

The Chairman and Members
KAIAPOI-TUAHIWI COMMUNITY BOARD

A SUPPLEMENTARY AGENDA for the meeting of the **KAIAPOI-TUAHIWI COMMUNITY BOARD** to be held at the Kaikanui Room, Ruataniwha Kaiapoi Civic Centre, Kaiapoi on **Monday 18 May 2026** at 5pm.

Thea Kunkel
 Governance Team Leader

SUPPLEMENTARY AGENDA BUSINESS

Page No

6 REPORTS

6.4 Request to Approve a Change of Intersection Controls on Heywards Road and Baynons Road – Nithin Puthupparambil (Transportation Engineer) and Shane Binder (Senior Transportation Engineer)

2-7

RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 260514116450.
- (b) **Approves** the following intersection control changes pursuant to section 2 of the Land Transport Rule: Traffic Control Devices 2004, with effect from the date of installation of appropriate signage:

Item	Road to be Controlled	Road to Remain Uncontrolled	Type of Control to be Imposed	Type of Control to be Revoked
1	Baynons Road	Heywards Road	Stop	Give Way
2	Heywards Road	South Eyre Road	Stop	Give Way

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

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-03-09/260514116450


REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD

DATE OF MEETING: 18 May 2026

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

SUBJECT: Request to Approve a Change of Intersection Controls on Heywards Road and Baynons Road

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



General Manager



Chief Executive

1. SUMMARY

- 1.1. This report seeks approval from the Kaiapoi-Tuahiwi Community Board to change the following intersection controls:
- 1.1.1. Revoke the existing Give Way control on Baynons Road at Heywards Road and replace with a new Stop control.
- 1.1.2. Revoke the existing Give Way control on Heywards Road at South Eyre Road and replace with a new Stop control.
- 1.2. Staff reviewed the visibility at Baynons Road / Heywards Road and Heywards Road / South Eyre Road intersections following a safety review.
- 1.3. A lack of visibility was identified for vehicles on both side roads to oncoming traffic traveling along the through road at both intersections. The constrained visibility is primarily caused by vegetation within private property.
- 1.4. As a result of the above assessments, these intersection controls are recommended by staff for implementation.

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 260514116450.
- (b) **Approves** the following intersection control changes pursuant to section 2 of the Land Transport Rule: Traffic Control Devices 2004, with effect from the date of installation of appropriate signage:

Item	Road to be Controlled	Road to Remain Uncontrolled	Type of Control to be Imposed	Type of Control to be Revoked
1	Baynons Road	Heywards Road	Stop	Give Way
2	Heywards Road	South Eyre Road	Stop	Give Way

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

3. **BACKGROUND**

- 3.1. The intersections of Baynons Road with Heywards Road, and Heywards Road with South Eyre Road, connect rural local roads with a key collector route within the Clarkville area. South Eyre Road functions as a Collector Road and carries comparatively higher traffic volumes.
- 3.1.1. Baynons Road carries approximately 174 vehicles per day, with an 85th percentile speed of 77 km/h.
- 3.1.2. Heywards Road carries approximately 208 vehicles per day, with an 85th percentile speed of 89 km/h.
- 3.1.3. South Eyre Road carries approximately 2,911 vehicles per day, with an 85th percentile speed of 85 km/h.
- 3.2. A safety review of Clarkville area roads was commissioned due to gravel extraction undertaken from the Waimakariri River at Baynons Break, in response to community concerns.
- 3.3. At the Heywards Road / Baynons Road intersection, the safety review identified sightline obstructions from a hedge encroaching into the road corridor (at No. 375) and noted that current conditions do not meet Give Way requirements.
- 3.4. At the Heywards Road / South Eyre Road intersection, the safety review found adequate sight distance on the south-east corner, but restricted visibility due to vegetation and road curvature on the south-west corner, and similarly concluded that current conditions do not meet Give Way requirements.

4. **ISSUES AND OPTIONS**

- 4.1. Per the NZTA *Traffic Control Devices Manual Part 4*, give-way control is recommended as the default intersection control under normal operating circumstances.
- 4.2. Section 4.1.2 of the *TCD Manual* recommends that a stop control should be implemented at intersections “where at a point 9 m from the limit line on a controlled approach to the intersection a lack of visibility means that, at an approach speed of more than 10 km/h, a driver could not see a vehicle on an uncontrolled approach at a distance (in metres) of 1.2 times the numeric value of the speed (in km/h) exceeded by 15% of vehicles approaching on the main road.”
- 4.3. The NZTA *Guidelines for the implementation of traffic control at crossroads* (RTS 1), recommends that the use of different controls (e.g., stop control, give-way control) on opposite approaches of a crossroads should be avoided to minimise driver confusion. It is therefore considered best practice to have the same traffic control on both side streets unless other safety considerations take higher priority.
- 4.4. As the safety review identified concerns regarding intersection visibility, staff undertook site visits and reviewed available traffic data to inform any recommended changes in intersection control.

Baynons Road / Heywards Road

- 4.5. Staff observations indicate restricted visibility for drivers on Baynons Road to traffic on Heywards Road when approaching the intersection. The available sight distance does not meet the 107 m requirement for Give Way control in the 89 km/h speed environment as per the *TCD Manual*. See Figures 1 and 2 on the next page.



Figure 1: Baynons Road / Heywards Road intersection with restricted visibility



Figure 2: Available Sightlines at Baynons Road / Heywards Road intersection

- 4.6. To improve safety at this intersection, a Stop control is proposed on Baynons Road at Heywards Road.

Heywards Road / South Eyre Road

- 4.7. Staff observations indicate restricted visibility for drivers on Heywards Road to traffic on South Eyre Road, particularly for left-looking movements when approaching the intersection. The available intersection sight distance does not meet the 102 m requirement for Give Way control in the 85 km/h speed environment as per the *TCD Manual*. See Figures 3 and 4 on the next page.



Figure 3: Heywards Road / South Eyre Road intersection with restricted visibility



Figure 4: Available Sightlines at Heywards Road / South Eyre Road intersection

- 4.8. To improve safety at this intersection, it is recommended that the existing Give Way control be replaced with a Stop control including sign and corresponding road markings, on Heywards Road approach to South Eyre Road.
- 4.9. The Kaiapoi-Tuahiwi Community Board has the following options available to them:
- 4.10. Option One: Approve installation of intersection controls at the following locations
- Stop control on Baynons Road and Heywards Road
 - Stop control on Heywards Road at South Eyre Road

This option involves Kaiapoi-Tuahiwi Community Board approving the installation of Stop controls, consisting of signs and road markings, at the above locations.

This is the recommended option because it improves safety by mandating drivers to come to a complete stop where sight distance does not meet Give Way thresholds.

4.11. Option Two: Approve a partial installation of Stop controls

This option involves the Kaiapoi-Tuahiwi Community Board approving the installation of controls at one but not both of the intersections.

This is not the recommended option as it does not address identified visibility concerns across both intersections, which could still pose safety risks.

4.12. Option Three: Decline approval of any new intersection controls (retain status quo)

This option would see the current intersection controls retained.

This is not the recommended option because retaining the status quo does not address safety concerns at the two intersections.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Setting appropriate intersection controls helps reduce the risk of harm from a crash.

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

5. COMMUNITY VIEWS

5.1. **Mana whenua**

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

5.2. **Groups and Organisations**

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

5.3. **Wider Community**

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

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. There are minimal costs associated with installing intersection control, chiefly new signs and limit line pavement marking.

The costs are estimated to be \$3,700 and can be accommodated within the Road Maintenance budgets (Signs Renewal PJ 100183.000.5134 & Pavement Marking GL 10.270.582.2500).

This budget is included in the Annual Plan/Long Term Plan.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts as the effects of intersection control are quite localised.

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 health and safety risks arising from the adoption/implementation of the recommendations in this report. Failure to provide appropriate intersection controls can increase the risk of harm to motorists.

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 the 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

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

7.4. **Authorising Delegations**

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

It is noted that South Eyre Road is on the boundary between the Kaiapoi-Tuahiwi and Oxford -Ohoka Community Boards; however, the intersecting road with the intersection control (Heywards Rd) is fully within the Kaiapoi-Tuahiwi Community Board area. As such the report for decision sits with the Kaiapoi-Tuahiwi Community Board and is shared with the Oxford -Ohoka Community Board for information.