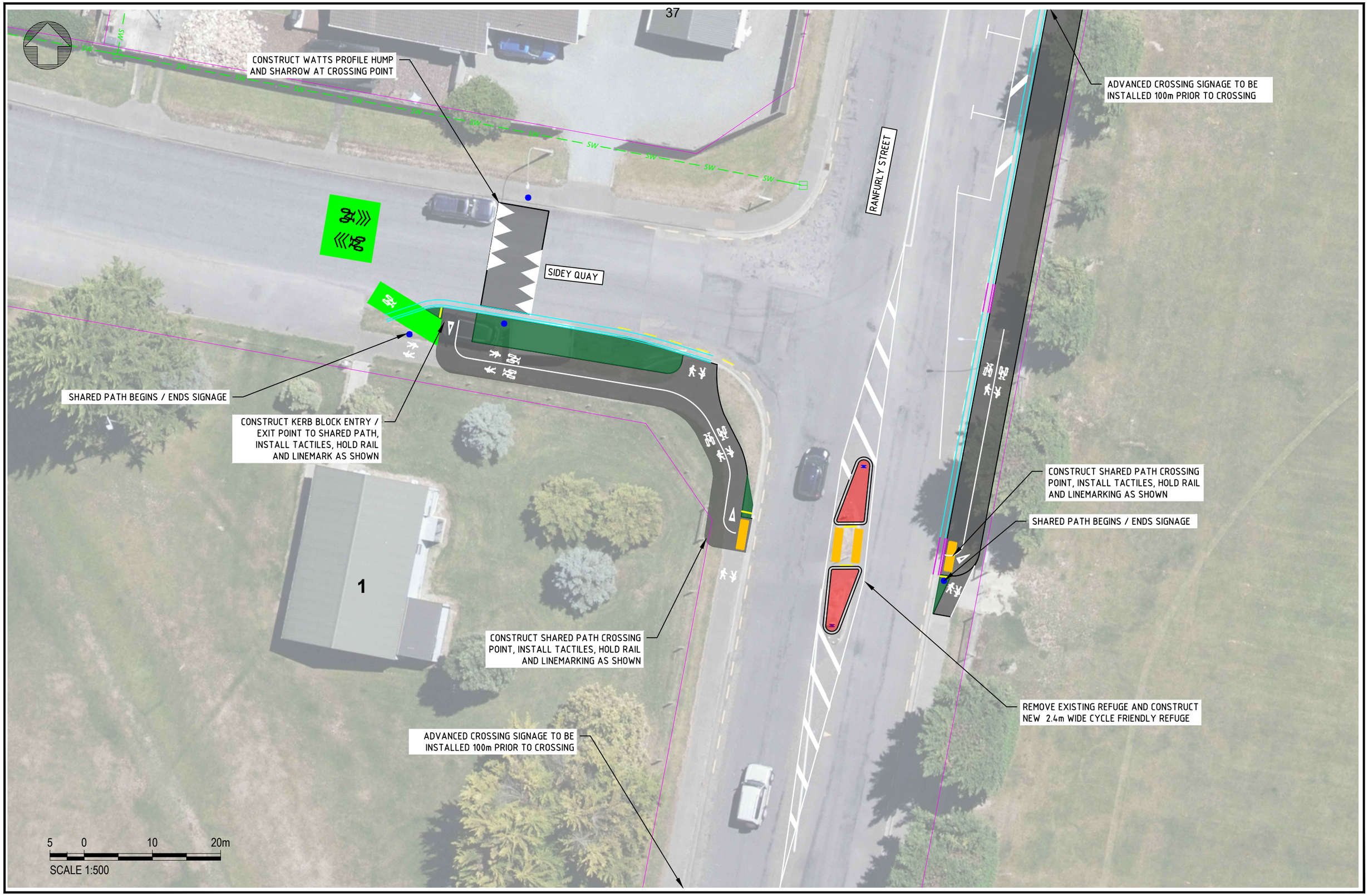

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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

SIDEY QUAY
RANFURLY ST INTERSECTION
ALTERNATE ROUTE

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING 4348

SHEET 03 | REVISION B

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WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	DRA-19 / 250718131702
REPORT TO:	UTILITIES AND ROADING COMMITTEE
DATE OF MEETING:	19 August 2025
AUTHOR(S):	Sophie Allen – Water Environment Advisor
SUBJECT:	Cam River Enhancement Fund Proposed Projects and Update
ENDORSED BY: (for Reports to Council, Committees or Boards)	General Manager / Chief Executive

1. SUMMARY

1.1 This report summarises future planning and updates for Cam River Enhancement Fund projects and provides an update on the amount remaining in the fund ($169,000) as of 1 July 2025.

1.2 Projects proposed for 2025-26, and presented for approval in this report, include;

a. a trial of manual removal of Cape pondweed within a 20m section of either the North Brook or Middle Brook, to support containment and/or eradication plans of the Department of Conservation;

b. fish passage rock ramp installation in Railway Drain at Cotter Lane (tributary of the North Brook, Rangiora);

c. sediment trap emptying of two sites on the Tuahiwi Stream and three sites on the Middle Brook; and

d. pine seedling replacement with natives on a WDC esplanade reserve on the South Brook.

1.3 Projects that are outstanding for completion from approval by the Utilities and Roading Committee on 21 November 2023 (TRIM 220526085582) are:

a. Partial funding of $5,000 for fencing for the North Brook Trail project, for the areas where moving the fenceline back will protect Critical Source Areas from stock. This is now planned to be funded in 2025-26, due to delays in the North Brook Trail project fencing installation.

b. Riparian planting (estimated at $1,000) to carry out at a Tuahiwi property. This has been postponed due to on-going discussions between the multiple landowners as to whether there is full support for this planting to take place. A resolution on whether this planting is to proceed is expected in 2025-26. The plants that were ordered for this planting, before it was postponed, were planted on a Council esplanade reserve along the South Brook at Townsend Fields, which is also within the Cam River catchment.

1.4 Fencing of a riparian margin for a property in Tuahiwi was planned, but the owners now have plans to complete the fencing without support from the Cam River Enhancement Fund.

1.5 Bank improvements on the South Brook and Cam River were proposed to be funded partially under the Cam River Enhancement Fund. However, these works, mainly consisting of tree removal, were completed under Central Rural Drainage budgets alone.

1.6 Cam River Enhancement Fund projects that have been completed since the last report to Utilities and Roading Committee (21 November 2023) are:

a. Instream habitat restoration (cobble and boulder placement) and fencing of a Critical Source Area at two Tuahiwi properties.

b. In Autumn 2025, two sediment traps installed on the Tuahiwi Stream (Waituere) under the Cam River Enhancement Fund were emptied of accumulated silt, and three sediment traps installed in the Middle Brook, originally created by the University of Canterbury (Canterbury Waterway Rehabilitation Experiment programme), were also emptied.

2. RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 250718131702.

(b) **Notes** that there is $169,000 remaining in the Cam River Enhancement Fund as of 1 July 2025.

(c) **Approves** new projects as scoped in this report ($25,000, see Table 1); namely;

i. Trial of manual removal of Cape pondweed within a 20m section of either the North Brook or Middle Brook;

ii. Fish passage rock ramp installation in Railway Drain at Cotter Lane;

iii. Sediment trap emptying of two sites on the Tuahiwi Stream and three sites on the Middle Brook; and

iv. Pine seedling replacement with natives on a WDC esplanade reserve on the South Brook.

(d) **Notes** that some projects are outstanding as approved by the Committee on 21 November 2023 but are still intended to be completed, or some projects have been withdrawn or completed but were funded by other sources.

(e) **Notes** the update of the Cam River Enhancement Fund completed projects of fencing, in stream improvements, and emptying existing sediment traps carried out in 2023-25.

(f) **Notes** that approved projects will be provided to North Canterbury Fish and Game seeking their agreement, and the Department of Conservation – Rangiora Office for consultation before proceeding, as per the conditions of use for the Cam River Enhancement Fund.

(g) **Circulates** this report to the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards, the Central Rural Drainage Advisory Group, and at a Te Ngāi Tūāhuriri Rūnanga – WDC meeting.

3. BACKGROUND

3.1. The Cam River Enhancement Fund was established by an Environment Court ruling in July 2001. This ruling required the consent holder (WDC) to provide an amount of $25,000 per year over a five-year period for habitat restoration in the Cam River system. Due to interest accrued on the funds over time, the initial fund amount increased. The purpose of the fund, as noted in the Environment Court decision, was to be used "for habitat restoration in the Cam River system … as agreed between North Canterbury Fish and Game Council and the consent holder in consultation with the Department of Conservation."

3.2. It was on this basis that a Cam River and Tributaries Enhancement Committee was informally set up with Council staff. Given their interest in the Cam River, representatives of Te Ngāi Tūāhuriri Rūnanga, the Cam River Working Party, and Environment Canterbury were also invited to attend.

3.3. Initially landowner applications were accepted for the fund, with some budget allocated to planting and fencing projects. A strategic catchment approach, however, was decided to be undertaken by the Committee. The Committee commissioned a scoping strategy of the Cam River and its tributaries from Dr Henry Hudson. A final version of this report was delivered in 2017 (TRIM 170410035142[v2]).

3.4. Based on the Dr. Henry Hudson Scoping Strategy, funding was allocated to in-stream engineering projects. Detailed engineering design of elements was completed over the period 2018-20.

3.5. Due to consent conditions, landowner feedback and design concerns, a strategic update was undertaken that was presented to the previous Land and Water Committee meeting on the 16 November 2021. This strategic review recommended to re-incorporate catchment initiatives, such as fencing of critical source areas, in addition to in-stream works.

4. ISSUES AND OPTIONS

Proposed works

4.1. Proposed works for 2025-26 are summarised in Table 1 and are detailed below.

Cape pondweed removal trial

4.2. Cape pondweed (*Aponogeton distachyos*) is an aquatic weed species from South Africa. The Department of Conservation has listed it in their publication 'Environmental Weeds in New Zealand 2024'. There are limited sites in the South Island, with Rangiora (North Brook, Middle Brook and tributaries) possibly presenting the largest site within the South Island (see Figure 1).

4.3. The Department of Conservation has expressed an interest in collaborating for control, or potentially eradicated it within the South Island. Control of the species is difficult, with aquatic herbicides requiring resource consent and strict controls to prevent damage to other species. A site in Hororata was recently eradicated successfully by the Department of Conservation and Environment Canterbury. Manual eradication, without the use of aquatic herbicide, was shown to be possible within one waterway in Lower Hutt through complete removal of tuber roots, led by a community group. Therefore, a trial of manual removal is recommended for a 20m section of the North Brook or Middle Brook with Cape pondweed where there is a suitable soft-bottom for digging. If successful, manual removal could be used more widely as a tool to control this weed.

Figure 1: The pest species Cape pondweed has colonised parts of the North Brook (Cape pondweed is the submerged plant with large leaves).

Railway Drain rock ramp

4.4. A rock ramp (pile of loose cobbles) was place within the Railway Drain (a tributary of the North brook) at Cotter Lane in 2023 to address a likely fish barrier for upstream migration. This work was originally funded under the Zone Implementation Programme Addendum (ZIPA) budget. Due to flooding, and the smaller size of the cobbles in the original design, these have been scoured out. It is proposed to repair this rock ramp with larger-sized cobbles and boulders, to avoid repeat scouring (Figure 2).

Figure 2: The proposed site of the rock ramp, where a previously installed rock ramp of small cobbles has been scoured away.

Middle Brook and Tuahiwi Stream (Waituere) sediment traps

4.5. Sediment traps have been created by the Cam River Enhancement Fund in previous years in the Tuahiwi Stream / Waituere at Church Bush Road and Greens Road to address high sediment levels in the waterway. The University of Canterbury also has constructed three sediment traps in the Middle Brook as part of the Canterbury Waterway Rehabilitation Experiment (CAREX). These sediment traps fill up gradually, with emptying proposed again in the 2025-26 year.

South Brook pine replacement with native plant

4.6. Pine seedlings have been planted by a neighbour of an WDC esplanade reserve along the South Brook below the Rangiora Wastewater Treatment Plant. As this species is not suitable for a riparian area, these are proposed to be removed from the esplanade reserve, with replanting with natives. The neighbour has indicated initial support for replacing the pine trees. Areas that are within a flood pathway will be restricted to low species that do not restrict hydraulic conveyance and allow for drainage maintenance access. Larger native tree species are proposed for areas sufficiently away from the waterway, pending approval from the Stormwater and Waterways Manager.

Table 1: Proposed works for the Cam River Enhancement Fund 2025-26

Project description	**Location (waterway)**	**Estimated cost (excl GST)**
Trial of manual removal of Cape pondweed in a 20m section, to support Department of Conservation containment and/or eradication plans	North Brook or Middle Brook - TBC	$3,000
Re-installation of a fish passage rock ramp in Railway Drain at Cotter Lane (tributary of the North Brook, Rangiora)	Railway Drain (Tributary of the North Brook)	$5,000
Emptying of three Middle Brook sediment traps and two sediment traps on the Tuahiwi Stream/Waituere.	Middle Brook and Tuahiwi Stream/Waituere	Excavator services to be provided by WDC rural drainage contractor = $10,000
Pine seedling replacement with appropriate-sized natives on a WDC esplanade reserve on the South Brook	South Brook below the Rangiora Wastewater Treatment Plant	Pine seedling removal = $2,000 Native planting = $5,000
		TOTAL $25,000

Outstanding works

4.7. Outstanding works, as approved at the 21 November 2023 Utilities and Roading Committee meeting are listed in Table 2.

North Brook Trail

4.8. Partial fencing costs for the North Brook Trail is intended to be paid to the Waimakariri Landcare Trust in 2025/26, due to the benefits of fencing off critical source areas where

currently stock access may be affecting water quality. A landowner agreement has been signed with the Council that agrees on maintenance costs for the trail. The release of this budget from the Cam River Enhancement Fund is contingent on the establishment of a riparian easement on the property title for public access, which is anticipated to be signed and added to property title in the upcoming months. This fencing project meets the fencing policy for funding, due to moving an existing functional fence to create a set-back from the waterway.

Tuahiwi riparian planting

4.9. Native planting is proposed along the 26m of Tuahwi Stream (Waituere) on both sides with a buffer width of 5m, but is awaiting agreement of all landowners. The true right will have low plantings that will not exclude drain maintenance access if required (Figure 4).

Table 2: Outstanding approved works for completion in 2025-26

Project description	Location (waterway)	Estimated cost (excl GST)	Project manager
North Brook Trail funding between Boys Road and Marsh Road (Stage 1) – Fencing off of Critical Source Areas with at least a 6m setback. Meets the fencing policy - moving back of an existing functional fence.	North Brook	Contribution towards the full fencing cost of the North Brook Trail project= $5,000	Spark family/ Waimakariri Landcare Trust
Riparian planting at 428 Tuahiwi Road	Tuahiwi Stream	$1,000 estimated	Water Environment Advisor

Completed works

4.10. Works completed during 2023-25 are shown in Table 3 and detailed below.

453 Tuahiwi Road

4.11. Hotwire cattle fencing was installed in a Critical Source Area, that flows into the Cam River mainstem via a farm drain (Figure 3).

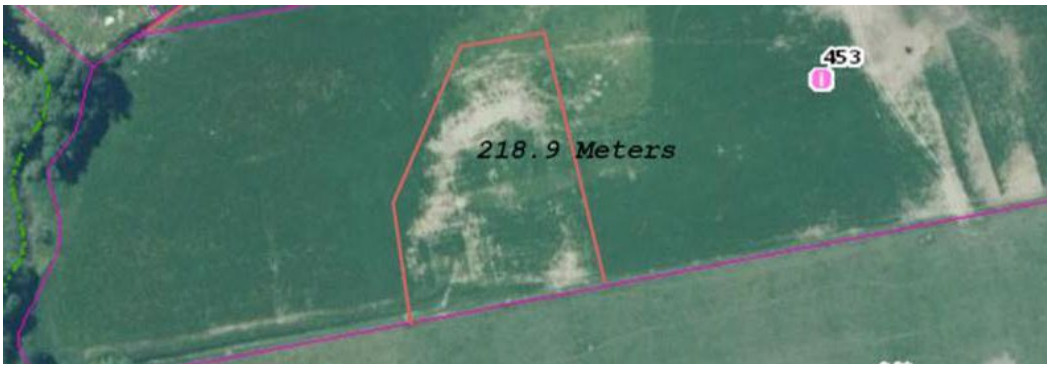


Figure 3: Fencing of an area with recurrent ponding (orange line, 219m in length) installed at property 453 Tuahiwi Road. This land drains into the Cam River mainstem via a farm drain.

428 Tuahiwi Road

4.12. In-stream habitat was improved through the installation of cobbles and a few boulders to create a pool-riffle structure (Figures 4 and 5).

Figure 4: Restoration at 428 Tuahiwi Road. The light green indicates native planting that is proposed to be carried out. Boulders and cobbles have been added to improve in-stream habitat.

Figure 5: Installation of cobbles and boulders within the Tuahiwi Stream (Waituere) at 428 Tuahiwi Road for aquatic habitat creation.

Table 3: Completed works for the Cam River Enhancement Fund 2023-25

Project description	**Location (waterway)**	**Cost (excl GST)**	**Project manager**
Fencing of Critical Source Area (CSA) of the Cam River mainstem (453 Tuahiwi Road). See Figure 3	Drain connected to the Cam River mainstem	Fencing contractor $2,440	Water Environment Advisor

In-stream enhancements (boulder and cobble placement) 428 Tuahiwi Road. See Figure 4	Waituere / Tuahiwi Stream	Boulder and cobble placement via excavator - WDC rural drainage contractor $TBC – this was not coded to the Cam River Enhancement Fund as an oversight	Water Environment Advisor
Middle Brook sediment trap emptying (created by the University of Canterbury), and Tuahiwi Sediment Trap emptying (STS1 and STS4)	Middle Brook and Waituere / Tuahiwi Stream	Digging out with an excavator- WDC rural drainage contractor $9,195	Water Environment Advisor/ Land Drainage Engineer
		TOTAL $11,6341 (excluding the cost of the 428 Tuahiwi Road works)	

Withdrawn or completed under other budgets

4.13. Works that were withdrawn or completed under other budgets are shown in Table 4.

384 Tuahiwi Road

4.14. A sheep fence was proposed for a property on the corner of Okaihau Road and Tuahiwi Road used for stock grazing with a 3m setback from the waterway (Figure 6). This property borders the true right of the Waituere/Tuahiwi Stream. This project was withdrawn at the property owners now have plans to complete the fencing without support from the Cam River Enhancement Fund.

Figure 6: 384 Tuahiwi Road - Orange line indicates the proposed sheep fence on the true right side of the waterway. The light green area indicates the native planting that was proposed.

South Brook Tree Removal

4.15. Tree removal works under Drainage budgets were carried out along the South Brook below the Rangiora Wastewater Treatment Plant and on the Cam River from Marsh Road to the South Brook confluence due to tree fall from winds and flood recovery work. These bank improvements were proposed to be funded partially under the Cam River Enhancement Fund. However, as these works mainly consisting of tree removal, they were completed under Central Rural Drainage budgets alone.

4.16. There were no associated bank stability improvements, nor suitable sites for native planting from the Cam River Enhancement Fund. The banks were not suitable for planting, with a large amount of tree trunk and root structure left in place for bank stability, after the tree removal works.

Table 4: Withdrawn works for the Cam River Enhancement Fund

Project description	**Location (waterway)**	**Reason for project withdrawal / budget not used**	**Project manager**
Fencing and planting of Waituere / Tuahiwi Stream. (384 Tuahiwi Road) - See Figure 5	Waituere / Tuahiwi Stream	Applicants requested for the project to be withdrawn, with a preference to fund the works themselves.	Water Environment Advisor
South Brook Tree Removal and associated bank improvements– e.g. rebattering, grass seeding and native planting	South Brook below the Rangiora Wastewater Treatment Plant, Cam River between Marsh Road and South Brook confluence	Works completed were primarily tree removal, with unsuitable conditions for planting with natives due to tree stumps left in situ (to prevent erosion)	Land Drainage Engineer / Water Environment Advisor

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. The Cam River and its tributaries will have improved water quality and habitat for indigenous biodiversity, with improved wellbeing for our community who used the waterways for amenity, recreation and mahinga kai.

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

5. COMMUNITY VIEWS

5.1. Mana whenua

5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by,or have an interest in the subject matter of this report. Therefore, this report will be presented and/or circulated at a Te Ngāi Tūāhuriri Rūnanga – WDC meeting.

5.1.2. Whitiora Centre Limited will be engaged for cultural advice on any project that the Rūnanga have a particular interest or concern.

5.2. **Groups and Organisations**

5.2.1. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report, such as the North Canterbury Fish and Game Council and Department of Conservation who will be consulted about these intended works. North Canterbury Fish and Game and the Department of Conservation were consulted on the strategic review for the Fund in 2021 (TRIM211014166428).

5.2.2. The Cam River Enhancement Fund subcommittee, under which budget allocation was made, was disestablished in 2019. This subcommittee had representation from North Canterbury Fish and Game, Te Ngāi Tūāhuriri Rūnanga, the Cam River Working Party, as well as the agency representatives from the Department of Conservation and Environment Canterbury.

5.3. **Wider Community**

5.3.1. The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. The wider community has not been specifically consulted on the Cam River Enhancement Fund.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. **Financial Implications**

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

6.1.2. The current budget is $169,000 as of 1 July 2025 which composed of the initial payment from the Environment Court ruling and accrued interest. The proposed spend is $31,000, with remaining funds of $138,000 plus interest accrued.

6.1.3. This budget is included in the Annual Plan/Long Term Plan 2025-26 as an existing budget that has been is a carried over from previous annual budgets.

6.2. **Sustainability and Climate Change Impacts**

6.2.1. The recommendations in this report do have specific climate change impacts. With the implementation of the Cam River Enhancement Fund projects waterway are intended to move towards being more self-sustaining and resilient to climate change.

6.3. **Risk Management**

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

6.4. **Health and Safety**

6.4.1. There are no specific health and safety risks arising from the adoption/implementation of the recommendations in this report. Suitable safety procedures will also be determined for contractors working within the Cam River main stem or its tributaries when a contractor is confirmed.

7. CONTEXT

7.1. **Consistency with Policy**

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

7.2. **Authorising Legislation**

7.2.1. Resource Management Act (1991) - Resource consents are issued under this Act.

7.3. **Consistency with Community Outcomes**

7.3.1. The Council's community outcomes, particularly 'There is a healthy and sustainable environment' relevant to the actions arising from recommendations in this report.

7.4. **Authorising Delegations**

7.4.1. The Utilities and Roading Committee holds the delegation for the allocation of budget for the Cam River Enhancement Fund.

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR INFORMATION

FILE NO and TRIM NO:	WAT-10-14-01 / 250704121979
REPORT TO:	UTILITIES AND ROADING COMMITTEE
DATE OF MEETING:	19 August 2025
AUTHOR(S):	Sophie Allen – Water Environment Advisor
SUBJECT:	Private Well Study results for 2024
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 the Utilities and Roading Committee on the Private Well Study nitrate test results for 2024 and to compare the results to those from previous years.

1.2. Waimakariri District Council (WDC), alongside Environment Canterbury and Canterbury District Health Board, have been recommended in the Zone Implementation Programme Addendum (ZIPA) to develop a programme for testing and reporting of water quality in private drinking water supply wells. This testing is particularly for the contaminant nitrate, due to a developing field of research on the effects of high nitrate consumption.

1.3. The results from the 2024 study ranged from 0.14-9.7 mg/L, all below the Maximum Acceptable Value (MAV) in the Drinking-water Standards for New Zealand (2022) for nitrates, with the exception of one well in Cust which had a reading of 17.8 mg/L. Counil staff have previously provided advice regarding treatment options and follow-up sampling to this property owner.

1.4. WDC community drinking water supplies are all compliant with the Drinking-water Standards for New Zealand (2022) for nitrates and are not examined in this study, which has a focus on private wells.

1.5. This report summarises the findings of the WDC private well study for 2024 and compares to results from 2019-2023. Studies were initially carried out for wells in the Eyreton and Cust sampling areas, with Carleton and Swannanoa as sampling areas that were added to the study from 2021. Nitrate and other chemical parameters were sampled in 36 wells in total: nine in Cust, nine in Eyreton, nine in Carleton and nine in Swannanoa.

1.6. The nitrate mean (average value) and median (middle value) for Cust and Eyreton samples has fluctuated over the 2019-24 period. It is not recommended yet to conclude any long-term trend in nitrate levels from the longest data sets (six data points for each well); noting that 8-10 data points are recommended as a minimum for a Mann Kendall statistical trend analysis.

1.7. Carleton and Swannanoa areas were sampled for the first time in the 2021 study, with nitrate medians lower than that found for Cust and Eyreton. The mean and median results for the Swannanoa area has decreased during the study period 2021-2024. The mean and median for Carleton has fluctuated over the period 2021-2024.

1.8. Note that not all wells were resampled each year over the 2019-2024 period, with some well samples not being submitted each year consistently by the property owner.

1.9. In the 2024 study, one well measured above the Maximum Acceptable Value (MAV) for Nitrate-Nitrogen of 11.3 mg/L, which WDC staff have provided about guidance about to the landowner in previous years of the study. The MAV is set in the Drinking-water Standards for New Zealand (2022). It is the role of Taumata Arowai to set the MAV for nitrate-nitrogen in the Drinking Water Standards for New Zealand based on a review of scientific literature. It should be noted that private wells that are domestic self-suppliers do not need to comply with the standards except at the building consent stage, however, are used for guidance values in this report.

1.10. A median value of half of the MAV (5.65 mg/L) has been set as a target in Plan Change 7 of the Canterbury Land and Water Regional Plan for private water supply wells. 50% of the wells in Eyreton, 67% in Cust, 34% in Carleton and 11% in Swannanoa were above half the MAV (5.65 mg/L) for nitrate-nitrogen in the 2024 study. The median nitrate concentration for Cust, as sampled in the 2024 study exceeds the limit of a median of 5.65 mg/L nitrate-nitrogen (half of the MAV). However, Eyreton, Carleton and Swannanoa median nitrate concentration for the 2024 study were less than 5.65 mg/L (half of the MAV).

1.11. In the 2024 study, a very weak correlation was found between the increasing well depth and decreasing nitrate levels, even weaker than correlations found in previous years. Other factors such as geochemical processes, nitrate recharge sources and date of sampling likely play a larger role than depth.

1.12. Other chemical parameters analysed in the 2024 study are not presented in this report for brevity. Other contaminants that were found to be over a MAV were turbidity and pH. The Aesthetic Value (AV) for iron and manganese was also exceeded in four wells respectively with advice provided to the property owners about treatment options. Microbiological testing was not carried out due to the risk of contaminating a sample if not trained appropriately.

1.13. This nitrate study is intended be repeated in spring 2025 to allow for assessment of trends over time. Well owners from the 2019-24 sample rounds will be approached again for repeat annual sampling.

1.14. Environment Canterbury conducted an Oxford to Eyrewell gap-filling well study in the spring of 2024, with some private wells included. Seven of seventeen wells sampled in Eyrewell, Northwest Eyrewell and Northeast Eyrewell private well sampling areas (41%) were measured to be over the 5.65 mg/L nitrate-nitrogen limit.

1.15. A pamphlet about managing a private well water supply has been produced by Waimakariri District Council, with the support of the groundwater team at Environment Canterbury. This pamphlet has been updated to add in information about the Water Services Act (2021), and requirements for drinking water suppliers. This includes those who share water supplies or have a commercial premise (i.e. anyone who is not considered a domestic self-supplier). Maps of common groundwater contaminants have also been updated.

Attachment:

i. Draft Managing a Private Well Supply. (Version 2, August 2025)

2. RECOMMENDATION

THAT the Utilities and Roading Committee:

(a) **Receives** Report No. 250704121979.

(b) **Notes** the findings of the 2024 study, with one well above the nitrate-nitrogen Maximum Acceptable Value (MAV) set in the Drinking Water Standards for New Zealand (2022). Of the wells sampled, 50% of the wells in Eyreton, 67% in Cust, 34% in Carleton and 11% in Swannanoa sampling areas were above half of the MAV (5.65 mg/L).

(c) **Notes** that the median nitrate concentration for the Cust sampling areas, as sampled in the 2024 study, exceed the limit of a median of 5.65 mg/L nitrate-nitrogen set in Plan Change 7 of the Canterbury Land and Water Regional Plan (Schedule 8) for private water supply wells, while Eyreton, Swannanoa and Carleton sampling areas did meet this limit.

(d) **Notes** that Environment Canterbury conducted an Oxford to Eyrewell gap-filling well study in the spring of 2024, with some private wells included. Seven of seventeen wells sampled in Eyrewell, Northwest Eyrewell and Northeast Eyrewell private well sampling areas (41%) were measured to be over the 5.65 mg/L nitrate-nitrogen limit.

(e) **Notes** that Waimakariri District Council and Environment Canterbury staff will continue to raise awareness of the health impacts of high nitrates, and to encourage private well owners to test water regularly, including updating and wider distribution of the publication of a ‘managing a private well supply’ pamphlet for the District.

(f) **Notes** that Waimakariri District Council proposes to repeat this study in spring 2025, with 10 wells in each of the four sampling areas (40 wells total). Well owners from the previous sample rounds will be approached for repeat annual sampling, to allow for assessment of trends over time.

(g) **Notes** that statistically robust Mann Kendall trends for nitrate concentration over time are not able to be concluded from data for only six years, or four years of data for Swannanoa and Carleton sampling areas.

(h) **Circulates** this report to the Council and Community Boards for information.

3. BACKGROUND

3.1 Drinking-water supplies to more than one household are ultimately the responsibility of the owner or operator to provide a duty of care under the Water Services Act (2021). Domestic self-suppliers are not required to test or monitor their supply under the Water Services Act (2021) however are strongly encouraged to do so.

3.2 Drinking-water safety is also a joint responsibility of territorial authorities, the Regional Council (Environment Canterbury) and Te Whatu Ora Community and Public Health. Environment Canterbury manages the quality at source. Territorial Authorities, such as WDC, manage the quality of water coming out of the tap. For public supplies, this is through management of the supply, storage, and distribution network. For private supplies, this is through the issuing of a resource consent for new developments (which will specify how water is to be sourced) and issuing of a building consent for new dwellings which confirms that the water is potable at the time of issuing the consent. Te Whatu Ora manages the impact of the water quality on public health and can give advice on the health impacts of water quality.

3.3 The Water Services Authority, Taumata Arowai, is the authority responsible for drinking water regulation-related activities in New Zealand (see https://www.taumataarowai.govt.nz/). It is the role of Taumata Arowai to set the MAV for nitrate-nitrogen in the Drinking Water Standards for New Zealand based on a review of scientific literature.

3.4 The purpose of the private well study is to work towards implementing the Zone Implementation Programme Addendum (ZIPA) Recommendation 3.16, adopted by Council in December 2018. Recommendation 3.16 states 'That Environment Canterbury, Waimakariri District Council and Canterbury District Health Board work together to:

a. Develop a programme for testing and reporting of water quality in private drinking water supply wells, and

b. Raise awareness of health impacts from high nitrates in drinking water.'

3.5 A pilot study of nitrate levels in private wells in the Eyreton and Cust areas was carried out in late 2019 and late 2020, by WDC for nitrate and a range of other chemical parameters. Carleton and Swannanoa were added to the study in 2021. Refer to Maps 1-4 for the definition of the Eyreton, Cust, Carleton and Swannanoa sampling areas.

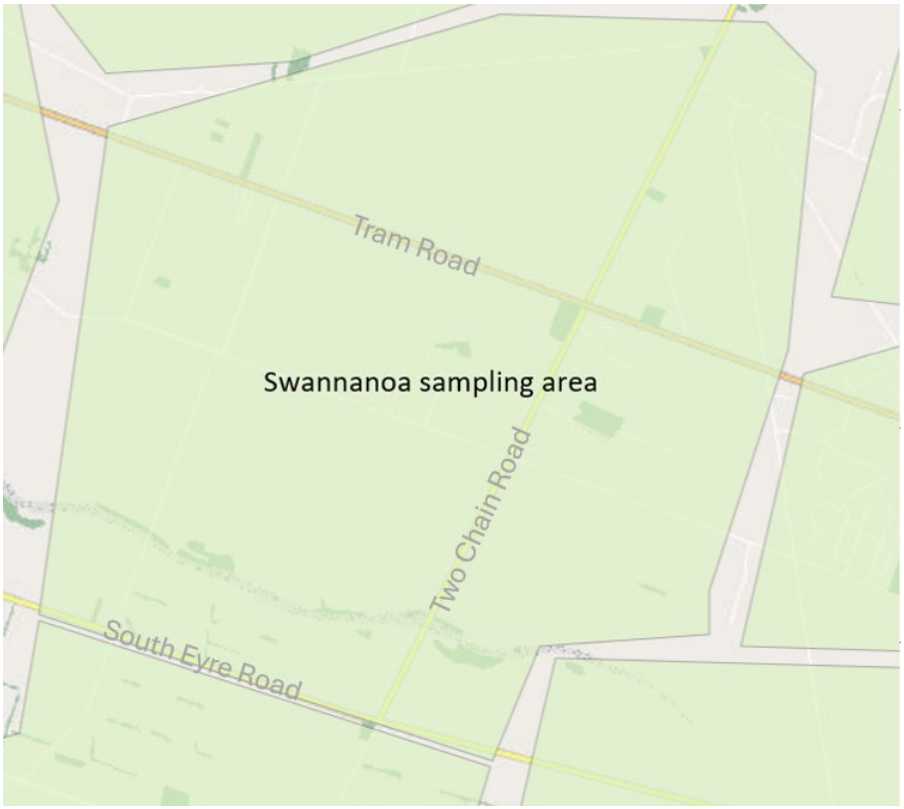
3.6 Eyreton (Map 1) and Cust (Map 2) were recommended as the two areas for the pilot study in 2019 due to previous high nitrate levels reported in Environment Canterbury monitoring wells and reports from private well owners. Nitrate levels had been reported to Council in 2018, by private well owners in the Eyreton area, that were close to the Maximum Acceptable Value (MAV) of 11.3 mg/L of nitrate-nitrogen as defined in the Drinking-water Standards for New Zealand (2022).

3.7 The sampling areas of Carleton (Map 3) and Swannanoa (Map 4) were added to the study in 2021. These areas were selected as areas that will be modelled by Environment Canterbury groundwater scientists in preparation for Plan Change 7 of the Canterbury Land and Water Regional Plan to potentially see the greatest future rises in nitrate-nitrogen levels within the Waimakariri Water Zone.

Map 1: Eyreton private well sampling area for groundwater within the Waimakariri Water Zone, as defined in the Zone Implementation Programme Addendum (ZIPA)

Map 2: Cust private well sampling area for groundwater within the Waimakariri Water Zone, as defined in the Zone Implementation Programme Addendum (ZIPA).

Map 3: Carleton private well sampling area for groundwater within the Waimakariri Water Zone, as defined in the Zone Implementation Programme Addendum (ZIPA).



Map 4: Swannanoa private well sampling area for groundwater within the Waimakariri Water Zone, as defined in the Zone Implementation Programme Addendum (ZIPA).

4. ISSUES AND OPTIONS

4.1. The nitrate concentrations for Cust wells, as sampled in the 2024 study do not meet the limit of a median of 5.65 mg/L nitrate-nitrogen in Plan Change 7 of the Canterbury Land and Water Regional Plan for private water supply wells. The nitrate-nitrogen median measured for Cust was 7.1 mg/L, similar to findings from 2019-2023 (see Figure 1). Eyreton wells sampled had a median of 5.35 mg/L, lower than findings in 2019 and 2021-23, but higher than 5.03 mg/L in the 2020 study. The Eyreton median excludes a well that was already known to have a high nitrate level, to avoid sampling bias of results. Carlton wells sampled had a median of 4.0 mg/L which was an increase from previous years (3.78 mg/L in 2021, 0.78 mg/L in in 2022 and 1.86 mg/L in 2023). The Swannanoa area median was 2.9 mg/L, which was a decrease from previous years (5.62 mg/L in 2021 and 4.3 mg/l in 2022, and 3.25 mg/L in 2023). Note that wells were selected based on a geographic spread over an area and for a range of well depths. Trends analysis for individual wells is shown in Figures 2-5 below.

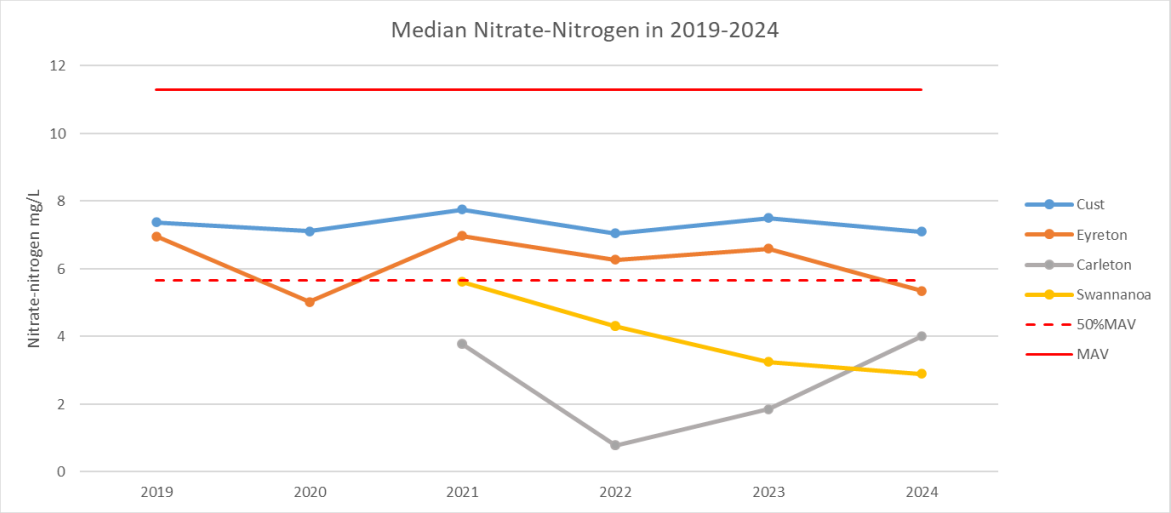


Figure 1: Median nitrate-nitrogen (mg/L) found in wells for the private well study 2019-2024 for Eyreton, Carleton, and Swannanoa. Red dotted indicates ½ MAV for nitrate-nitrogen (5.65 mg/L). One well was excluded from the median calculation in Eyreton as high nitrate levels were already known to be present before the study.

4.2. One well measured over the MAV of 11.3 mg/L for nitrate-nitrogen in Cust. This well has tested over the MAV in previous years of the study, and the landowner is aware of this issue. WDC has provided advice regarding treatment options and follow-up sampling in previous years. It is likely that there are other private wells, not sampled in this study, that exceed the nitrate MAV in some wells in some wells in the sampling areas, however this proportion has not been estimated in this study.

4.3. Environment Canterbury released in 2022 an updated risk map for nitrate concentrations in Canterbury Groundwater where Cust, Eyreton, Swannanoa and Carleton are within the 'moderate risk' area. About 10% of the shallow wells sampled in the 'Moderate Risk' area in the last 20 years were found to exceed the nitrate MAV, however specific nitrate MAV exceedances in certain areas cannot be predicted. Due to this risk of nitrate levels over the MAV in private wells, WDC, together with Environment Canterbury and Te Whatu Ora Community Public Health, will continue to raise awareness of the health impacts of nitrate, and the need for regular testing of well water.

Engagement with Private Well Supply Owners

4.4. WDC staff have collaborated with Environment Canterbury to produce a well testing advice booklet, which advises on testing of water, as well as mapping indicative areas where issues such as high nitrate and arsenic could be an issue for proposed new wells. Updated versions of the groundwater quality maps have been provided by Environment Canterbury for this booklet. This booklet has been updated to include information from the Water Services Act (2021) regarding the definitions of domestic self-supplier and water supplier. It is anticipated that an increased number of water suppliers will no longer be defined as domestic self-supplier (i.e. if a water supply is shared, or for commercial use), with duties under the Water Services Act (2021), such as to meet the Drinking Water Standards for New Zealand (2022).

4.5. In 2025, Environment Canterbury launched a targeted communications campaign to promote more regular water testing by private well owners of their supplies. Information has been provided on an Environment Canterbury webpage; https://www.ecan.govt.nz/your-region/your-environment/water/drinking-water.

Sample Collection

4.6. Although efforts were made to select private wells randomly based on geographic spread over the sampling areas and for a range of depths, there is likely to have been some selection bias of the wells. Some locations within the chosen sampling areas have reticulated water and therefore were not included in the sampling area.

4.7. In total, 36 of 40 study participants were willing to participate and were able to take and return water samples in the study timeframe. This participation rate was similar to other years, but higher than 2022. Reasons for samples not being submitted have included participants requesting to be removed from the study while the house was on the market, samples that went missing in transit to the laboratory then were not resubmitted when requested, or samples were not submitted for unknown reasons. It is noted that the value of the study is generally appreciated by the participants. This repetitive sampling of the same wells allows for better assessment of trends over time.

Trend Analysis

4.8. There are not robust enough data yet to assess statistically robust trends with Mann Kendall time trends statistical analysis in nitrate concentration from only six data points for Eyreton and Cust wells, and four data points for Carleton and Swannanoa wells (see Figures 2-5). Nitrate leaching into groundwater is known to increase due to higher precipitation levels. Precipitation records for the District show that 2024 had below average rainfall compared to the 2021-2023 period.

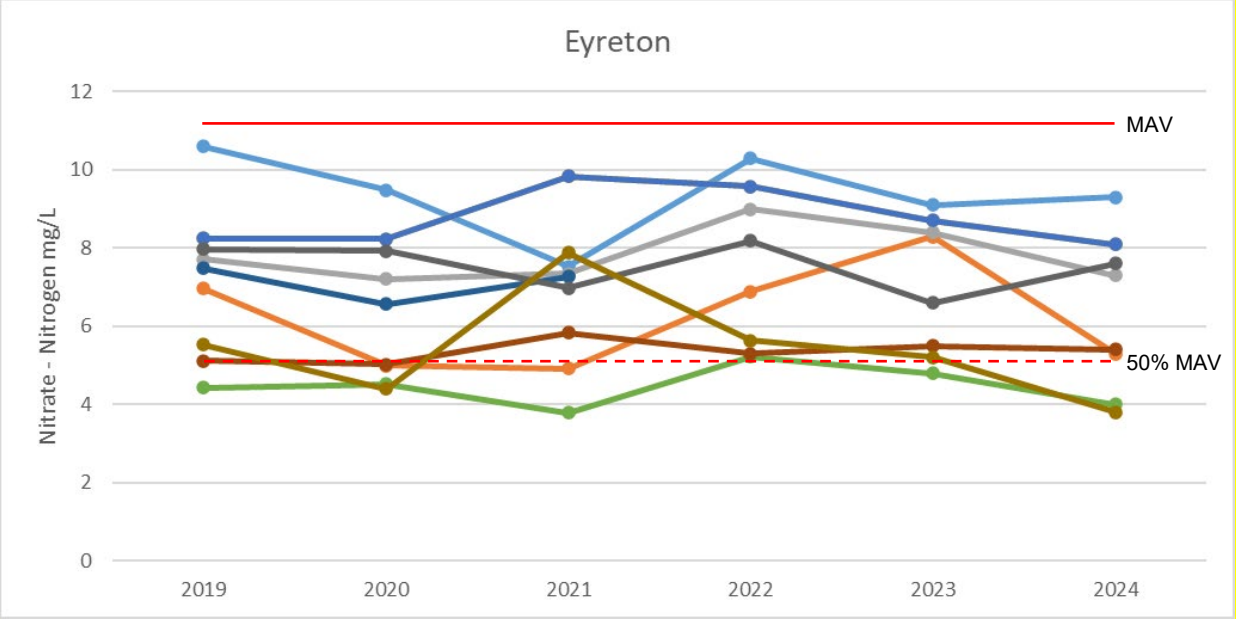


Figure 2: Eyreton well results for 2019-24. Each colour is an individual well in the study.

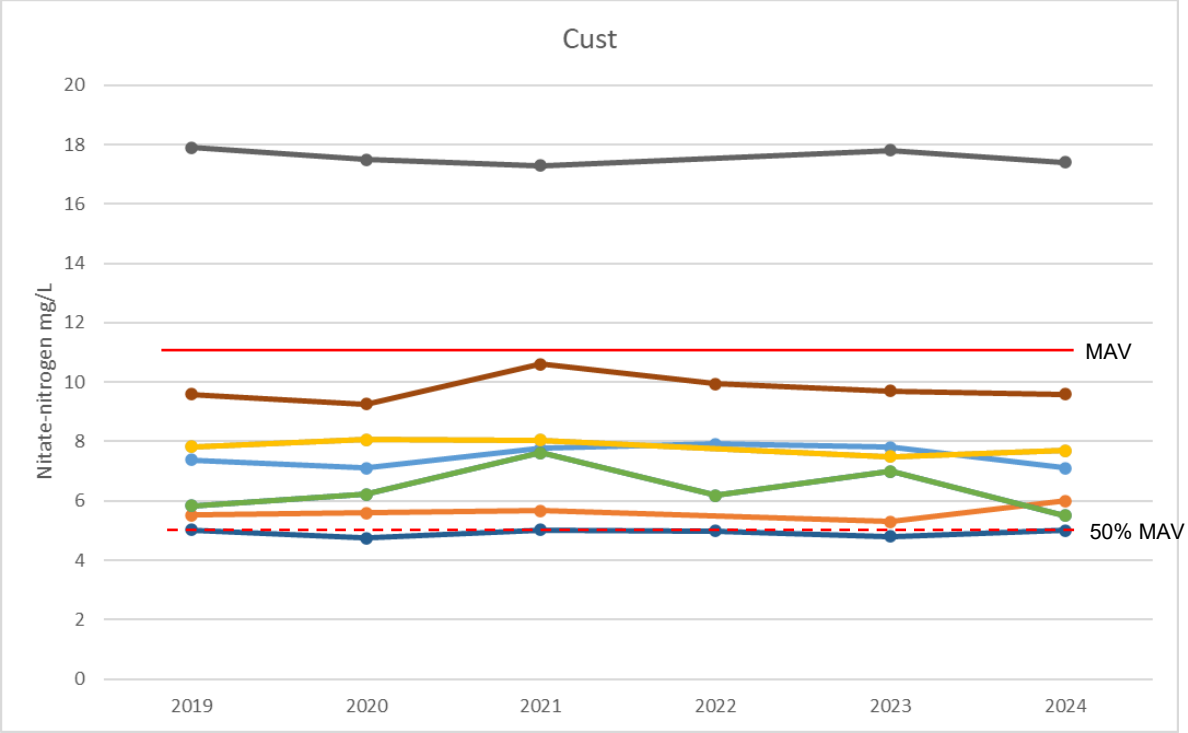


Figure 3: Cust well results for 2019 – 2024. Each colour is an individual well in the study.

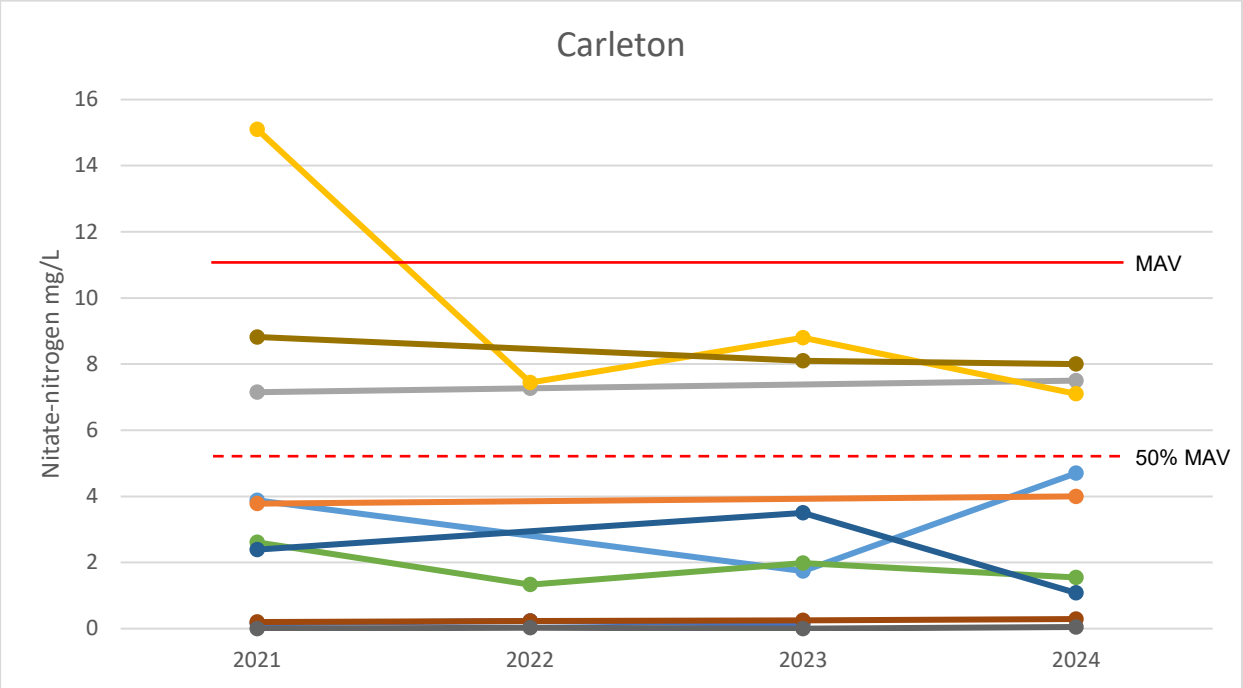


Figure 4: Carleton well results for 2021 – 2024. Each colour is an individual well in the study.

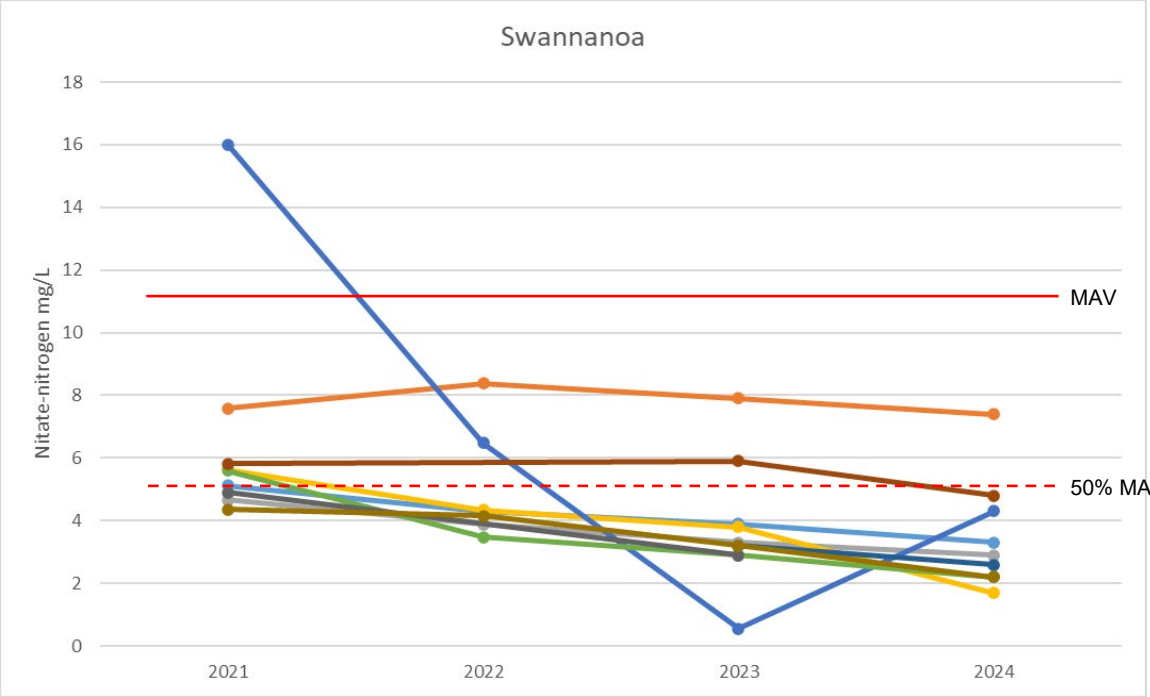


Figure 5: Swannanoa well results for 2021 – 2024. Each colour is an individual well in the study.

Well Depth

4.9. As with the 2019-2023 study results, the highest three nitrate-nitrogen concentrations in 2024 were found in relatively shallow wells (7.6 m, 13 m and 11.3 m deep). Increasing well depth was found to have only a weak correlation of decreasing nitrate-nitrogen levels in 2024, as found in previous years.

Environment Canterbury 2024 Oxford – Eyrewell well study

4.10. Environment Canterbury conducted an Oxford to Eyrewell gap-filling well study in the spring of 2024, which included some private wells. Seven of seventeen private wells sampled in Eyrewell, Northwest Eyrewell and Northeast Eyrewell private well sampling areas (41%) were measured to be over the 5.65 mg/L nitrate-nitrogen limit set in the Canterbury Land and Water Regional Plan (Schedule 8).

4.11. None of the wells in the Environment Canterbury study exceeded the New Zealand Drinking Water Standard of 11.3 mg/L for nitrate-nitrogen. The range of nitrate-nitrogen concentration found in the wells ranged from 0.68 to 10.6 mg/L, with the highest concentration recorded from a well in Eyrewell screened between a depth of 27.40m and 69.80m. The surrounding area of this well with the highest nitrate concentration found is believed to be predominantly used for agriculture.

Next steps

4.12. Well owners who took part in the study have been contacted by WDC to communicate test results and advised to contact a water treatment specialist if found to be over a MAV in the Drinking Water Standards of New Zealand (2022).

4.13. It was intended that this study would test the sampling methodology for a potential wider and more extensive private well sampling programme of 180 wells (covering all 18 groundwater areas identified for Plan Change 7, with 10 wells from each area). Some refining of sampling methodology was able to be carried out in the 2020 and 2021 studies, however further refinement, and discussion with Environment Canterbury around cost-sharing or shared resourcing is required. It is intended for WDC to continue a programme of 40 wells in 2025-26 in the four existing sampling areas. However, if additional resourcing could be obtained, WDC staff could recommend a roll-out of a more extensive programme (i.e. gradually scaling up to 180 wells) from 2025-26 onwards.

4.14. The Water Services Act (2021) has changed the role of Territorial Authorities to take on responsibility to support private well owners with supplies that are shared between households to be compliant with the Drinking-water Standards for New Zealand (i.e any supply that is not a domestic self-supply). Individual water supplies (i.e. domestic self-supplies), remain the responsibility of the landowner under the Water Services Act (2021), and are not required to meet the Drinking-water Standards for New Zealand.

Implications for Community Wellbeing

4.15. There are implications for community wellbeing by the issues and options that are the subject matter of this report, such as providing guidance on the current and future safety of private drinking well supplies in the Waimakariri District.

4.16. 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. This study helps enable the vision of Te Mana o Te Wai – prioritising the health of groundwater as a priority.

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, such as resident associations for the sampling areas.

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, unless they are supplied water from a private well.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

This budget is an existing budget (as part of the Zone Implementation Programme Addendum budget) included in the Annual Plan.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. The management and safe use of groundwater will sustain rural communities into the future.

6.3. **Risk Management**

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

6.4. **Health and Safety**

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

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**

Health Act 1956 and Water Services (Drinking Water Standards for New Zealand) Regulations 2022 set the Maximum Allowable Value (MAV) for nitrate-nitrogen in drinking water at 11.3 mg/L.

7.3. **Consistency with Community Outcomes**

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

7.3.1. There is a healthy and sustainable environment for all.

7.3.2. Cultural values relating to water are acknowledged and respected.

7.3.3. Harm to the environment from the spread of contaminants into ground water and surface water is minimised.

7.4. **Authorising Delegations**

No delegations apply to this report, as this report is for information only.

Managing a Private Water Supply Well

This brochure provides information for private water supply well owners in the Waimakariri District, to help ensure the water supplied to their home is safe to drink.

Managing the water supply for yourself, your family and others is a significant responsibility and it is important that you consider this information.

Contents

Domestic self-supply or drinking-water supplier?

The Water Services Act (2021) made important changes to the duties of those who own or operate a drinking-water supply.

Under the Water Services Act (2021) a standalone domestic dwelling with its own supply of drinking-water is referred to as a 'Domestic Self-Supply' – this applies whether the dwelling is lived in permanently, is tenanted or occupied temporarily as a holiday home. A domestic self-supplier is not a drinking water supplier and does not have any legal duties under the Water Services Act (2021).

If the drinking-water supply situation is not covered under the 'domestic self-supply' definition, it is recommended that the property owner or organisation responsible for providing drinking-water confirm with Taumata Arowai whether they meet the Water Services Act (2021) definition of a 'drinking-water supplier'.

Examples of a 'drinking-water supplier' include:

- A farm with its own water supply to a managers house and a workers cottage
- A multi-dwelling building (e.g. separate apartments or a house with granny flat) on its own water supply
- A café supplied by its own water supply
- A marae wharekai supplied by its own water supply

Drinking-water suppliers have compliance obligations under the Water Services Act (2021) including ensuring the drinking-water supplied is compliant with the Drinking Water Standards for New Zealand and meets the legal definition of 'safe'. Other obligations include the duties to register the supply, and prepare and put into practice a drinking-water safety plan and a source water risk management plan.

Drinking-water suppliers who are responsible for drinking-water supplies providing drinking-water to less than 500 people are eligible to adopt an 'Acceptable Solution' as the means of meeting many of the requirements of the Water Services Act (2021). Acceptable Solutions are not applicable for Domestic self-suppliers, however could be useful for guidance, or if intending to become a drinking-water supplier.

The Taumata Arowai website provides further details regarding the 'Acceptable Solutions' available for different drinking-water supply arrangements including roof water supplies, springs and bores and 'mixed-use' (i.e. where more than 50% of the water supplied is intended for agricultural or horticultural purposes).

Further information regarding duties of Drinking-water suppliers under the Water Services Act (2021) and the 'Acceptable Solutions' can be obtained from the Taumata Arowai website: taumataarowai.govt.nz

Managing an existing private well

Microbiological contaminants

Microbiological contaminants are microscopic bugs – bacteria, protozoa, viruses or other organisms – that can lead to illness. There are a wide variety of these organisms that can affect drinking-water, but we can't test for all of them.

Instead, we usually test for one bacteria, *E. coli*, which is a good indicator that water has been contaminated with faecal material. If *E. coli* is present in the water, there is a good chance that other harmful organisms are also present, and the water should not be considered safe to drink.

Total coliforms is another indicator organism. While in itself it does not present a safety risk, it is a sign of living organisms in the water and indicates that the supply may not be secure from microbiological contamination.

Microbiological contaminants can come from waste disposal, septic systems, or grazing animals.

Regular testing of your water for *E. coli* is a good way to help understand the risks of microbiological contamination. However, even wells that have had no *E. coli* in the past, can become contaminated at any time as conditions underground or on the surface change, for example after a rainfall event or a flood, or a change in land use in the surrounding area.

Water quality monitoring and management

While all the steps included within this brochure are provided to minimise the risk of contaminants entering your water supply, this risk can never be eliminated entirely.

It is therefore important that you monitor your water quality to ensure that it is free of contaminants, and you consider the need for treatment to further reduce this risk.

The most common chemical contaminants in Canterbury groundwater are:

- **Nitrate:** high nitrate concentrations in groundwater are generally caused by farming activities or wastewater disposal.
- **Arsenic:** Arsenic occurs naturally in parts of Canterbury. It can also come from old sheep dips, pesticides, or industry.
- **Iron and manganese:** These metals naturally occur in groundwater. They can cause nuisance staining of sinks and laundry, and at higher concentrations, manganese can pose a health threat.
- **Cadmium, lead, and other heavy metals):** These metals are seldom detected in groundwater unless there is a contamination source nearby, such as industry or a landfill.
- **Organic chemicals:** These include petrochemicals, industrial solvents, pesticides, and a range of other man-made chemicals. As with heavy metals, they are seldom found in groundwater unless there is a source nearby.

Maps for areas of high arsenic, iron, manganese and nitrate are provided at the back of the document.

Treatment and well depth

As a general rule, the deeper the well, the lower the risk of contamination. However, no well can be considered completely safe from contamination, regardless of depth.

Therefore, by far **the best way to manage the risk of microbiological contamination is to provide treatment.** That way you can be confident that your water is safe, regardless of whether conditions change without your knowledge.

Positive E.coli result?

If you don't have treatment to manage the microbiological safety of your well, you should sample and test your well regularly. Any positive *E. coli* result should trigger the need to install treatment, and water should be boiled before drinking until a suitable treatment system can be installed.

Chemical contaminants

There are many chemicals that can contaminate groundwater and many industrial or agricultural activities that could be a source of chemical contaminants. Environment Canterbury's website has a contaminated land tool, the Listed Land Use Register, that can help you identify whether any of these activities have been carried out on or near your property.

Taking a water sample at a wellhead

How to test your water?

For peace of mind home-owners should consider undertaking microbial testing every three months and chemical testing annually. Records of test results are important and should be kept together in a safe place.

If possible, we recommend that you carry out microbiological and chemical testing when you purchase a property or drill a new well as an initial screening for contaminants, or right after a large rainfall event when temporary contamination can occur.

It is prudent to do a follow up test 6–12 months after the initial test to see if anything has come through after more regular use of the well that may not have shown up in the initial test and to account for seasonal fluctuations.

Choose a laboratory experienced in analysing water in your area and ask for an estimate of the work to be done.

Sample containers and instructions on how to correctly take drinking water samples should be provided by the laboratory.

The Water Services Authority – Taumata Arowai has information on accredited laboratories— hinekorako.taumataarowai.govt.nz/publicregister/laboratories/

Most recognised laboratories will offer a standard test suite for parameters to look for in drinking-water.

The results of the tests are compared to the Drinking Water Standards for New Zealand, in particular the Maximum Acceptable Values (the MAV). You can also contact laboratories for advice on water analysis and interpretation.

What if something is elevated?

If anything is found at a concentration greater than the MAV, the water should not be consumed and a suitable treatment system used or an alternative source found.

Domestic self-suppliers are not required to demonstrate on-going compliance against the Drinking Water Standards for New Zealand, but are strongly encouraged to do so.

If something is found at a concentration less than the MAV but more than 50% of the MAV, then more regular testing should be carried out to track whether the concentration increases over time. The testing should be done approximately quarterly to capture any seasonal variations.

The Waimakariri District Council's standard test suite can be found here:

waimakariri.govt.nz/services/3-waters/water-supply/private-bore-water-supplies

If you are concerned about the quality of your drinking-water supply, contact a Health Protection Officer at your local public health unit or an Environmental Health Officer at your local council.

Maximum Acceptable Values for microbiological and chemical parameters

The following table explains the MAV (maximum acceptable values), AV (aesthetic values) and health consequence of some common contaminants to be mindful of:

To determine what the MAV of a certain parameter is, the Drinking Water Standards for New Zealand should be referred to:

www.legislation.govt.nz/regulation/public/2022/0168/latest/whole.html

Parameter	MAV	Health Considerations
E. coli	<1 per 100mL	Any trace of *E. coli* indicates that the water has been affected by faecal contamination and is not safe to drink.
Total Coliforms	No MAV	There is no MAV for total coliforms, as total coliforms alone are not considered unsafe. However, they are an indicator of living organisms in the water supply, and suggest that the supply is not secure and is at risk of microbiological contamination occurring in the future.
Nitrate	50 mg/L as nitrate (NO_3^-) Note this is equivalent to 11.3 mg/L as nitrate-nitrogen. It is important when looking at results to understand which unit has been used to avoid confusion.	Sometimes high amounts of nitrate can enter groundwater from sources such as fertilisers, animal wastes, unreticulated sewage disposal and industrial and food processing waste. Nitrate levels above the MAV can pose a risk to babies less than six months old who are formula fed, or the unborn foetus of pregnant women. Adults with rare metabolic disorders may also be at risk.
Arsenic	0.01 mg/L	Arsenic can be naturally occurring in some groundwater sources, or can be introduced as a result of some industrial activities. Long term exposure to arsenic above the MAV can lead to cancer and skin lesions.
Iron	0.3 mg/L AV can cause laundry staining and other aesthetic issues	Iron and manganese are more likely to cause aesthetic (taste, odour, staining) issues rather than health issues, but still need to be considered to avoid these aesthetic problems.
Manganese	0.4 mg/L MAV 0.04 mg/L AV can cause laundry staining 0.10 mg/L AV can cause taste issues	
Other (heavy metals, organic chemicals etc)	Seek specialist advice, depending on parameter detected	

Should you need any advice interpreting your test results please contact the Waimakariri District Council.

Treatment systems

Most of the contaminants that you might find in your private well can be treated.

It is important that:

1. You purchase the right kind of treatment system for the contaminants you have found in your water or are concerned about.
2. The treatment system meets the right standards so that you know it can be relied upon.

Some basic guidance is given in the table below:

Contaminant Type	Common Treatment Methods	Relevant Standards
Microbiological, as indicated by *E. coli* or total coliforms.	Filtration followed by UV disinfection	New Zealand Standard: • AS/NZS 3497:1998 A1 Or equivalent international standards such as: • NSF/ANSI 55-2002 Class A • DVGW Technical Standard W294; • oNORM M5873-1
Nitrate or Arsenic	Reverse Osmosis/Ion Exchange	No Australian/New Zealand standard – seek specialist water treatment advice
Iron, Manganese or other	Seek specialist advice	

Note that some filters may only treat taste aspects, but not provide microbiological treatment. Make sure that your treatment system is fit for purpose.

Monitoring of turbidity levels is recommended prior to installing a UV disinfection unit. High turbidity can affect UV treatment, and may also need specific filtration treatment.

Ensure that maintenance records are kept, particularly of dates when servicing is carried out. This allows you to check you are meeting the recommended frequency for your water treatment system.

It should also be noted that treatment systems will only remain effective if they are maintained correctly. You should ensure regular maintenance is carried out as per the equipment supplier's recommendations.

Well head protection

There are generally two ways that contaminants could enter the water supply via the well head:

1. Contaminated surface water entering down the outside of the well casing, **or**
2. Contaminants entering via the well head structure itself.

Good design of your wellhead can protect against contamination

These risks can be managed as follows:

- Grouting: The outside of the well casing should be grouted to ensure that the water from the surface cannot travel down the outside of the casing. This should ideally be done at the time of drilling, but if you are not sure if this has been done, this can be done retrospectively by a drilling company.
- Casing: The well casing should extend above the ground surface to ensure that surface runoff water cannot flow directly into the top of the well.
- Concrete Apron: A concrete apron should be constructed that ensures that water flows away from the well casing itself and does not pond around the well head.
- Backflow Preventer: A backflow preventer should be installed on the well head to stop any potential contaminants from travelling back down the well riser into the aquifer.
- Fencing: The land surrounding the well head should be fenced off to prevent livestock from accessing this immediate area. It is recommended that at least a 5m perimeter surrounding the well be fenced off.
- Maintenance: Ensure that the condition of the well head protection is maintained over time.

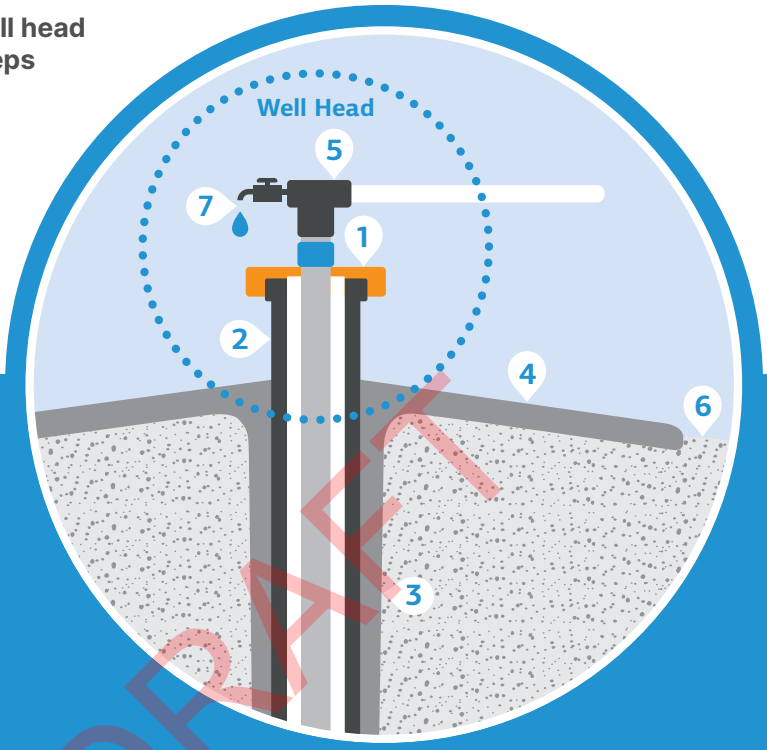
What is a backflow prevention device?

Backflow prevention devices stop contaminated water from flowing back into the household water supply.

Examples of activities which may require backflow prevention are:

- You use water for washing equipment like vehicles or machinery that has been exposed to chemicals.
- You operate appliances that require high water pressure.
- You mix water with other substances on your property.
- You have a cross connection of your private water supply (e.g. well/tank) to pipes that are also connected to the public supply.

For a secure well head follow these steps



1. Well cap

Install a secure well cap and seal between the casing and any hoses or cables going down the well.

2. Well casing (above ground)

Ensure the well casing is elevated at least half a metre above the ground surface or above the 100 year flood level (whichever is highest).

3. Well casing (below ground)

Install a bentonite seal around the casing.

4. Concrete apron

Seal between the well casing and the surrounding ground with a concrete apron.

5. Back-flow preventer

Install a back-flow preventer to stop contaminants siphoning back into your well.

6. Area around well

Keep the area around the well head clear of animals, pesticides, fertilisers, compost and rubbish.

7 Sample point

Have your groundwater supply tested regularly and following any large rainfall events or change in land use activities.

Tank maintenance

Tank maintenance

Ensure that the tank lid is secure, with no gaps for dust or insects and other vermin to get in. Check that any connecting pipes or hoses are protected from stock being able to damage them. In the cooler months, ensure that pipes are adequately protected from freezing. Check that future access for maintenance is not blocked when planting any trees nearby.

Cleaning and disinfecting your tank

The Council recommends you inspect your tank annually, and clean it out if necessary.

Ideally tank cleaning should be carried out by tank cleaning contractors. A Google search should direct you to tank cleaning providers in your area.

WARNING: If you enter the tank to clean it, please ensure there is adequate ventilation and another person is present. Please exercise due care in using ladders to gain access to the tank, as these can be treacherous when wet.

Steps to clean and disinfect your tank:

1. Turn off the water supply into the tank.
2. Drain the tank completely.
3. Clean out the inside of the tank of all accumulated matter.
4. Liberally spray chlorine-based bleach product over the internal floor and walls of the tank.
5. Check the strength of chlorine in bleach. Assuming it is 4% sodium hypochlorite; refill the tank adding 0.3 litres of chlorine bleach per 1000 litres (220 imperial gallons) of tank volume.
6. Allow this water to stand in the tank for at least 30 minutes.
7. Drain the tank completely flushing with clean water.
8. Refill the tank with fresh water.

The use of chlorine bleach in steps 4 and 5 will ensure that the tank is adequately sterilised and suitable for holding drinking water. It is important that the tank is completely drained at step 6 as the strong chlorine concentration will make the water extremely unpleasant to drink.

For more information on water collection tanks and safe household water, please refer to this Ministry of Health factsheet.

Remember, you plan to drink the water at the completion of the cleaning so be very careful with the cleanliness of all items entering the tank.

For more information on tank disinfection, read the report 'Household Water Supplies'. This is available online at: phfscience.nz/digital-library/household-water-supplies-the-selection-operation-and-maintenance-of-individual-household-water-supplies/

Drilling a new private well

Planning a new well

If you have a property that has no water supply, the first thing to consider is whether you can connect to a public supply, or whether you will need to provide your own source of water.

It would always be recommended to connect to the public supply if this is feasible, as a well-managed public water supply will be safer than a private well. You should contact Waimakariri District Council on 0800 965 468 (0800WMKGOV)to see if a connection to the public supply is possible.

If a connection to a public supply is not possible, then the next best source of water may be from a well (depending on the area and availability of good groundwater sources).

Determining where a good source may be found

You will have a higher chance of finding a good groundwater source if there is evidence of other nearby properties with good wells in the area. There are a few places you can look to help inform yourself of where water sources have been found, and the suitability of the water for drinking:

- Drillers: Local drilling contractors will likely have knowledge on where suitable water sources have been found.
- This brochure: Included in the back of this brochure are maps of the Waimakariri District showing where key chemical parameters have been found in water sources, and at what level. While each value presented may only represent the sample at a particular time, this should give some idea of what contaminants may be more or less likely to be found in a given area.
- Well search database: You can look at bore logs using the Environment Canterbury Well Search database to see what depth water has been found at, and potentially water quality information.
- Local knowledge: Get to know your neighbours and ask how they source their water, and whether they have any water quality results from their own supply.
- Flood levels: A well may be more prone to contamination during a flood event. You should plan your well so that it is not located in a flood prone area, as this could put the well at additional risk if it becomes inundated.
- Surrounding sources of contamination: Think about where your well is located in relation to other activities that may introduce contaminants into the groundwater system.

Common ways this could occur are via septic tanks, historic contaminated sites, ponds, or any other farming or industrial activity or process that may cause contaminants to be discharged to ground. It is advisable to avoid wells in the vicinity of these types of activities, or if these activities have existed, to ensure the well is located upstream from them.

As a very general rule of thumb, groundwater follows surface topography and flows downhill, but this may vary near rivers or where the topography is complex.

Checking consenting requirements

The Land and Water Regional Plan (published by Environment Canterbury) is the key document that sets out where bores can and can't be drilled, whether a consent is needed to drill the well, and whether water can be taken from the well as a permitted activity without a consent, or whether a consent is required.

A link to the full Land and Water Regional Plan document can be found at ecan.govt.nz

Key sections are:

- 5.103 – 5.110: Sets out requirements for drilling wells.
- 5.113 - 5.114: Sets out requirements to be allowed to take groundwater without the need for a consent.

Drilling a well

Once you have decided where you want your well, what depth you are targeting, and what the consenting requirements are, you will need to engage a driller. It is important that whoever does this is suitably qualified and experienced, and that care is taken during the drilling process.

Rule 5.103 of the Land and Water Regional Plan (LWRP) states that installing a bore or gallery is a permitted activity if:

- the bore or gallery is installed by a member of the Canterbury Regional Council bore installers programme; and
- all the other conditions of rule 5.103 of the LWRP are met.

A list of drillers on the CRC bore drillers programme can be found here (follow link then click tab "current members of the CRC bore installers programme"): ecan.govt.nz/your-region/your-environment/water/crc-bore-installers-programme/

Well head protection

Once you have a well drilled, you then need to consider the well head arrangement and how this is managed to protect your water supply from potential contamination.

Information on well head protection is included in 'Managing an Existing Private Well' earlier in this document.

Purchasing a property with a private well

What to consider when purchasing a new property?

Anyone purchasing a new property should enquire about the water supply. You can request a LIM from Waimakariri District Council, which will include whatever information Council holds on the water supply.

In order to gain more knowledge on the water supply, it is recommended that further questions be asked from the seller, such as:

- Does the water come from a public supply or a private well?

If the answer is that it is from a private well then the following information should be obtained:

- How deep is the well?
- Is the well head sealed, and the surrounding area fenced to protect it from livestock?
- Is the water from the well pumped to a tank, and what is the condition of the tank?
- What type of treatment system do they have (if any) and has it been regularly maintained?
- How regularly is the well tested, and are the results available?
- What state is the well in? Are there any records of maintenance of the well or pump?
- Does the well have an Environment Canterbury well number? (If so, additional information about the well may be available through the Well Search page on Environment Canterbury's web site ecan.govt.nz/data/well-search/

Answers to these questions will help you to determine how safe the water supply is. If the seller is not able to demonstrate that the water is safe and that sufficient treatment is in place, the need for any upgrades to the water supply should be considered before making an offer on the property.

Who to contact for further information?

Drinking-water safety is the joint responsibility of the territorial authority (Waimakariri District Council), the Regional Council (Environment Canterbury), Community and Public Health (Te Mana Ora) and the drinking water authority (Taumata Arowai). Please refer below for which agency to contact for different issues or questions:

Environment Canterbury:

Manages the quality of both surface and ground water quality

in the water body or aquifer. This is achieved by managing who can take water from the ground or a surface water body, and what can be discharged into or onto the ground or land/water surface.

They hold information on existing bores such as depth, yield and in some cases quality.

Waimakariri District Council:

For public supplies, WDC manages the quality of the water coming out of the tap. This is through management of the source, treatment, storage and distribution network.

For private supplies, WDC ensures that there is a potable water supply, through the issuing of a resource consent for subdivision of land (which will specify how water is to be sourced) and issuing of a building consent for new dwellings. These however only confirm that there is a potable water source at the time of issuing the consent.

Community and Public Health, Te Mana Ora:

Provides advice regarding the impacts of water quality on public health.

Water Services Authority - Taumata Arowai:

The Water Services Authority is responsible for drinking water regulation related activities in New Zealand/Aotearoa.

Waimakariri District groundwater quality maps

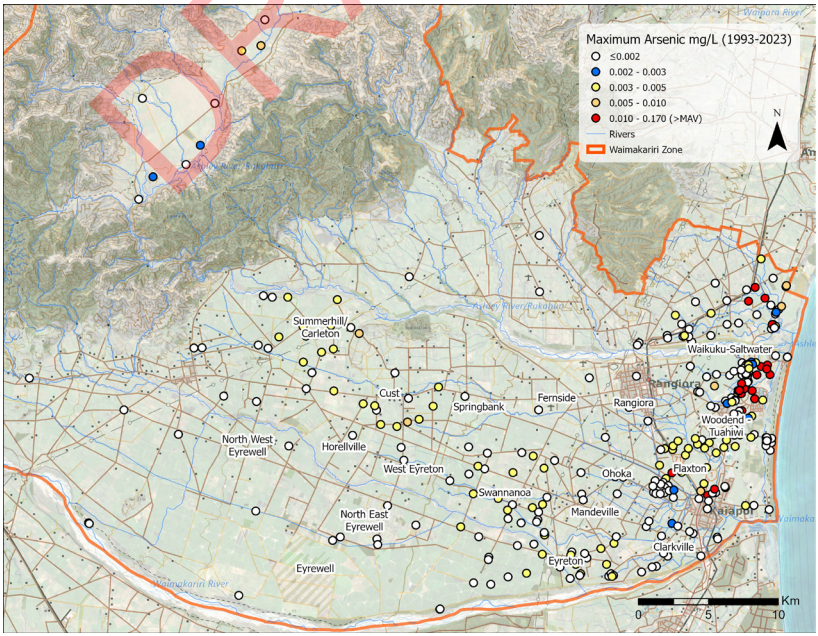
This information is to illustrate the likely groundwater quality that might be found in the area. However water quality in your well may vary from the information provided and groundwater quality also changes over time.

The data included in these groundwater quality maps is limited to the maximum contaminant result for each well sampled, between 1993-2023. Wells included are within the Waimakariri District, for any well use, all depths, active and inactive wells.

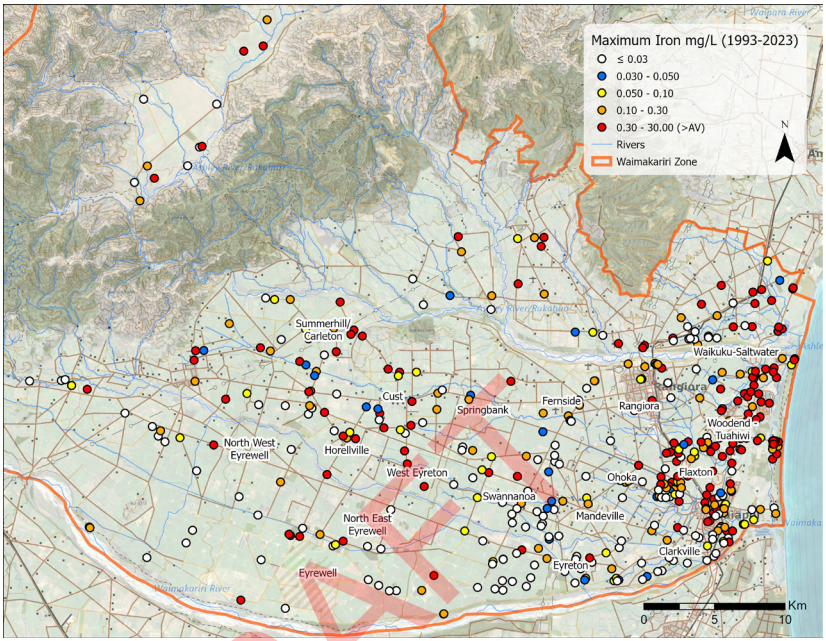
The data is limited to that in the Environment Canterbury groundwater quality database or the Waimakariri District Council source database.

The Maximum Acceptable Value (MAV) and Aesthetic Values (AV) are set by the Water Services (Drinking Water Standards for New Zealand) Regulations 2022. If a MAV is exceeded, this means that the water is considered unsafe to drink. If an AV is exceeded, this means that there may be some aesthetic issues with the water such as taste or discolouration.

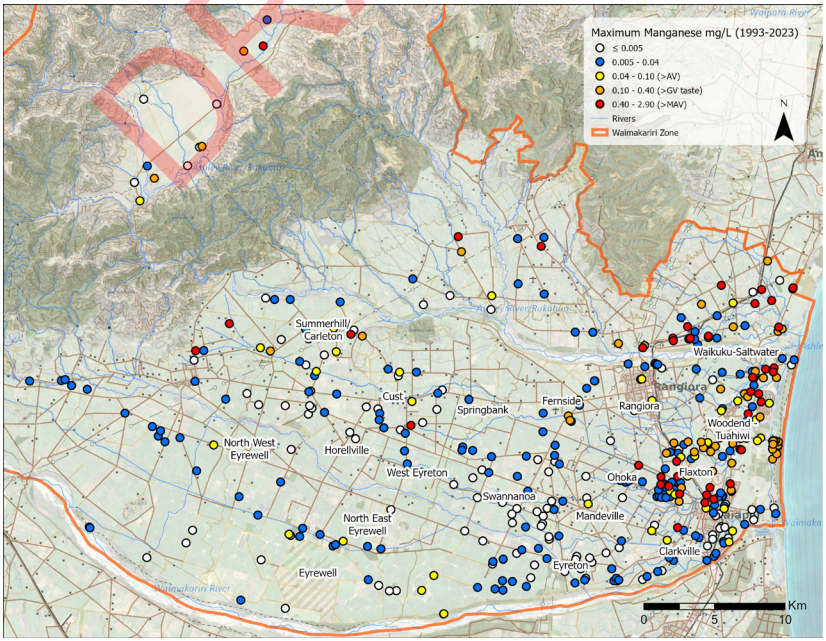
Arsenic maximum



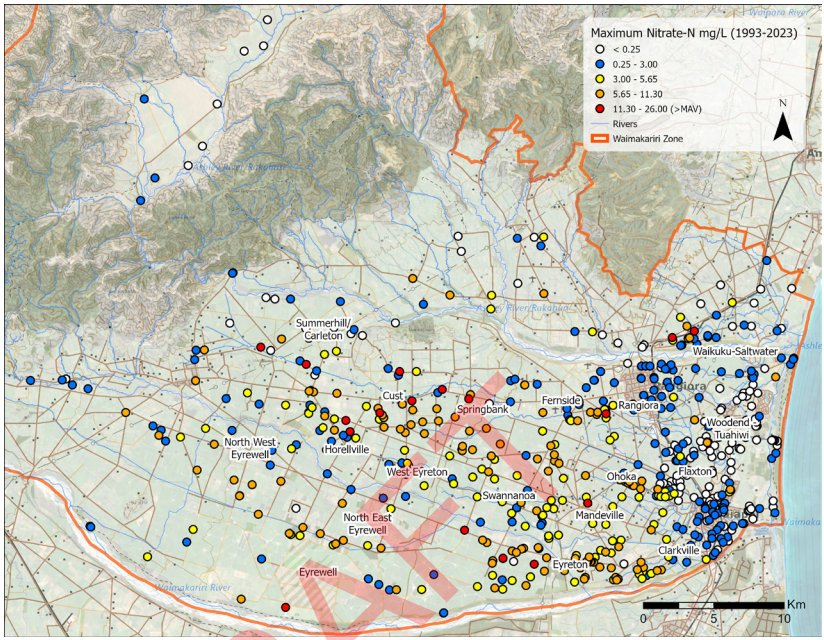
Iron maximum



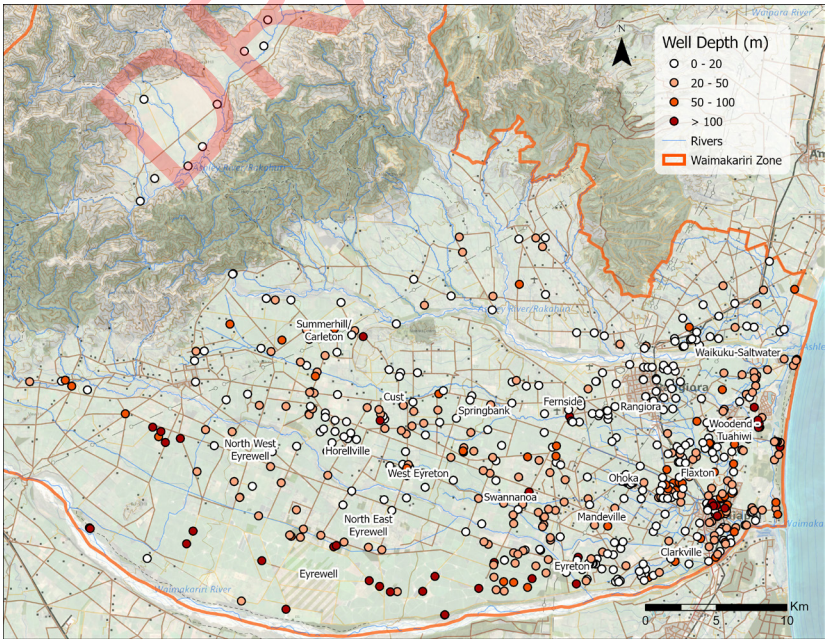
Manganese maximum



Nitrate-Nitrogen maximum



Well depth



For more information please contact
Water Environment Advisor

Waimakariri District Council
Phone: 0800 965 468 (0800 WMK GOV)
Email: office@wmk.govt.nz

230912141978 - QD 3Waters 002 - Version 2 - August 2025

Find out more at waimakariri.govt.nz

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RDG-32-115 / 250514084485
REPORT TO:	KAIAPOI-TUAHIWI COMMUNITY BOARD
DATE OF MEETING:	21 July 2025
AUTHOR(S):	Kieran Straw – Civil Projects Team Leader Joanne McBride – Roading and Transportation Manager
SUBJECT:	Post Consultation Update for Old North Road - Kaiapoi to Woodend Walking and Cycling Connection

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

General Manager | Chief Executive

1. SUMMARY

1.1. This report is to:

- Provide an update to the Community Board on consultation undertaken with residents along Old North Road on the proposed Greenway along the road, and the traffic calming devices proposed, and;
- Seeks approval of minor design amendments on the Smith Street to Pineacres portion of the Kaiapoi to Woodend Walking and Cycling Connection, following Council approval of the reduced scope at the March Council meeting.

1.2. The minor design amendments relate to the following aspects of the design:

- Speed humps spacing along Old North Road, and;
- Cam River Alternative Route

1.3. The approved reduced scope included a low-speed “Neighbourhood Greenway”, with low speeds being encouraged through the use of “watts profile” speed humps at 100m spacings.

1.4. At the time of approval of the design by Council, consultation with Old North Road residents was still ongoing, however feedback provided at that time was mostly positive.

1.5. Consultation has now been completed with the residents along Old North Road, with 15 of residents having provided feedback on the proposal out of 24.

1.6. The general feedback for this remains positive as residents also have issues with anti-social driving behaviour. The speed humps are supported as it would discourage the high speeds reported in the area.

1.7. Many residents however had concerns relating to the proposed number of speed humps relating to the length of the road. Following internal discussions, staff are now recommending that the “watts profile” speed humps are installed at spacings of 200m on the straight section of Old North Road and 150m spacings on the northern end where visibility is poorer.

1.8. Staff also met with Environment Canterbury staff to discuss proposed works on the Cam River flood gate, which could include allowing pedestrian and cycle provision over the Cam

River. This opens up additional options of altering the formal cycle route to include this within the Walking and Cycling Network Plan.

1.9. Council will need to construct the footpath that will join up to either end of the new stop-gate, so that the walking connection is completed through to existing paths.

Attachments:

i. Smith Street to Pineacres – Updated Plan of Works, showing revised design for Old North Road, and the inclusion of the alternative Cam River route (Trim No. 250519088454)

ii. Standard Drawing of “watts profile” speed hump (Trim No. 250521090789).

iii. Summary of Feedback (Trim No. 250611105154)

iv. Route Overview Plan (Trim 250714127865)

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** Report No. 250514084485.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Utilities and Roading Committee:

(b) **Approves** the amended Plan of Works (Trim no. 241220227289) that includes a revised design for Old North Road, and the inclusion of an alternative connection using the Cam River floodgate bridge to connect to the Passchendaele Path.

(c) **Notes** that the amended plan includes a reduction of the number of proposed speed humps in Old North Road from 16 down to nine (increasing the spacing to 200m on the straight section of Old North Road and 150m spacings on the northern end where sight distance is reduced).

(d) **Notes** that the amended plan removes the “speed cushion” from Ranfurly Street.

(e) **Notes** that the amended plan removes the “watts profile” speed hump from Dale Street.

(f) **Notes** that the amended plan for the project does not formally include the Cam River flood gate bridge within the Walking and Cycling Network Plan, but that additional signage will be installed to alert users to the alternate route using the existing Smith Street under-pass, as well as additional works on the approach to the Cam River flood gate bridge.

(g) **Notes** that the inclusion of the Cam River floodgate upgrade provides a more direct desire line between the Passchendaele Path, and the proposed cycleway to the north, however the Smith Street refuge provides a more direct desire line between the Kaiapoi Town Centre, and the proposed cycleway to the north. As such both are considered important.

(h) **Notes** that the Cam River floodgate / Sidey Quay route was not included in the approved Cycle Network Plan which was adopted by Council in October 2022.

3. BACKGROUND

3.1. The Waimakariri District Council approved a report (Trim no. 241220227289) at the April meeting which sought to reduce the scope of the previously approved Kaiapoi to Woodend Walking and Cycling connection, to focus on the length within Kaiapoi, between Smith Street and Pineacres only.

3.2. The scope reduction also approved the installation of 16 “watts profile” speed humps to be installed along Old North Road to mitigate the risks associated with the implementation of the proposed “Neighbourhood Greenway” over the previously approved shared user path. The speed humps had been proposed approximately every 100m.

3.3. While the amended design was approved by the Board, and Council, staff were requested complete the consultation with residents along Old North Road, and then to provide an update to the Community Board. Staff were also asked to consider whether the Smith Street refuge crossing was appropriate if the proposed Cam River floodgate bridge works included a walking and cycling connection.

3.4. The consultation had no formal response period; however notices were delivered to all 24 properties. Staff door knocked all residents, and as a result spoke to or received responses from 15 properties.

3.5. Of the fifteen responses, the general split is as follows:

- 8 were supportive or had no concerns.
- 5 were generally supportive but had concerns over the frequency of the speed humps or concerned that they would be too severe.
- 1 resident suggested creating a cul-de-sac / dead end rather than installation of speed humps.
- 1 resident was firmly opposed to speed humps.

All except for one respondent stated that there is an existing issue with anti-social driving, and their support for speed humps was generally relating to addressing this issue, rather than allowing for safe pedestrian and cycling along the route.

3.6. Following recent feedback on other speed cushion installations, staff have reviewed the design, and spacing of the proposed speed humps associated with this project. The proposed speed hump design for this project is a “watts profile” speed hump, as detailed within attachment ii of this report. This is the same design profile for the humps that have been successfully installed on Peraki Street.

3.7. Council staff also met with Environment Canterbury staff to discuss the potential to include pedestrian and cycle access as part of the Cam River floodgate upgrade. This upgrade may include provision to address the existing deficient steps and replace with bulk fill to allow a smooth transition onto the structure. Meeting maximum grades for pedestrians will need to be a consideration.

3.8. This Environment Canterbury driven work would allow the flood gate structure to be used by pedestrians and cyclists and provides additional options for the expanding the walking and cycling network plan to include Sidey Quay, and the floodgate within the plan, potentially in lieu of the currently approved Smith Street refuge crossing.

3.9. It is however noted, that Sidey Quay and the footpath under the Smith Street bridge are both susceptible to flooding, and that the path under the Smith Street bridge goes under water during high tides. As such this is not considered to be an adequate level of service for the primary connection.

3.10. Staff have carefully reviewed the Walking and Cycling Network Plan and believe that both routes have merit. The Smith Street refuge crossing provides a direct desire line between the proposed cycleway to the north and the Kaiapoi Town Centre (and beyond to the CNC), while the Sidey Quay and Cam River crossing provides a direct desire line to the Passchendaele Memorial path to Rangiora, and the Mafeking footbridge to the Kaiapoi Borough School.

3.11. No consultation has been carried out with residents of Sidey Quay about the installation of a cycleway, and this link was not included within the approved Walking and Cycling Network Plan (approved October 2022).

3.12. Should a cycleway be installed on Sidey Quay, this could either be a shared user path that runs along the roadside berm in front of Wyllie Park, or a Neighbourhood Greenway, utilising speed humps and a shared zone.

3.13. The existing footpath that passes beneath Smith Street is unsuitable to be promoted as the primary cycleway route, as the path is submerged during high tide, as demonstrated in the image below:

Photo 1: Footpath beneath Smith Street under water during a high tide.

4. ISSUES AND OPTIONS

4.1. The Council has the following options relating to these conversations that have occurred following the previous approval of the design.

4.2. Option One - Approves the Updated Design and Staff continuing to work with Environment Canterbury to incorporate the Cam River Flood Gate Access route

This option would approve the recommendations within this report and reduce the total number of speed humps along the length of Old North Road to nine (9) down from the previously approved sixteen (16).

This option takes into account feedback from residents along the road and recent observations relating to speed cushions and their impacts.

In addition, this option incorporates the Cam River floodgate crossing as alternative route to the already approved Smith Street refuge crossing.

This option is recommended for the following reasons:

- Inclusion of the Cam River floodgate bridge creates a triangle between the three key routes (Passchendaele, NCN, and the proposed route to the north)

- Smith Street remains the most direct desire line from the Kaiapoi Twon Centre to the north, and this provides a safer two stage crossing of Smith Street.
- This option does not require additional budget to be spent on upgrading existing paths between Bridge Street and the Passchendaele, or Sidey Quay.

4.3. Option Two – Decline the recommendations of this report.

This option would decline the recommendations within this report and retain the previously approved design including the crossing point at Smith Street and would not pursue the Cam River Flood Gate Access route.

This is not the recommended option as it does not take into consideration the feedback received from residents living on Old North Road and does not provide the opportunity to coordinate with the proposed Environment Canterbury flood gate works, which would provide an attractive alternative particularly for those coming from the Passchendaele Path.

4.4. Option Three - Request staff to undertake further consultation on both the design and the alternate Cam River Flood Gate Access route and bring a further report back to the Board.

This option would decline the recommendations within this report and the Board instead requesting further consultation be undertaken with the community on both the design for Old North Road and the Cam River Flood Gate Access Route.

This is not the recommended option as there has been significant community engagement on this project to date and undertaking further consultation will cause delays to the delivery of these improvements.

As such, this is not the recommended option.

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

The proposed reduction of the total number of speed humps is in recognition that installation of speed humps every 100m may be poorly received by residents, specifically those at the northern end of Old North Road.

Inclusion of the Cam River floodgate bridge creates further options for active transport users and provides users with an option to cross Smith Street without any conflict risk with vehicular traffic at this location.

4.6. 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.

Upon approval of this report, all stakeholders, including Te Ngāi Tūāhuriri will be provided with a project update.

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.

Many impacted stakeholders were identified across all projects during the development of the Transport Choices programme. These stakeholders have been informed of the current status of the projects.

Upon approval of this report, all stakeholders will be provided with a further project update.

Specific consultation has been undertaken with residents along Old North Road. This consultation included hand delivering a Project Information Notice to all 24 properties along Old North Road and talking to residents that were available. During the door-knocking exercise, staff were able to discuss the options directly with 12 residents.

Where residents were unable to be spoken to, the Project Information Notice was left in their mailbox with contact details of staff. In the two weeks that followed, staff received further contact via either phone or email from a further 3 residents. In total we received feedback from 15 of the 24 properties along Old North Road.

5.3. Wider Community

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

Upon approval of this report, all stakeholders will be provided with a project update.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

There is currently budget of $965,090 within PJ 102156.000.5135 for the development of the Kaiapoi to Woodend Cycleway. This budget is the “Better-Off” component of the funding towards this project and is remaining following the withdrawal of the Transport Choices funding.

The Project Estimate is $941,100.

Approval of the recommendations within this report represents a cost reduction of $21,000 for the speed humps along Old North Road, and Dale Street, and the speed cushions at Ranfurly Street.

The additional cost associated with constructing new footpath connections to the Cam River floodgate bridge is $23,000, including an allowance for wayfinding signage. This has been allowed for within the estimate above.

6.2. Sustainability and Climate Change Impacts

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

Creating a safe and accessible walking and cycling network, which comes with improving infrastructure, increases the uptake of these activities for both recreational and commuter users. This results in a subsequent decrease in the number of people using single occupancy vehicles, particularly for shorter trips. This comes with many benefits, including health and the reduction of greenhouse gas emissions.

6.3 **Risk Management**

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

Old North Road

The initial proposed design (currently approved) included watts profile speed humps located at 100m spacings, the same design and frequency as what is currently installed in Peraki Street.

For Peraki Street, this has resulted in an 85th percentile speed of 35.6km/hr, and there have been no complaints from residents regarding the profile of the speed humps.

There is a risk that increasing the spacing to 200m along Old North Road will result in vehicles continuing to travel at a speed greater than recommended for Neighbourhood Greenways.

This risk will be mitigated with the inclusion of additional line marking (edge lines) installed along the length of Old North Road. Speeds will continue to be monitored, however it is expected that the installation of the speed humps will contribute to a reduction in "rat-running", leading to fewer vehicles, and lower average speeds.

Cam River Floodgate Bridge

The existing footpath connection from the Cam River floodgates to the Passchendaele Path is 1.5m. This width is insufficient for a shared path, and is likely to result in conflicts between pedestrians and cyclists. This risk is increased beneath Smith Street where the path runs immediately adjacent to the Cam River.

This risk is mitigated by retaining the Smith Street refuge crossing as the formal cycle connection, thereby reducing the number of potential conflicts in this vicinity.

6.4 **Health and Safety**

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

Contractors carrying out future works will be required to be SiteWise registered, and all construction risks will be addressed via the Contract.

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**

Local Government Act 2002 and the Land Transport Act are relevant in this matter.

7.3. **Consistency with Community Outcomes**

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

Cultural

...where our people are enabled to thrive and give creative expression to their identity and heritage…

- *Public spaces express our cultural identities and help to foster an inclusive society.*
- *The distinctive character of our takiwā / district, arts and heritage are preserved and enhanced.*

Social

A place where everyone can have a sense of belonging…

- *Public spaces are diverse, respond to changing demographics and meet local needs for leisure and recreation.*
- *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…

- *People are supported to participate in improving the health and sustainability of 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

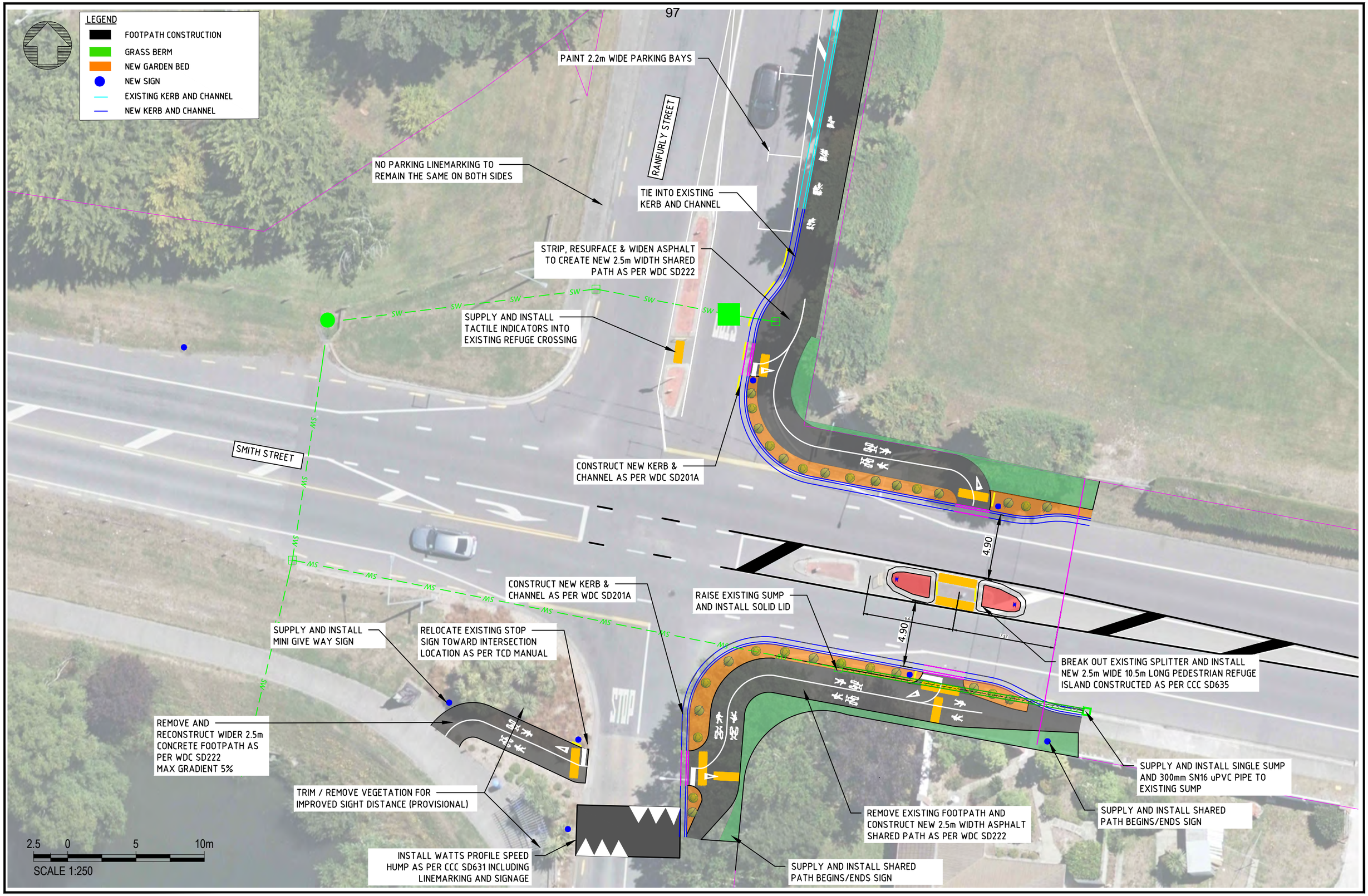
…and is supported by a resilient and innovative economy.

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

7.4. **Authorising Delegations**

The Kaiapoi-Tuahiwi Community Board have the delegation to maintain an overview of services provided by the Council such as road works, water supply, sewerage, stormwater drainage, parks, recreational facilities, community activities, and traffic management projects within the community.

The Utilities and Roading Committee has the authority to accept this report and approve the recommendations.



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DESIGNED	---	--/--/2023	DATUM ORIGIN	
DESIGNED CHKD	---	--/--/2023	HORIZONTAL	NZTM GD2000
APPROVED	---	--/--/2023	VERTICAL	

WAIMAKARIRI DISTRICT COUNCIL

PROJECT

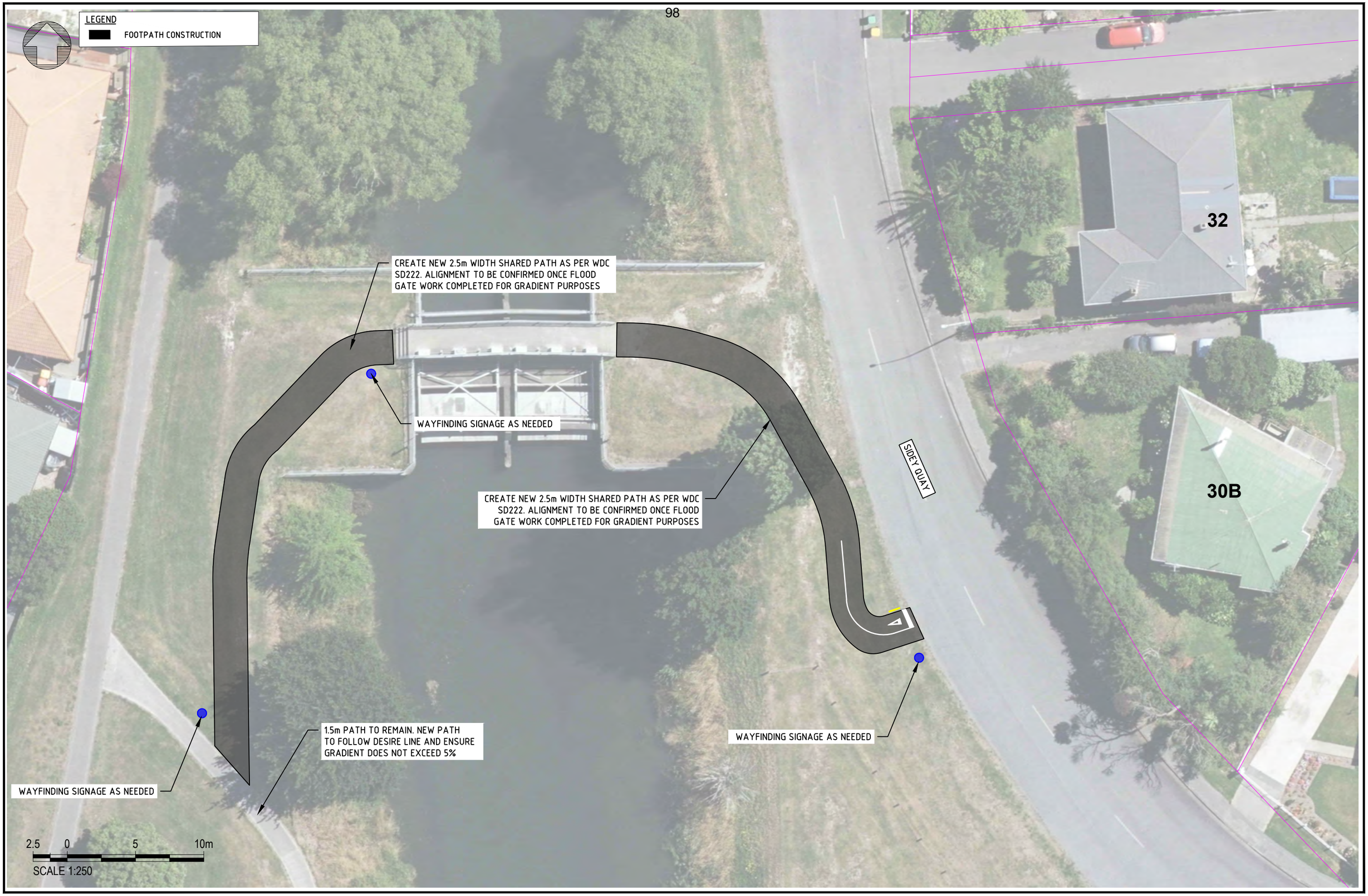
KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

RANFURLY STREET SMITH STREET INTERSECTION

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING	
4348	
SHEET	REVISION
01	B



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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

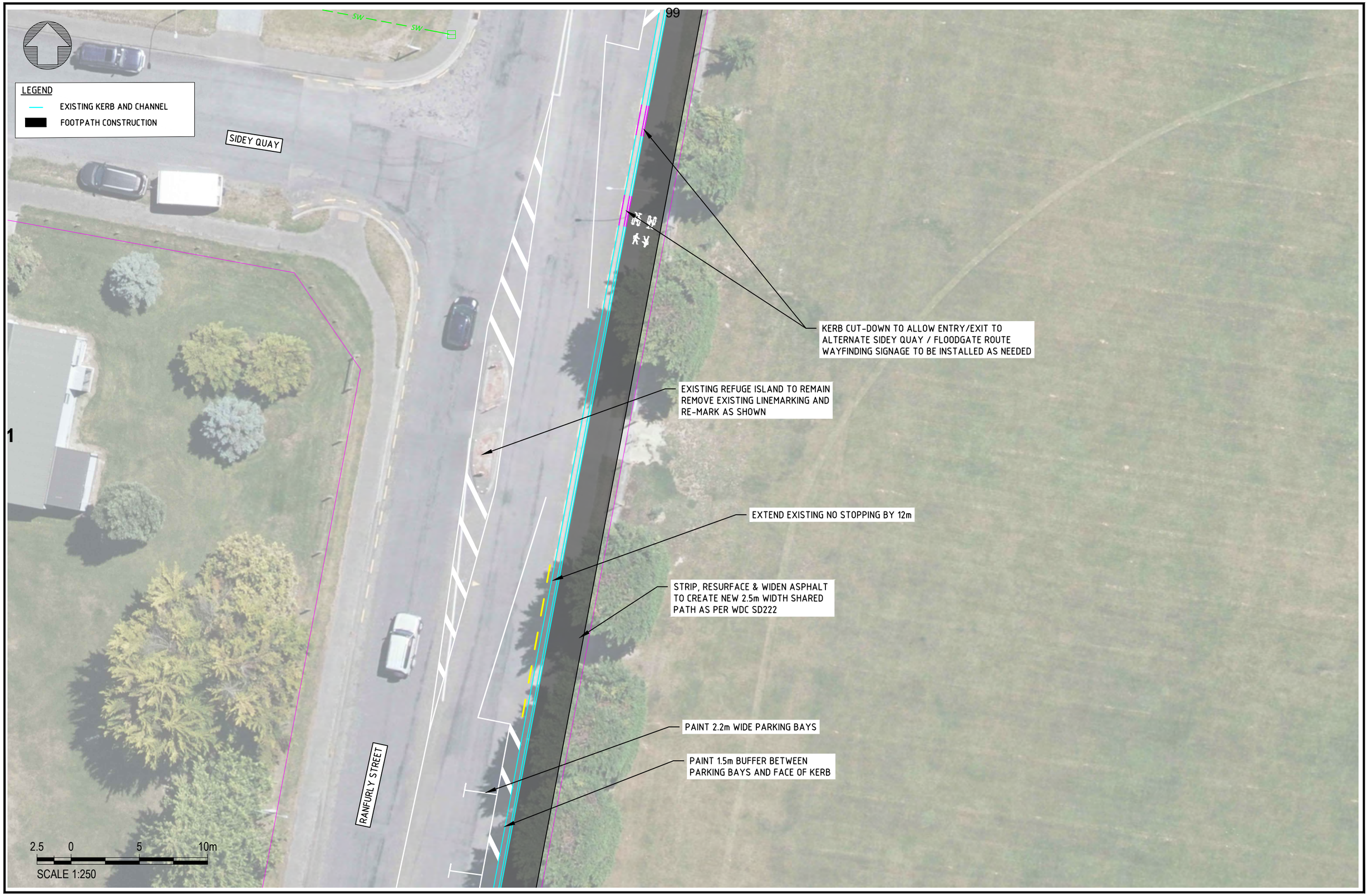
SIDEY QUAY ALTERNATE ROUTE

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING 4348

SHEET 02

REVISION B



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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

RANFURLY STREET SIDEY QUAY INTERSECTION

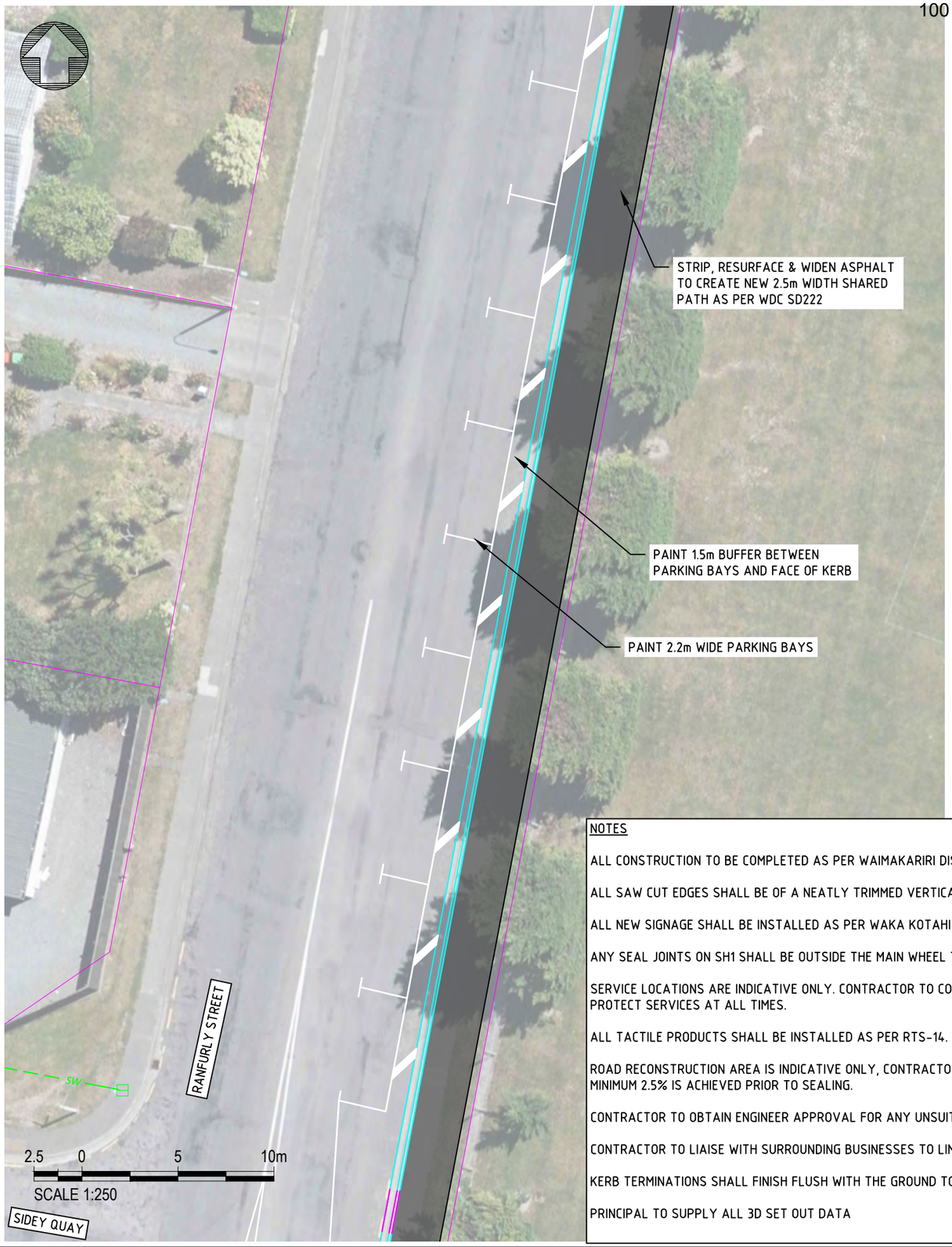
FOR INFORMATION
NOT FOR CONSTRUCTION

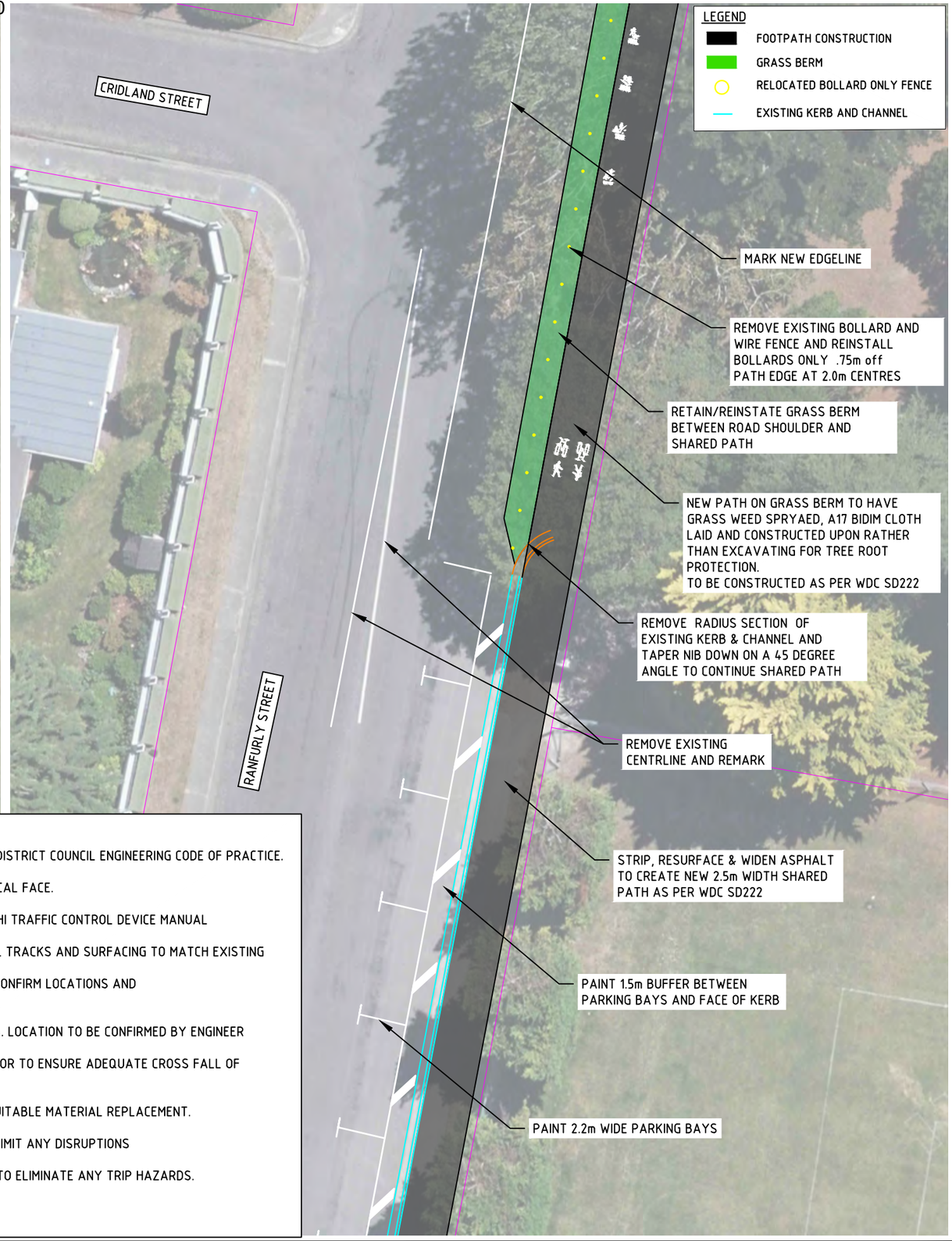
DRAWING 4348

SHEET 03

REVISION B

PLOT DATE: 25/06/2025 FILE: S:\PDU\PDU JOBS\PD001900-1999\PD001949 - WOODEND TO KAIAPOI CYCLEWAY\2 - DESIGN\WOODEND TO KAIAPOI 3D DESIGN FOR COUNCIL APPROVAL SHEET NUMBERING.DWG





NOTES

ALL CONSTRUCTION TO BE COMPLETED AS PER WAIMAKARIRI DISTRICT COUNCIL ENGINEERING CODE OF PRACTICE.

ALL SAW CUT EDGES SHALL BE OF A NEATLY TRIMMED VERTICAL FACE.

ALL NEW SIGNAGE SHALL BE INSTALLED AS PER WAKA KOTAHI TRAFFIC CONTROL DEVICE MANUAL

ANY SEAL JOINTS ON SH1 SHALL BE OUTSIDE THE MAIN WHEEL TRACKS AND SURFACING TO MATCH EXISTING

SERVICE LOCATIONS ARE INDICATIVE ONLY. CONTRACTOR TO CONFIRM LOCATIONS AND PROTECT SERVICES AT ALL TIMES.

ALL TACTILE PRODUCTS SHALL BE INSTALLED AS PER RTS-14. LOCATION TO BE CONFIRMED BY ENGINEER

ROAD RECONSTRUCTION AREA IS INDICATIVE ONLY, CONTRACTOR TO ENSURE ADEQUATE CROSS FALL OF MINIMUM 2.5% IS ACHIEVED PRIOR TO SEALING.

CONTRACTOR TO OBTAIN ENGINEER APPROVAL FOR ANY UNSUITABLE MATERIAL REPLACEMENT.

CONTRACTOR TO LIAISE WITH SURROUNDING BUSINESSES TO LIMIT ANY DISRUPTIONS

KERB TERMINATIONS SHALL FINISH FLUSH WITH THE GROUND TO ELIMINATE ANY TRIP HAZARDS.

PRINCIPAL TO SUPPLY ALL 3D SET OUT DATA

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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

RANFURLY STREET CROSS SECTION

PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING 4348

SHEET 06

REVISION A

EXISTING ENTRANCEWAY OPPOSITE 29 RANFURLY STREET TO REMAIN. CONTRACTOR TO INSTALL REMOVABLE AND LOCKABLE WIRE ROPE BETWEEN BOLLARDS AT 4.0m CENTRES

WALKER STREET

RANFURLY STREET

REMOVE EXISTING BOLLARD AND WIRE FENCE AND REINSTALL BOLLARDS ONLY .75m off PATH EDGE AT 2.0m CENTRES

NEW PATH ON GRASS BERM TO HAVE GRASS WEED SPRYAED, A17 BIDIM CLOTH LAID AND CONSTRUCTED UPON RATHER THAN EXCAVATING FOR TREE ROOT PROTECTION.
TO BE CONSTRUCTED AS PER WDC SD222

RETAIN/REINSTATE GRASS BERM BETWEEN ROAD SHOULDER AND SHARED PATH

PAINT NEW EDGELINE 3.1m OFFSET FROM EXISTING CENTRELINE

2.5 0 5 10m

SCALE 1:250

NOTES

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CONTRACTOR TO LIAISE WITH SURROUNDING BUSINESSES TO LIMIT ANY DISRUPTIONS

KERB TERMINATIONS SHALL FINISH FLUSH WITH THE GROUND TO ELIMINATE ANY TRIP HAZARDS.

PRINCIPAL TO SUPPLY ALL 3D SET OUT DATA

LEGEND

- MR873 PROPERTY
- FOOTPATH CONSTRUCTION
- GRASS BERM
- RELOCATED BOLLARD FENCE

SW

RANFURLY STREET

PAINT 2.2m WIDE PARKING BAYS ON SEALED SHOULDER

REMOVE EXISTING BOLLARD AND WIRE FENCE AND REINSTALL BOLLARDS ONLY .75m off PATH EDGE AT 2.0m CENTRES

NEW PATH ON GRASS BERM TO HAVE GRASS WEED SPRYAED, A17 BIDIM CLOTH LAID AND CONSTRUCTED UPON RATHER THAN EXCAVATING FOR TREE ROOT PROTECTION.
TO BE CONSTRUCTED AS PER WDC SD222

RETAIN/REINSTATE GRASS BERM BETWEEN ROAD SHOULDER AND SHARED PATH

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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

RANFURLY STREET CROSS SECTION

PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING 4348

SHEET 07

REVISION A

LEGEND

- FOOTPATH CONSTRUCTION
- GRASS BERM
- NEW SIGN

UNDERCUT AND CONSTRUCT NEW ROAD STRUCTURE AS PER WDC SD272

REMOVE EXISTING GIVEWAY SIGNAGE AND LINEMARKING

INSTALL WATTS PROFILE SPEED HUMP AS PER CCC SD631 INCLUDING LINEMARKING AND SIGNAGE

REMOVE EXISTING AND CONSTRUCT NEW KERB & CHANNEL AS PER WDC SD201A

RELOCATE CENTRELINE

REMARK PARKING BAY LINES AT 2.2m WIDTH (FROM FACE OF KERB)

CONSTRUCT NEW 2.5m WIDTH ASPHALT SHARED PATH AS PER WDC SD222

PAINT SHARED PATH MARKINGS AS PER PLANS

OLD NORTH ROAD

DALE STREET

RANFURLY STREET

5

55

2

4

6

8

SW

2.5 0 5 10m

SCALE 1:250

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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

RANFURLY STREET
DALE STREET

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING	
4348	
SHEET	REVISION
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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

OLD NORTH ROAD OVERVIEW

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING 4348

SHEET 05

REVISION B

CROSSING DETAILS AS PER SHEET 08

INSTALL STAINLESS STEEL BOLLARD ALIGNED WITH EXISTING FENCE, INSTALL LINEMARKING DIAMOND AND WIDEN PATH TO 1.5m EITHER SIDE OF DIAMOND FOR ENTRY PROTECTION

INSTALL STAINLESS STEEL BOLLARD ALIGNED WITH EXISTING FENCE, INSTALL LINEMARKING DIAMOND AND WIDEN PATH TO 1.5m EITHER SIDE OF DIAMOND FOR ENTRY PROTECTION

CONSTRUCT 3.7m WATTS PROFILE SPEED HUMPS AS PER CCC SD631 AT 150M SPACINGS NORTH OF BEND

OLD NORTH ROAD

CONSTRUCT NEW 2.5m WIDTH ASPHALT SHARED PATH AS PER WDC SD222 LOCATED MIN 1.5m OFF EDGE OF SEAL (MORE IF TOPOGRAPHY ALLOWS)

CONSTRUCT 3.7m WATTS PROFILE SPEED HUMPS AS PER CCC SD631 AT 150M SPACINGS NORTH OF BEND

INSTALL SHARROWS AND GREEN SLURRY WHERE SHOWN

CONSTRUCT ACCESS / EXIT POINT TO SHARED PATH AS SHOWN INCLUDING HOLD RAIL AND LINEMARKING

LEGEND

FOOTPATH CONSTRUCTION

GRASS BERM

10 0 20 40m

SCALE 1:1000

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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

OLD NORTH ROAD

FOR INFORMATION

NOT FOR CONSTRUCTION

DRAWING	REVISION
4348	
SHEET 06	B

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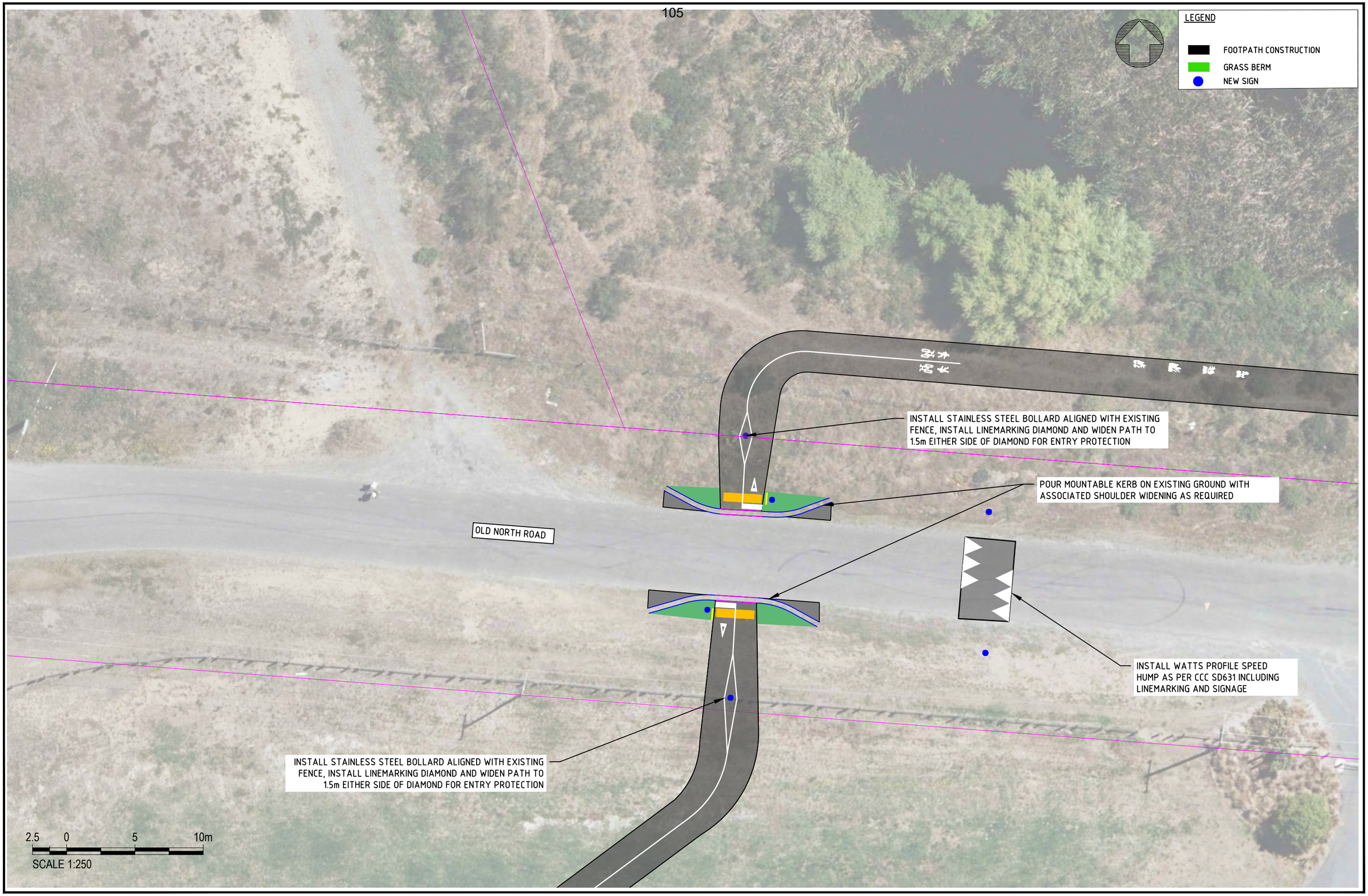

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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

OLD NORTH ROAD INTO KAIAPOI LAKES

FOR INFORMATION
NOT FOR CONSTRUCTION

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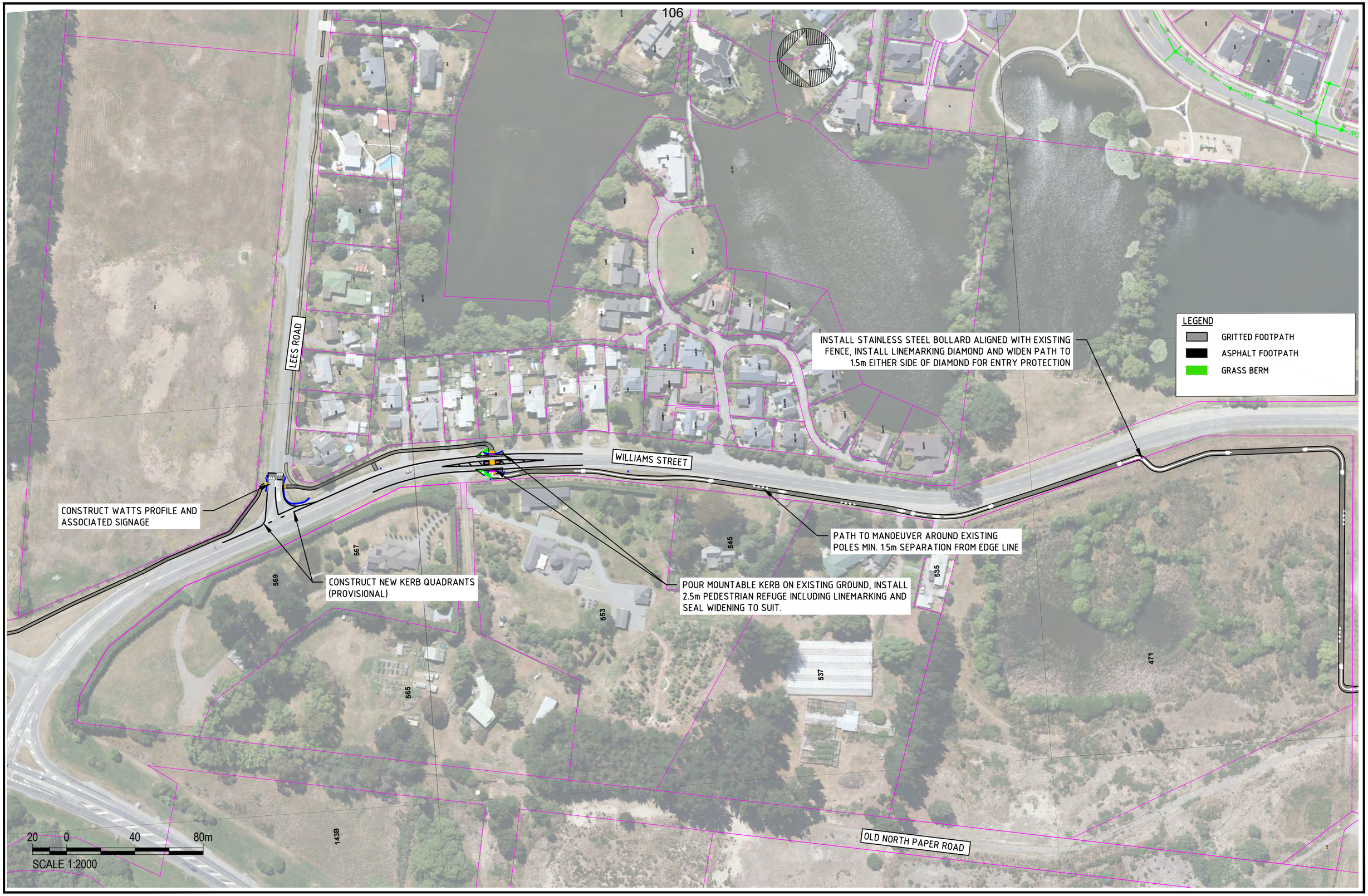
SHEET	REVISION
07	B



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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE

WILLIAMS ST TO PINEACRES

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING 4348

SHEET 08

REVISION B

LEGEND
- EXISTING GRITTED FOOTPATH
- FOOTPATH CONSTRUCTION
- GRASS BERM
- NEW SIGN

283
285
287
568
566
564
562
560
567
LEES ROAD
WILLIAMS STREET

INSTALL WATTS PROFILE SPEED HUMP AS PER CCC SD631 INCLUDING LINEMARKING AND SIGNAGE

POTENTIAL WELCOME TO KAIAPOI LANDSCAPING LOCATION TO BE CONFIRMED

ASPHALT PATH TO TIE INTO EXISTING AP5 PATH

SCRAPE OFF AP5 FROM EXISTING PATH AND ASPHALT

SCRAPE OFF AP5 AND SEAL EXISTING PATH TO BUS STOP

CROSSING POINTS TO BE MOUNTABLE KERB AND CHANNEL

PATH TO BE 1.8m NORTH OF CROSSING POINT

1.80

2.50

TRIM / REMOVE VEGETATION BACK TO BOUNDARY

CONSTRUCT 2.5m PEDESTRIAN REFUGE INCLUDING LINEMARKING AND SEAL WIDENING TO SUIT.

RELOCATE LETTERBOXES. CONTRACTOR TO DISCUSS LOCATION WITH PROPERTY OWNERS AND NZ POST

SUPPLY AND INSTALL SHARED PATH END SIGNS

SUPPLY AND INSTALL SHARED PATH BEGINS SIGNS

REMOVE LINEMARKING AND RE-MARK AS SHOWN

5 0 10 20m
SCALE 1:500

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WAIMAKARIRI DISTRICT COUNCIL

PROJECT
KAIAPOI TO WOODEND SHARED PATH

SHEET TITLE
WILLIAMS ST TO PINEACRES CROSSINGS

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING	
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SHEET	REVISION
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WAIMAKARIRI DISTRICT COUNCIL

PROJECT

KAIAPOI TO
WOODEND
SHARED PATH

SHEET TITLE

WILLIAMS ST
SH 1 INTERSECTION

FOR INFORMATION
NOT FOR CONSTRUCTION

DRAWING 4348

SHEET 10 | REVISION B

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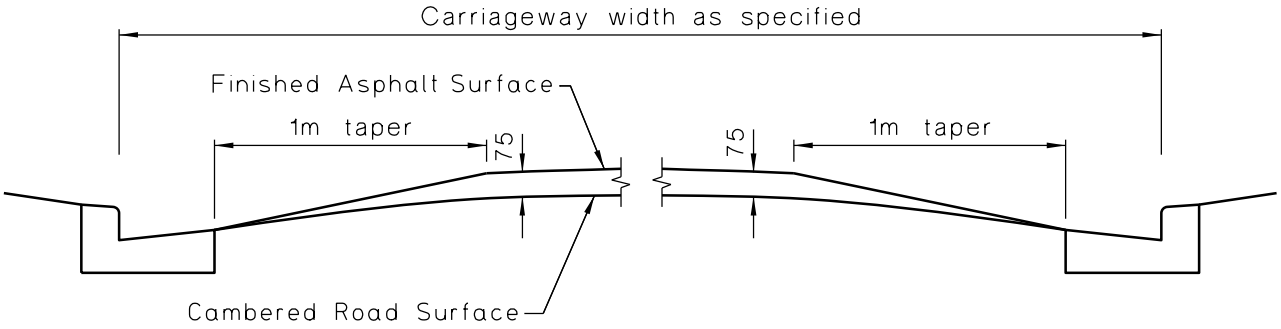
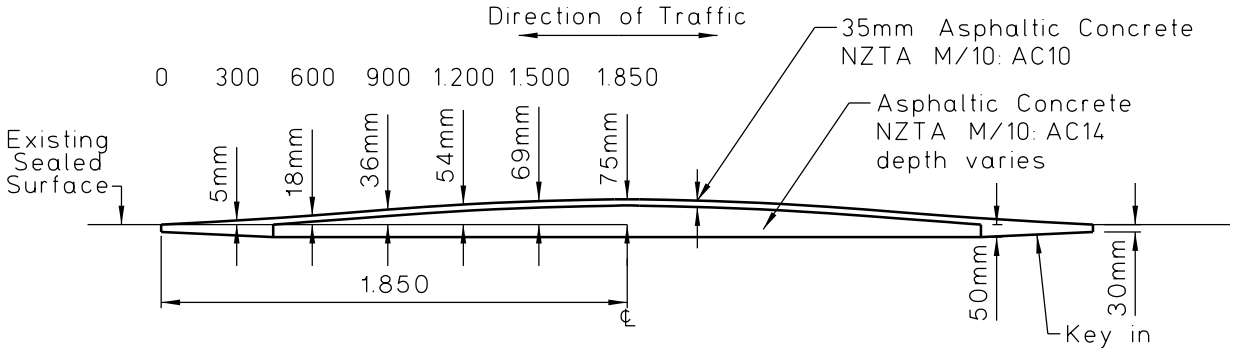
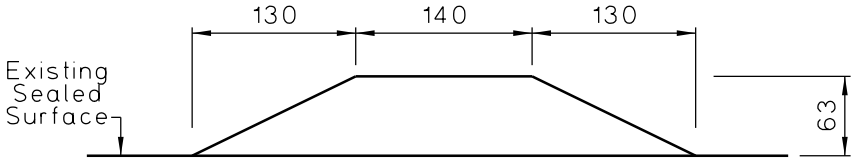


ROAD HUMP CROSS SECTION



ROAD HUMP PROFILE
(3.70m WIDE)



SMALL ROAD HUMP PROFILE

Note:
1. The Surface of the Compacted Asphalt shall at no point vary more than 5mm from the Standard Profile laid Longitudinally over the Road Hump.
2. Refer to SD641 for roadmarking details.

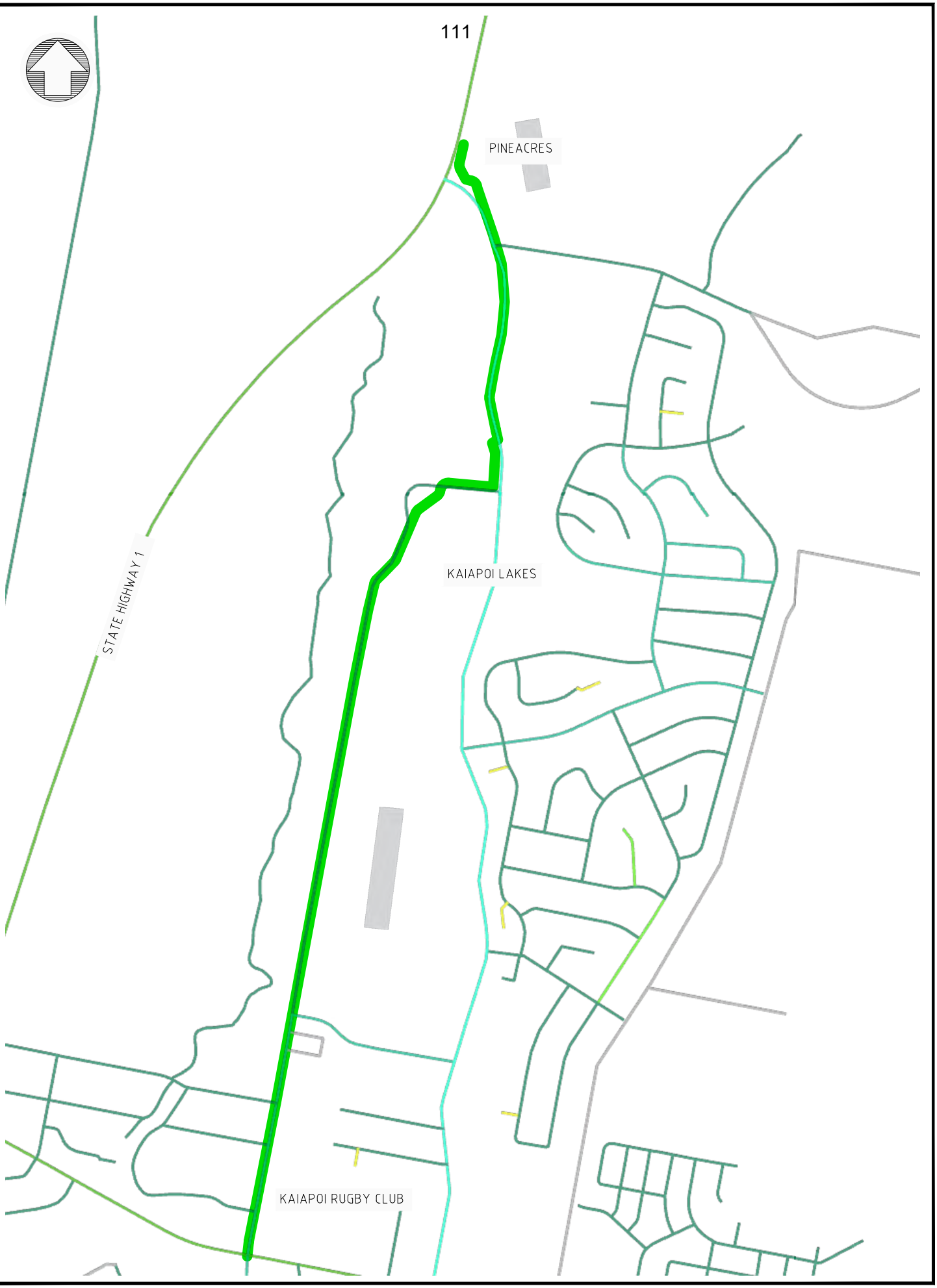
Christchurch City Council	ROAD HUMP DETAILS	ISSUE DATE: DEC 2019 SD631 SHEET 1

Old North Road - Summary Of Feedback

Total Properties	**24**

Method of Interaction	
Noticed Delivered	**24**
In Person	**12**
Phone Call	**5**
Phone Call and In Person (Alternate Family Member or Owner)	**2**
No Contact Made with / by Owner	**9**
Total Spoken To	**15**

Summary Of Feedback	
Spoke to wife who had no concerns, husband rang the following day and also no concerns. The idea of slowing vehicles is very appealing.	
Asked to pass onto parents and to call if concerns.	**No call back recevied**
No concerns and is supportive	x 6
Talked in person and also called back the next day - suggested closing the northern end of Old North Road in lieu of speed humps	
No overall concerns but would like to see a reduced numbers of speed humps	x 3
Hump spacing seems excessive, would rather not see colour on the road also	
Rang the following day, no major concerns does not want speed humps to be too severe	
Generally against speed humps	



WAIMAKARIRI DISTRICT COUNCIL

KAIAPOI TO PINEACRES

OVERVIEW

SCALE (A4)	DATE
NTS	14/07/2025
DRAWING	4452
SHEET	REVISION
-	A

PLOT DATE: 14/07/2025 FILE: S:\PDU\PDU JOBS\PD001900-1999\PD001949 - WOODEND TO KAIAPOI CYCLEWAY\2 - DESIGN\CYCLEWAY ROUTE PRIORITY PLAN (002).DWG

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RDG-03-09 / 250613107325
REPORT TO:	RANGIORA-ASHLEY COMMUNITY BOARD
DATE OF MEETING:	13 August 2025
AUTHOR(S):	Shane Binder, Senior Transportation Engineer Joanne McBride, Roading and Transport Manager
SUBJECT:	Request approval of No-Stopping Restrictions in Highfield Lane
ENDORSED BY: (for Reports to Council, Committees or Boards)	General Manager / Chief Executive

1. SUMMARY

1.1. This report seeks approval to establish the following no-stopping restriction:

- Highfield Lane, from 6m east of the access to No. 4 around the turning head to the access to No. 7

1.2. Staff have received a number of service requests / complaints relating to parked vehicles along Highfield Lane and within the turning head limiting manoeuvring space for turning around.

1.3. These concerns have been raised following a new home-occupation business being set up along the street.

1.4. A resident has also reported a situation where parking in the turning head resulted in emergency services having constrained manoeuvring entering/exiting their driveway.

1.5. Staff have undertaken a review of the street and turning head and believe that parking in the turning head should be limited due to the constrained space available. Due to these concerns, it is recommended that stopping is prohibited at this location.

1.6. At the July meeting of the Rangiora-Ashley Community Board, a request was made for staff to undertake consultation with all residents along the laneway in relation to the request for no-stopping restrictions.

1.7. Consultation letters were sent to 8 properties along the street. In total, four responses were received.

- Three responses from two properties supported installing no-stopping restrictions
- One respondent did not support no-stopping restrictions being installed

1.8. Feedback from the consultation process has been considered and included in the updated recommendations in this report.

Attachments:

i. Summary of July 2025 No-Stopping Consultation, Highfield Ln. (TRIM no. 250728137937)

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

(a) **Receives** Report No. 250613107325.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

(b) **Approves** installation of the following no-stopping restriction:

- Highfield Lane, from 6m east of the access to No. 4 around the turning head to the access to No. 7.

3. BACKGROUND

3.1. Highfield Lane is a low-volume residential cul-de-sac in Rangiora.

3.2. The lane was originally subdivided and constructed about 45 years ago. It presently provides access to 12 residential sections.

3.3. Highfield Lane has a sealed 3.5 – 4.0m carriageway and has no footpath or kerbing. The remainder of the road reserve is generally grassed berm and swales. The road terminates in a sealed turning head approximately 13m wide by 20m long.

3.4. Staff do not measure traffic volumes or speeds on all very low volume residential cul-de-sac streets like Highfield Lane. However, the Council roading database has estimated the average daily traffic on Highfield Lane to be 51 vehicles per day.

4. ISSUES AND OPTIONS

4.1. Addition of a home-occupation business has led to a minor increase in traffic and parking demand in the cul-de-sac.

4.2. Staff have received a number of service requests / complaints regarding parked vehicles along Highfield Lane and within the turning head limiting manoeuvring space for turning around, including a report of a situation where parking in the turning head resulted in emergency services having constrained manoeuvring entering/exiting their driveway.

4.3. Residents around the turning head were consulted on a proposed no-stopping restriction from 6m east of the access to No. 4 around the turning head to 10m east of the access to No. 9. Letters were sent to 8 properties along the laneway.

4.4. Three responses were received from two properties which supported extending the no-stopping restriction for the entire circumference of the turning head, while one response did not support any no-stopping restriction based on a lack of perceived issues or conflicts. Resident feedback is summarised in Attachment i.

4.5. Council's contractor will be engaging in drainage works along Highfield Lane in the coming months, including adding a drainage channel to the north-east corner of the turning head, in front of No. 7. This channel is intended to help convey stormwater but will also result in limiting vehicles parked on this part of the turning head from parking partially off the seal.

4.6. In order to provide more manoeuvring space for vehicles to safely turn around at the end of Highfield Lane and to safely balance property access with on-street parking, it is recommended that no-stopping restrictions be implemented along the extent indicated by the yellow dashed line below in Figure 1 below. This proposed restriction allows for one on-street stall on the south side, which can still be accommodated while permitting a clear turning head with unimpeded access.

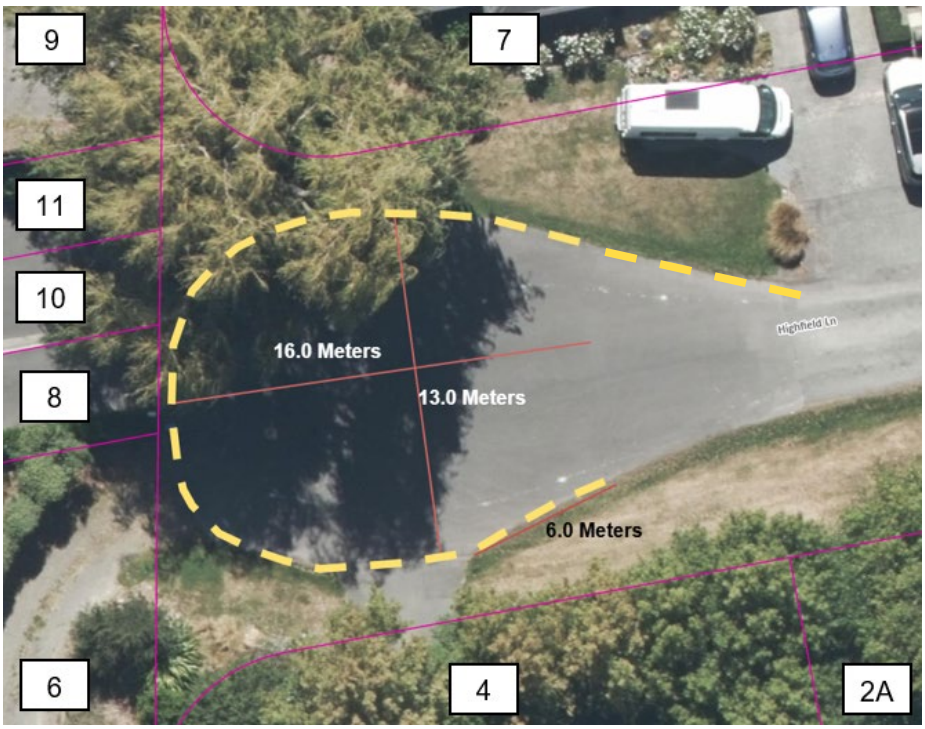


Figure 1. Proposed extents of no-stopping restrictions, Highfield Lane

4.7. It is noted that the existing sealed turning head is likely not sufficiently wide for a fire appliance or rubbish collection truck (including the Council "small-lane" rubbish collection truck) to turn around in one manoeuvre, regardless of parking limitations. A resident noted that historically, Council rubbish trucks have required a three-point turn to turn around, without on-street parking present.

4.8. It is also noted that Council is presently considering provision of a new footpath along the north side of Highfield Lane for its entire length. Any new footpath would need to go through a formal decision making process with the Utilities & Roading Committee.

4.9. Following consultation, the recommended area of No Stopping has been increased to include the area through to the access to no. 7 on the north side for the following reasons:

- The entry to the cul-de-sac turning head is not sufficiently wide to permit parking on both sides of the carriageway and maintain a through traffic lane
- Drainage works will result in limits to parking on the berm north of the turning head.

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

4.11. Option One: Approve the installation of no-stopping restrictions around a portion of the Highfield Lane turning head

This option would see the Rangiora-Ashley Community Board recommend that the Utilities and Roading Committee approve the installation of no-stopping restrictions at the location shown in Figure 1.

This is the recommended option because it improves safe manoeuvring space at the end of Highfield Lane.

4.12. Option Two: Approve the installation of no-stopping restrictions around the entirety of the Highfield Lane turning head

This option would see the Rangiora-Ashley Community Board recommend that the Utilities and Roading Committee approve the installation of no-stopping restrictions around the entire cul-de-sac turning head.

This is not the recommended option because the additional parking restriction would not contribute greatly to safe manoeuvring space at the head of Highfield Lane.

4.13. Option Three: Retain the status quo

This is not the recommended option because there are safety and access implications of not installing no-stopping restriction 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.

4.14. 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.

Staff met with some (but not all) of the residents of Highfield Lane on 10th April 2025, to discuss their concerns and potential mitigations, including the proposed no-stopping restriction. A letter was sent out to the residents at the end of the lane (Nos. 2 A to 7) and the feedback received is summarised in Attachment i.

Following the July meeting of the Rangiora-Ashley Community Board, consultation has been undertaken with all residents along the laneway in relation to the request for No Stopping. Consultation letters were sent to 8 properties along the street. Four responses in total were received and are outlined in Attachment i

Feedback from the consultation process has been considered and included in the updated recommendations in 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.

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 costs are estimated to be less than $100 and can be accommodated within the Road Maintenance budgets (Pavement Marking GL 10.270.582.2500).

This budget is not 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.

Summary of resident feedback, July 2025 Highfield Lane no-stopping consultation

Property	Feedback	Staff Notes	Summary Conclusion per Property
1 (1st email)	We were in attendance at the meeting of the Rangiora Ashley Community Board meeting on Wednesday 9 July as we had been made aware of the presentation of the report recommending approval of the installation of yellow lines in the turning head of Highfield Lane. We are the owners of the property at XX Highfield Lane and we are also writing on behalf of our current tenant at that address expressing our views opposing the no-stopping restrictions. Our opinion has not yet directly been sought. We have owned this property since 2012 and have not been aware of any issues with parking in the area outside XX which is part of the area being recommended for yellow lines. There is enough space for about 3 vehicles there and these spaces have been used consistently by various residents and their visitors. We are aware that there have been a lot of complaints about parking in this area recently, but have yet to see any evidence of problematic parking. At the community board meeting last night it was mentioned that the land use has changed in the street now that our tenant is running her business from the property. However her business is classified as a home occupation business, so there actually has been no change in land use. There are other residents in the lane who run their businesses from home, and it has never been mentioned that the land use has changed for them. XX runs a therapeutic massage business from a cabin located on the property. She has up to 8 clients a day maximum and they predominately park on the driveway and apron, but sometimes they do use the parking available on the street. The rubbish trucks have always negotiated the turning in the lane by doing a three-point turn type manoeuvre and we have never heard of any issues with this. Other bigger trucks - moving trucks, trucks bringing building materials etc tend to reverse into the lane to avoid the need for a turn; and this occurs infrequently. The turning head is the only safe space on the whole lane for on-street parking. If the lines are installed at the turning head which is the widest part of the lane, it may cause people to park dangerously on the narrow one-lane section of the road. We agree that yellow lines could be useful for the south side of the lane - from 6m east of the access to No.4 around to 1m east of the access to No.9. If this was to happen, another compromise could be to put parking restrictions on the section from No.9 to No.7 for the period of time that the rubbish trucks will be collecting - ie Friday 7am-5pm. It is concerning that permanent restrictions may be driven by a small group of residents who may not be directly affected by the loss of parking availability. While residents may change over time, the impact of these measures would be enduring. We respectfully ask that the Council and the Board reconsider the scope and permanence of the proposed yellow lines and give due weight to the long-standing, safe use of the space in question.	Status of home-based business has been updated in the report. Time-based parking restrictions are not recommended due to (1) potential for driver confusion around applicability, and (2) the need for other larger vehicles (e.g., delivery trucks, emergency responders) to turn around at any time, not just on rubbish collection days.	Not supportive of No Stopping
1 (2nd email)	Regarding the proposed yellow line implementation at Highfield Lane, Rangiora. We have had one other thought around a possible solution. Installation of line painted parking spaces along the turning head from east of the access to No.9 to the access to No.7 would clearly show when cars are parked legally and will reduce the amount of vexatious complaints.	Staff note that installation of an asphalt bund in this area for drainage purposes will discourage vehicles from parking off the seal; as a result parking here will be fully on the seal and obstruct manoeuvres in the turning head.	
2 (1st owner, 1st email)	I appreciate that the Council is considering ways to improve safety and manoeuvrability in our lane, particularly given the challenges that have arisen since the commercial business began operating here. However, after reviewing the map, I'm concerned that the current proposal does not fully address the issue. The yellow lines only extend partway around the turning bay and stop short on both sides as the bay transitions into the bottleneck area. Unfortunately, this is precisely where the greatest obstruction tends to occur (often with one or two cars parked within and behind that zone), significantly impacting visibility and manoeuvrability for residents and service vehicles. This partial coverage undermines the intended safety improvements. For example, when we recently needed an ambulance for our son, the vehicle was unable to safely reverse out of our driveway due to a car parked into that exact area. The ambulance driver had to perform multiple difficult manoeuvres, including driving over a neighbour's driveway, just to exit safely. This situation illustrates why full coverage around the entire turning bay (including the lead-in and bottleneck area) is critical. If yellow lines are to be introduced, they need to be done in a way that truly resolves the problem, not just partially mitigates it. Otherwise, the effort and resources spent will not result in the safety or accessibility improvements that residents are relying on, particularly with a commercial operation now increasing traffic and parking pressure in the lane. Could you please clarify if there are any specific constraints that prevented the lines from extending fully around the bay? If not, we would strongly request that the proposed no-parking zone be expanded to include the entire turning circle and adjacent bottleneck areas to ensure proper access, visibility, and safety for all. Otherwise, we suggest alternative safety mitigation measures be devised.	Staff note that vehicle(s) parked in the entry to the turning head are not likely to impact turning manoeuvres, given the elongated shape of the turning head (13m wide and ~20m long). Such vehicle(s) also are sufficiently far from vehicle crossings to minimise impacts on property access (noting most vehicle crossings in the District have ~1m clearance to parking on either side as per the Road User Rule). Any parked vehicle that is obstructing through traffic is an issue separate from the turning head manoeuvring, and is applicable to the remainder of the Highfield Lane carriageway east to Buckleys Rd. The carriageway is 3.5-4.0m wide so a vehicle can park partially on the berm without blocking through traffic. Should the Community Board wish to extend no-stopping restrictions through the turning head entry and length of Highfield Lane, this can be pursued separately.	

Summary of resident feedback, July 2025 Highfield Lane no-stopping consultation

Property	Feedback	Staff Notes	Summary Conclusion per Property
2 (2nd owner)	I refer to your letter Ref RDG-28 / 250711126523 dated 11 July 2025. You will note from your records that I am part-owner of the property XX Highfield Lane, Rangiora 7400. As a resident and ratepayer residing at XX Highfield Lane, Rangiora 7400 I would like to see the 'yellow lines' extended to encompass the whole of the turning circle as shown in the attached drawn on letter. If you are going to consider no-parking restrictions and yellow lines then they should be extended as depicted. Nobody (except outside Lotus Massage) park along Highfield Lane as there is no space. I note that Lotus Massage has plenty of space in their own drive for customers to park - just as we all have. That would also mean that her customers would not need to either climb up the grassy bank (especially when wet) and/or walk around, up her drive then across the grass to her room. To make no-parking restrictions and have yellow lines would only be beneficial if the lines are extended as depicted on the attached letter. Also attached are various photos so you can visualise my comments above: - Photo 1 shows how I left my drive yesterday - no visibility as to what may be coming or going - Photo 2 - shows how the rubbish truck has to manoeuvre around the parked cars - Photo 3 - I spent ages being blocked up my drive whilst the Gas Truck battled to turn, reverse, let me through and get up the drive. Photo 3 also shows how the verge is being destroyed. - Photo 4 - taken this morning shows how houses 9, 10 & 11 should be able to leave their drive - no obstruction of visibility and if NO cars are parked at Lotus Massage then the bin trucks will easily be able to do their bin pick-ups later in the day. I trust my submissions will be taken into consideration. I am happy to meet in person or attend any proposed meeting. I know my views are shared by most of the Lane.	Note previous comments on manoeuvring space for large vehicles, and access/visibility at vehicle crossings.	Supportive of No Stopping
2 (1st owner, 2nd email)	I'm not sure if you're aware, but the proposed yellow lines form part of a broader and ongoing request for improved safety measures and infrastructure upgrades on Highfield Lane. After speaking with several neighbours, I can share that the general consensus is this that: no-stopping lines around the full turning bay would be a welcome and meaningful safety improvement but only if they extend around the entire bay. The current partial proposal doesn't go far enough to mitigate the safety risks, and as such, would be ineffective. In short, if it's not implemented fully, it risks becoming a waste of both council resources and taxpayer funding. We appreciate your engagement on this matter and urge you to consider a more complete restriction for the turning bay in line with what the residents are requesting.	Note previous comments on manoeuvring space for large vehicles, and access/visibility at vehicle crossings.	
3 (email)	I'll just make my email short but we do not agree with the area of the yellow lines in the turning bay. They yellow lines don't cover the area where the main issue is. If you drive past, you will see the attempts of parking the grass berm that has been ruined (tyre marks and mud) its the only part of the whole street where the berm has been completely ruined. We have lived here for over 10 years now, Highfield Lane is such a beautiful, peaceful street never having any issues in the past and absolutely love living here. I'm not sure if you have any other suggestions but if things could go back to how they were prior to the massage business opening this year would be amazing. There were never any parking issues, safety issues or random vehicles attempting to park multiple times a day (I've even seen the clients park on an angle and once almost reversing over me as I walked out of my drive oblivious to be and no familiar with the area)		Supportive of No Stopping
3 (phone call)	By phone, the resident requested that the no-stopping restriction either be reduced (because they will rarely park their campervan on the north side of the turning head when moving vehicles or have visitors park there) or extended to include the entirety of the turning head because of the issues with business parking at the eastern end of the turning head (the entry from the road).	Note previous comments on manoeuvring space for large vehicles, and access/visibility at vehicle crossings.	

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RDG-03-09 / 250730140367
REPORT TO:	RANGIORA-ASHLEY COMMUNITY BOARD
DATE OF MEETING:	13 August 2025
AUTHOR(S):	Joanne McBride, Roading and Transport Manager Shane Binder, Senior Transportation Engineer
SUBJECT:	Request to Approve Consultation on a No-Stopping Restriction for Coronation Street

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

General Manager | Chief Executive

1. SUMMARY

1.1. This report is to provide background in relation to concerns about parking on Coronation Street, and to seek approval to consult with residents in relation to installation of "No Stopping" lines, to the west of the Southbrook Road intersection.

1.2. Concerns have been raised in relation to the road being too narrow to accommodate two lanes traffic, confusion about cars parked near the intersection or queuing, and visibility when exiting driveways. There have been six service requests related to this issue since 2023.

1.3. Coronation Street is a local road with a number of businesses in the immediate area and as such there is a need to balance accommodating through traffic and on-street parking.

1.4. As part of the Southbrook Road / Coronation Street intersection design, Coronation Street was designed to operate with a narrow roadway to encourage slower speeds and discourages rat-running traffic via Buckleys Road.

1.5. Having side friction from parking and limited lane width means that drivers are required to proceed carefully and drive courteously, similar to other local streets in the district.

1.6. Consideration has been given to the area where no stopping could be implemented. And it is recommended that consultation be undertaken on installing No Stopping for a length of 55m between the driveway to no. 31 and Southbrook Road, as per Figure One below. This would remove four on-street car parks.

Figure One – Coronation Street area for proposed No Stopping for consultation

1.7. It is important to balance removal of parking with the wider impacts on the area. If all parking was to be removed from one side of the road, then this would leave a wide and attractive street which would encourage larger volumes of traffic and increase rat running through Buckleys Road.

1.8. Targeted consultation is proposed to be undertaken with residents along the length of Coronation Street and businesses in the area and will include online information / survey form for general public feedback.

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

(a) **Receives** Report No. 250730140367.

AND

THAT Rangiora-Ashley Community Board recommends:

THAT the Utilities and Roading Committee:

(b) **Approves** staff proceeding with consultation on the installation of No Stopping for a length of 55m between the driveway to no. 31 and Southbrook Road.

(c) **Notes** that targeted consultation will be undertaken with residents along the length of Coronation Street and businesses in the area and will include online information / survey form for general public feedback.

(d) **Notes** that a further report will be submitted to the Community Board with the results of the consultation feedback.

3. BACKGROUND

3.1. There have been six service requests related to the operation of Coronation Street since the traffic signals at the Southbrook Road intersection were installed in 2023. These service requests have raised the following concerns:

- The road being too narrow to accommodate two-way traffic.
- Confusion about whether cars are parked on the northern side of the road leading into the intersection, or if they are queued waiting for the traffic signals.
- Visibility for residents exiting their properties along Coronation Street due to on street parking.

3.2. Coronation Street is a local road with an average daily traffic volume of 660 vehicles/day measured in 2022 and a carriageway width varying between 7.5 and 8.7 m. There is a mixture of businesses and residences on the block approaching the Southbrook intersection, and as such there is a need to balance accommodating both through traffic and on-street parking demand.

3.3. When the Southbrook Road / Coronation Street intersection design was undertaken, Coronation Street was intentionally designed to operate with a narrow roadway. This encourages low speeds and discourages rat-running traffic to and from Southbrook via Buckleys Road, in particular during peak hours when congestion occurs on Southbrook Road and drivers are more likely to seek “quicker routes.” This focus on reducing rat-running was intended to address concerns that arose from consultation with residents of Buckleys Road and Coronation Street on the intersection upgrade.

3.4. Having the side friction of parking and limited lane width means that drivers are required to proceed carefully and drive courteously, similar to other local streets in the district.

4. ISSUES AND OPTIONS

4.1. It is very important to balance removal of parking with the wider impacts on the area.

4.2. If all parking was to be removed from one side of the road, then this would leave a wide and attractive street which would encourage larger volumes of traffic, increased speeds and increase rat-running through Buckleys Road.

4.3. It is proposed that targeted consultation be undertaken with residents along the length of Coronation Street and businesses in the area, and will include online information / survey form for general public feedback.

4.4. The consultation will cover a no-stopping restriction proposed for the north side of Coronation Street between the driveway to No. 31 and Southbrook Road, as shown below in Figure Two.

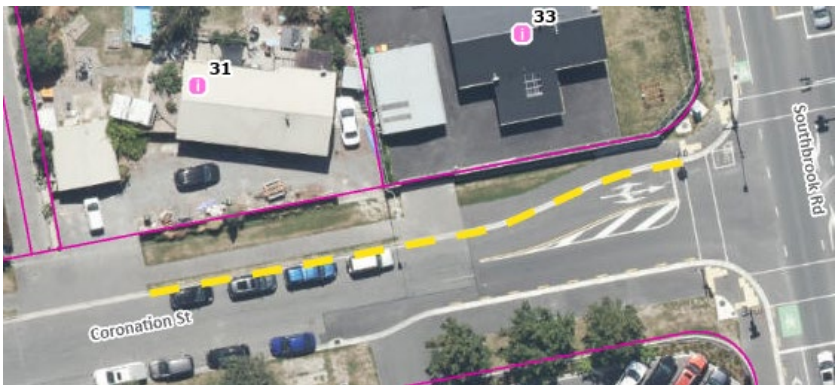


Figure Two: Proposed no-stopping restriction

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

4.5.1. Option One – Approve consultation on No Stopping Restrictions

This option would result in consultation being undertaken with residents and businesses on Coronation Street, and feedback being gathered to inform a decision on whether No Stopping restrictions should be installed.

This is the recommended option as it provides directly affected residents with an opportunity to provide feedback, and for this feedback to be further considered.

4.5.2. Option Two – Decline the request to consult on No Stopping Restrictions

This option would result in consultation not being undertaken and the status quo would remain.

This is the not the recommended option as it does not allow for feedback from the Community to be considered.

4.6. It is noted that should consultation be approved, then a further report would be brought back to the Community Board outlining the feedback received.

Implications for Community Wellbeing

There are not implications on community wellbeing by the issues and options that are the subject matter of this report.

4.7. 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.

5.3. Wider Community

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

As this is a local road, through traffic is not encouraged in the area. Making the route more attractive to through traffic could negatively impact the wider area, including Buckleys Road.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

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

There are staff time costs associated with consultation, gathering feedback and preparing reports. These costs are allowed for within current unit budgets, and are included in the Annual Plan/Long Term Plan.

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

There is a risk that the installation of No Stopping may result in a wide and attractive street which would encourage larger volumes of traffic and increase rat running through Buckleys Road. Therefore, it will be very important to balance removal of parking with the wider impacts on the area.

6.4. Health and Safety

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

Road marking is carried out through the Road Maintenance Contract, with the contractor required to be SiteWise accredited.

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. In particular, the following community outcomes are of relevance to the issue under discussion:

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

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

Environmental: a place that values and restores our environment

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

7.4. **Authorising Delegations**

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

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