



AGENDA

Infrastructure Committee Meeting Tuesday, 8 October 2024

Date Tuesday, 8 October 2024

Time Following Environmental Services Committee

Location Council Chamber
Timaru District Council Building
2 King George Place
Timaru

File Reference 1710638

Timaru District Council

Notice is hereby given that a meeting of the Infrastructure Committee will be held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru, on Tuesday 8 October 2024, at the conclusion of the Environmental Services Committee meeting.

Infrastructure Committee Members

Sally Parker (Chairperson), Gavin Oliver (Deputy Chairperson), Stu Piddington, Peter Burt, Owen Jackson, Allan Booth, Stacey Scott, Michelle Pye, Scott Shannon and Mayor Nigel Bowen

Quorum – no less than 5 members

Local Authorities (Members' Interests) Act 1968

Committee members are reminded that if you have a pecuniary interest in any item on the agenda, then you must declare this interest and refrain from discussing or voting on this item, and are advised to withdraw from the meeting table.

Andrew Dixon
Group Manager Infrastructure

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- 1 Apologies**
- 2 Public Forum**
- 3 Identification of Items of Urgent Business**
- 4 Identification of Matters of a Minor Nature**
- 5 Declaration of Conflicts of Interest**
- 6 Chairperson's Report**

7 Confirmation of Minutes

7.1 Minutes of the Infrastructure Committee Meeting held on 27 August 2024

Author: Steph Forde, Corporate and Strategic Planner

Recommendation

That the Minutes of the Infrastructure Committee Meeting held on 27 August 2024 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Attachments

- 1. Minutes of the Infrastructure Committee Meeting held on 27 August 2024**



MINUTES

Infrastructure Committee Meeting Tuesday, 27 August 2024

Ref: 1710638

**Minutes of Timaru District Council
Infrastructure Committee Meeting
Held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru
on Tuesday, 27 August 2024 Following Environmental Services Committee**

Present: Clrs Sally Parker (Chairperson), Gavin Oliver (Deputy Chairperson), Stu Piddington, Owen Jackson, Allan Booth, Stacey Scott, Michelle Pye, Scott Shannon and Mayor Nigel Bowen

In Attendance: Nigel Trainor (Chief Executive), Andrew Dixon (Group Manager Infrastructure), Suzy Ratahi (Land Transport Manager), Andrew Lester (Drainage and Water Manager), Jo Williams (Executive Assistant Infrastructure)

Community Boards: Gaye Broker (Temuka Community Board), Ross Munro (Pleasant Point Community Board), Shane Minear (Geraldine Community Board)

1 Apologies

1.1 Apologies Received

Resolution 2024/35

Moved: Clr Gavin Oliver

Seconded: Mayor Nigel Bowen

That the apology of Clr Peter Burt be received and accepted.

Carried

2 Public Forum

There were no public forum items.

3 Identification of Items of Urgent Business

No items of urgent business were received.

4 Identification of Matters of a Minor Nature

4.1 Update on Soil Types / Earthquake Buildings

Cr Stu Piddington requested an update from the Chief Executive regarding soil types and the work going on behind the scenes in relation to earthquake buildings.

5 Declaration of Conflicts of Interest

No conflicts of interest were declared.

6 Chairperson's Report

6.1 Presentation of Chairperson's Report

Due to the Chairperson's absence overseas, no report was tabled.

7 Confirmation of Minutes

7.1 Minutes of the Infrastructure Committee Meeting held on 30 July 2024

Resolution 2024/37

Moved: Clr Scott Shannon

Seconded: Clr Michelle Pye

That the Minutes of the Infrastructure Committee Meeting held on 30 July 2024 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Carried

8 Reports

8.1 Actions Register Update

The purpose of this report is to provide the Infrastructure Committee with an update on the status of the action requests raised by councillors at previous Infrastructure Committee meetings including:

- Peel Forest Landfill Remediation: Group Manager Infrastructure updated the Committee. The application to the Ministry of Environment for the contaminated site remediation fund has been processed and a recommendation is being made to the Minister. We do not know what the recommendation is at this stage, but we are expecting the Minister's decision in September. The fact that a recommendation is being made is positive. There was discussion around the consent process.
- Chrome Platers Building – Councillor Piddington requested that this item be placed back on the Actions Register, He would like more exposure of exactly where the Council is at with this.

Resolution 2024/38

Moved: Clr Scott Shannon

Seconded: Clr Gavin Oliver

That the Infrastructure Committee receives and notes the update to the Action Register and confirms the Chrome Platters Building be put back on the Action Register for regular updates as to its remediation progress.

Carried

8.2 Temporary Road Closure applications - Section 342 and Schedule 10, Clause 11(e) LGA 1974

The purpose of this report is to seek the Committee's approval of temporary road closure application(s), as per Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.

The Unit Manager Land Transport spoke to this report. She gave an update on the new process and numbers of events. There was discussion about commercial and community events and what is and is not funded. It was noted that going forward there will have to be conversations had about some of the community events that receive funding and how they could be managed more cost effectively. Council requested that in future reports you put a dollar amount in showing the budget still available.

Resolution 2024/39

Moved: Mayor Nigel Bowen

Seconded: Clr Owen Jackson

That the Infrastructure Committee:

1. Approves temporary closure of George Street (Stafford Street - Station Street) for the International Market on 19 October 2024 from 7am to 1.30pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
2. Approves traffic management costs for the International Market be funded from the Community Events and Programmes budget.
3. Approves temporary closure of Perth Street (Church Street - King George Place) and Sophia Street (Royal Arcade - Perth Street) for the Seafarers' Service on 20 October 2024 from 9.15am to 10am under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
4. Approves traffic management costs for the Seafarers' Service be funded from the Community Events and Programmes budget.
5. Approves temporary closure of Hally Terrace (33 Hally Terrace – 43 Hally Terrace) and Wood Street (5 Wood Street – Hally Terrace) for the Temuka Fire Brigade 150th Jubilee Event on 26 October 2024 from 8.30am to 3pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
6. Approves temporary closure of Talbot Street (Hislop Street - Peel Street), Cox Street (Talbot Street - Hislop Street), and Wilson Street (24 Wilson Street - 5 Wilson Street) for the Geraldine

- Festival on 15 November 2024 from 6am to 5.30pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
7. Approves temporary closure of Hislop Street (Talbot Street - Cox Street) for the Geraldine Festival on 16 November 2024 from 6am to 5.30pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
 8. Approves traffic management costs for the Geraldine Festival be funded from the Community Events and Programmes budget.
 9. Approves temporary closure of Stafford Street (Woolcombe Street - Beswick Street), Cains Terrace (Stafford Street - Beswick Street) and George Street (Barnard Street - Station Street) for the Alpine Energy Soap Box Derby on 10 November 2024 from 6.30am to 6.30pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
 10. Approves traffic management costs for the Alpine Energy Soap Box Derby be funded from the Community Events and Programmes budget.
 11. Approves temporary closure of Sheep Dip Road, Wooding Road (Sheep Dip Road - Mees Road), Mees Road, Rice Road, Tait Road (Rice Road - Wooding Road) and Painton Road for the NZ Silver Fern Rally on 25 November 2024 from 12.20pm to 5.20pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
 12. Approves temporary closure of Fletcher Road, South Boundary Road (Fletcher Road – Galbraith Road), Galbraith Road (South Boundary Road – Spur Hut Road), Spur Hut Road (Galbraith Road – Harney Road) and Harney Road for the NZ Silver Fern Rally on 25 November 2024 from 12.55pm to 5.55pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
 13. Approves temporary closure of Limestone Road, Saddle Road (Limestone Road - Coles Road), Coles Road, Matthew Road (Coles Road - Gardiner Road), Gardiner Road, Main Waitohi Road (Gardiner Road - Winchester Hanging Rock Road), Winchester Hanging Rock Road (Main Waitohi Road – Hall Road) and Hall Road for the NZ Silver Fern Rally on 25 November 2024 from 1.45pm to 6.45pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
 14. Approves temporary closure of Rockwood Road (500m from intersection with SH8 – Mount Gay Road) and Mount Gay Road for the NZ Silver Fern Rally on 25 November 2024 from 3.55pm to 8.55pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
 15. Approves temporary closure of George Street (Stafford Street - Station Street) for the Timaru Christmas Market on 21 December 2024 from 7am to 1.30pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
 16. Approves traffic management costs for the Timaru Christmas Market be funded from the Community Events and Programmes budget.

Carried

8.3 Timaru District Council Vehicle Fleet

The Group Manager Infrastructure spoke to the Report on the Timaru District Council vehicle fleet as requested and noted in the Actions Register. This report had been tailored to the requirements of the Chair and Deputy Chair of the Infrastructure Committee.

At the end of his report, Elected Members advised that they wanted to see a more robust report regarding cost savings to be made, including information such as usage of cars in pool, the car tracking system, executive use, fuel costs and insurance and how this is reviewed. Councillor Piddington advised that he would send through a list of the questions he would like answered.

There were questions about off-road rebates, the use of the vehicle tracking system versus personal trackers for lone workers and self-insuring the fleet.

There was a discussion about Council policy and procurement surrounding the vehicles and the fleet management. The Group Manager Infrastructure explained Council is working within the policy. He also confirmed that all vehicles were Council owned as it had proved cheaper to own than lease the vehicles.

There was discussion whether this matter could be closed off in the Actions Register. Councillor Piddington was not satisfied that the report covered the questions that had been raised. The Group Manager Infrastructure sought clear guidelines regarding the specific questions. Councillor Piddington agreed that he would send through the questions by email.

Resolution 2024/40

Moved: Clr Michelle Pye

Seconded: Clr Stacey Scott

1. That the Timaru District Council Vehicle Fleet report be received and noted.
2. That this item is to remain on the Action List until all questions to be provided by Councillor Piddington have been answered.

Carried

8.4 Infrastructure Key Project Updates

The Drainage and Water Manager spoke to the Key Project Updates for the Wastewater Treatment Upgrades. He advised that work had been triggered by the High Gas levels of hydrogen sulphide recorded at the Wastewater Treatment Plant in 2023. Investigations were carried out as to the causes, source and downstream Health & safety effects of the gas. Several areas at the Wastewater Treatment plant were also identified as requiring renewal and/or significant maintenance work.

There was discussion about the merits of the upgrades at this point in time and questions on the progress of the updates were answered by the Manager.

Resolution 2024/41

Moved: Clr Gavin Oliver

Seconded: Clr Michelle Pye

1. That the Infrastructure Committee receives and notes the Infrastructure Group Key Project Updates.

Carried

9 Consideration of Urgent Business Items

No items of urgent business were received.

10 Consideration of Minor Nature Matters

The Chief Executive answered a question from Clr Piddington regarding soil testing. The Chief Executive advised that Council had received a report from a group advocating that the soil class of which our assessment of buildings is based, should be B. The reports Council have on their own building have classified the soil as C or D. There is an inconsistency. He confirmed Council have tested their own buildings; have drilled down but not below the basalt and there is a need to drill to the layer beneath the basalt layer to work out how solid it is. Thorough testing will be needed and two deep bore holes approximately 60m deep will be drilled and then the share wave (mini earthquake) test will be activated. The engineers have agreed it will provide a definitive answer. The site will be library carpark as it is close to the CBD. The drill is about 6 weeks away and the results will be available four weeks later.

Council will release its findings to the public but it will still up to each individual engineer who does the actual assessment to make the call as to what soil class they will use. Given the data that Council is going to provide it will give people more surety.

11 Public Forum Items Requiring Consideration

No items of urgent business were received.

12 Exclusion of the Public

Resolution 2024/42

Moved: Clr Michelle Pye

Seconded: Clr Sally Parker

That the public be excluded from the following parts of the proceedings of this meeting, namely,—

13.1 Public Excluded Minutes of the Infrastructure Committee Meeting held on 30 July 2024

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:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
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<p>13 - Public Excluded Minutes of the Infrastructure Committee Meeting held on 30 July 2024</p> <p>Matters dealt with in these minutes:</p> <p>13.1 - Land Purchase Timaru Cemetery</p>	<p>Section 48(1) of the Local Government Official Information and Meetings Act 1987.</p>	<p>The public excluded minutes of the meeting held on 30 July 2024 are considered confidential pursuant to the provisions of the LGOIMA Act of 1987.</p> <p>The specific provisions of the Act that relate to these minutes can be found in the open minutes of the meeting held on 30 July 2024.</p>
<p>Carried</p>		

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4)Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof)—
 - (a)shall be available to any member of the public who is present; and
 - (b)shall form part of the minutes of the local authority.”

13 Readmittance of the Public

Resolution 2024/43

Moved: Clr Gavin Oliver

Seconded: Clr Stu Piddington

That the meeting moves out of Closed Meeting into Open Meeting.

Carried

The Meeting closed at 11.35am.

.....
Clr Gavin Oliver
Deputy Chairperson

8 Reports

8.1 Actions Register Update

Author: Steph Forde, Corporate and Strategic Planner

Authoriser: Stephen Doran, Group Manager Corporate and Communications

Recommendation

1. That the Infrastructure Committee receives and notes the updates to the Actions Register.
2. That the vehicle fleet information request is completed and action is closed.

Purpose of Report

- 1 The purpose of this report is to provide the Infrastructure Committee with an update on the status of the action requests raised by councillors at previous Infrastructure Committee meetings.

Assessment of Significance

- 2 This matter is assessed to be of low significance under the Council's Significance and Engagement Policy as there is no impact on the service provision, no decision to transfer ownership or control of a strategic asset to or from Council, and no deviation from the Long Term Plan.

Discussion

- 3 The Actions register is a record of actions requested by councillors. It includes a status and comments section to update the Infrastructure Committee on the progress of each item.

Attachments

1. Infrastructure Services Actions

Information Requested from Councillors (Infrastructure Committee)

Information Requested	Update on Peel Forest Landfill		
Date Raised:	08 August 2023	Status:	Ongoing
Issue Owner	Group Manager Infrastructure	Completed Date:	
<p>Background: The Councillors requested an update on the work at the Peel Forest Landfill.</p> <p>Update: LINZ approval has been granted, and now ECan consent process is ongoing (oral update on timeframe to be provided at the meeting).</p> <p>February 2024 Update: Liaison continues with Aoraki Environmental Consultants. Consent application is almost complete for lodging and work is now commencing on the preparation of tender documentation.</p> <p>March 2024 Update: Report being presented to Infrastructure Committee following requests at last meeting. Consent application is ready to be filed.</p> <p>April 2024 Update: Consents are due to be lodged and work is underway preparing tender documentation. The next funding round for the Ministry for the Environment Contaminated Sites Remediation Fund is late September and we are investigating to see if we are eligible to apply for this. The breakdown of costs to provide clarity to the committee is underway.</p> <p>June 2024 Update: Consent applications have now been lodged and tender documentation is being prepared. Investigation into the Ministry for the Environment Contaminated Sites Remediation Fund continues. The cost breakdown was emailed to Councillors on 2 May 2024.</p> <p>July 2024 Update: Further requests for information were received for the consents and these have been responded to. Application for the Ministry for the Environment Contaminated Sites Remediation Fund which we are seeking to be considered as a priority outside of the usual funding rounds has been submitted. Looking to proceed to expression of interest process for works once funding has been confirmed, this will provide opportunity to contractors to understand the project and obtain necessary pre-qualifications so they are eligible to tender.</p> <p>August 2024 Update: A commissioner’s decision has determined that Council is now required to obtain a land use consent for the refuse removal. This will be a limited notification application with owners of Dennistoun Road properties. This is in addition to the Environment Canterbury consent.</p>			

October 2024 Update: There have been 2 submissions received in relation to the TDC consent and we are awaiting the close date of Environment Canterbury’s limited notification to see if any submissions have been made. The two applications will be managed together so if required there will only be one hearing. We are awaiting notice from the Ministry for the Environment in relation to the funding application which we anticipate will be soon. With the consents getting close we are now able to proceed with registration of interest for the work in the coming weeks.

Information Requested	Vehicle Fleet				
Date Raised:	16 April 2024			Status:	
Issue Owner	Group Manager Infrastructure	Due Date:	27 August 2024	Completed Date:	
<p>Background: It is requested a report on the vehicle fleet to include additional data then what was provided in the Environmental Services report on the 16 April 2024, including a cost benefit analysis, and the environmental and social benefits of the vehicle fleet, this was requested to be brought to the 11 June 2024 Infrastructure meeting.</p> <p>June 2024 Update: Following the presentation of the report to the Environmental Services Committee on 16 April 2024, a further report is being prepared to present to the Council meeting on 13 August 2024.</p> <p>July 2024 Update: It has been decided that it would be more appropriate for this to be presented back to the Infrastructure Committee rather than Council so is being prepared for the 27 August Infrastructure Committee.</p> <p>August 2024 Update: Report is being presented to the 27 August meeting.</p> <p>October 2024 Update: No further information is required to be reported to Infrastructure Committee. It is recommended that this action is closed.</p>					

8.2 South Canterbury Students Against Dangerous Driving (SADD) Consequences Video**Author:** Lucy Mehrtens, Road Safety Coordinator**Authoriser:** Susannah Ratahi, Land Transport Manager**Recommendation**

That the Infrastructure Committee receives the South Canterbury Students Against Dangerous Driving (SADD) Consequences Video report.

Purpose of Report

- 1 The purpose of this report is to present the South Canterbury Students Against Dangerous Driving (SADD) Consequences video.
- 2 This video showcases how many people get involved in a single car crash and the impacts on emergency personnel. It has been created locally for students across South Canterbury.

Assessment of Significance

- 3 This matter is assessed as being of low significance under Council's Significance and Engagement Policy as it is consistent with Council road safety strategy and long term plan.

Background

- 4 In 2023, Kaitiaki o Ara Students Against Dangerous Driving launched an interactive video called "The AfterParty". The video is aimed at young drivers to showcase that each choice they make, there is a consequence.
- 5 The completed video will be presented to Committee members at the meeting.
- 6 In an agency meeting between NZ Police School Community Officer, Fire and Emergency NZ Senior Community Advisor and South Canterbury Road Safety Coordinator it was decided there should be a multi-agency collaboration to increase user engagement with young drivers across South Canterbury.
- 7 The South Canterbury Road Safety Coordinator approached South Canterbury Basketball and Hockey South Canterbury to discuss the opportunity for multiple agencies to be present at the South Island Secondary Schools Hockey and Basketball tournaments being held at the Southern Trust Events Centre in Timaru from 29-31 August.
- 8 The plan was to engage with students across the South Island and provide the opportunity for them to use the interactive video. In bringing other agencies on board, there was an opportunity to stage a mock crash with a focus on emergency services responding and dealing the impact of the crash. This involved two SADD actors replicating two mates who had been drinking and one decided to drive, the car crashed leaving the driver able to walk out of the crash with minor injuries, but their best mate was not so lucky and has passed away. The moment the tarpaulin went over the car, it was silent, and you could genuinely feel the impact amongst the crowd including over 100 students.

- 9 The following day a debrief about the demonstration was held with all agencies to watch the footage from the mock crash. As a group the decision was that something needed to be done with this footage. A short film was planned by the Risk and Reduction Officer Fire & Emergency NZ and South Canterbury Road Safety Coordinator.
- 10 The film was recorded in house with the support of the Risk and Reduction Officer. The video has been created by locals for our local community. All the agencies involved have been a part of the script, enabling them to have a voice.
- 11 The purpose of the video is to be part of South Canterbury Road Safety's education programme. A roadshow around our local high schools has already commenced with the video being shown in class size groups and presented by those involved in the video. The video has also been shared with council officers, at a Safe and Sustainable Transport Association conference, Multicultural Aoraki Coffee Group, to Justice Precinct Communications Staff, and several agency groups.

Attachments

1. **MEDIA RELEASE - Multiagency short film Consequences launches**

TIMARU DISTRICT COUNCIL
TE KAUNIHERA Ā-ROHE O TE TIHI O MARU
MEDIA RELEASE KŌRERO PĀNUI



26/09/2024

For immediate release

Film shows young drivers the consequences of poor decisions behind the wheel

Timaru District Council, Fire and Emergency NZ, Hato Hone St John, NZ Police collaborated to create a short film to tour schools to show how many people are involved when just one car crashes.

The film will have its first school showing at Waimate High school on Thursday September 26.

The idea behind the short film *Consequences* came out of a multiagency engagement event where local emergency services attended a South Island high school tournament for hockey and basketball at Southern Trust Event Centre.

Throughout the three-day tournament a crashed car was visible to all students, South Canterbury Road Safety Coordinator and co-director of the film Lucy Mehrtens said.

“A live demonstration of two young people in a car accident took place on the third day, with emergency services demonstrating how they rescue people,” she said.

“In a planning meeting prior to the event, a Fire and Emergency Station Officer said they would not do a demonstration cutting up a car as they have done it countless times and it didn’t seem to have any impact.

“It was decided we would replicate a fatality, and at the end of the demonstration and the St John officer arrived and pronounced the death, a tarpaulin was pulled over the vehicle.

“You could feel the impact amongst all the spectators.”

The emergency service staff involved in the demonstration said this message needed to go wider than the tournament and the idea of the short film to take around local schools was born.

Lucy said that emergency services wanted to show young drivers the consequences of the decisions you make and just how many people you can affect with one wrong choice you make.

“The short film replicated every step of the fatality process at a local level, with crews of NZ Police, Fire and Emergency NZ, St John and Christchurch based 111 operators to truck drivers at Hilton Haulage, Betts Funeral Service and Timaru District Council,” she said.

“Over the past five years in the Timaru District there has been 55 death and serious injury classified crashes on local roads, responsible for 16 lives lost.”

Fire and Emergency Risk Reduction Officer Nick O’Brien the other co-director of the film said that the film will firmly plant people the reality of the situation.

“Unfortunately, as a responder we do not always get the opportunity to save everybody,” he said.

“It delivers an important message on the amount of people required to deal with a single crash. It creates awareness around how these incidents impact our responders and, most importantly, it puts our young drivers in direct contact with those that may have to respond to them one day.

“This project would not have been possible without buy-in from all those that become involved following a motor vehicle crash.

“The willingness to share their own unique perspectives, from the call taker at a communication centre through to the coroner’s representative in South Canterbury and all those who help in between has been incredible.

“It is fair to say we have people right across our district that are passionate about road safety and the effort put in by everyone on this project proves that.”

ENDS

Media contact: Maddison Gourlay, Marketing and Communications Advisor

Maddison.gourlay@timdc.govt.nz / 027 272 4618 / +64 3 684 2082

Notes for editors:

- The video is being shown around high schools in South Canterbury and will eventually being uploaded on Timaru District Council Channels, if you wish to view it, please get in touch and we can set up a viewing.

8.3 Temporary Road Closure applications - Section 342 and Schedule 10, Clause 11(e) LGA 1974

Author: Selina Kunac, Transport Strategic Advisor
Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee:

1. Approves temporary closure of Talbot Street – SH79 (Peel Street to Hislop Street) and Wilson Street (Lewis Street to Waihi River) for the Geraldine Christmas Parade on 6 December 2024 from 6pm to 8pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
2. Approves traffic management for the Geraldine Christmas Parade to be funded from the Community Events and Programmes budget.
3. Approves traffic management for Get to the Point to be funded from the Community Events and Programmes budget.
4. Approves temporary closure of Perth Street (Arthur Street to Sophia Street) and Sophia Street (Perth Street to Church Street) for the Retro Rock at the Museum 2025 on 15 February 2025 from 2pm to 12am (midnight) under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
5. Approves traffic management for Retro Rock at the Museum 2025 to be funded from the Community Events and Programmes budget.
6. Approves temporary closure of Stafford Street (Port Loop Road to George Street), Church Street (Stafford Street to Sophia Street) and Strathallan Street (Stafford Street to the Terrace) for the Twilight Night Market on 22 December 2024 from 3pm to 8pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
7. Approves traffic management for the Twilight Night Market to be funded from the Community Events and Programmes budget.
8. Approves the transfer of \$60,000 from the 4340.0460.0603 Community Programs & Events - Other Sundry Expenses budget to the 3260.0460.0401 Community Programs & Events - Contractors budget

Purpose of Report

- 1 The purpose of this report is to seek the Committee's approval of temporary road closure application(s), as per Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.

Assessment of Significance

- 2 This matter is deemed to be of low significance under Council's Significance and Engagement Policy as the process is in accordance with legislation and Council policies. However, it should

be acknowledged that due to the nature of, and volumes of visitors expected at, the event(s) proposed, there is likely to be community interest.

Background

- 3 Under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974 Council (or a Committee of the whole) may close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic) for a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function. This is provided that no road may be closed for these purposes if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.
- 4 Council officers operate a temporary road closure application process that enables organisations in the Timaru District to apply for temporary road closures for their events. All applications are assessed against key criteria including event type/activities planned, temporary traffic management arrangements, and impact on stakeholders.
- 5 Council budgets allow for funding of traffic management for community events and the following classification system is used to determine whether events are eligible for this funding and where responsibility for costs is held.

	Commercial Events	Community Events
Definition	Where the primary activity is the sale or marketing of goods or services	Where the primary activity is entertainment, recreation, celebration or commemoration
Responsibility for preparation of temporary traffic management plan (including associated costs).	Event	Council and/or Council's contractor
Responsibility for implementing temporary traffic management plan (including associated costs)	Event	Council and/or Council's contractor

Discussion

- 6 The following temporary road closure applications have been assessed by Council officers and require decision on approval by the Committee. Records of application assessment including full Council officer recommendations are included as Attachment 1. Council should consider approval or decline of each application individually.

Event Name	Event type	Event date and traffic management set up/pack down times	Proposed closure area	Officer recommendation
Geraldine Christmas Parade	Community	6 December 2024 from 6pm to 8pm	Talbot Street - SH79 (Peel Street to Hislop Steet) Wilson Street (Lewis Street to Waihi River)	Recommended for approval
Retro Rock at the Museum 2025	Community	15 February 2025 from 2pm to 12am (midnight)	Perth Street (Arthur Street to Sophia Street) Sophia Street (Perth Street to Church Street)	Recommended for approval

Twilight Night Market	Community	22 December 2024 from 3pm to 8pm	Stafford Street (Port Loop Road to George Street) Church Street (Stafford Street to Sophia Street) Strathallan Street (Stafford Street to the Terrace)	Recommended for approval
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7 The Committee should note that the Get to the Point event (included in Attachment 1) requires temporary closure of a State Highway which doesn't require TDC approval under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974. This event has requested, however, that TDC provide funding for traffic management costs, therefore the Committee are being asked to consider this alongside funding for other events in this report.

Options and Preferred Option

8 Option one is that the Committee:

- approves the following applications for temporary road closure under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974, including all conditions proposed by Officers:

Event Name / Organisation	Event type	Event date and time	Proposed closure area
Geraldine Christmas Parade	Community	6 December 2024 from 6pm to 8pm	Talbot Street - SH79 (Peel Street to Hislop Steet) Wilson Street (Lewis Street to Waihi River)
Retro Rock at the Museum 2025	Community	15 February 2025 from 2pm to 12am (midnight)	Perth Street (Arthur Street to Sophia Street) Sophia Street (Perth Street to Church Street)
Twilight Night Market	Community	22 December 2024 from 3pm to 8pm	Stafford Street (Port Loop Road to George Street) Church Street (Stafford Street to Sophia Street) Strathallan Street (Stafford Street to the Terrace)

- This option incurs some cost to Council as outlined in the Financial Implications section below. These costs are within available budgets. Option 1 also includes funding of traffic management for the Get to the Point event as outlined in the Financial Implications section below. Option 1 is the preferred option.

9 Option two is that the Committee approves the temporary road closure applications as per Option 1, under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974, with additional conditions to be advised by the Committee. This option incurs some cost to Council as outlined in the Financial Implications section below.

10 Option three is that the Committee advises alternate decisions to approve and/or decline the temporary road closure applications under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974, including advising any additional conditions if applicable. This

option may result in the proposed event or events being unable to proceed as planned and cancelled.

Consultation

- 11 Under the Local Government Act 1974 Schedule 10, Council is required to:
- a) Publicly notify the intent to temporarily close roads for events.
 - b) Publicly notify Council/Committee decisions to temporarily close roads for events.
 - c) Consult with NZ Police and New Zealand Transport Agency prior to approving temporary road closures for events.
- Council officers have undertaken requirements a) and c) for all applications considered in this report.
 - The attached application review records outline feedback received from NZ Police and New Zealand Transport Agency (Attachment 1).
- 12 The temporary road closure application process requires applicants to produce a communications plan advising how they intend to communicate with key stakeholders and people impacted by the event. Communications plans for all applications considered in this report have been received and approved by Council officers. Implementation of these plans is noted as a condition of approval should the temporary road closure proceed. Council officers would further notify emergency services of confirmed closures.

Relevant Legislation, Council Policy and Plans

- 13 Local Government Act 1974
- 14 Timaru District Council Long Term Plan 2024-34

Financial and Funding Implications

- 15 Council currently has a \$40,000 budget for Community Events and Programmes (excluding GST) within the Land Transport activity, which funds traffic management for community events. Unfortunately, during the LTP development, a reallocation of \$60,000 from another Land Transport activity community events budget was not made. This reallocation would increase the total to \$100,000 for the current financial year
- 16 The following costs would be incurred by Council if these events were approved to proceed (all costs are estimates and exclude GST):

Event Name	Cost to prepare temporary traffic management plan	Cost to implement temporary traffic management plan
Geraldine Christmas Parade	\$250.00 + GST	\$2,275.00 + GST
Get to the Point	\$750.00 + GST	\$3,020.00 + GST
Retro Rock at the Museum 2025	\$340.00 + GST	\$1,202.00 + GST
Twilight Night Market	\$450.00 + GST	\$5,170.00 + GST
	\$1790.00 + GST	\$11,667.00 + GST
TOTAL (for approval in this paper)	\$13,457.00 + GST	
Previously approved	\$22,995.00 + GST	
Cost to date	\$36,452.00 + GST	

Other Considerations

- 17 Council officers consider that temporary road closure presents some reputational, financial and health and safety risks to Council, however, these are mitigated by the proposed conditions of road closure including planned communications activity, provision of insurance cover and compliance with relevant regulations, legislation and bylaws respectively.

Attachments

- 1. Temporary Road Closures - Event Review Records**

Temporary Road Closure

Application Review Record

Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974



Event details	
Event name:	Geraldine Christmas Parade
Event organisation:	Geraldine District Development & Promotions Association Inc
Event contact details:	Gail Thompson
Event date/time:	6 December 2024 6pm to 8pm
Road/road section to be closed:	Talbot Street - SH79 (Peel Street to Hislop Steet) Wilson Street (Lewis Street to Waihi River)
Event type:	Community

Officer application assessment result	Recommended
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Recommendations

That Timaru District Council (or a Committee of the whole) **approve** temporary closure of **Wilson Street (Lewis Street to Waihi River)** for the **Geraldine Christmas Parade** on **6 December 2024 from 6pm to 8pm** under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
That Timaru District Council (or a Committee of the whole) **approve** traffic management costs for **Geraldine Christmas Parade** to be funded from the Community Events and Programmes budget.

That approval is subject to the following conditions:

- that **Geraldine District Development & Promotions Association Inc** has public liability insurance in place for the event, covering a minimum of \$1,000,000.
- that temporary closure is undertaken in accordance with the approved Temporary Traffic Management Plan
- that communications activity is undertaken in accordance with the approved communications plan
- that all staff at the event (including volunteers) comply with any instructions from NZ Police, Council Officers and Traffic Management staff.
- that **Geraldine District Development & Promotions Association Inc** will meet the cost of any damage to public property, including roads, caused by the event.
- that following the event, all streets and surrounding areas will be left in a clean and tidy condition.
- that **Geraldine District Development & Promotions Association Inc** will ensure compliance with any other relevant regulation/bylaw pertaining to the event is met (for example, health and safety, food/liquor licenses, waste management).

Costs

\$2,575 +GST

Officer Name:	Paul Forbes	Officer date: 20/9/2024
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Application Assessment

Information checklist	
Applicant has fully completed all fields in 'Section 1 – Contact Details' of the Application Form	Yes
Applicant has fully completed all fields in 'Section 2 – Event Details' of the Application Form	Yes
Applicant has confirmed understanding of all obligations in section 4	Yes
Applicant has supplied proof of public liability insurance for the event	Yes
Applicant has supplied Communications Plan	Yes
COMMERCIAL EVENTS ONLY: Applicant has supplied a Temporary Traffic Management Plan (TTMP)	NA
COMMUNITY EVENTS ONLY: Applicant has supplied a map of the proposed temporary closure area/event route	Yes
Applicant has signed and dated declaration in 'Section 5 – Declaration'.	Yes

Applicant has satisfied all information requirements	Yes
Officer comments: nil	
<i>If No: Application to be returned to applicant to inform resubmission.</i>	

NZTA / NZ Police Consultation	
NZTA	
Contact name:	Theresa Allan NZTA Operations Team
Contact date:	3/9/2024
NZTA comments and TDC actions (if applicable):	No objections received
NZ Police	
Contact name:	Vicky Walker/Peter Cooper
Contact date:	3/9/2024
NZ Police comments and TDC actions (if applicable):	No objections received

Communications plan	
<p>Communications Plan provides the following information:</p> <ul style="list-style-type: none"> Lists affected stakeholders Describes how stakeholders will be affected by temporary road closure 	

<ul style="list-style-type: none"> • Outlines key messages • Includes action/implementation plan detailing how and when stakeholders will be communicated with • Includes procedure for managing complaints • Includes procedure for how the plan will be monitored 	
Communications Plan is approved:	Yes
Officer comments	

Traffic management	
COMMERCIAL EVENTS ONLY: Temporary Traffic Management Plan approved	NA
Officer comments:	
COMMUNITY EVENTS ONLY: TTMP prepared by Council contractor and approved	Yes
TTMP Preparation costs	\$250 +GST
Estimated TTMP Implementation costs	\$2,275 +GST
Officer comments:	

Key dates	
Action	Date
Advertising intent of road closure	24/9/2024
Council/Committee report due	23/9/2024
Council/Committee decision	7/10/2024
Advertising confirmation of road closure	Within 5 days of approval

Temporary Road Closure

Application Review Record

Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974



Event details	
Event name:	Get to the Point
Event organisation:	Pleasant Point Gymkhana Committee
Event contact details:	Rowan Babbidge
Event date/time:	9 November 2024 7:00am to 5:00pm
Road/road section to be closed:	State Highway 8 from Khan Street to Tengawai Road
Event type:	Community

Officer application assessment result	Recommended
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Recommendations

That Timaru District Council (or a Committee of the whole) **approve** traffic management for **Get to the Point** to be funded from the Community Events and Programmes budget.

That approval is subject to the following conditions:

- that **Get to the Point Committee** has public liability insurance in place for the event, covering a minimum of \$1,000,000.
- that temporary closure is undertaken in accordance with the approved Temporary Traffic Management Plan
- that communications activity is undertaken in accordance with the approved communications plan
- that all staff at the event (including volunteers) comply with any instructions from NZ Police, Council Officers and Traffic Management staff.
- that **Pleasant Point Gymkhana Committee** will meet the cost of any damage to public property, including roads, caused by the event.
- that following the event, all streets and surrounding areas will be left in a clean and tidy condition.
- that **Pleasant Point Gymkhana Committee** will ensure compliance with any other relevant regulation/bylaw pertaining to the event is met (for example, health and safety, food/liquor licenses, waste management).

Costs

\$3,770 +GST

Officer Name: Paul Forbes	Officer date: 17/09/2024
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Application Assessment

Information checklist

Applicant has fully completed all fields in 'Section 1 – Contact Details' of the Application Form	Yes
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Applicant has fully completed all fields in 'Section 2 – Event Details' of the Application Form	Yes
Applicant has confirmed understanding of all obligations in section 4	Yes
Applicant has supplied proof of public liability insurance for the event	Yes
Applicant has supplied Communications Plan	Yes
COMMERCIAL EVENTS ONLY: Applicant has supplied a Temporary Traffic Management Plan (TTMP)	NA
COMMUNITY EVENTS ONLY: Applicant has supplied a map of the proposed temporary closure area/event route	Yes
Applicant has signed and dated declaration in 'Section 5 – Declaration'.	Yes

Applicant has satisfied all information requirements	Yes / No
Officer comments:	
<i>If No: Application to be returned to applicant to inform resubmission.</i>	

NZTA / NZ Police Consultation	
NZTA	
Contact name:	n/a
Contact date:	n/a
NZTA comments and TDC actions (if applicable):	n/a
NZ Police	
Contact name:	n/a
Contact date:	n/a
NZ Police comments and TDC actions (if applicable):	n/a

Communications plan	
Communications Plan provides the following information: <ul style="list-style-type: none"> • Lists affected stakeholders • Describes how stakeholders will be affected by temporary road closure • Outlines key messages • Includes action/implementation plan detailing how and when stakeholders will be communicated with • Includes procedure for managing complaints • Includes procedure for how the plan will be monitored 	Yes
Communications Plan is approved:	Yes

Officer comments

Traffic management	
COMMERCIAL EVENTS ONLY: Temporary Traffic Management Plan approved	NA
Officer comments:	
COMMUNITY EVENTS ONLY: TTMP prepared by Council contractor and approved	Yes
TTMP Preparation costs	\$750 +GST
Estimated TTMP Implementation costs	\$3,020 +GST
Officer comments:	

Key dates	
Action	Date
Advertising intent of road closure <i>Ensure this is at least 2 weeks before Council/Committee report is due so that any feedback can be put in report.</i>	24/9/2024
Council/Committee report due	23/9/2024
Council/Committee decision	7/10/2024
Advertising confirmation of road closure	Within 5 days of approval

Temporary Road Closure

Application Review Record

Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974



Event details	
Event name:	Twilight Night Market
Event organisation:	Timaru CBD Group Incorporated
Event contact details:	Samantha Shields
Event date/time:	22 December 2024 4pm to 10pm
Road/road section to be closed:	Stafford Street (Port Loop Road to George Street) Church Street (Stafford Street to Sophia Street) Strathallan Street (Stafford Street to the Terrace)
Event type:	Community

Officer application assessment result	Recommended
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Recommendations

That Timaru District Council (or a Committee of the whole) **approve** temporary closure of **Stafford Street (Port Loop Road to George Street), Church Street (Stafford Street to Sophia Street) & Strathallan Street (Stafford Street to the Terrace)** for the **Twilight Christmas Market** on **23 December 2024 3pm to 8pm** under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974. That Timaru District Council (or a Committee of the whole) **approve** traffic management costs for **Twilight Christmas Market** to be funded from the Community Events and Programmes budget.

That approval is subject to the following conditions:

- that **Timaru CBD Group Incorporated** has public liability insurance in place for the event, covering a minimum of \$1,000,000.
- that temporary closure is undertaken in accordance with the approved Temporary Traffic Management Plan
- that communications activity is undertaken in accordance with the approved communications plan
- that all staff at the event (including volunteers) comply with any instructions from NZ Police, Council Officers and Traffic Management staff.
- that **Timaru CBD Group Incorporated** will meet the cost of any damage to public property, including roads, caused by the event.
- that following the event, all streets and surrounding areas will be left in a clean and tidy condition.
- that **Timaru CBD Group Incorporated** will ensure compliance with any other relevant regulation/bylaw pertaining to the event is met (for example, health and safety, food/liquor licenses, waste management).

Costs

\$5,620 + GST

Officer Name:	Paul Forbes	Officer date: 20/9/2024
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Application Assessment

Information checklist	
Applicant has fully completed all fields in 'Section 1 – Contact Details' of the Application Form	Yes
Applicant has fully completed all fields in 'Section 2 – Event Details' of the Application Form	Yes
Applicant has confirmed understanding of all obligations in section 4	Yes
Applicant has supplied proof of public liability insurance for the event	Yes
Applicant has supplied Communications Plan	Yes
COMMERCIAL EVENTS ONLY: Applicant has supplied a Temporary Traffic Management Plan (TTMP)	NA
COMMUNITY EVENTS ONLY: Applicant has supplied a map of the proposed temporary closure area/event route	Yes
Applicant has signed and dated declaration in 'Section 5 – Declaration'.	Yes

Applicant has satisfied all information requirements	Yes
Officer comments: nil	
<i>If No: Application to be returned to applicant to inform resubmission.</i>	

NZTA / NZ Police Consultation	
NZTA	
Contact name:	Theresa Allan/NZTA Operations Team
Contact date:	
NZTA comments and TDC actions (if applicable):	No objections received
NZ Police	
Contact name:	Vicky Walker
Contact date:	
NZ Police comments and TDC actions (if applicable):	No objections received

Communications plan	
Communications Plan provides the following information: <ul style="list-style-type: none"> • Lists affected stakeholders • Describes how stakeholders will be affected by temporary road closure 	Yes

<ul style="list-style-type: none"> • Outlines key messages • Includes action/implementation plan detailing how and when stakeholders will be communicated with • Includes procedure for managing complaints • Includes procedure for how the plan will be monitored 	
Communications Plan is approved:	Yes
Officer comments	

Traffic management	
COMMERCIAL EVENTS ONLY: Temporary Traffic Management Plan approved	NA
Officer comments:	
COMMUNITY EVENTS ONLY: TTMP prepared by Council contractor and approved	
TTMP Preparation costs	\$450 + GST
Estimated TTMP Implementation costs	\$5,170 + GST
Officer comments:	

Key dates	
Action	Date
Advertising intent of road closure <i>Ensure this is at least 2 weeks before Council/Committee report is due so that any feedback can be put in report.</i>	24/9/2024
Council/Committee report due	23/9/2024
Council/Committee decision	7/10/2024
Advertising confirmation of road closure	Within 5 days of approval

Temporary Road Closure

Application Review Record

Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974



Event details	
Event name:	Retro Rock at the Museum 2025
Event organisation:	South Canterbury Museum
Event contact details:	Philip Howe
Event date/time:	15/2/2025 2pm to 12am
Road/road section to be closed:	Perth Street (Arthur Street to Sophia Street) Sophia Street (Perth Street to Church Street)
Event type:	Community

Officer application assessment result	Recommended
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Recommendations

That Timaru District Council (or a Committee of the whole) **approve** temporary closure of **Perth Street (Arthur Street to Sophia Street) and Sophia Street (Perth Street to Church Street)** for the **Retro Rock at the Museum 2025** on **15th of February 2025 from 2pm to 12am (midnight)** under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974 .
That Timaru District Council (or a Committee of the whole) **approve** traffic management for **Retro Rock at the Museum 2025** to be funded from the Community Events and Programmes budget

That approval is subject to the following conditions:

- that **South Canterbury Museum** has public liability insurance in place for the event, covering a minimum of \$1,000,000.
- that temporary closure is undertaken in accordance with the approved Temporary Traffic Management Plan
- that communications activity is undertaken in accordance with the approved communications plan
- that all staff at the event (including volunteers) comply with any instructions from NZ Police , Council Officers and Traffic Management staff.
- that **South Canterbury Museum** will meet the cost of any damage to public property, including roads, caused by the event.
- that following the event, all streets and surrounding areas will be left in a clean and tidy condition.
- that **South Canterbury Museum** will ensure compliance with any other relevant regulation/bylaw pertaining to the event is met (for example, health and safety, food/liquor licenses, waste management).

Costs

\$1,542 +GST

Officer Name: Paul Forbes	Officer date:17/09/2024
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Application Assessment

Information checklist	
Applicant has fully completed all fields in 'Section 1 – Contact Details' of the Application Form	Yes
Applicant has fully completed all fields in 'Section 2 – Event Details' of the Application Form	Yes
Applicant has confirmed understanding of all obligations in section 4	Yes
Applicant has supplied proof of public liability insurance for the event	Yes
Applicant has supplied Communications Plan	Yes
COMMERCIAL EVENTS ONLY: Applicant has supplied a Temporary Traffic Management Plan (TTMP)	NA
COMMUNITY EVENTS ONLY: Applicant has supplied a map of the proposed temporary closure area/event route	NA
Applicant has signed and dated declaration in 'Section 5 – Declaration'.	Yes

Applicant has satisfied all information requirements	Yes
Officer comments: South Canterbury Museum will be covered by TDC insurance	
<i>If No: Application to be returned to applicant to inform resubmission.</i>	

NZTA / NZ Police Consultation	
NZTA	
Contact name:	Theresa Allan
Contact date:	3 September 2024
NZTA comments and TDC actions (if applicable):	No response received
NZ Police	
Contact name:	Peter Cooper/Vicky Walker
Contact date:	3 September 2024
NZ Police comments and TDC actions (if applicable):	No response received

Communications plan	
Communications Plan provides the following information: <ul style="list-style-type: none"> Lists affected stakeholders Describes how stakeholders will be affected by temporary road closure 	Yes

<ul style="list-style-type: none"> • Outlines key messages • Includes action/implementation plan detailing how and when stakeholders will be communicated with • Includes procedure for managing complaints • Includes procedure for how the plan will be monitored 	
Communications Plan is approved:	Yes
Officer comments	

Traffic management	
COMMERCIAL EVENTS ONLY: Temporary Traffic Management Plan approved	NA
Officer comments:	
COMMUNITY EVENTS ONLY: TTMP prepared by Council contractor and approved	Yes
TTMP Preparation costs	\$340 +GST
Estimated TTMP Implementation costs	\$1,202 +GST
Officer comments: Total inclusive of GST is \$1,773.30	

Key dates	
Action	Date
Advertising intent of road closure <i>Ensure this is at least 2 weeks before Council/Committee report is due so that any feedback can be put in report.</i>	24/9/2024
Council/Committee report due	23/9/2024
Council/Committee decision	7/10/2024
Advertising confirmation of road closure	Within 5 days of approval

8.4 Adoption of Timaru District Active Transport Strategy and Project Prioritisation for FY2024/25

Author: Selina Kunac, Transport Strategic Advisor
Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

- That the Infrastructure Committee adopts the Timaru District Active Transport Strategy 2024
- That the Infrastructure Committee endorses the following projects to be funded in FY2024/25:
 - TIMKUP-62 - Hayes St – Stuart St (construction of new shared path)
 - TIMKUP-63 – SH1 - Grants Rd to Eversley St (designation of existing footpath as shared path including a range of enhancements to support safety and amenity)
 - TIMKUP-54 - Meadows Rd to Smithfield (trail design and development, consenting, design and planning for new bridge, potentially some trail construction)
 - RRP-231 - SH1 Crossing at Temuka River Bridge to Opihi River Bridge (trail construction)
 - TIMKUP-55 - SH1 Washdyke (trail construction)
 - RRP-222 - Geraldine to Woodbury (trail construction)
 - TKANLP-131 – Temuka Domain to Temuka River Bridge SH1 (trail construction)
 - WAY-4 - Publish a web-map of cycling and walking routes
 - WAY-5 - Publish and distribute printed maps of cycling and walking routes
 - WAY-6 – Further develop Timaru Trails App
 - AMT -1 - Install public on-street bike parking: key destinations, urban centres
 - TIP -1 - Selected upgrades on existing rural trails to accommodate equestrian use, including engagement with NZ Equestrian Advocacy Network

Purpose of Report

1 The purpose of this report is to:

- Present the Timaru District Active Transport Strategy 2024 to the Infrastructure Committee for adoption; and
- Present Officer recommendations for projects to be funded in FY2024/25 for Infrastructure Committee's endorsement.

Assessment of Significance

- 2 This report is considered medium significance as per Council’s Significance and Engagement Policy. There are direct impacts of this report upon strategic assets, as project development will result in the creation of new assets and/or upgrade existing assets. Project delivery is supported by existing available budgets, is generally low risk and will deliver a range of benefits for community. Mana whenua has been consulted during development of this plan, as have key stakeholders including broader community during two phases of public consultation. The strategy is aligned with the Temuka, Geraldine and Pleasant Point Strategic Plans, adopted by the Community Boards. Given the broad reach and support for walking and biking projects, we consider there is likely to be community interest in the Strategy.

Background

- 3 Active transport is generally defined as non-motorised ways for moving around, and includes walking, biking, jogging, using wheelchairs or mobility aids, horse riding and a range of other transport aids. It also includes use of an expanding number of micro-mobility devices, such as e-scooters, powered skateboards, and e-bikes. In the Timaru District, people use active modes of transport for recreation and commuting.
- 4 Timaru District Council’s Active Transport Strategy was initially adopted in 2011 and refreshed in 2018. The vision for the 2018 Strategy was ‘for active transport in the Timaru District to be accessible, safe and enjoyable for all’, and it included key infrastructure initiatives to support growth of the active transport network and its usership. Delivery on the strategy has occurred as budgets have allowed.
- 5 A range of changes and opportunities have emerged since the adoption of the 2018 strategy, prompting a review. These include:
- Developments in national-level policy, guidance and emerging funding opportunities to deliver active transport projects.
 - The opportunity to complete more comprehensive and integrated active transport network planning, including off-road and on-road trails, wayfinding and complementary supporting infrastructure.
 - The opportunity to encourage greater active transport uptake through promotion, education and enabling policy/planning.
 - The opportunity to leverage momentum in cycle tourism.
 - The opportunity to leverage e-bike uptake, which makes cycling viable for more users.
 - Community requests and support for safer, more accessible active transport infrastructure.
 - Community support for, and Council’s Strategic Goal to, foster and encourage sustainability and environmental outcomes for the Timaru District.

Discussion - Strategy

- 6 A project to refresh the 2018 Active Transport Strategy commenced in late 2022 and the new Strategy has been fully completed (Attachment 1). It includes revised targets and an updated set of projects including:
- Construction of connected, district-wide active transport infrastructure (rural and urban networks).

- Installation of wayfinding signage and complementary amenities (such as bike racks, seating etc).
 - Active transport promotion and education activities.
 - Enabling policy and planning work.
- 7 Strategy development has been supported by engagement with Venture Timaru, mana whenua, and two stages of community consultation, discussed further below.
- 8 The Committee should review the Strategy (Attachment 1), and decide whether to adopt it for implementation. If adopted, the Strategy would be published online, and announced by promotion in local media.

Discussion – Funding and project prioritisation

- 9 Since the Active Transport Strategy refresh commenced, there has been a change in the Government Policy Statement on Land Transport, resulting in reduced National Land Transport Programme funding for active transport. This will significantly constrain the budgets to implement Active Transport Strategy projects. However, we consider that the Strategy provides a long term plan for development of active transport infrastructure, with projects to be prioritised and implemented as budgets allow.
- 10 Private funding sources (e.g. community or commercial contributions) could also be encouraged to deliver specific segments of the active transport network.
- 11 \$500,000 per annum has been approved in the Long Term Plan 2024-34 to support implementation of walking and cycling projects in the strategy, and there is also approximately \$1,750,000 funding available this financial year from the Government 3Waters Better Off funding allocation to Council to support project implementation as previously approved by Council.
- 12 Officers have undertaken a project prioritisation process to inform recommendations for allocation of available funds for infrastructure development. The following factors were considered in the scoring of each project:
- Route type
 - Indicative cost
 - Deliverability
 - Community support (as per public consultation findings)
 - Contribution to benefits sought by the Active Transport Strategy:
 - Improved access to employment, services and entertainment
 - Lower transport costs/commuter benefit
 - Improved safety
 - Community vibrancy
 - Emissions reduction
 - A more desirable destination for visitors
 - Priorities of Community Boards

- 13 In regard to value for money there have been previous active transport projects that have successfully increase the uptake of active transport mode use. Examples are the Washdyke to Cave off road cycleway that now has good use, the port cycleway where monitoring data showed a significant increase in cycling. Some projects provide key linkages to known Active transport routes and will build on these.
- 14 The result of the project prioritisation process recommends the following infrastructure projects to be funded (high level project scoping for infrastructure projects is included in Attachment 2):

Action ID	Project name	Location	Cost estimate	Details
TIMKUP-62	Hayes St – Stuart St	Timaru	\$60,000	Construction of new shared path
TIMKUP-63	SH1 - Grants Rd to Eversley St	Timaru	\$360,000	Designation of existing footpath as shared path including a range of enhancements to support safety and amenity. It is noted that this upgrade will assist the Central South Trail to obtain NZ Heartland Ride status.
TIMKUP-54	Meadows Rd to Smithfield	Timaru	\$150,000	Trail design and development, consenting, design and planning for new bridge, potentially some trail construction.
RRP-231	SH1 Crossing at Temuka River Bridge to Opihi River Bridge	Rural	\$350,000	Trail construction (works to be coordinated for efficiency).
TKANLP-131	Temuka Domain to Temuka River Bridge SH1	Temuka		
TIMKUP-55	SH1 Washdyke	Timaru	\$500,000	Trail construction.
RRP-222	Geraldine to Woodbury	Rural	\$400,000	Trail construction.

- 15 In addition, Officers recommend that the following complementary projects are funded this financial year:

Action ID	Project name	Location	Cost estimate	Details
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WAY - 4	Publish a web map of cycling and walking routes	N/A	\$50,000	Funding to Venture Timaru to build on existing walking and biking trail promotion materials (website information, App development and printed maps).
WAY - 5	Publish and distribute printed maps of cycling and walking routes	N/A		
WAY - 6	Further develop Timaru Trails App	N/A		
AMT - 1	Install public on-street bike parking: key destinations, urban centres	Various	\$50,000	Locations to be finalised.
TIP -1	Selected upgrades on existing rural trails to accommodate equestrian use, including engagement with NZ Equestrian Advocacy Network	Various	\$150,000	

- 16 The total high end cost estimate of projects recommended by Officers is \$2.07m, which is within the available budget and allows for some contingency.
- 17 The prioritisation process indicated that RRP-218 – Washdyke to Temuka and TIMKUP-60 – Smithfield to Hector’s Walkway are also high priority projects, however these have not been recommended by Officers due to key dependencies that would impact on delivery this financial year. In particular, the Washdyke to Temuka trail relies on improved connections through the Washdyke industrial area, and the Smithfield to Hector’s Walkway trail is dependent on further stages of the Showgrounds Shopping Centre development.
- 18 The Committee should consider Officer recommendations and decide whether to endorse these projects for funding in FY 2024/25.

Options and Preferred Option

Option 1 (Preferred option)

- 19 Option 1 is that the Infrastructure Committee adopts the Timaru District Active Transport Strategy 2024 and endorses the following projects for funding from the Active Transport implementation and Better off funding allocations:

Action ID	Project name	Location	Cost estimate	Details
TIMKUP-62	Hayes St – Stuart St	Timaru	\$60,000	Construction of new shared path
TIMKUP-63	SH1 - Grants Rd to Eversley St	Timaru	\$360,000	Designation of existing footpath as shared path

				including a range of enhancements to support safety and amenity. It is noted that this upgrade will assist the Central South Trail to obtain NZ Heartland Ride status.
TIMKUP-54	Meadows Rd to Smithfield	Timaru	\$150,000	Trail design and development, consenting, design and planning for new bridge, potentially some trail construction.
RRP-231	SH1 Crossing at Temuka River Bridge to Opihi River Bridge	Rural	\$350,000	Trail construction (works to be coordinated for efficiency).
TKANLP-131	Temuka Domain to Temuka River Bridge SH1	Temuka		
TIMKUP-55	SH1 Washdyke	Timaru	\$500,000	Trail construction.
RRP-222	Geraldine to Woodbury	Rural	\$400,000	Trail construction.
WAY - 4	Publish a web map of cycling and walking routes	N/A	\$50,000	Funding to Venture Timaru to build on existing walking and biking trail promotion materials (website information, App development and printed maps).
WAY - 5	Publish and distribute printed maps of cycling and walking routes	N/A		
WAY - 6	Develop Timaru Trails App	N/A		
AMT - 1	Install public on-street bike parking: key destinations, urban centres	Various	\$50,000	Locations to be finalised.
TIP -1	Selected upgrades on existing rural trails to accommodate equestrian use, including engagement with NZ	Various	\$150,000	

	Equestrian Advocacy Network			
TOTAL cost estimate		\$2.07M	<i>(within available budget with some contingency)</i>	

- 20 This option will provide a refreshed active transport strategy and deliver improvement projects this financial year, fully utilising the available external ‘Better off’ funding. It will also enable public communication and promotion of the completed Strategy leading into the summer season, which may assist with encouraging active transport uptake.
- 21 This option is also aligned with Venture Timaru’s timeframes for delivery of updated walking and biking maps and promotion material for the District and would position TDC well to respond to any future funding opportunities, including seeking private funding support for trail development.

Option 2

- 22 Option 2 is that the Infrastructure Committee adopts the Timaru District Active Transport Strategy 2024 and selects alternative projects for funding from the Active Transport Implementation and Better off Funding allocations.
- 23 This option will provide a refreshed active transport strategy and deliver some improvement projects but may result in delays to delivery as alternative projects will require scoping, design and development. This option will enable public communication and promotion of the completed Strategy leading into the summer season, which may assist with encouraging active transport uptake. This option would prioritise utilisation of the external ‘Better off’ funding, though it is noted this funding could be at risk if there are significant delays to project delivery.
- 24 This option is aligned with Venture Timaru’s timeframes for delivery of updated walking and biking maps and promotion material for the District and would position TDC well to respond to any future funding opportunities, including seeking private funding support for trail development. The Committee should note that this option may also enable lower priority projects to be funded, which could result in disjointed network development and contradiction with community feedback.

Option 3

- 25 Option 3 (status quo) is that the Infrastructure Committee does not adopt the Timaru District Active Transport Strategy 2024 and does not endorse priority projects for funding this financial year. This option will result in Officers defaulting to the 2018 Active Transport Strategy to guide future project implementation and restrain integration of on road and off road active transport facilities. This option is not likely to be favourable with the community and is unlikely to create achieve the same active transport shift over time. The absence of a fit for purpose strategy would also restrain TDC’s ability to respond to any future funding opportunities. This option would not meet the requirements that need to be met in order to draw down funds from Council’s Better off funding allocation, limited potential uptake of these funds.

Consultation

- 26 Mana whenua via Aoraki Environmental Consultancy Limited were consulted during Strategy development and are supportive of the Strategy. It was noted that the coastal area between

Timaru and Pareora is an area of cultural significance to mana whenua and vulnerable to coastal erosion. This has been acknowledged within the Strategy including a commitment that any future project development in this area would be in consultation with Te Rūnanga o Arowhenua.

- 27 Venture Timaru were engaged during Strategy development and have also provided their support for the Strategy. In particular, Venture Timaru have expressed strong support for the development of an active transport connection from Caroline Bay to Washdyke and improved complementary/supporting facilities at key destinations, such as bike parking and water fountains. Venture Timaru also acknowledged that any further coastal connection extending south from PrimePort Timaru would add amenity, but would need to be balanced so as not to adversely impact PrimePort's priority function as the freight hub for the District and wider central South Island.
- 28 During the Long Term Plan submission process, there was significant support for allocating funding towards active transport initiatives. Many submitters advocated for increased funding, recognising the benefits of improved walking, cycling, and public transport options. Only a few opposed the allocation, reflecting a general public preference for investing in active transport to enhance community health, reduce congestion, and promote sustainability.
- 29 The Temuka, Geraldine and Pleasant Point Community Boards were consulted during strategy development and have provided their endorsement of projects included within their respective townships. In addition, Community Boards identified their priority projects and these priorities have been acknowledged with additional scoring during the project prioritisation process.
- Temuka Community Board identified the link encompassing RRP-231 – SH1 crossing at Temuka River Bridge to Orari River Bridge, and TKNLP-131 Temuka Domain to Temuka River Bridge SH1 route as their highest priority project. They also identified RRP-218 Washdyke to Temuka as their second highest priority project. They further supported connections through Washdyke and Timaru to Caroline Bay.
 - Geraldine Community Board identified RRP-222 – Geraldine to Woodbury as their highest priority project. They also identified Geraldine to Orari (a section of RRP-220-Geraldine to Clandeboye) as their second highest priority project.
 - Pleasant Point Community Board identified RRP -227- Halstead Road to Stratheona Road as their highest priority project. They also identified RRP-229-Tengawai Road-north as their second highest priority project. They further supported connections through Washdyke and Timaru to Caroline Bay.
- 30 Public consultation/engagement on the Active Transport Strategy was carried out in two phases:

Phase 1 public consultation

- 31 The Phase 1 public consultation phase involved an online survey that participants could complete from the Council website. The survey was open from Monday 28 August to Monday 11 September 2023. The purpose of the Phase 1 consultation survey was to:
- Inform key stakeholders and the public of the proposed network improvement plan that forms part of the refreshed Active Transport Strategy.
 - Seek feedback on:

- the relative priority of various network improvement links.
 - identification of missing links in the proposed network.
- Use the feedback to inform finalisation of active transport network plan.
- 32 226 responses to the phase 1 consultation were received and a summary of the results is provided in Attachment 1 (see document appendices).

Phase 2 public consultation

- 33 The Phase 2 public consultation phase involved an online survey that participants could complete from the Council website as well as on paper forms. The survey was open from 13 November 2023 to 11 December 2023. 26 The purpose of the Phase 2 consultation survey was to ask people what they thought of the draft active transport network maps that showed potential active transport routes for urban Timaru, each of the district's main townships and a district-wide rural trail network designed for longer distance cycling by both residents and visitors. The feedback received from the Phase 1 consultation was factored into the draft plans. The survey included a feedback form where participants were asked questions about the proposed network on each township map – participants could provide feedback on all maps or just the maps that they were interested in.
- 34 189 responses were received and a summary of the results is provided in Attachment 1 (see document appendices).

Relevant Legislation, Council Policy and Plans

- 35 The Active Transport Strategy aligns with:
- Ministry of Transport Strategic Outcomes Framework
 - Ministry for the Environment Emissions Reduction Plan
 - Waka Kotahi Cycling Action Plan
 - Timaru District Council Long Term Plan 2024-34
 - Timaru District Council Transportation Vision 2006
 - Timaru District Destination Management Plan 2021
 - Timaru District Economic Development Strategy 2021
 - Timaru District Off-Road Walking and Biking Strategy 2012 to 2032
 - Geraldine Transport Strategy 2021
 - Timaru District Council Infrastructure Strategy
 - Timaru District Climate Change Response Policy
 - Canterbury Regional Land Transport Plan 2021-31
 - Road to Zero
 - Timaru District Plan (2005) and Proposed District Plan
 - Waka Kotahi's Cycle Network Guidance and Pedestrian Network Guidance.
 - Timaru Draft Parking Strategy (2021)

- Timaru District Growth Strategy (2018)
- Temuka, Geraldine and Pleasant Point Strategic Plans

Financial and Funding Implications

- 36 There is a total of \$2.25 million available this financial year (\$500,000 cycleways implementation, \$1.75 million Better Off Funding allocation), to deliver the projects recommended by Officers in this report. Officers consider that the recommended projects are deliverable within these budgets and timeframe.
- 37 Better off Funding will be drawn down for project delivery first, to ensure maximum utilisation of this available external funding. In the event of an underspend in the total budget this financial year, this would also ensure that residual funds are Council capital funding that could be used to implement further ATS projects, alternative work programmes or reduced borrowing as determined by Committee members.
- 38 There are requirements that must be met in order to draw down funds from Council's Better off Funding allocation. These requirements are well aligned to existing Land Transport Unit project, procurement and contract management processes and we consider Officers will be able to meet all requirements. The Committee should note that funds are only able to be drawn down upon completion of key milestones which will mean a temporary lag between Council spending and availability of Better off Funds. This will be noted in Council's financial reporting as and when spend of Better off Funding occurs.
- 39 The Committee should note that the total Better off Funding allocation for Council is \$2m, however \$250,000 was previously committed to the Geraldine Board Walk project (not part of this Strategy).

Other Considerations

- 40 Once adopted, the Active Transport Strategy will be incorporated into active transport asset and activity management plans to consolidate future development approaches.

Attachments

- 1. Attachment 1 - Timaru District Active Transport Strategy 2024 - RFS**
- 2. Attachment 2 - ATS Project Scopes**

Onwards

Timaru District Active
Transport Strategy

2024
DRAFT





Mayor’s Foreword

As Mayor of our vibrant community, I know that walking, biking and other forms of active transport are important ways that people get to where they need to go. Beyond that, walking and biking are much-loved leisure activities in our District, help to service mobility needs and ensure access to employment and entertainment for many people in the community. My vision for our District includes better walking and biking infrastructure and more people using it - a pathway towards a healthier, greener community.

Active transport, encompassing walking, cycling, and other human-powered modes of travel, presents us with significant opportunities. Beyond promoting healthier lifestyles through daily physical activity, it serves as a cornerstone in reducing our carbon footprint and safeguarding our environment. Onwards is our plan to expand our active transport offering onwards, upwards and outwards, to benefit more people in our community and open new opportunities for commuting and recreation. But it’s not just about building more cycle lanes and walking trails - this strategy lays out our plans to encourage more people to take up these opportunities, and our ideas for other projects to help get more people moving - things like safe, lockable bike parking, hydration and repair stations.

I encourage everyone in our community to integrate active transport into your daily routines when you can. Whether this is opting for a bike ride over a short car trip, choosing to walk to nearby destinations, or combining public transportation with walking or cycling, each small effort contributes to a broader, positive impact.

Let us seize this opportunity to lead by example and demonstrate our dedication to a lifestyle that prioritises activity, our health and protecting our beautiful natural environment.

Onwards!

Nigel Bowen
Mayor of Timaru District



DRAFT i

Summary

Our vision

Active transport options are safe, accessible, fun and popular with our communities and visitors



Photo: Central South Trail

Action plan

Goals



Make active forms of travel safer, more accessible and more attractive for more people



Encourage people who make short trips by car to start walking, biking and using micro-mobility options more often



Increase the number of people who walk, bike and use mobility modes for recreation

Focus areas

1

Build and maintain connected, District-wide infrastructure

2

Provide wayfinding & complementary amenities

3

Promotion & Education

4

Enabling policy and planning

Outcomes we seek



Improved health, wellbeing and community vibrancy



Environmental - reduced emissions, noise and air pollution



A more desirable destination for visitors



Safer streets



Lower transport costs



Improved access to employment, services and entertainment

DRAFT ii

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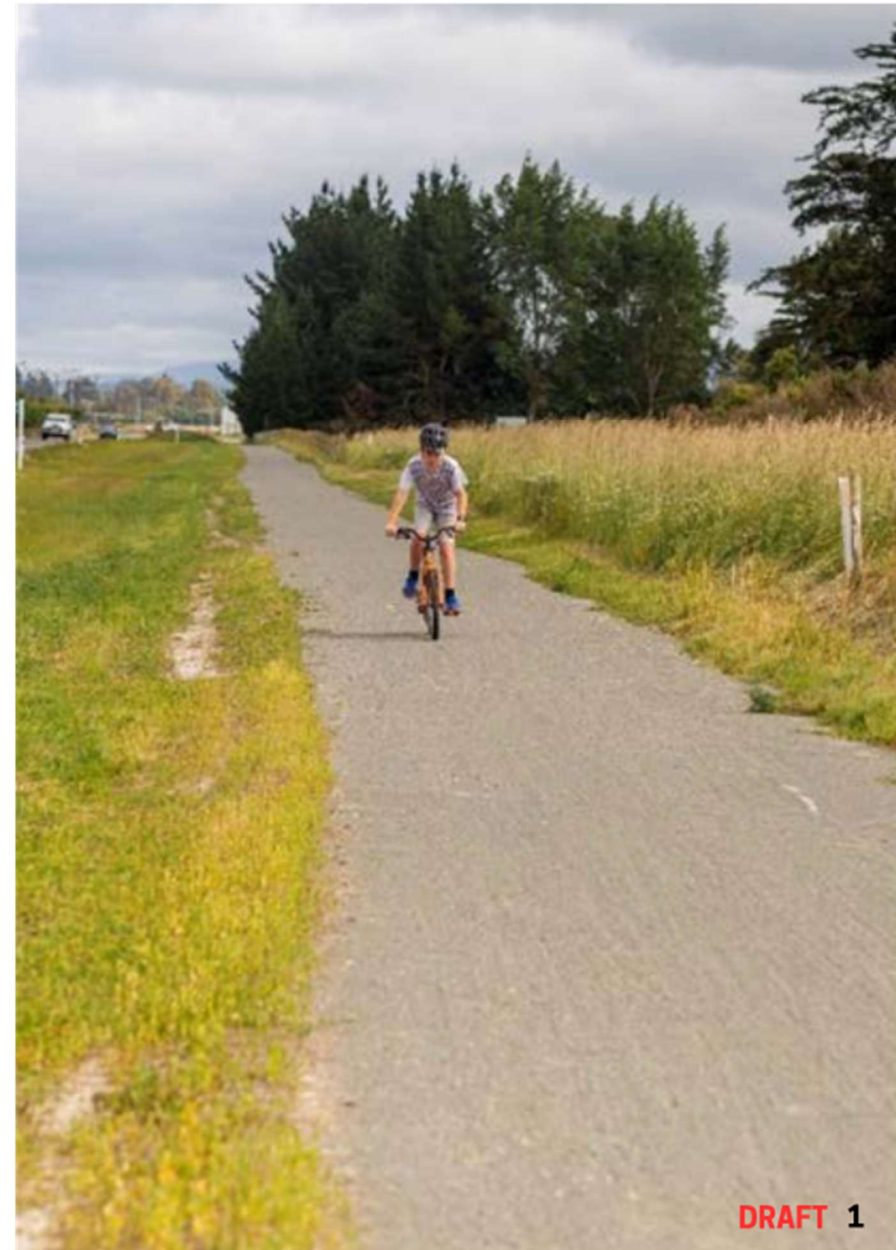
DRAFT iii

About this strategy

Welcome to Onwards, the active transport strategy for the Timaru District. This document lays out the pathway to expanding our District's active transport offering onwards, upwards and outwards – benefitting more people in our community and opening up new opportunities for commuting and recreation.

This plan is a step change from the Active Transport Strategies our Council has adopted in the past. It brings our District's on-road and off-road infrastructure plans together for the first time, and updates them with new trends and feedback from our community. The result is a comprehensive infrastructure development plan for a connected, District-wide walking, biking and micro-mobility transport system. It also presents a suite of complementary projects, and identifies how new paths and cycleways will work together with promotion and education programmes to help get more people on bikes, on foot and using other forms of active transport. In collaboration with Venture Timaru, this plan also explores how we can leverage cycle tourism opportunities, building on our recreational transport offering to lift the value of our District as a destination for visitors.

Our goal is to build an active transport system that provides a genuine alternative to vehicle transport. This will require more investment into projects that improve safety, break down barriers to active travel and make these options more attractive for more people. Through collaborative efforts, partnerships with community and industry and continuous improvement, we are committed to achieving this goal. We want our District to lead the way – to a future where active transport is accessible, safe, a celebrated aspect of our residents' lifestyles, contributing to a cleaner, healthier environment.



What is active transport?

The most common forms of active transport are walking and cycling. Active transport also refers to a range of generally non-motorised ways for moving around, including jogging, using wheelchairs or mobility aids, horse riding and an expanding number of micro-mobility devices. This includes e-scooters, powered skateboards, and various non-standard bicycles such as e-bikes, cargo bikes and tricycles.

Active transport is 'active' as it involves people being more physically active than using other modes of transport such as cars and public transport. In this document the term 'active transport' is used to encompass use of active modes for both transport and recreational purposes.

People are using active transport when they bike to work, walk to school, take a scooter to the shops or skateboard to a friend's house. They're also using active transport when they are doing recreational activities like cycling for exercise, walking to enjoy the outdoors or going jogging.

Active transport modes can be categorised as motorised and non-motorised forms of transport, as shown in Figure 1.

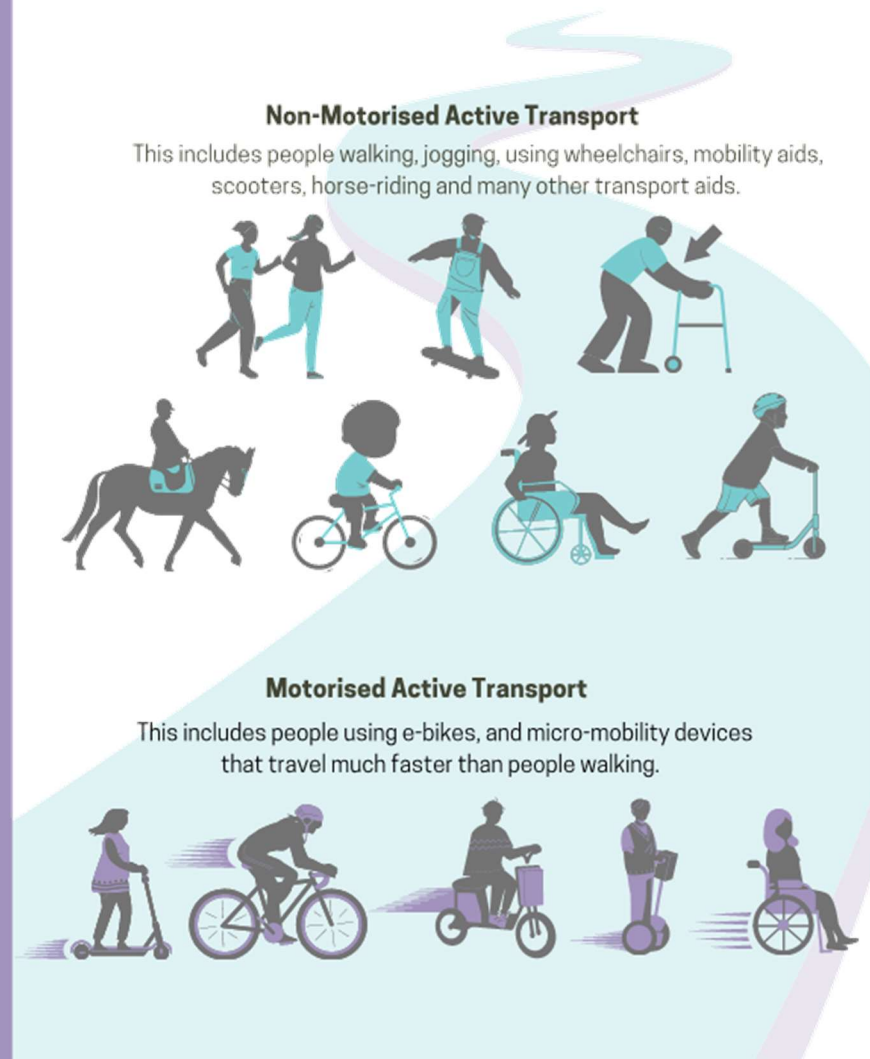


Figure 1 - Types of active transport

DRAFT 2

Value proposition - how does our District benefit from active transport?

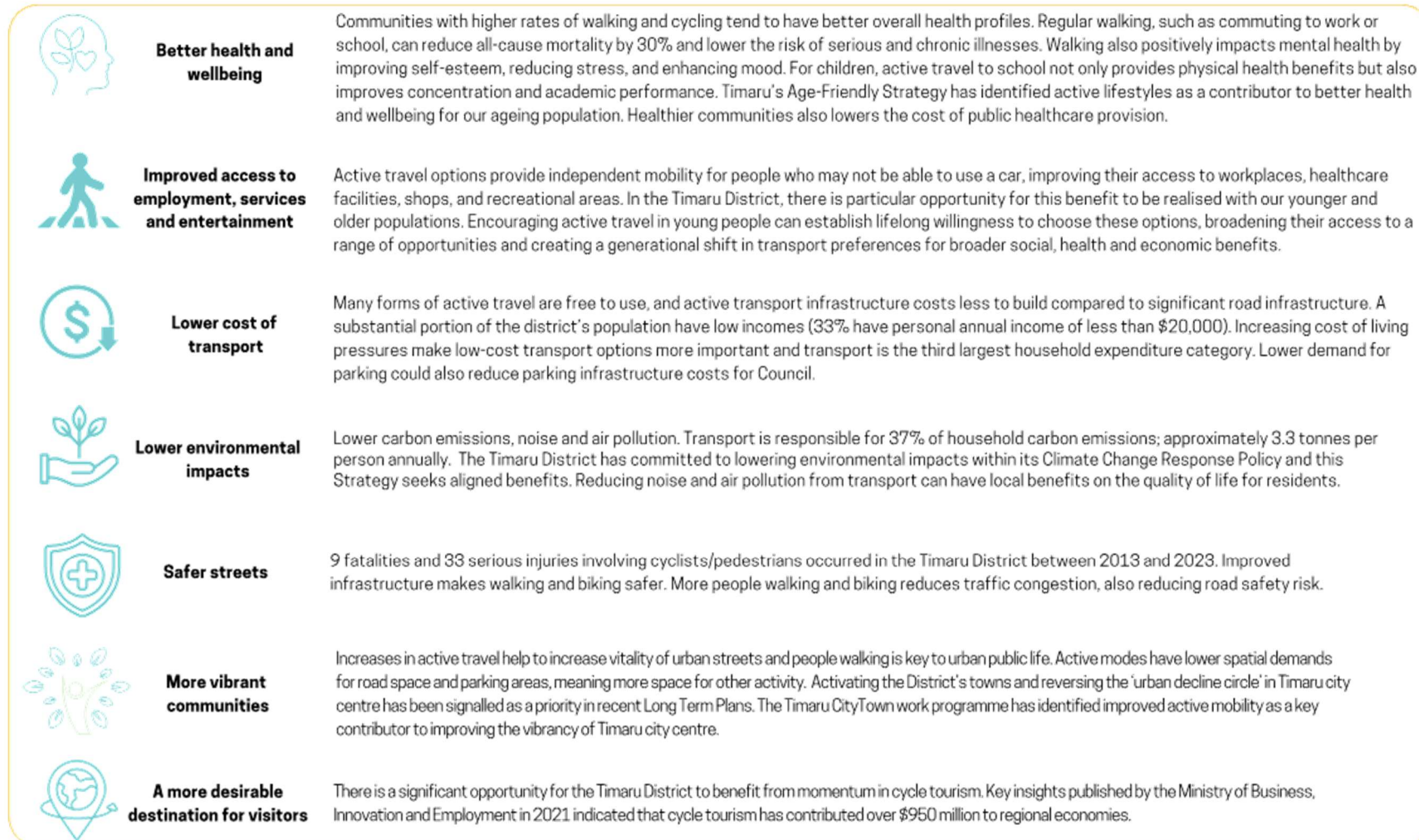


Figure 2 - Active transport benefits

DRAFT 3

Current active transport use

As in most places across New Zealand, household travel in the Timaru District is predominantly by car and active transport plays a minor role. Travel by car is generally easy, fast and provides convenient door-to-door access. Car ownership is widespread (almost 40,000 passenger vehicles registered in the District, meaning close to one vehicle per person), and the relatively small size of Timaru city and the district's townships means that traffic congestion and car parking costs are not issues that prompt more people to walk and cycle in some bigger centres.

Figure 3 shows that journey to work mode share for cycling and walking in the Timaru District is low with approximately 5-6% of workers walking and 1-3% cycling. These levels are similar to New Zealand averages. While there was some growth in cycling between 2001 and 2013, there was a decline between 2013 and 2018. Walking mode share appears relatively static over the past approximately 20 years.

All these factors suggest a different approach is needed to encourage active travel growth and achieve a step change. There is huge potential for the Timaru District to respond to key challenges and opportunities ahead and leverage the benefits that greater uptake of active travel would present for the District.

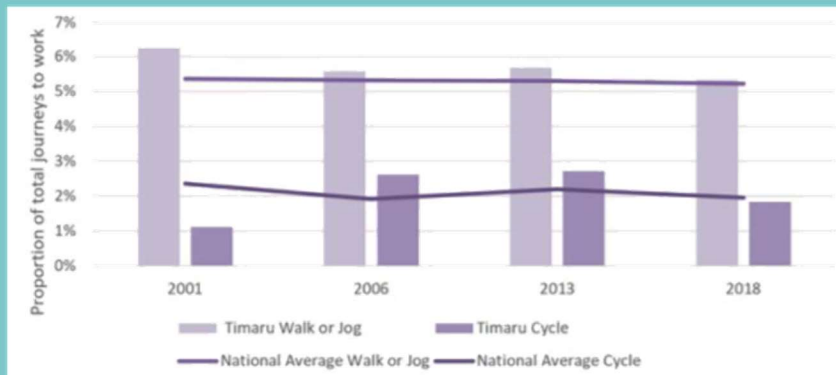


Figure 3 - Active mode share for journeys to work, 2001 - 2018



DRAFT 4

Our community profile - influences on active transport demand

Timaru District's community profile is distinct from that of New Zealand including a greater proportion of people in older age groups, lower population growth and lower average household income:

- Timaru's population is projected to increase to 49,700 by 2033, reaching 51,600 in 2053 (0.2% average annual increase).
- 28% of people are age 20 years' old or less
- 22% of people are age 65 years' old or more, this is expected to increase to 30% of people over the next 30 years
- 18% of people age 65 or older have limitations in performing activities such as walking, seeing, hearing or self-care (2018)
- 33% of people have annual personal income of less than \$20,000 (2018)
- 34% of people age 15 years' and older are not in the labour force (2018).

Our ageing population has several key implications for active transport. A survey conducted by Timaru District Council during the development of the draft Timaru District Age-Friendly Strategy found that transport is by far the most pressing issue for seniors (caused by loss of licence, loss of a spouse or partner who drove, declining mobility and lack of suitable public transport).

There is expected to be a growing need for transport infrastructure to support mobility alternatives and support ease of access to public transport options. The survey also found there was enthusiastic support for walking and cycling paths across the District. E-bikes have opened opportunities for older age groups, meaning the demand for more cycle trails and tracks will continue to increase as people live longer, are fitter and more capable for longer.

Children and families enjoy active transport options for recreation, particularly to access urban centres, parks and reserves. Walking, biking and other non-motorised forms of active transport are also used by much of our younger population for travel to and from school. A recent survey of Waimataitai Primary School found that over 60% of students living within 800 metres of the school walked to school.

Ethnic diversity in our communities also continues to increase, with increases in refugee and immigrant populations in recent years.

Many refugees to the Timaru District are children and have a need for safe and efficient travel through and around our District. Refugee families often face barriers in terms of private vehicle transport so walking and biking infrastructure can help to increase mobility, access, and participation within our community.

Our demography has further implications on the affordability of travel and infrastructure provision. As most forms of active travel are either free or inexpensive (compared to private vehicle travel), improving active travel options can open up new opportunities/improve transport equity for lower income households. Active transport infrastructure can also be cheaper to build and maintain than traditional road infrastructure, lowering transport costs for ratepayers.

Venture Timaru, the District's Economic Development Agency, recently commissioned a report modelling several future growth scenarios for the District, the most ambitious of which has a goal of a population of 75,000 by 2050. If this scenario played out, we could expect to see increased population numbers travelling on all parts of our transport network. Significant population growth could thus drive further demand for active transport options.

TDC's aim is that all current and future members of the community who wish to do so can safely and comfortably use active transport.



What you told us - insights from community feedback

Council surveyed residents to inform preparation of this plan. Key findings from these surveys are illustrated in Figure 4 and include:

- The majority of people currently use active transport for leisure/recreation purposes
- Safety concerns and lack of good infrastructure are key barriers to cycling and 'more protected cycle routes on main roads' is identified by most people as the most important initiative for encouraging more cycling
- A high number of people would be encouraged to walk more if the streets were more attractive
- Lack of cycle parking at destinations is a secondary barrier to more cycling
- Barriers and encouragement factors for more walking are distinct from cycling. The top barriers identified for walking are concerns about inadequate street lighting and uneven footpath surfaces.

Children and their caregivers at several Timaru primary schools have also been recently surveyed to understand perceptions of active transport. For example, the survey at Oceanview Heights School found that:

- 47% of students travel to school using active modes including walking, travelling by bike, scooter and skateboard
- 78% of students indicated they would like to travel to school using active modes
- the main reasons parents gave for driving rather than using active modes were distance, concerns about dangerous roads and concerns about personal safety.

These responses reinforce findings from international and NZ-wide studies. For example, a recent NZ-wide survey found that key barriers to walking more are not feeling safe in the dark. The same survey found that 57% of New Zealanders support investment in cycleways because it gives people more travel options and 53% of cyclists reported that the opening of new cycleways encouraged them to cycle more.

A full summary of community feedback obtained in the survey is provided in Appendix A.



Figure 4 - Summary of community feedback

DRAFT 6

Key challenges and opportunities

Opportunity - the size of the District's urban areas supports active modes

Although active transport use is currently low, most household trips are short and the relatively small size of Timaru and the district's townships means that active travel is a viable option for the average trip length.

Analysis of urban Timaru finds that 81% of the city's residents live within an 8-minute cycle ride of a package of six key destinations (supermarkets, pharmacies, parks, schools, early childhood centre and GP). This highlights the potential for short walking and cycling trips to meet everyday access needs.

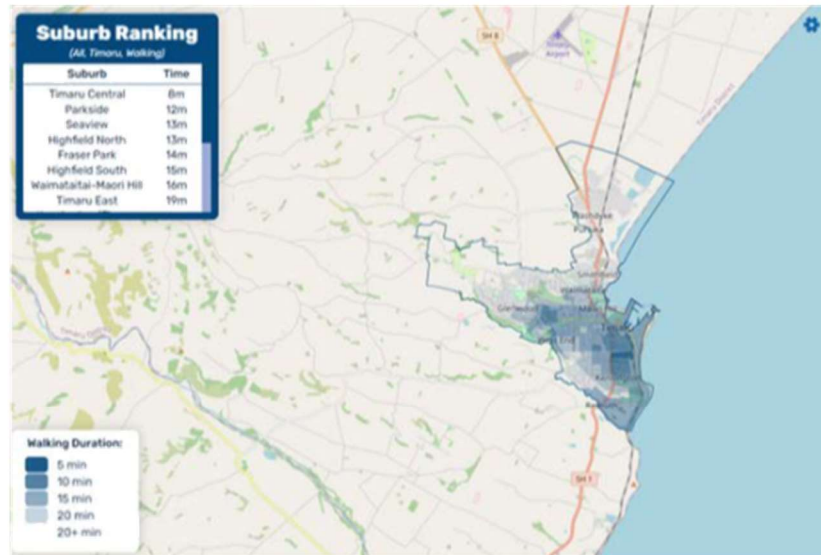


Figure 5 - Average walking durations in Timaru city

Timaru data on walking to education (schools and tertiary education) shows there is a good base of people walking to schools that the district can build on. Across the district 23% of journeys to education are on foot and an additional 5% by bike.

Both walking and cycling mode share for education purposes are higher than the national average. Walking mode share is highest in Timaru compared with a selection of comparator districts (Figure 6).

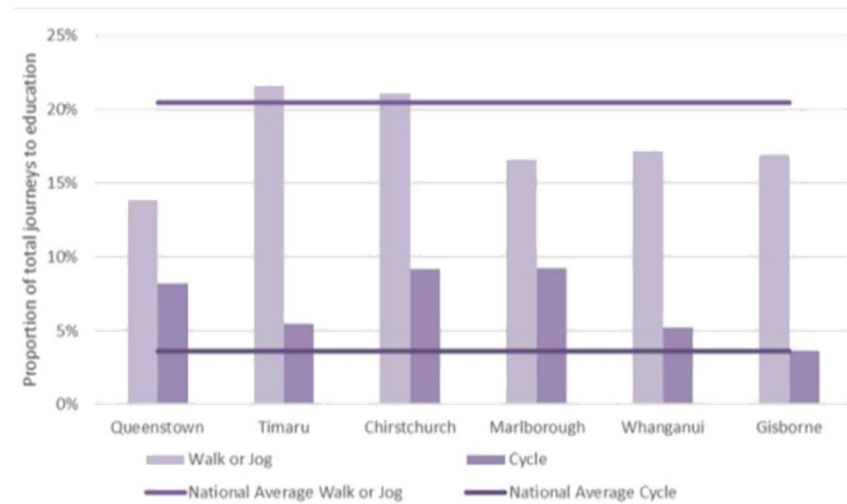


Figure 6 - Active mode share for journeys to education, 2018

DRAFT 7

Opportunity - Cycle tourism through community connections

There are opportunities for active transport recreational experiences to contribute to district-wide tourism objectives and to enhance quality of life for residents. The Timaru District Destination Management Plan 2021 highlights this opportunity, and there is existing community-led momentum for establishing the proposed Central South Trail as a centre piece of a broader network of long-distance trails that establish new visitor experiences that attract tourists to the region.

The Central South Trail is planned to run from Timaru to Tekapo and connect with the Alps 2 Ocean Trail. The success of the Alps 2 Ocean Trail and other regional cycle trails provide examples of the positive impacts of investment in long-distance rural trails. In addition to tourism opportunities, improved provision for active transport through both urban and rural trails provides recreational assets for residents with benefits to health, wellbeing and quality of life, connecting our communities.



Figure 7 - Central South Cycle Trail



Opportunity - E-bikes make cycling viable for longer trips and for a broader range of users

E-bikes present a unique opportunity for increasing cycling uptake. Compared with standard bikes, e-bikes:

- Increase trip range (higher speed output, less fitness/ability required)
- Decrease topographic barriers.
- Increase the demographic range of users who see cycling as a viable transport option (particularly among more elderly groups)
- Decrease barriers to cycling associated with physical exertion (e.g., less sweating, better suited for those who need to appear professional after a trip).

Timaru, like many districts in New Zealand, has east-west valleys and hills (see Figure 8), creating topography challenges for walking and cycling. E-bikes mitigate this issue by providing increased speed without a required increase in effort. In the same manner, this increases the range of trips, with one study finding e-bike users travel approximately 11 km per day, longer than the distance individuals report to be willing to travel by standard cycles .

In addition to the ability to increase cycling use cases, e-bikes increase the user base by allowing for people of varying fitness levels and different levels of ability to more easily travel by cycle.



Figure 8 - Example of Timaru topography

Challenge - funding limitations

Best practice safe cycling infrastructure involves cycleways that are physically separated from general traffic on streets with higher traffic volumes and speeds of 50km/h (e.g. urban Timaru’s arterial street network). These types of facilities can be expensive (e.g. \$2 - \$5 million dollars per kilometre of facility).

Comprehensive retro-fitting of the entire street network in the district would be too costly for Council. There is a challenge therefore in prioritising where to invest in best-practice infrastructure and identifying ways to improve safety and attractiveness of streets in lower cost ways.



Figure 9 - Existing on-street painted cycle lanes do not attract a broad range of cyclists

DRAFT 9

Challenge - safety perceptions

Both the reality of relatively high crash rates for active modes and people's perceptions of safety are limiting active transport uptake. Road crashes have major negative individual and collective impacts and when active modes are disproportionately impacted, they also change how people feel about their travel choices.

Data on road crashes involving active modes in Timaru District suggests that crashes involving active modes occur most regularly in and around urban centres. Fatal crashes for active modes are often located on high-speed rural roads outside townships and are often associated with alcohol impairment. Elderly pedestrians are represented in multiple fatality crashes within Timaru city. Urban intersections are also higher risk locations. In Timaru the corridors of SH1, Wai-iti Road, Wilson Street and North Street are overrepresented in crash occurrences for active modes. A similar pattern presents in smaller townships like Geraldine with active mode crashes occurring either at intersections or in car parks.

Attractive and safe streets and paths will be important for shifting perceptions of safety and attracting more active transport use by a more diverse range of people. While a small proportion of the community are comfortable cycling in current conditions, lack of safe cycle facilities is a key barrier to wider uptake by children and young people and less confident cyclists of all ages. As mentioned above, a survey of Timaru residents found this one of the top barriers to cycling. Equestrian groups have also actively lobbied Council for safer provision for horse riders on our network.

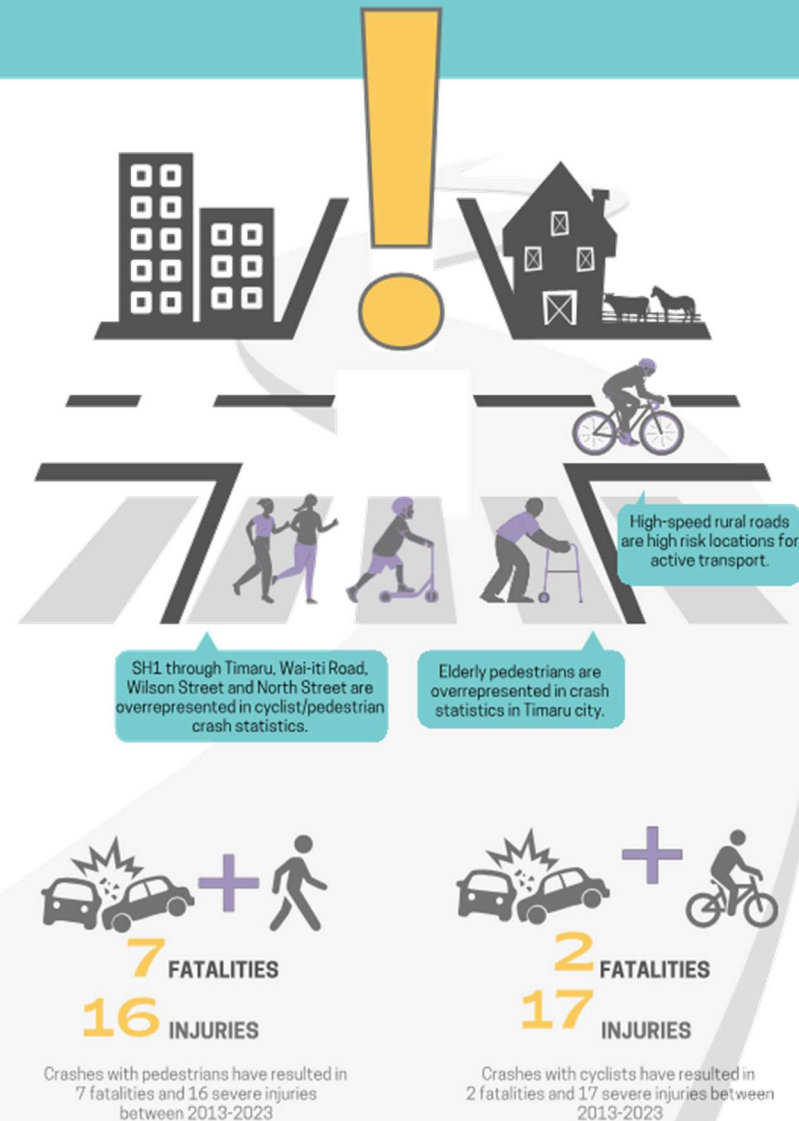


Figure 10 - Key safety statistics

DRAFT 10

Alignment with relevant policy, strategy and plans

This plan aligns with relevant policy, strategy and plans as follows:

- Ministry of Transport Strategic Outcomes Framework
- Ministry for the Environment Emissions Reduction Plan
- Waka Kotahi Cycling Action Plan
- Timaru District Council Long Term Plan 2024-34
- Timaru District Council Transportation Vision 2006
- Timaru District Destination Management Plan 2021
- Timaru District Economic Development Strategy 2021
- Timaru District Off-Road Walking and Biking Strategy 2012 to 2032
- Geraldine Transport Strategy 2021
- Timaru District Council Infrastructure Strategy
- Timaru District Climate Change Response Policy
- Canterbury Regional Land Transport Plan 2021-31
- Road to Zero
- Timaru District Plan (2005) and Proposed District Plan
- Waka Kotahi's Cycle Network Guidance and Pedestrian Network Guidance.
- Timaru Draft Parking Strategy (2021)
- Timaru District Growth Strategy (2018)
- Temuka, Geraldine and Pleasant Point Strategic Plans

Relevant aspects of this plan are aligned to the Government Policy Statement on Land Transport 2024-34 (GPS), however it is noted at the time of writing that the GPS deprioritises funding for active transport initiatives.



Changes since the last strategy

TDC's last Active Transport Strategy was published in 2018. There have been several changes since then that have informed this update.

Since 2018 TDC and other community organisations have continued to expand the active transport network. For example:

- The district's first trial of an on-street separated cycling facility was delivered on Port Loop Road in 2022
- The Washdyke to Pleasant Point shared path was completed in late 2021, led by community volunteers at the Central South Trails Incorporated Society and supported by TDC and the Mid and South Canterbury Community Trust. This is the first stage of the Central South Cycle Trail.
- The Fairlie to Kimble section of the Central South Cycle Trail was opened in September 2023 and the Pleasant Point to Cave section of the trail is also due for completion in June 2024.
- TDC progressed planning and design of a package of active transport infrastructure improvements with three focus areas – strategic cycle networks, sustainable school travel, walkable neighbourhoods, with initial work funded by central government's Transport Choices Programme (this funding/activity has since paused due to changes in Government priorities).
- DC and Te Mana Ora Community and Public Health South Canterbury continued to deliver school travel plans for several Timaru primary schools.

There have been several developments in the national-level policy context relevant to planning for active transport:

- Increased focus on the role of improved travel options including walking and cycling as a way of reducing carbon emissions and contributing to climate change mitigation objectives. For example, New Zealand's first Emissions Reduction Plan prepared by the Climate Change Commission identifies 'improved urban form and providing better travel options' as the means reducing total kilometres travelled by the light vehicle fleet by 20 per cent by 2035.
- Strengthened guidance on planning and designing for active modes, with development of Waka Kotahi's Cycle Network Guidance and Pedestrian Network Guidance. Waka Kotahi have also published a national-level Cycle Action Plan (2023) emphasising the importance of connected cycling networks.

- Adoption of a 'vision zero' approach to Road Safety for New Zealand with the Road to Zero 2020-2030 road safety strategy placing emphasis on the importance of safe systems for vulnerable road users including people walking and cycling and the interactions between safe roads and healthy and liveable communities.

At the regional and local level, key policy shifts informing active transport include:

- The Canterbury Regional Land Transport Plans 2021-31 and 2024-34 place stronger focus on mode shift, road safety and integrated land-use and transport objectives. It includes targets to reduce the region's greenhouse gas emissions from transport by 30% by 2031 and reduce deaths and serious injuries on the region's roads by 40%.
- New strategic plans for each of the district's townships including Temuka, Geraldine and Pleasant Point identify several specific projects for improving active transport infrastructure and road safety outcomes.
- The Timaru CityTown Strategic Framework (2022) establishes a plan for the Timaru city centre and includes 'inclusive mobility' as one of several outcomes with goals to improve active transport connections to the waters edge and improve walkability of the city centre.
- The Timaru District Growth Strategy (2018) emphasises the importance of planning development in a way that supports active transport as realistic choices for residents by "provision of green linkages to improve walking and cycling accessibility and passive recreational linkages between residential, recreational and commercial areas", "requiring walking and cycling routes to be identified on Structure and Outline Development Plans associated within new greenfield growth areas and integrating urban development with transport infrastructure.
- Future Parking Strategies may raise awareness of trade-offs between on-street parking space and provision for walking and cycling, and/or propose a high priority on cycle parking.

DRAFT 12

Vision

Timaru District Council's vision for active transport is:

Active transport options are safe, accessible, fun and popular with our communities and visitors.

This overarching vision guides the Council's activities related to active transport. The action plan in the following section sets out how we will achieve the vision.

Goals

TDC has three goals for active transport. These specify the changes we want to see in our infrastructure, our transport behaviour and outcomes such as safety for active modes. Achieving these goals will contribute to several broader positive outcomes for our communities, economy and environment. For example, more people walking and cycling and driving less will contribute to better health and wellbeing, lower household transport bills and less carbon emissions.

Table 1 - Goals for active transport

<p>Make active forms of travel safer, more accessible and more attractive for more people</p>	<p>Concerns about road safety are a major barrier for increased use of active modes, particularly cycling. Concerns about the safety of footpaths and paths from a social safety perspective (e.g. lack of lighting) are also barriers to walking. Improving safety outcomes for active transport not only provides a benefit from reduced road crash harm but is also a pre-condition more active transport use. Streets and public spaces such as parks and shared paths are the infrastructure network for walking and cycling. Attractive and comfortable streets will invite more people to use active transport. Improving the design and functionality of these spaces to provide direct and safe routes linking schools, childcare, shops and workplaces is an essential pre-condition for more people using active transport.</p>
<p>Encourage people who make short trips by car to start walking, biking and using micro-mobility options more often.</p>	<p>There are important health, environmental and economic benefits from more people walking and cycling more often – and driving less. The biggest opportunity for shifting trips from cars to active modes is for short trips and 65% of household trips are less than 5 kilometres. These short trips to work, school, shopping and for social purposes are the focus for increasing walking and cycling.</p>
<p>Increase the number of people who walk, bike and use mobility modes for recreation.</p>	<p>Walking, cycling and other forms of active transport are among the most common recreational/ sports activities undertaken by the community. Encouraging physical activity has important health and wellbeing benefits. Providing recreational active transport assets can also attract new visitors to the district.</p>

DRAFT 13

Targets

TDC has set targets to enable measurement of progress towards our goals. These targets are for 2034 and use available data and measures that can help monitor whether we are on track to achieving our vision. More information on our approach to monitoring progress is included in Section 4.3. Alongside these targets are several other performance measures for monitoring council activity and implementation of initiatives.

Table 2 - Active transport targets

Goal	Indicator	2024 baseline	2034 targets
Encourage people who make short trips by car to start walking, biking and using micro-mobility options more often.	Journey to work mode share: % of total trips by walking or biking, Timaru district (Source: Road user survey, Census)	2018 Census: Walk: 5% Cycle: 2%	Walk: 7% Cycle: 10%
	Journey to education mode share: % of total trips by walking or biking, Timaru district (Source: Road user survey, Census)	2018 Census: Walk: 22% Cycle: 5%	Walk: 35% Cycle: 15%
Make active forms of travel safer, more accessible and more attractive for more people	Annual number of deaths or serious injuries involving cyclists or pedestrians, Timaru district (Source: Waka Kotahi Crash Analysis System)	Annual average (2018-2022) - 1 fatality, 5 severe injuries	50% reduction in deaths and serious injuries compared to 2024 baseline
	Regular use of active modes: % of journeys by walking or biking, Timaru district (Source: Road user survey, Census)	50% of residents regularly walk, 30% of residents regularly cycle and 5% of residents use public transport	75% of residents regularly walk, 50% of residents regularly cycle, and 10% of residents use public transport
	Resident satisfaction with provision of walking and biking infrastructure	Across the network - 60% residents feel that the active transport network meets their needs	Across the network - 80% residents feel that the active transport network meets their needs
Increase the number of people who walk, bike and use mobility modes for recreation.	Number of people using active modes (annual total across selected locations)	Selection of count locations to be confirmed and baseline count data to be collected	100% increase in annual users compared to 2024 baseline

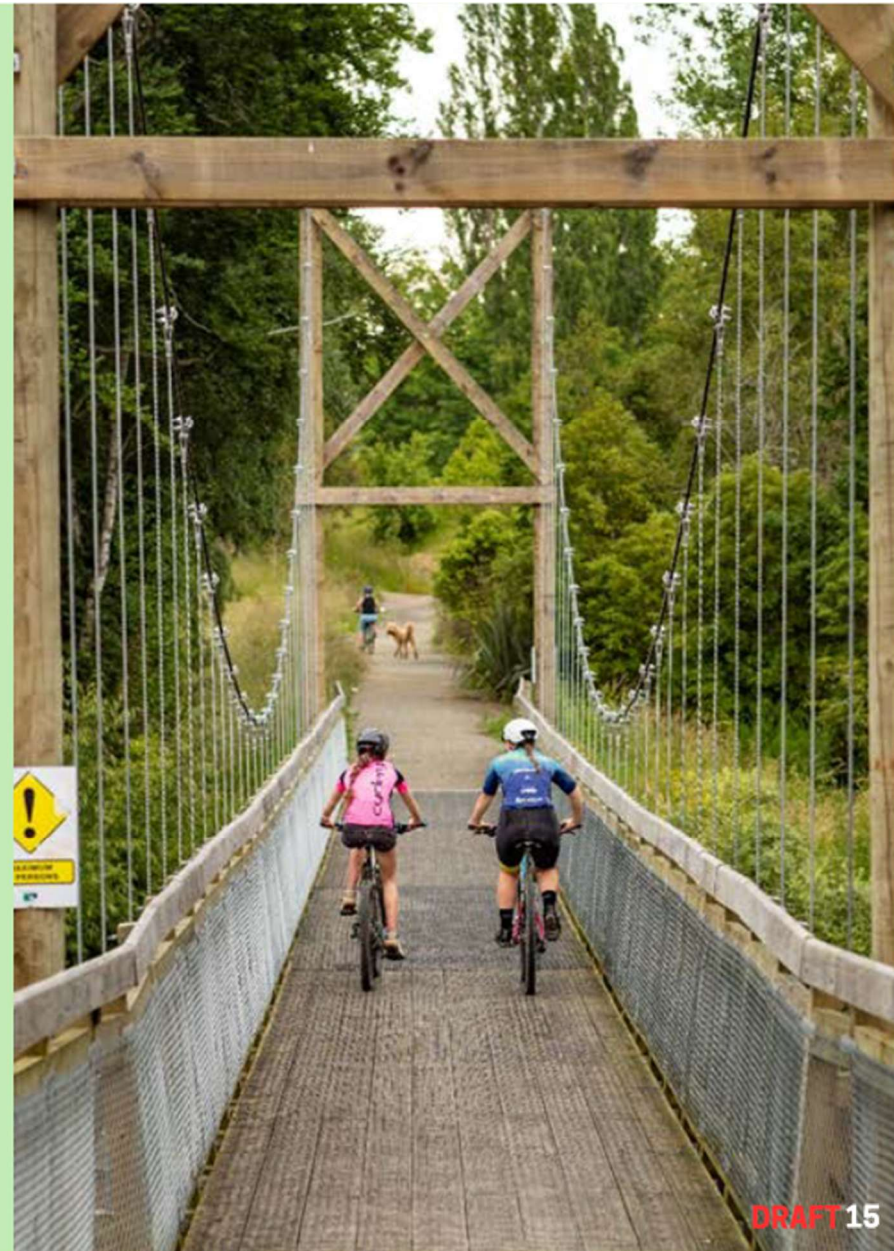
DRAFT 14

Action Plan

This section details the long-term action plan for active transport that TDC and its partners plan to deliver. The projects within have been selected as the most important things that Council can do to help achieve our active transport goals and targets.

Projects are grouped into four key focus areas:

- 1. Build and maintain connected, District-wide infrastructure**
- 2. Provide wayfinding and complementary amenities**
- 3. Promotion and education**
- 4. Enabling policy and planning**



Focus area 1: Build and maintain connected, District-wide infrastructure

This focus area is about achieving a step change in the extent and quality of active transport infrastructure we provide in the Timaru District. Infrastructure plays a critical role in the safety, accessibility and attractiveness of active travel, and uptake of active travel hinges on the development of routes that get people where they want and need to go.

We've designed a comprehensive and connected network of on-road and off-road trails, connecting our main urban areas and the amenities within them. We've considered where we can leverage existing infrastructure, the surrounding natural and urban environments, and known improvement needs/opportunities to provide a network that can be a genuine alternative to vehicle transport. We've also considered how we can connect our townships, building on the work of the Central South Trail to bring an exciting rural trail offering to the District.

Routes are categorised as follows:

- Rural trails – recreational routes connecting our townships with each other and neighbouring Districts
- Key urban routes – priority routes within urban areas that will connect people to key destinations
- Neighbourhood links – segments of the active transport network that serve a neighbourhood, i.e. for recreation or connection to key urban routes

Ideally, all routes will cater for a range of active modes, and there are lots of options for making this possible. For example, in some places a shared path may be able to cater for pedestrians and cyclists, and in rural areas horse access also. In other areas, the existing footpath may be complemented by a dedicated cycle lane. When funding is available to progress the projects in this plan, we will explore possible solutions for each project, including consulting with adjacent landowners.

It is assumed that all existing footpath infrastructure in the District will be retained and maintained as per available Council budgets.

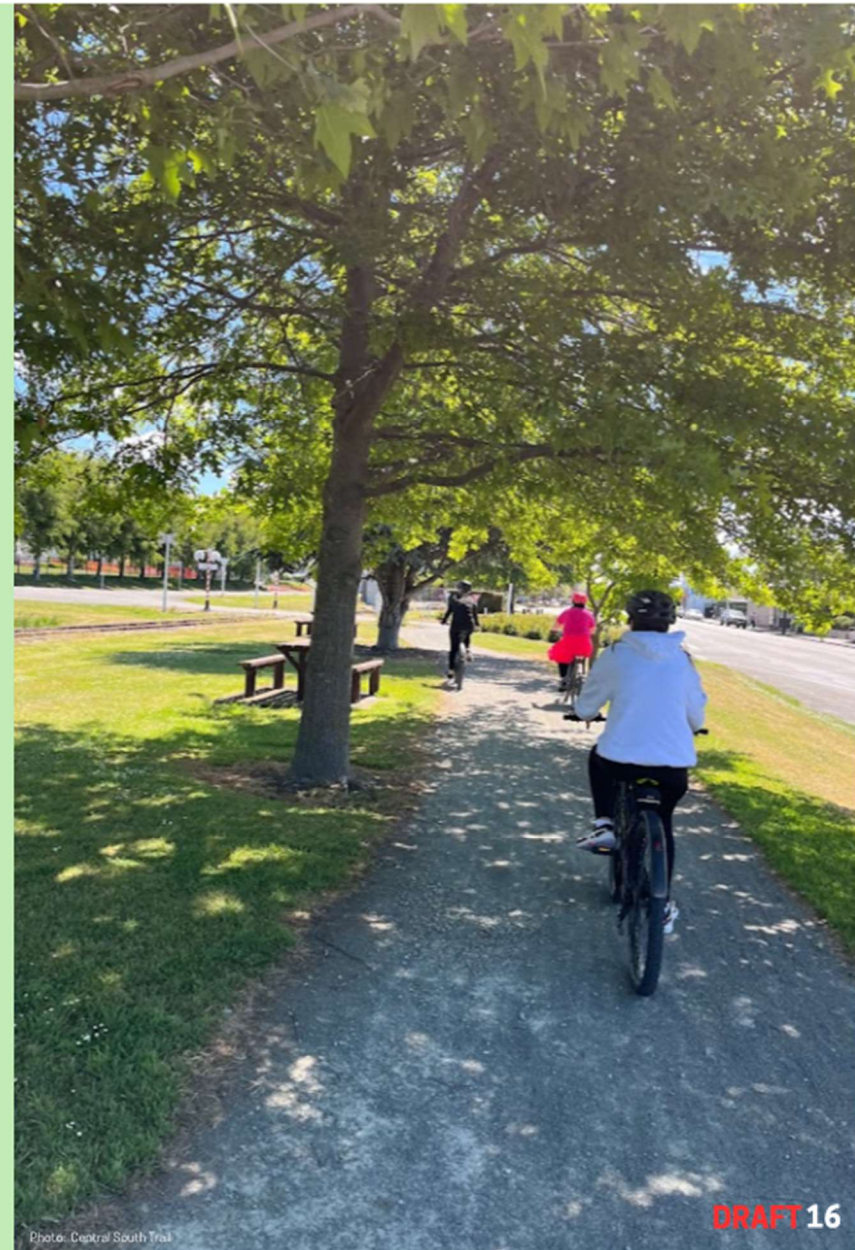


Photo: Central South Trail

DRAFT 16

Examples

Rural trail options



The Peel Forest Shared Path (1 and 3), Jack's Point Lighthouse Path (2) and Central South Trail (4) are all examples of rural trails that cater for people walking, biking and using other mobility modes.

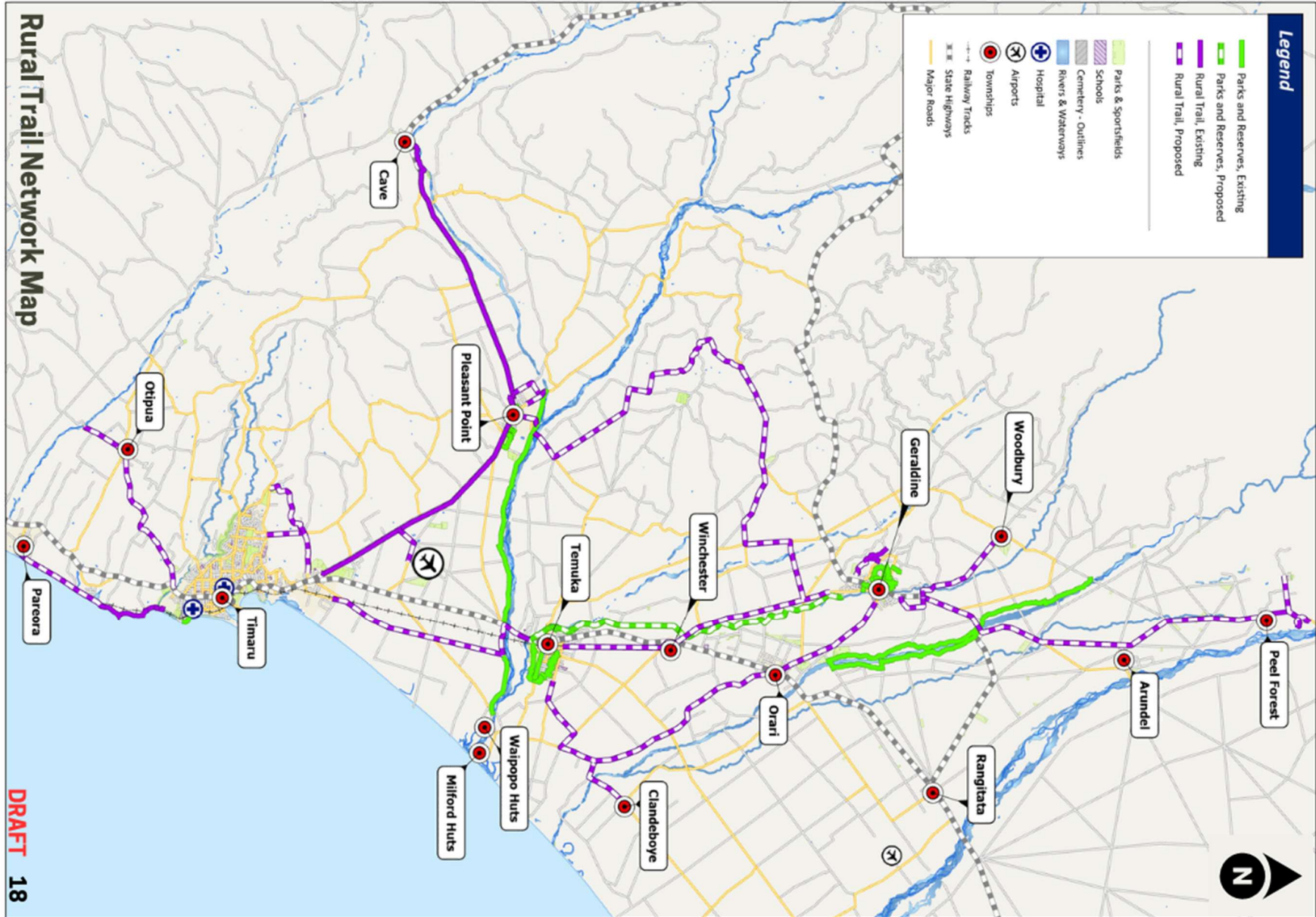
It is typical for rural trails to be off-road, and surfaced with light gravel/chip. Because rural trails can intersect with higher speed rural roads, it is important they have good signage and other facilities to help people cross safely.

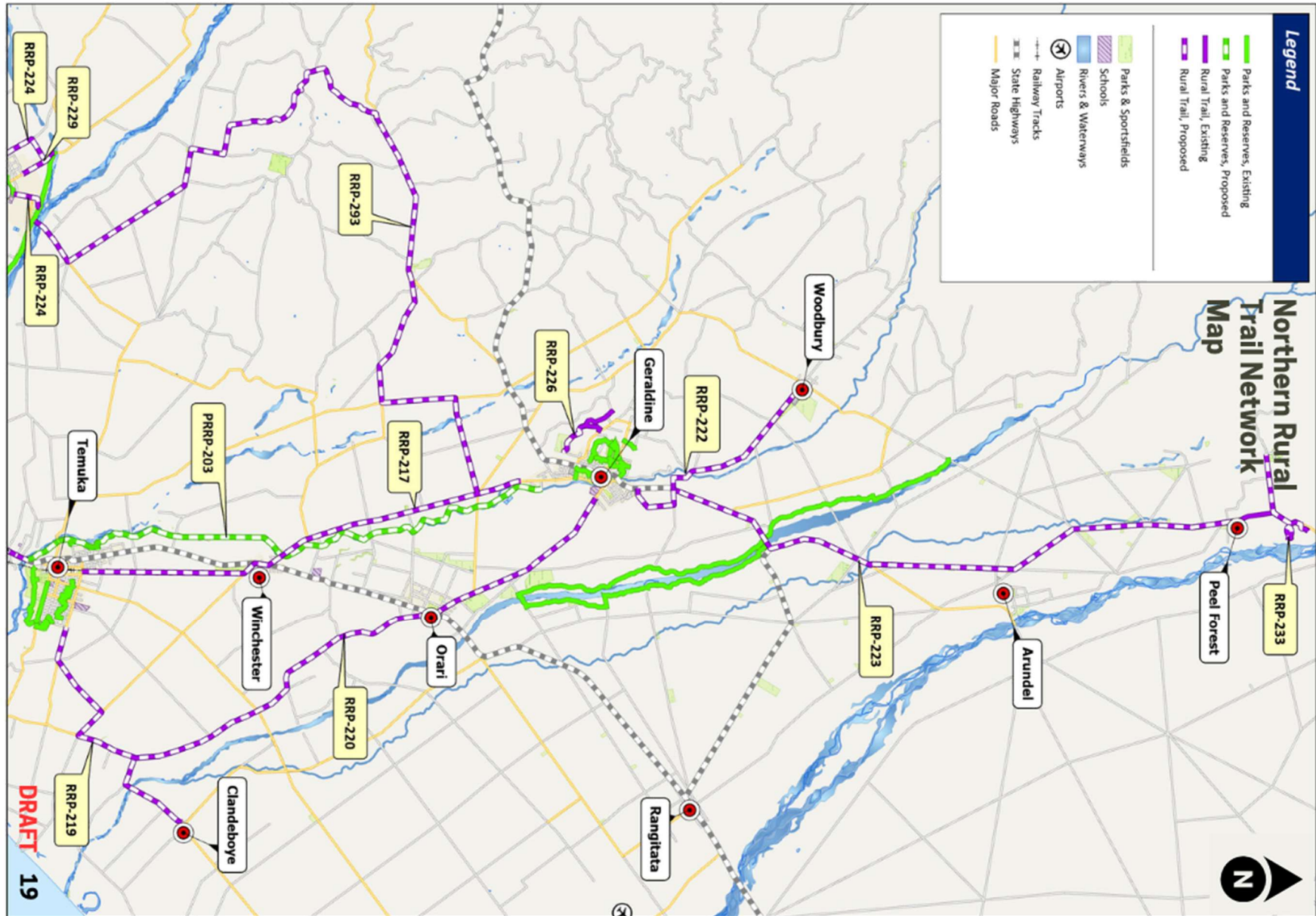
Urban trail options

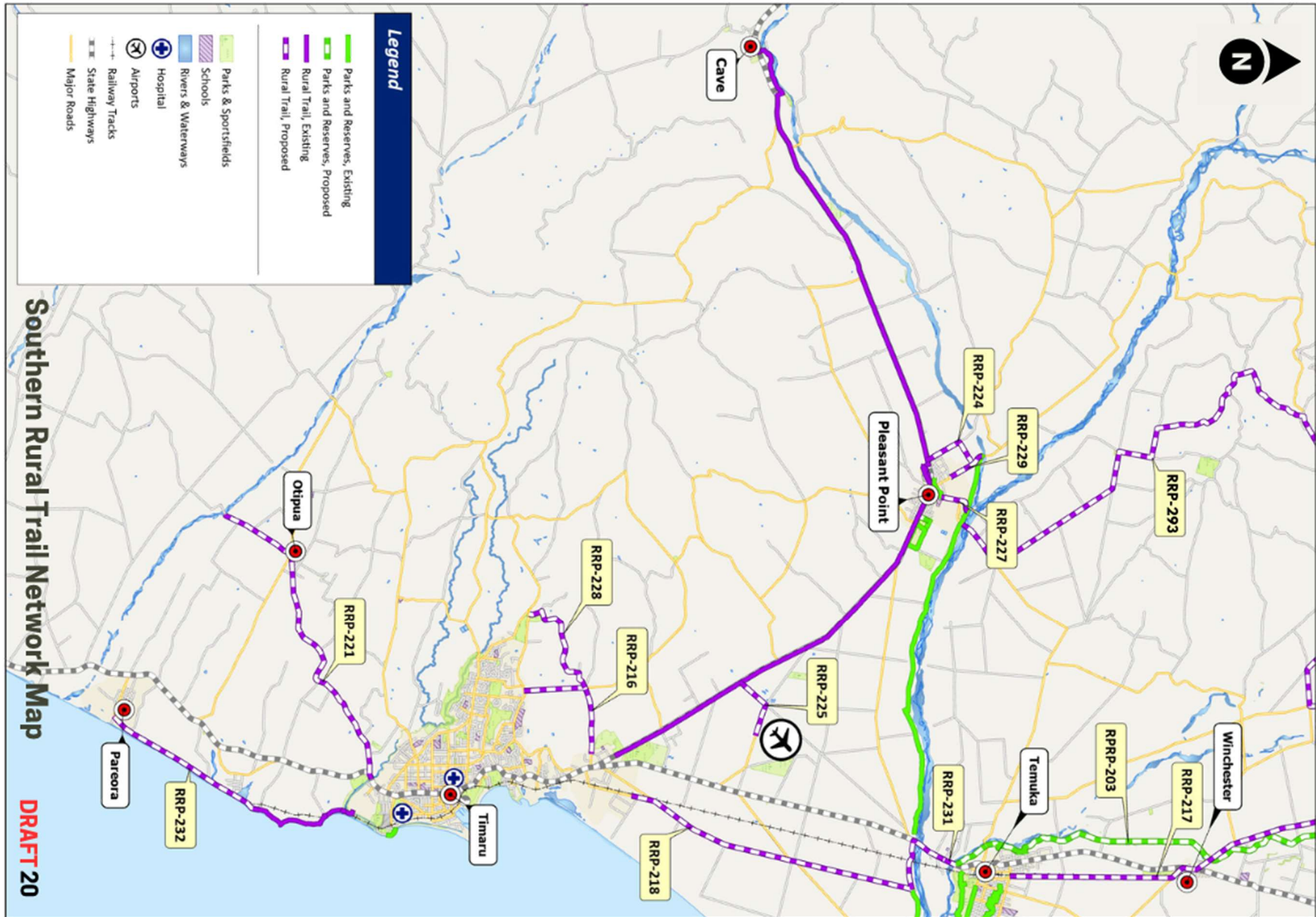


There are lots of options for creating active transport links in urban areas. Painted biking lanes (3) and separated biking lanes (5 - not yet available in the Timaru District) help make biking safer and create separation between people walking, biking and vehicles. Shared paths (1) can cater for a range of active modes, and may have an asphalt surface for ease of walking and to support people using mobility scooters or other aids. Greenways (2) help to slow down the speed of vehicles making biking on roads safer. In some areas off-road tracks and trails (4) will be an important part of the active transport network. Safe places to cross are also an important part of active transport networks in urban areas.

DRAFT 17







Rural Trail Network

Existing segments

The following segments of the Timaru District rural trail network have already been completed (refer to maps on pages 18 and 19):

- Washdyke to Pleasant Point (Central South Trail)
- Pleasant Point to Cave (Central South Island Trail)
- Otipua Beach/Wetlands to Scarborough Road
- Jack's Point/Tuhawaiki Lighthouse Trail
- Peel Forest Path
- Arowhenua to Pleasant Point Track
- Orari River Tracks

The projects listed on the next pages will be prioritised as budgets allow, to enable completion of the Timaru District rural trail network.



Timaru District Rural Trail Network

Future projects

Refer to Table 3 below and maps on pages 18 and 19.

Table 3 - Rural trail projects

ID	Project	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
RRP - 216	Washdyke Flat Road and Kellands Hill Road	Medium	\$\$\$\$	TDC - Land Transport
RRP - 217	Temuka to Geraldine via Winchester	High	\$\$\$\$	TDC - Land Transport
RRP - 218	Washdyke to Temuka via Stopbank	High	\$\$\$\$	TDC - Land Transport
RRP - 219	Temuka to Clandeboye	Low	\$\$\$	TDC - Land Transport
RRP - 220	Geraldine to Clandeboye via Orari	Low	\$\$\$\$	TDC - Land Transport
RRP - 221	Timaru to Waimate District via Otipua	Low	\$\$\$\$	TDC - Land Transport
RRP - 222	Geraldine to Woodbury	High	\$\$\$\$	TDC - Land Transport
RRP - 223	Clark Flat to Woodbury Road	Medium	\$\$\$\$	TDC - Land Transport
RRP - 224	Maze Road to Sherris Road	Low	\$\$	TDC - Land Transport
RRP - 225	Pleasant Point Highway to Airport	High	\$\$	TDC - Land Transport
RRP - 226	Grand Vue Golf Club	Low	\$	TDC - Parks

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Timaru District Rural Trail Network

Future projects

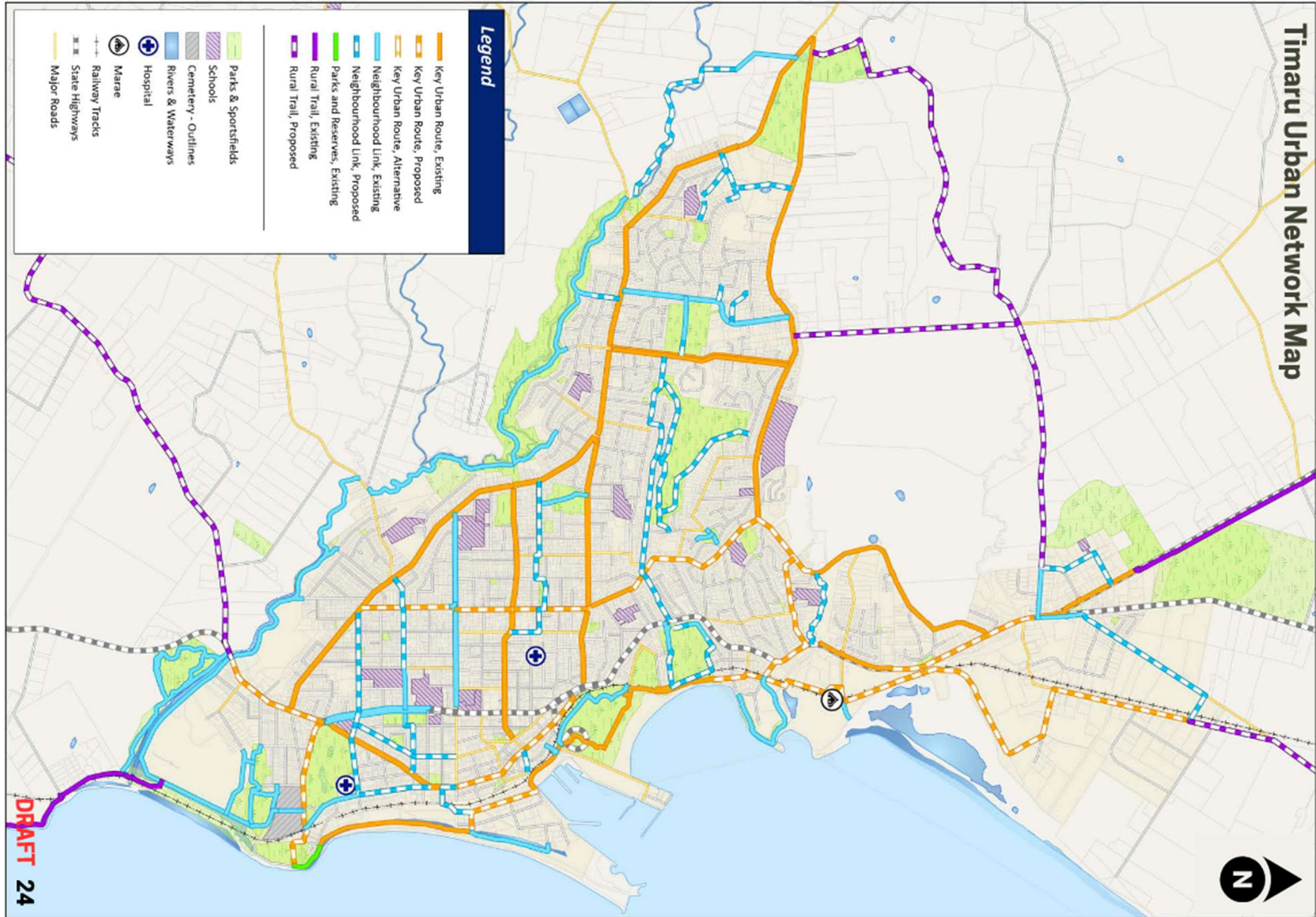
Refer to Table 3 below and maps on pages 18 and 19.

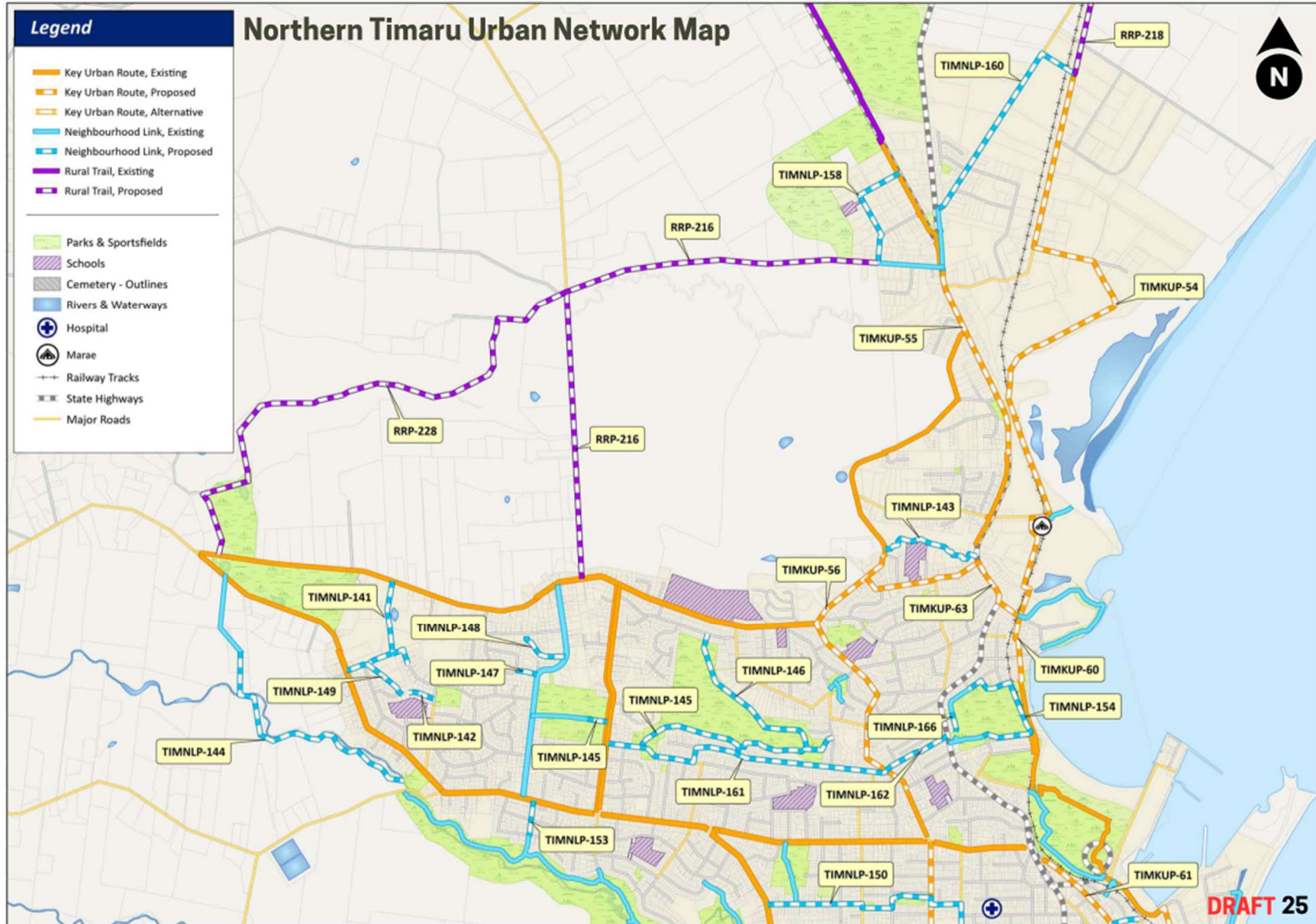
Table 3 continued - Rural trail projects

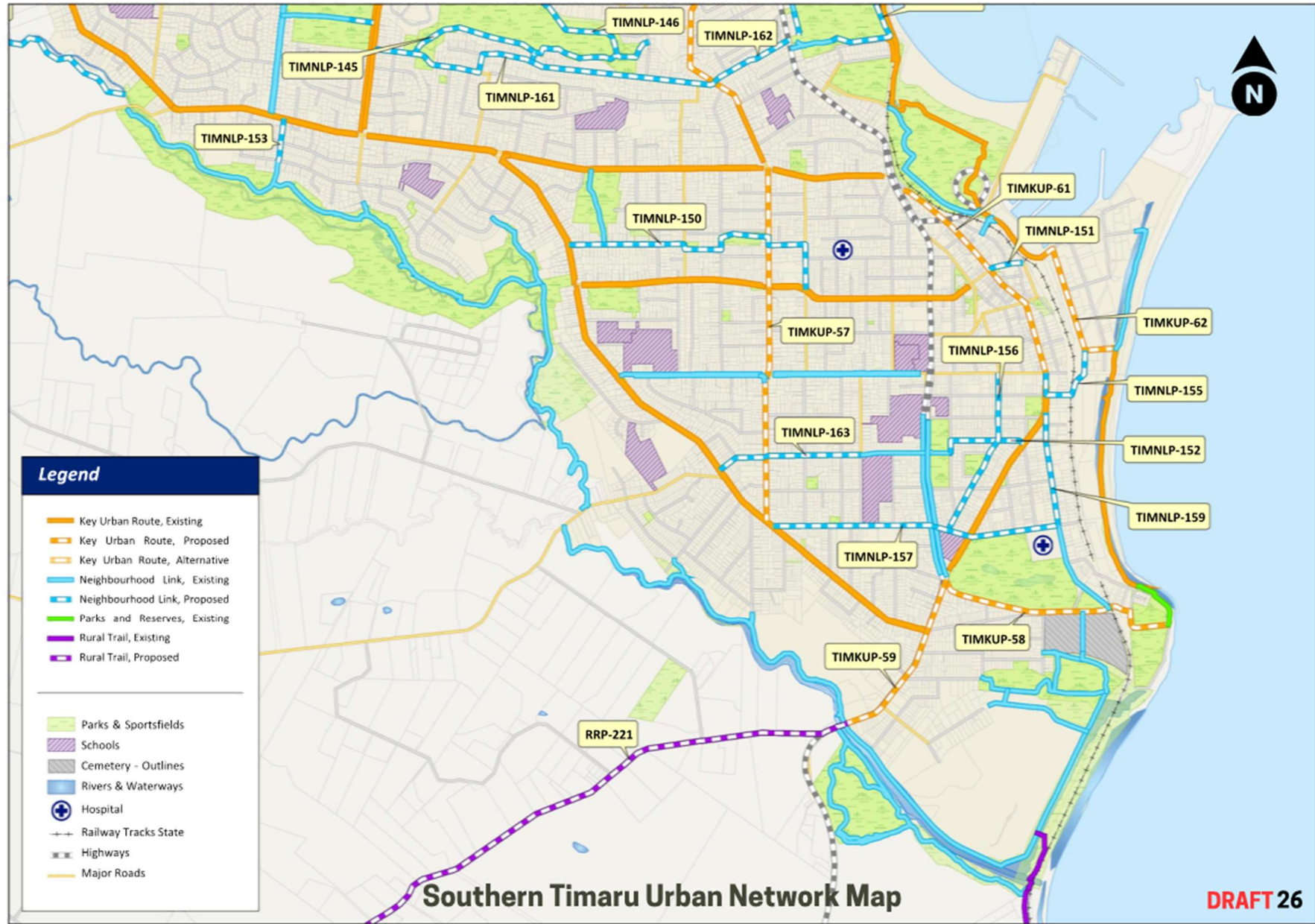
ID	Project	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ > \$250,000	Delivery Lead
RRP - 227	Halstead Road - Stratheona Road	Medium	\$\$	TDC - Land Transport
RRP - 228	Seaton Road Track	Low	\$	TDC - Parks
RRP - 229	Tengawai Road - north	Medium	\$\$	TDC - Land Transport
RRP - 231	SH1 crossing at Temuka River Bridge to Opihi River Bridge	High	\$\$\$	TDC - Land Transport
RRP - 232	Timaru to Pareora*	Low	\$\$\$\$	TDC - Land Transport*
RRP - 233	Mills Stream Track	Low	\$\$	Department of Conservation
RPRP - 203	Temuka to Geraldine via river stopbank	Low	\$\$	TDC - Parks
RRP - 293	Geraldine to Pleasant Point	Low	\$\$\$\$	TDC - Land Transport

*It is noted that the coastline within the vicinity of this trail is particularly significant to mana whenua and vulnerable to coastal erosion. Any future trail development would be in consultation with Te Rūnanga o Arowhenua.

DRAFT 23







Timaru Urban Network

Existing segments

The following segments of the Timaru urban active transport network have already been completed (refer to maps on pages 24 and 25):

- Gleniti Shared Path
- Hector's Walkway
- Hector's Walkway South
- Old North Road Shared Path
- Port Loop Rd Shared Pathway
- Church St on-road Cycle Lanes
- North St on-road Cycle Lanes
- Gleniti Rd on-road Cycle Lanes
- Wai-iti Rd on-road Cycle Lanes
- Selwyn St on-road Cycle Lanes
- Pages Rd on-road Cycle Lanes
- Morgans Road on-road Cycle Lanes
- Otipua Rd on-road Cycle Lanes
- King St on-road Cycle Lanes
- Racecourse Road Shared Pathway
- ANZAC Square Footpath and Cycle Lanes
- Centennial Park Tracks – Ashbury Park Pathway – Northwest
- Ashbury Park Pathway – Southwest
- Ayr St Walkway
- Mountain View Rd on-road Cycle Lanes
- Craigie Ave on-road Cycle Lanes
- West End Park
- SH1 through Seadown Rd and Racecourse Rd
- Aorangi Park Path
- Washdyke Flat Road Shared Pathway
- Caroline Bay Paths
- Gleniti Rd West
- Port Coastal Pathway
- Dashing Rocks Track

- Saltwater Creek Track
- Otipua Wetlands
- Redruth Tracks
- South Beach Track
- Otipua Wetlands
- SH1 Evans St - Jellicoe St

The projects on the following pages will be prioritised as budgets allow, to enable completion of the Timaru urban active transport network.



Timaru Urban Network

Future projects

Refer to Table 4 below and maps on pages 24 and 25.

Table 4 - Timaru urban projects

ID	Project	Route Type	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
TIMKUP - 54	Meadows Road to Smithfield	Key urban route	High	\$\$	TDC - Land Transport
TIMKUP - 55	SH1 Washdyke	Key urban route	High	\$\$\$\$	TDC - Land Transport
TIMKUP - 56	Selwyn Street and Old North Road - Wai-iti Road to Jellicoe Street	Key urban route	High / Medium	\$\$\$	TDC - Land Transport
TIMKUP - 57	Wilson Street and Woodlands Road - Wai-iti Road to Otupua Road	Key urban route	High / Medium	\$\$\$	TDC - Land Transport
TIMKUP - 58	Domain Avenue and South Street	Key urban route	Medium	\$	TDC - Land Transport
TIMKUP - 59	King Street (SH1) - Saltwater Creek to Domain Avenue	Key urban route	Low	\$	TDC - Land Transport
TIMKUP - 60	Smithfield to Hector's Walkway	Key urban route	High	\$\$	TDC - Parks
TIMKUP - 61	Stafford Street and the Bay Hill - from North Street to SH1	Key urban route	Low	\$	TDC - Land Transport
TIMKUP - 62	Hayes Street to Stuart Street	Key urban route	High	\$\$	TDC - Land Transport
TIMKUP - 63	SH1 - Grants Road to Eversley Street	Key urban route	High	\$\$\$\$	TDC - Land Transport
TIMNLP - 141	New neighbourhood link - Poplar Street to Pages Road via Dobson Street	Neighbourhood link	Low	\$	TDC - Land Transport

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Timaru Urban Network

Future projects

Refer to Table 4 below and maps on pages 24 and 25.

Table 4 continued- Timaru urban projects

ID	Project	Route Type	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
TIMNLP - 142	Grosvenor Grange - Spring Road Pathway	Neighbourhood link	Low	\$	TDC - Parks
TIMNLP - 143	Taitarakahi Stream - from SH1 to Old North Road	Neighbourhood link	Low	\$\$	TDC - Parks
TIMNLP - 144	Gleniti Road to Claremont Road	Neighbourhood link	High	\$\$	TDC - Land Transport
TIMNLP - 145	Highfield Golf Course south and Aorangi Park link to Morgans Road	Neighbourhood link	Low	\$	TDC - Parks
TIMNLP - 146	Highfield Golf Course - north	Neighbourhood link	Low	\$	TDC - Parks
TIMNLP - 147	Mountain View Road to Lazarette Loop	Neighbourhood link	Low	\$	TDC - Land Transport
TIMNLP - 148	Mountain View Road to Meadowstone Street	Neighbourhood link	Low	\$	TDC - Land Transport
TIMNLP - 149	Poplar Street -Birch Street to Gleniti Road via paper road	Neighbourhood link	Low	\$	TDC - Land Transport
TIMNLP - 150	Maltby Avenue - Thomas Street - Lough Street - Meremere Street Greenway	Neighbourhood link	Medium	\$	TDC - Land Transport
TIMNLP - 151	Strathallan Street	Neighbourhood link	Low	\$\$\$	TDC - Land Transport
TIMNLP - 152	William Street	Neighbourhood link	Medium	\$	TDC - Land Transport

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Timaru Urban Network

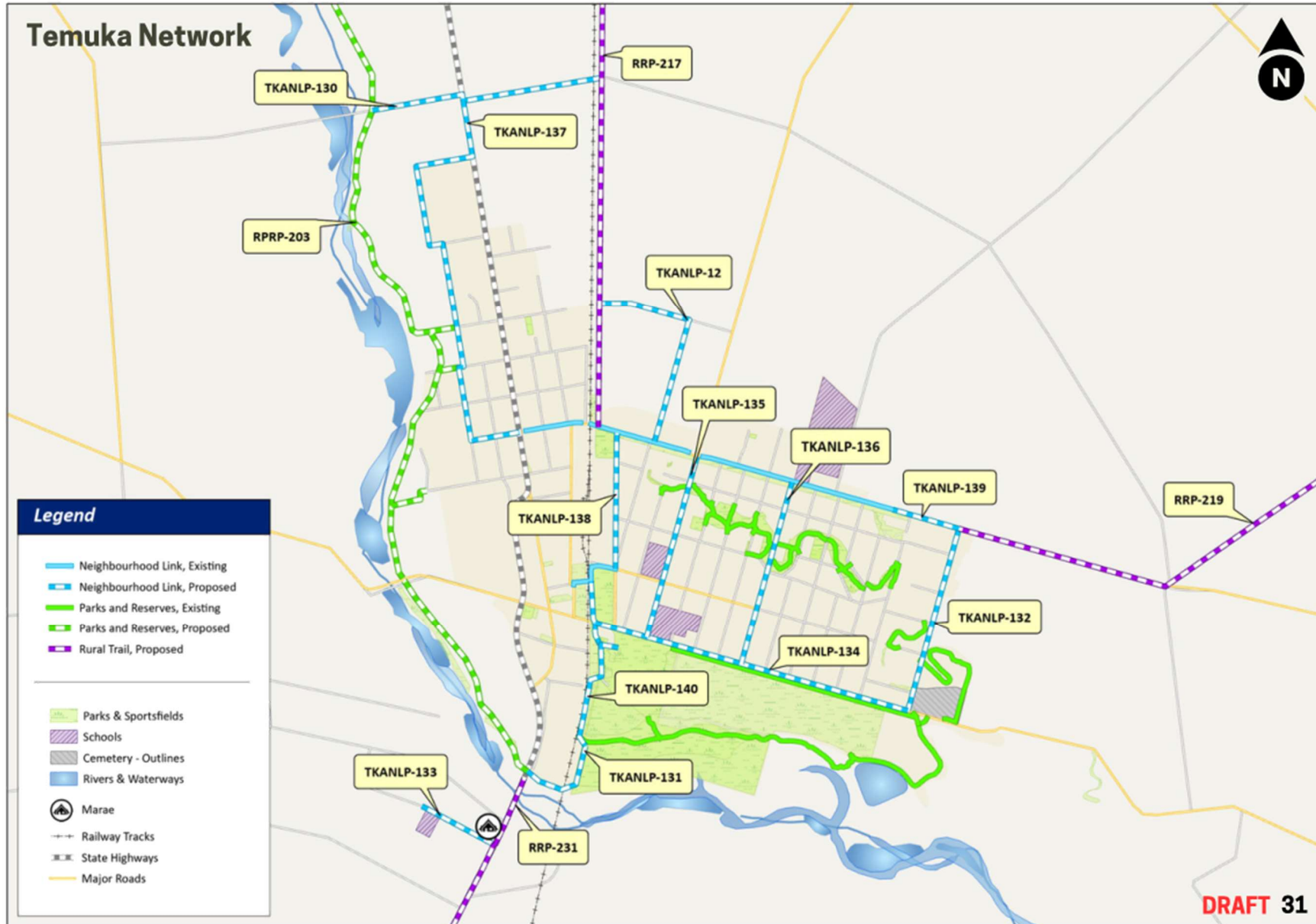
Future projects

Refer to Table 4 below and maps on pages 24 and 25.

Table 4 continued- Timaru urban projects

ID	Project	Route Type	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ > \$250,000	Delivery Lead
TIMNLP - 153	Miro Street	Neighbourhood link	Low	\$	TDC - Parks
TIMNLP - 154	Ashbury Park	Neighbourhood link	Medium	\$\$	TDC - Parks
TIMNLP - 155	North Street - Stafford Street to Hayes Street	Neighbourhood link	Low	\$\$\$\$	TDC - Land Transport
TIMNLP - 156	Victoria Street	Neighbourhood link	Medium	\$	TDC - Land Transport
TIMNLP - 157	College Road - Otipua to High Street	Neighbourhood link	Medium / High	\$\$\$	TDC - Land Transport
TIMNLP - 158	Martin Street - Doncaster Street - Laughton Street	Neighbourhood link	High	\$\$	TDC - Land Transport
TIMNLP - 159	High Street - Queen Street to King Street	Neighbourhood link	Medium	\$	TDC - Land Transport
TIMNLP - 160	Seadown Road - new link road	Neighbourhood link	High	\$\$\$\$	TDC - Land Transport
TIMNLP - 161	Orbell Street, Lindus Street and Douglas Street - Morgans Road to Selwyn Street	Neighbourhood link	Medium	\$\$	TDC - Land Transport
TIMNLP - 162	Grasmere Street	Neighbourhood link	Medium	\$\$	TDC - Land Transport
TIMNLP - 163	Hassall Street	Neighbourhood link	Low	\$	TDC - Land Transport

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Temuka Network

Existing segments

The following segments of the Temuka active transport network have already been completed (refer to map on page 30):

- Taumatakahu Stream Trails
- Ewen Rd on-road Cycle Lanes
- Richard Pearse Drive
- Allan Jones Walkway
- Domain Avenue Trail
- Temuka Railway Crossing
- Temuka Domain Trail - north to south route

The projects on the next page will be prioritised as budgets allow, to enable completion of the Temuka active transport network.



Temuka Network

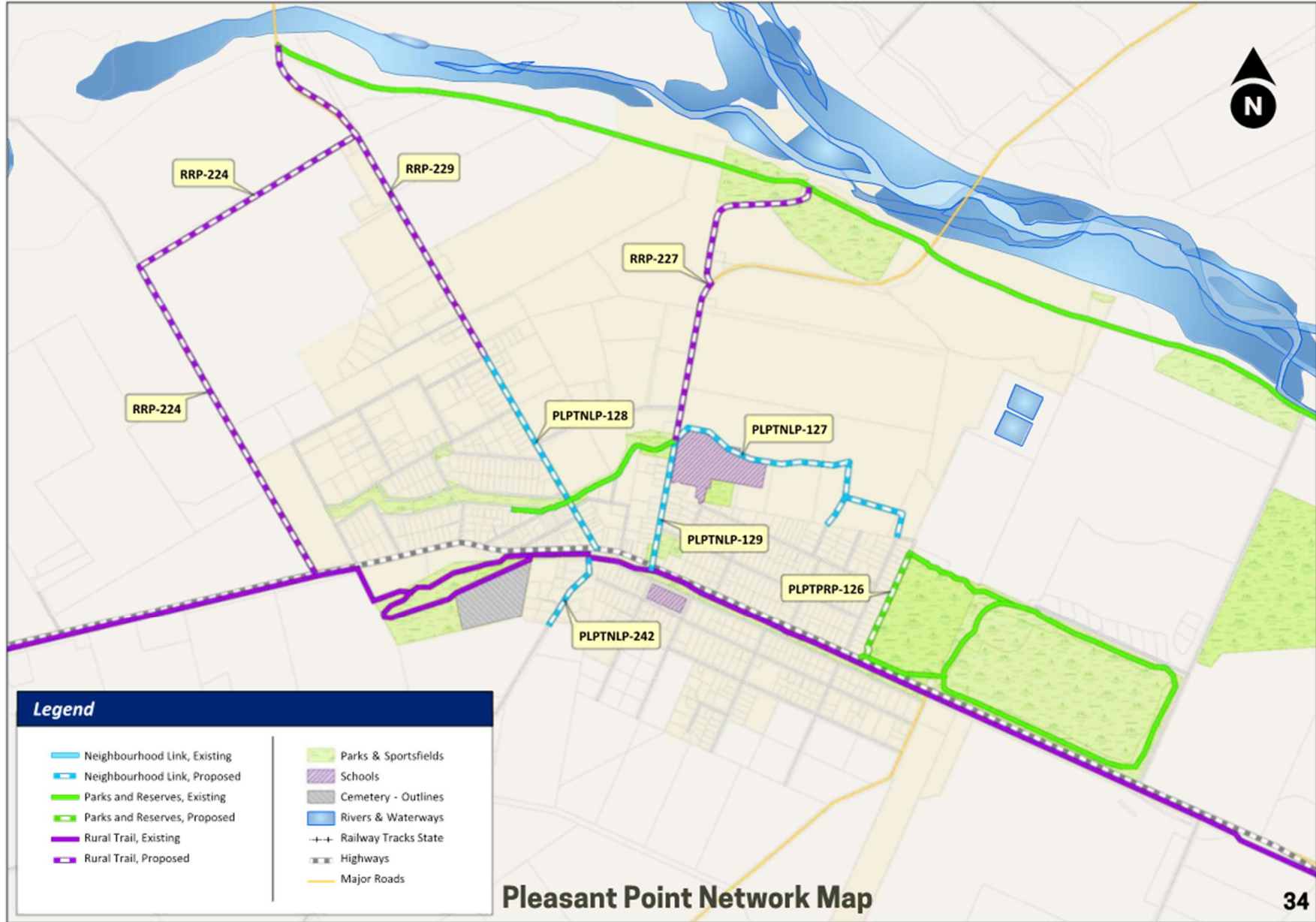
DRAFT 33

Future projects

Refer to Table 5 below and map on page 30.

Table 5 - Temuka projects

ID	Project	Route Type	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ > \$250,000	Delivery Lead
TKANLP - 12	Grange Settlement Road and Thompson Road - from Richard Pearse Drive to McNair Road	Neighbourhood link	Low	\$\$	TDC - Land Transport
TKANLP - 130	Springfield Road and Oxford Crossing Road - from McNair Road to Temuka River	Neighbourhood link	Low	\$\$\$	TDC - Land Transport
TKANLP - 131	Temuka Domain to Temuka River Bridge SH1	Neighbourhood link	High / Medium	\$\$	TDC - Land Transport
TKANLP - 132	Murray Street	Neighbourhood link	Low	\$\$	TDC - Land Transport
TKANLP - 133	Huirapa Street - Arowhenua	Neighbourhood link	Medium	\$\$	TDC - Land Transport
TKANLP - 134	Domain Avenue	Neighbourhood link	High	\$	TDC - Land Transport
TKANLP - 135	Wilkin Street	Neighbourhood link	High	\$	TDC - Land Transport
TKANLP - 136	Gammack Street	Neighbourhood link	Medium	\$	TDC - Land Transport
TKANLP - 137	SH1, Donald Street, Grant Street, Wallingford Road, Thomas Street - from Springfield Road to Ewen Road	Neighbourhood link	Low	\$	TDC - Land Transport
TKANLP - 138	Whitcombe Street - from Richard Pearse Drive to Denmark Street	Neighbourhood link	Medium	\$	TDC - Land Transport
TKANLP - 139	Richard Pearse Drive east - John Street north to Murray Street	Neighbourhood link	Medium	\$	TDC - Land Transport
TKANLP - 140	Temuka Domain Trail - north to south route	Neighbourhood link	Low	\$\$	TDC - Parks



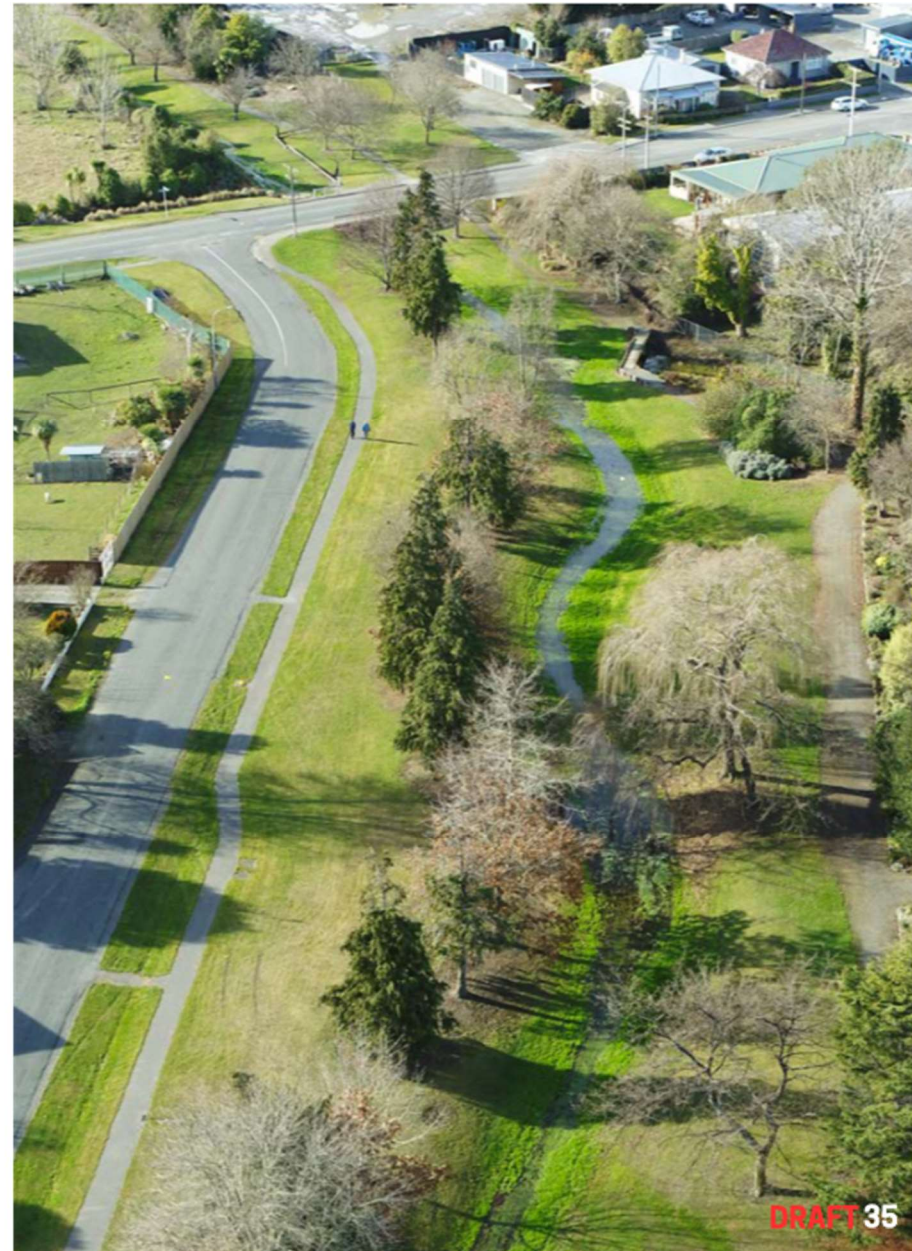
Pleasant Point Network

Existing segments

The following segments of the Pleasant Point active transport network have already been completed (refer to map on page 33):

- Pleasant Point Stream
- Pleasant Point Domain / Golf Course
- Opihi River Track
- Cemetery/Trees Pathway

The projects on the next page will be prioritised as budgets allow, to enable completion of the Pleasant Point active transport network.



Pleasant Point Network

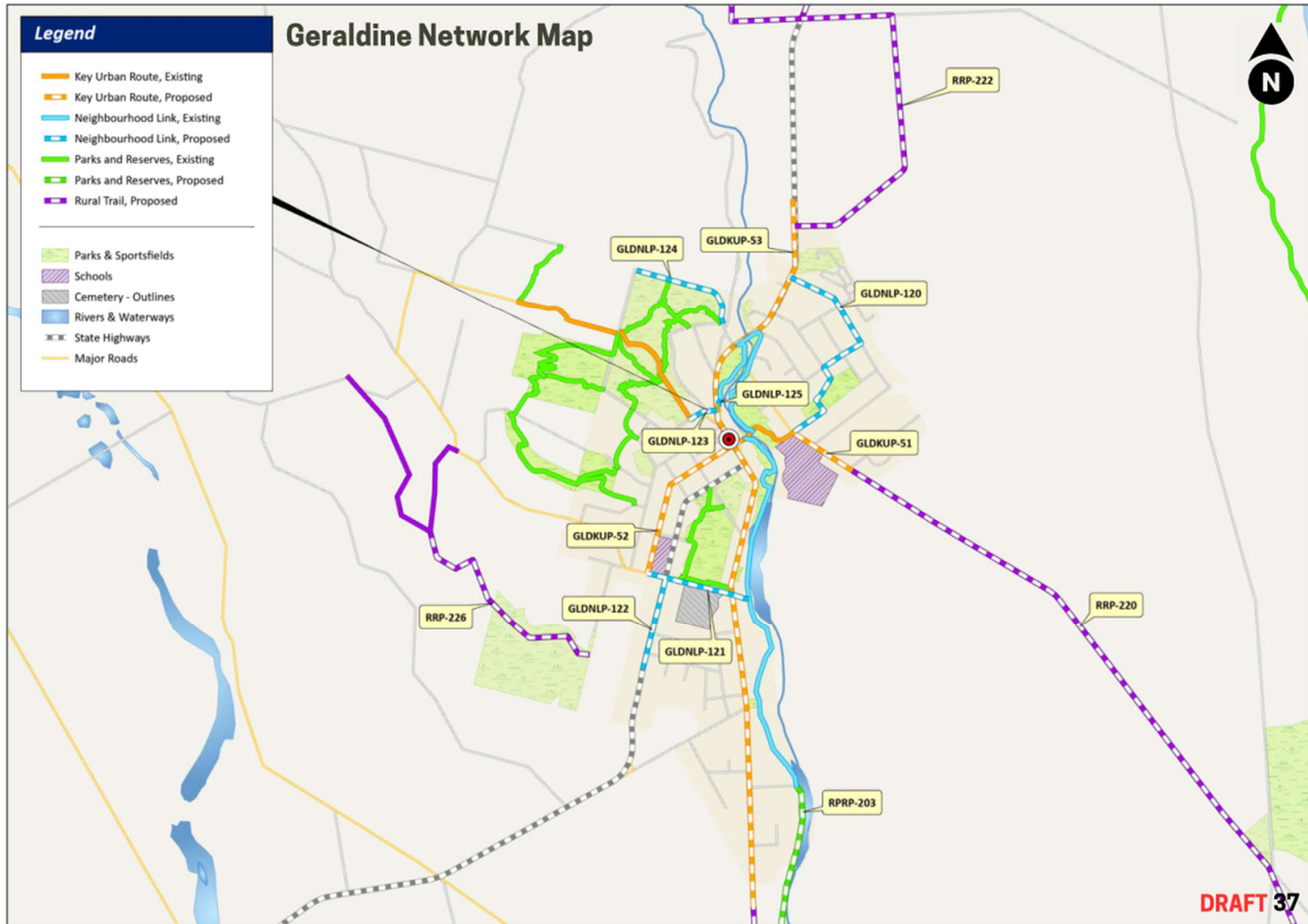
Future projects

Refer to Table 6 below and map on page 33.

Table 6 - Pleasant point projects

ID	Project	Route Type	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ > \$250,000	Delivery Lead
PLPTPRP - 126	Pleasant Point Domain - west boundary	Park / Reserve	High (to be completed 2024)	\$	TDC - Parks
PLPTNLP - 127	Pleasant Point Stream - extension east	Neighbourhood link	Low	\$	TDC - Parks
PLPTNLP - 128	Tengawai Road - SH8 to Nikau Street	Neighbourhood link	Medium	\$\$	TDC - Land Transport
PLPTNLP - 129	Halstead Road - SH8 to Pleasant Point Stream	Neighbourhood link	Low	\$\$	TDC - Land Transport
PLPTNLP - 242	Manse Road - urban fringe	Neighbourhood link	Medium	\$\$	TDC - Land Transport

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Geraldine Network

Existing segments

The following segments of the Geraldine active transport network have already been completed (refer to map on page 36):

- Kennedy Park Path
- Totara St Footpath
- Pye Road Footpath
- Waihi River Tracks
- Pekapeka Gully Tracks
- Talbot Forest Tracks
- Riddell's Reserve
- Ribbonwood Rise
- Geraldine Domain Pathway

The projects on the next page will be prioritised as budgets allow, to enable completion of the Geraldine active transport network.



Geraldine Network

Future Projects

Refer to Table 7 below and map on page 36.

Table 7 - Geraldine projects

ID	Project	Route Type	Priority		Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
GLDKUP - 51	McKenzie Street - Kennedy Park to Tancred Street	Key urban route	Medium		\$	TDC - Land Transport
GLDKUP - 52	Wilson Street	Key urban route	High		\$\$	TDC - Land Transport
GLDKUP - 53	Talbot Street - Inland Scenic Route 72 to Strawberry Place	Key urban route	Medium		\$	TDC - Land Transport
GLDNLP - 120	Connolly Street, George Street and Raukapuka Reserve - Talbot Street (Inland Scenic Route 72) to McKenzie Street	Neighbourhood link	Low		\$\$	TDC - Land Transport
GLDNLP - 121	Huffey Street - Talbot Street to Peel Street	Neighbourhood link	Medium		\$\$	TDC - Land Transport
GLDNLP - 122	Cox Street (SH79) - Huffey Street to South Terrace Road	Neighbourhood link	Low		\$\$	TDC - Land Transport
GLDNLP - 123	Jollie Street - SH79 to Totara Street	Neighbourhood link	Medium		\$\$\$	TDC - Land Transport
GLDNLP - 124	Tripp Street - Bridge Road to Davies Street	Neighbourhood link	Low		\$	TDC - Land Transport
GLDNLP - 125	Waihi River Trail (North)	Neighbourhood link	High		\$\$	TDC - Parks

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Pareora Network Map



Future Projects

These projects will be prioritised as budgets allow, to support development of the Pareora active transport network:

Table 8 - Pareora projects

ID	Project	Priority	Indicative cost	Delivery Lead
			\$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ > \$250,000	
PORANLP- 234	The Avenue	Medium	\$\$	TDC - Land Transport
PORANLP - 235	Bristol and King Street - from The Avenue to King Street Alleyway	High	\$\$	TDC - Land Transport

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Targeted Infrastructure Packages

In addition to the key projects outlined above, it has been identified that there are locations in the District that would benefit from targeted improvements in existing infrastructure to support safety and access for active transport. These have been outlined below.

Table 9 - Targeted infrastructure packages

ID	Project	Priority	Indicative cost	Delivery Lead
			\$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$160 - \$259,000 \$\$\$\$ >\$250,000	
TIP-1	Selected upgrades on existing rural trails to accommodate equestrian use, including engagement with NZ Equestrian Advocacy Network	High	\$\$	TDC
TIP-2	Pedestrian crossing package: review the number and quality of pedestrian crossings on urban arterial roads and identify improvement programme.	Medium	TBC	TDC
TIP-3	Low traffic neighbourhoods package: identifying locations for modal filters and changes to traffic circulation to reduce traffic and speeds on quiet residential streets.	Low	TBC	TDC



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Photo: Central South Trail

Focus area 2: Provide Wayfinding and Complementary Amenities

Wayfinding marks active transport routes and provides other forms of information such as digital maps and apps to help people navigate the network. Effective wayfinding can increase use of active transport and is particularly important for visitors. For example, wayfinding signage can highlight an off-street path that is not well known about and how it connects to destinations such as schools, sports centres, CBDs and parks. Wayfinding can give people the confidence to explore more on foot or bike, can result in shorter journey times and support people feeling safer while using active transport.

Wayfinding signage is currently very limited in Timaru, and improvements will help people use infrastructure like cycleways and shared paths to their full potential. The Timaru Trails App, launched by Venture Timaru, offers digital wayfinding and there is significant opportunity to further develop this to support locals and visitors alike.

Alongside wayfinding and improved cycleways and paths, other facilities such as bike parking at key destinations and public rest areas along walking paths are important for encouraging increased use of active transport. Feedback from the Timaru district community identified that lack of bike parking is a common barrier to people cycling more often. International research finds that the most effective way to support shifting trips to active modes involves a comprehensive mix of initiatives, with good provision of bike parking particularly important. For people using bikes, the facilities at the end of a trip are an important part of the journey with every trip requiring a secure and convenient parking space at the end.



Examples



Signage (1, 2, 5, 6) helps active transport users plan their route and find their way, and can also be used to share other important or interesting information such as hazard warnings or local history. Complementary infrastructure (3, 4, 5, 7) such as seating, toilets, shelters, bike repair stations, bike racks, and water refill stations add amenity for active transport users, helping remove barriers to uptake and encouraging more people to choose active transport, more often.

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Projects

The community survey undertaken for this plan found key barriers to walking more included concerns about lack of adequate lighting and safety. Key attractors to walking more included more even footpaths and more attractive streets.

Actions under this theme include provision of:

- Installing wayfinding signage
- Publishing digital- and paper-based maps of the active transport network.
- Public bike parking
- Public rest areas including seating, picnic tables and hydration stations, bike repair stations and toilet facilities on long-distance rural trails
- Improved street amenity (trees, furniture).
- Better lighting (and other initiatives to support social safety)
- Active mode counters on selected routes.

Implementation of these interventions will encourage active transport uptake by providing improved connectivity, improved road safety and an enhanced 'look and feel' to streets from slower and quieter traffic and more street trees. Many of these initiatives will also require an increase to improvement and ongoing maintenance budgets.

Table 10 - Wayfinding and complementary amenity projects

ID	Project	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
WAY - 1	Deliver signage: rural trails	Medium	\$\$	TDC, Central South Trails
WAY - 2	Deliver signage: key urban	Medium	\$\$	TDC
WAY - 3	Deliver signage: neighbourhood links	Low	\$\$	TDC

Table 10 continued - Wayfinding and complementary amenity projects

ID	Project	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
WAY - 4	Publish a web-map of cycling and walking routes	High	\$	Venture Timaru
WAY - 5	Publish and distribute printed maps of cycling and walking routes	High	\$	Venture Timaru
WAY - 6	Further develop Timaru Trails App	High	\$	Venture Timaru
AMT - 1	Install public on-street bike parking: key destinations, urban centres	Medium	\$\$	TDC
AMT - 2	Install public bike parking: rural trails	Medium	\$\$	TDC
AMT - 3	Install rest area facilities: rural trails	Low	\$\$	TDC
AMT - 4	Install bike counters at selected locations	Medium	\$\$	TDC
AMT - 5	Review lighting levels across the urban street network and identify improvement programme	Medium	\$	TDC
AMT - 6	Review existing street trees on key urban active transport routes and identify improvement programme	Medium	\$	TDC

DRAFT 44

Focus area 3: Promotion and Education

Evidence shows that active transport infrastructure improvements get more use when delivered as part of a comprehensive package of initiatives. Education and promotion activities can help overcome barriers some people face in using active transport more often.

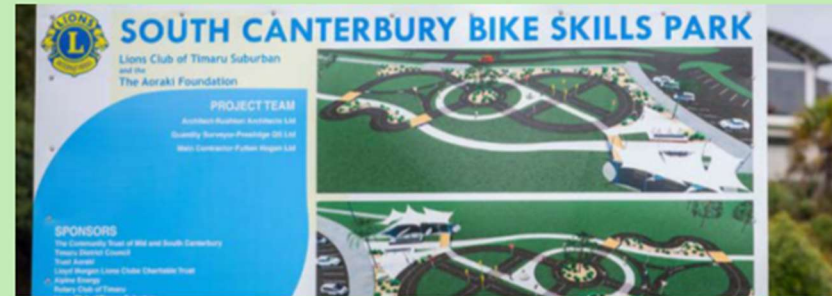
Specific actions under this theme include:

- Cycle skills and road safety education for kids and adults
- Promotion of active transport (e.g. group bike rides, events, maintenance workshops)
- Travel planning – schools and workplaces
- Investigate establishing community bike hubs

Skills training and travel planning are critical for improving confidence and safe behaviour on streets, particularly for cycling. It can help to overcome barriers to cycling – students are significantly more likely to ride their bicycles to school after cycle skills training, and parents become more comfortable allowing their children to cycle.

Events both at school and in the workplace help to normalise and celebrate active modes and can include, for example, street closures and ride-to-work days.

TDC will partner with cycle skills providers to deliver programmes in schools, and in the community for adult cyclists, when funding is available. As budgets allow, TDC will also lead the organisation of active transport events for schools and businesses and continue to work with Te Mana Ora Community and Public Health South Canterbury to produce travel plans for Timaru schools. Prioritising cycle training responds directly to feedback from the Timaru community, where parents are wanting their kids to learn bike skills, and all road users want bicycles and cars to coexist safely on roads.



Projects

Table 11 - Promotion and education projects

ID	Project	Priority	Indicative cost	Delivery Lead
			\$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	
PE - 1	Cycle skills training: schools and community programmes	High	\$	TDC
PE - 2	Sector engagement: leverage opportunities to market, educate and monitor active transport	High	\$	TDC
PE - 3	Promote new infrastructure and behaviour change	High	\$	TDC, Te Mana Ora
PE - 4	School travel planning	High	\$	
PE - 5	Workplace travel planning	Medium	\$	
PE - 6	Education campaigns to encourage uptake of active transport use by households	Low	\$	

DRAFT 45

Focus area 4: Enabling, policy and planning

Timaru District Council has a range of roles and responsibilities that can influence active transport outcomes. While council’s role in looking after and building new paths and cycleways is an obvious role, there are other council roles that are also important for influencing levels of walking and cycling.

Council’s role in planning and regulating land use is important. Council decisions on land-use zoning and how new residential and commercial developments are designed influence how attractive the environment is for getting around on foot and other active transport modes. There is strong evidence that the design of the urban environment influences levels of walking. For example, people are more likely to walk in places where distances between homes and shops and other services are shorter, where density of housing and population is higher and in neighbourhoods with connected street networks with short block lengths. New Zealand’s Emissions Reduction Plan identifies the role of well-planned urban areas for increasing active transport uptake.

Council also regulates land-use by defining requirements of new developments. Council can ensure that new developments include facilities that support active transport such as ensuring new workplaces provide secure bike parking and shower and changing facilities for workers.

Council plays a direct role in the design and location of important community facilities that generate transport trips. These include sports fields, recreational facilities such as swimming pools, libraries and other community services. Locating these facilities so that walking and biking is an easy choice is important, as is designing good walk-up connections and basic infrastructure like secure bike parking.

Finally, council is an organisation of significant scale with many employees. Council can play a leading role in supporting personal travel planning among its staff and encouraging staff to commute using active modes.

Projects in this focus area will contribute to all of the goals in this action plan, by enabling planning and policy decisions that support infrastructure development and use.

Projects

Table 12 - Enabling, policy and planning projects

ID	Project	Priority	Indicative cost	Delivery Lead
			\$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	
POL - 1	Review TDC District Plan provisions re: cycle parking and end of trip facilities	High	\$	TDC
POL - 2	Review TDC urban planning policies and regulations re: urban environments enabling active transport	Medium	\$	TDC
POL - 3	Improve bike parking and end-of-trip facilities at Council buildings and facilities	Medium	\$\$	TDC
POL - 4	Deliver promotional activities to encourage active transport for commuting and business travel purposes by TDC staff	Medium	\$	TDC
POL - 5	Deliver a travel planning programme for TDC staff	Medium	\$	TDC
POL - 6	Identify a consistent approach to lowering speed limits on residential streets in urban areas, in alignment with the new Government’s speed limit rule change (anticipated in late 2024).	Low	\$\$	TDC

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Funding and delivery

Roles and responsibilities

Creating a culture of active travel will be achieved through collaboration, not through isolated efforts. Table 12 describes several key players in planning and investing in active transport in the Timaru District.

Table 13 - Roles and responsibilities

Group	Role
Timaru District Council (TDC)	Lead planning agency for multi-modal transport in the district. Road Controlling Authority and responsible for local road infrastructure including cycle lanes, footpaths, pedestrian crossings, public bike parking. Lead provision of off-road walking and cycling paths on Council property including in parks and reserves. Influence land use outcomes including built form and provision for active modes in property development through the District Plan. Involved with school and business travel planning, active transport promotional activity, cycle skills education.
Te Rūnanga o Arowhenua	Represent local Māori. Partners participating in transport planning for the district. Bring Māori values and interests to active transport decision-making.
New Zealand Transport Agency Waka Kotahi	Road Controlling Authority responsible for active transport infrastructure on state highways in the district. Co-fund infrastructure and assess investment proposals from TDC, through the National Land Transport Programme and other specific funding streams. Provide strategic direction to inform transport planning and provide standards and guidance to inform infrastructure design.
Venture Timaru	Timaru District's economic development and tourism agency. Promote active transport trails as a visitor attraction, including developing Timaru Trails App.

Group	Role
Central South Island Cycleways Trust	Advocate for and participate in delivery of rural trails. To date, involvement has focused on completing the Timaru to Tekapo Central South Island Trail.
Environment Canterbury	Develop Canterbury's Regional Land Transport Plan providing strategic direction to influence planning and overseeing regional bids for National Land Transport Fund. Manage some land along rivers relevant to the active transport network (e.g. paths along stop banks).
The Community Trust of Mid and South Canterbury	Philanthropic organisation distributing funding grants to not-for-profit organisations. Funds distributed from community investment trust. Has provided funding assistance to deliver the Central South Island Trail.
Te Mana Ora Community and Public Health South Canterbury (part of Te Whatu Ora)	Te Mana Ora staff lead school travel plan preparation in the district's schools on behalf of TDC.
Local community	The local community including schools, interest groups and individuals are often closest to the needs of end users of active transport networks and can inform needs and priorities for investment and intervention.
Local businesses and key employers	Local businesses and key employers have knowledge of their workers and customers travel needs and can inform planning processes. They can lead workplace travel plans and participation in active transport challenges and work events. They can influence active transport outcomes by providing end of trip facilities like showers and bike parking.

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Funding

Delivering the actions outlined in this strategy will rely in part on the following funding sources:

- TDC (predominantly from budgets for roading and footpaths, but also from recreation and leisure activity groups)
- National Land Transport Fund (NLTF) funding assistance of TDC activities (central government funds distributed by NZ Transport Agency Waka Kotahi)
- Other central government funds (for example, recent special funds used for active transport include the Climate Emergency Response Fund – Transport Choices, the Provincial Growth Fund and tourism funds).
- Other community funds (e.g. the Community Trust of Mid and South Canterbury has contributed funding for the Central South Island Trail).

Maintenance activities are eligible for funding assistance through the NLTF (e.g. footpath renewals). Fund availability for new projects and improvements depends on government funding allocations to each activity class as communicated through the 3-yearly Government Policy Statement on Land Transport (GPS). It is noted that the 2024-34 GPS deprioritises funding for active transport initiatives.

Unlocking funding assistance for significant capital improvement works (e.g. major new cycleways) may require business case processes that follow Waka Kotahi guidance. The Single Stage Business Case Lite process is appropriate for projects with a whole-of-life cost of less than \$15 million.

Special central government funds are currently under review and levels of funding available are uncertain. Council will adopt an agile approach to funding the actions listed in this strategy in response to available funding opportunities and will communicate funding levels for activities through its Long Term Plan (LTP) process every three years.

Monitoring progress

TDC will monitor:

- Progress toward the three key goals
- Progress in implementing action plan projects

It is important to monitor both progress toward high-level goals for active transport (the end results that TDC is wishing to achieve) as well as monitoring progress in implementing actions and key outputs that TDC delivers (e.g. length of new cycle facilities built).

Monitoring progress toward goals

Monitoring progress towards goals will involve regular data collection and analysis by TDC to measure progress against the key indicators and targets. Methods for monitoring against these targets are summarised in Table 14.

Monitoring implementation of action plan

TDC will monitor progress in implementing this action plan on an annual basis. This will include reporting against each of the individual actions and collating data on several performance measures. These will measure outputs delivered by TDC and other delivery partners.

Build-out of the active transport network will be monitored by TDC using GIS tools and regularly published to webmaps illustrating the completed and planned network.

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Table 14 - Monitoring progress towards goals

Goal	Indicator	Monitoring method
Encourage people who make short trips by car to start walking, biking and using micro-mobility options more often.	Journey to work mode share: % of total trips by walking or biking, Timaru district (Source: Road user survey, Census)	TDC review Census data as it becomes available. Census data is scheduled for release on a 5-yearly basis, in 2024, 2029 and 2035.
	Journey to education mode share: % of total trips by walking or biking, Timaru district (Source: Road user survey, Census)	Investigate engagement options with local community groups and schools.
Make active forms of travel safer, more accessible and more attractive for more people	Annual number of deaths or serious injuries involving cyclists or pedestrians, Timaru district (Source: Waka Kotahi Crash Analysis System)	TDC review Waka Kotahi Crash Analysis System data on an annual basis.
	Regular use of active modes: % of journeys by walking or biking, Timaru district (Source: Road user survey, Census)	TDC review results of annual road user survey.
	Resident satisfaction with provision of walking and biking infrastructure	TDC review results of annual road user survey.
Increase the number of people who walk, bike and use mobility modes for recreation.	Number of people using active modes (annual total across selected locations)	TDC determine potential count locations and confirm based on available funding for data collection. Existing pedestrian counters to be used as proxy in the interim (e.g. Washdyke - Pleasant Point pedestrian counter to be proxy for rural trails). Count methods need to be determined and may include use of automated counters or manual counts (sample of days/ hours).

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Appendix A - Feedback from community survey

Public consultation and engagement was carried out for this strategy in two phases.

Phase 1 consultation

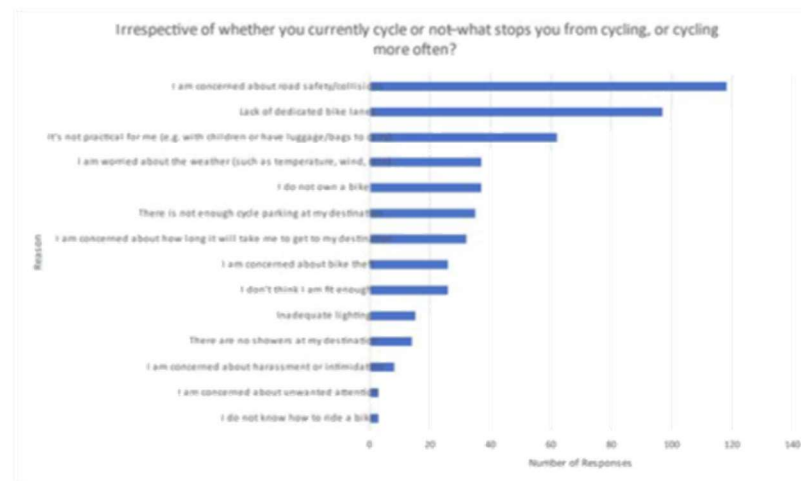
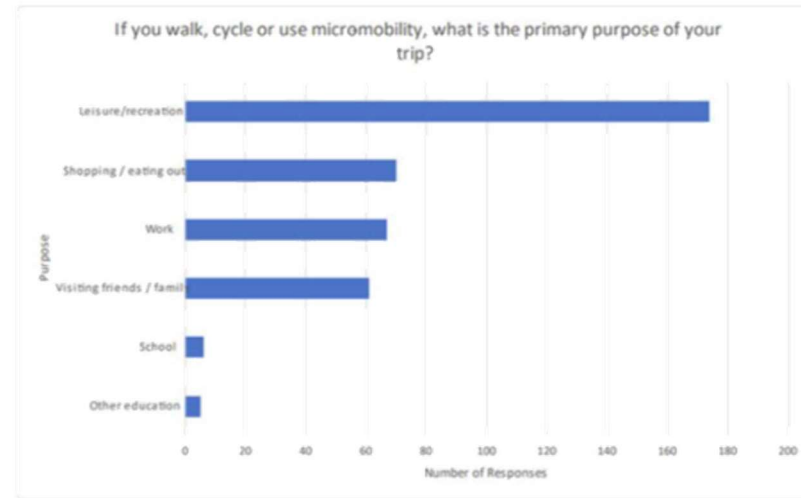
The Phase 1 public consultation phase involved an online survey that participants could complete from the Council website. The survey was open from Monday 28 August to Monday 11 September 2023.

The purpose of the Phase 1 consultation survey was to:

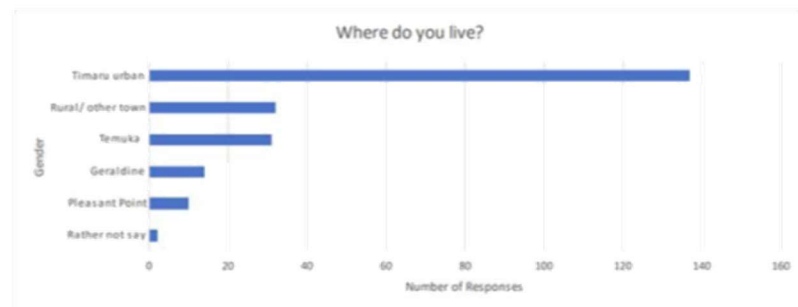
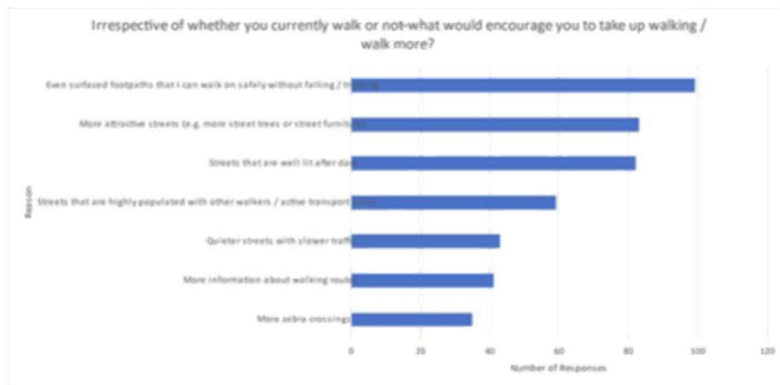
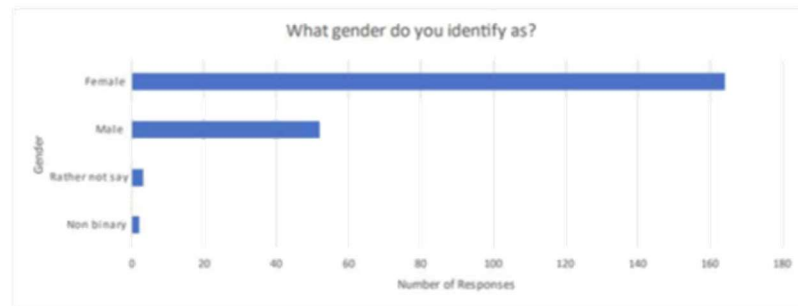
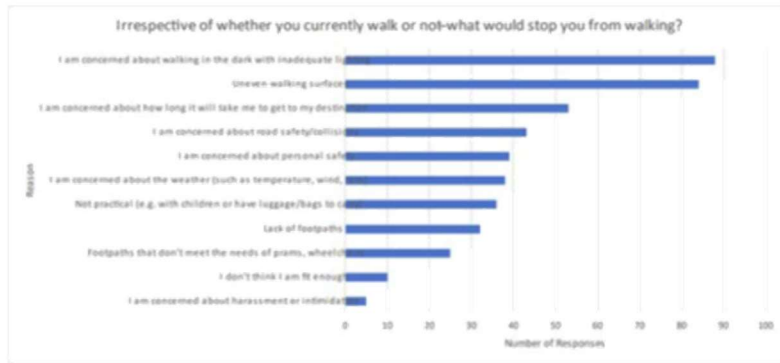
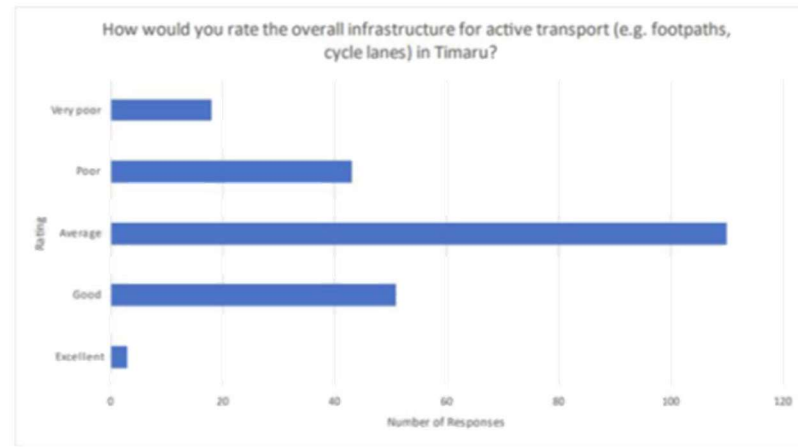
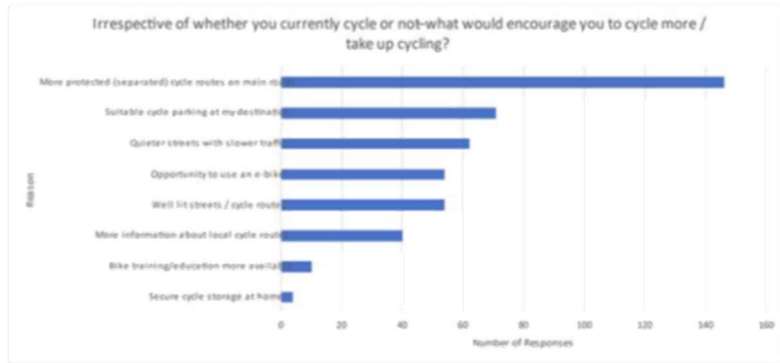
- Inform key stakeholders and the public of the proposed network improvement plan that forms part of the refreshed Active Transport Strategy
- Seek feedback on:
 - the relative priority of various network improvement links
 - identification of missing links in the proposed network
 - Use the feedback to inform finalisation of active transport network plan.

The key findings of the survey were:

- 226 responses were received
- Safety concerns and lack of good infrastructure are key barriers to cycling. More protected cycle routes on main roads were viewed as a key factor for encouraging cycling
- Cycle parking is notable as both a barrier and encouragement factor
- Barriers and encouragement factors for more walking are distinct from cycling. More related to personal security/ safety than road safety. Even surfaced footpaths, more attractive streets and well-lit streets all important
- The majority of participants partook in active transport for leisure / recreation purposes
- The number of female respondents outweighed male respondents
- 7 participants were under 25 – by far the lowest number of all age groups. Therefore views from this age group are not captured to the same extent as other age groups. It is noted that these type of responses generally are similar to findings from other contexts (NZ-wide and international). Graphs presenting data of each survey question response are shown below.



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Two survey questions asked for open responses. These questions were:

1. **Location suggestions for improved active transport infrastructure**
2. **Are there any further comments you wish to make on active transport in the Timaru District?**

The following locations were the most popular amongst respondents:

Rural

- Orari to Opihi
- Kellands Hill Road
- A network for cycling connecting towns
- Milford Clandeboye Road between the town and Orakipaoa Island Road.

Timaru

- Wai-iti Road
- Church Street
- SH1
- Otipua Road
- Claremont Road
- North Street
- Selwyn Street
- Wilson Street
- Gleniti Road
- Port

Washdyke

- City centre to Washdyke
- Washdyke to Stafford Street / Washdyke to Caroline Bay
- Washdyke to Waimataitai Street
- From Washdyke south to Redruth and west to Gleniti
- South Timaru to Washdyke

Temuka

- Temuka to Timaru
- Opihi Bridge to Temuka
- Temuka to Winchester

- Vine Street
- King Street
- Temuka to Geraldine
- Opihi Stopbank to Seadown and Waipopo

Geraldine

- Geraldine to Woodbury
- Geraldine to Pleasant Valley
- Downs Road – Pye Road

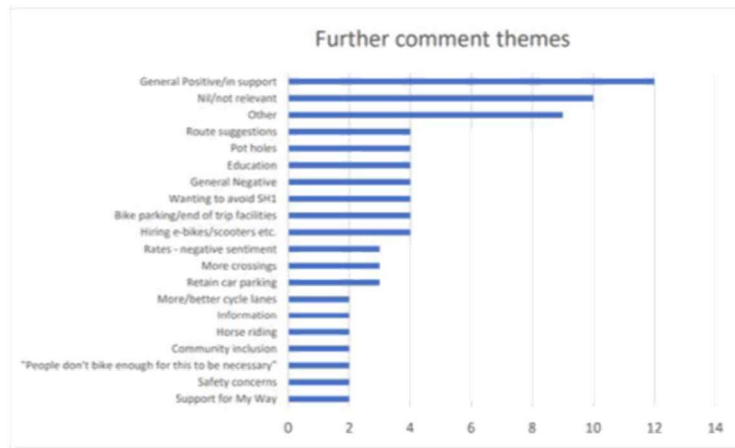
It is noted that there were no suggested locations for Pleasant Point.

General comments/suggestions that were associated with this question include:

- Need dedicated lanes for cycling and scootering
- Main arterial routes to be more cycle friendly with designated cycle lanes
- Better walking tracks for rural areas.
- Suggest routes are from residential areas to places like supermarkets, the pool, the library, major workplaces and the hospital.
- More bike racks in the city centre
- Prioritise school routes so that kids get in the habit of biking.
- More maintenance on tracks that already exist.
- The whole main street of Timaru should be closed to traffic – priority given to elderly and down town shoppers.
- A dedicated route parallel to the coast (not SH1), a connection route further inland parallel to that.
- Most areas require improved infrastructure.
- Cyclists are arrogant and are almost on the road outside of their lane when they don't need to be, yet it's the people, us drivers, that have to give way to them.
- Timaru is an ever increasing aged town. Taking away car parks will kill what is left of the main street of Timaru.
- There is enough provision for active transport.
- Less cycling funding please.
- Around Pages road / golf Course there is limited parking by the track. And cyclists use the blind part by the water tank instead of the track.
- Allow dogs (on leash) to walk through places like the stadium on Morgans Road.
- Any opportunity for horse riding would be good – there is nothing at all apart from dangerous busy roads.

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Further comments were classed into themes and summarised as follows:



Other general comments / quotes include:

- We have some incredible walkways and trails around Timaru. It is always a shame when they have access blocked for what seems like an unreasonable length of time (e.g. Saltwater Creek and Smithfield walkways).
- I think events in Timaru that encourage walkers and families to get out and exercise this way are beneficial – e.g. Hadlow to Harbour.
- Less planting would improve tracks (in order to pass people) and less maintenance as some are overgrown.
- Could footpaths be shared with/used by cyclists as there are not that many people who walk on the footpaths.
- The in-road sensors are not triggered by cyclists, only heavier vehicles. This is frustrating.
- Do not take the cars out of the main and surrounding streets in n Timaru. Get rid of all of the tiles if you need to.
- Timaru has good potential to improve access for people on foot and bikes. I support 30km/hr speeds on most streets, and reallocating on-street parking to make room for protected bike lanes.
- Having to use main roads to get to a particular destination is keeping many people from cycling and possibly walking.

- Enforcement needs to be carried out in respect of numbers vehicles parked on or over footpaths both day and night forcing footpath users onto roadways.
- Please create more bike paths for us out of town folk around Claremont and Gleniti.

Phase 2 consultation

The Phase 2 public consultation phase involved an online survey that participants could complete from the Council website as well as on paper forms. The survey was open from 13 November 2023 to 11 December 2023.

The purpose of the Phase 2 consultation survey was to ask people what they thought of the draft active transport network maps that showed potential active transport routes for urban Timaru, each of the district’s main towns and a district-wide rural trail network designed for longer distance cycling by both residents and visitors. The feedback received from the Phase 1 consultation was factored into the draft plans. The survey included a feedback form where participants were asked questions about the proposed network on each map (Timaru, Temuka, Pleasant Point, Geraldine, District Wide). Participants could provide feedback on all maps or just the maps that they were interested in.

The questions for each map were the same and were as follows:

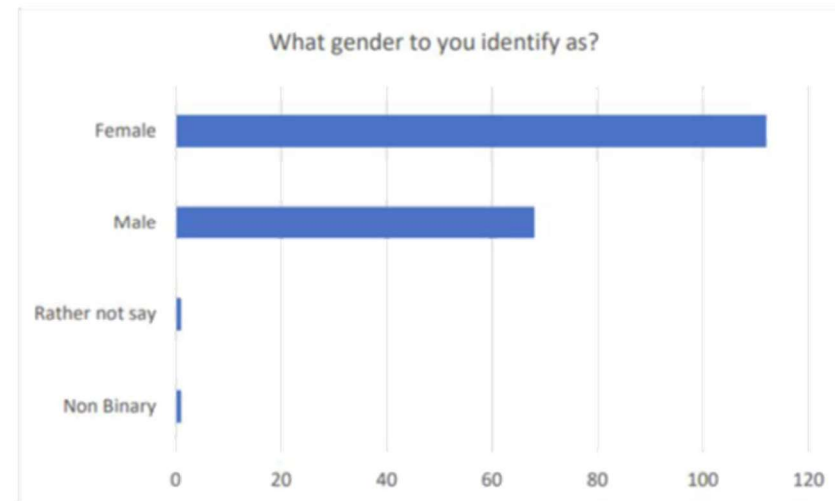
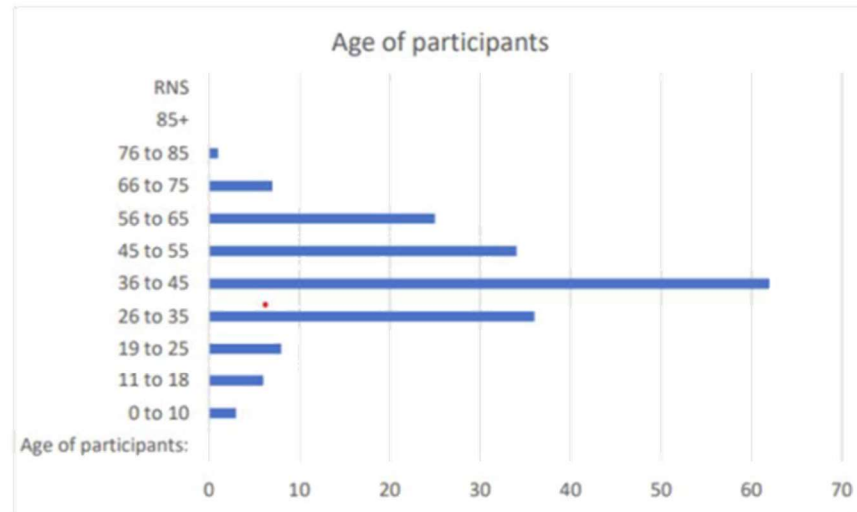
- 1. Which of the proposed new routes do you think is most important for connecting communities and providing an attractive recreational route for locals and visitors? Please list up to three of the routes marked on the map with reference to the street names the routes follow.**
- 2. Are there other routes in the active transport network not included in the map that you think are more important than the three routes you have listed in question 1? Please list up to three other routes with reference to street names.**

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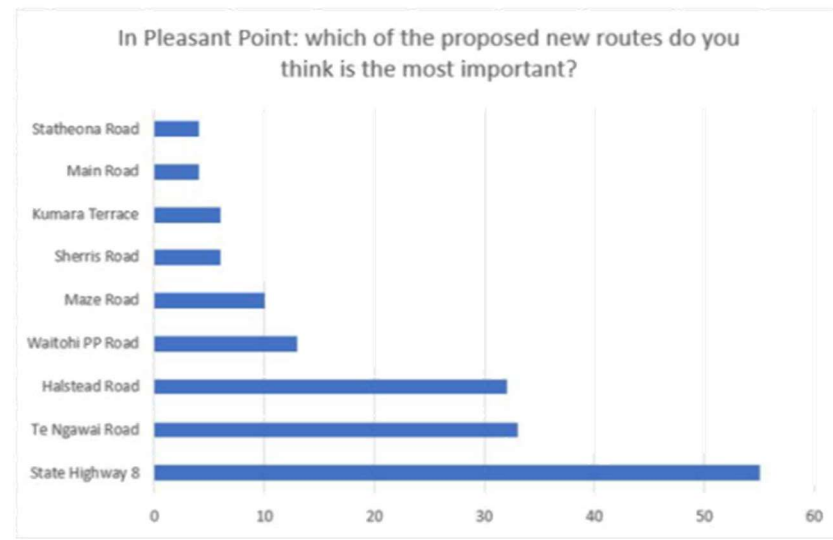
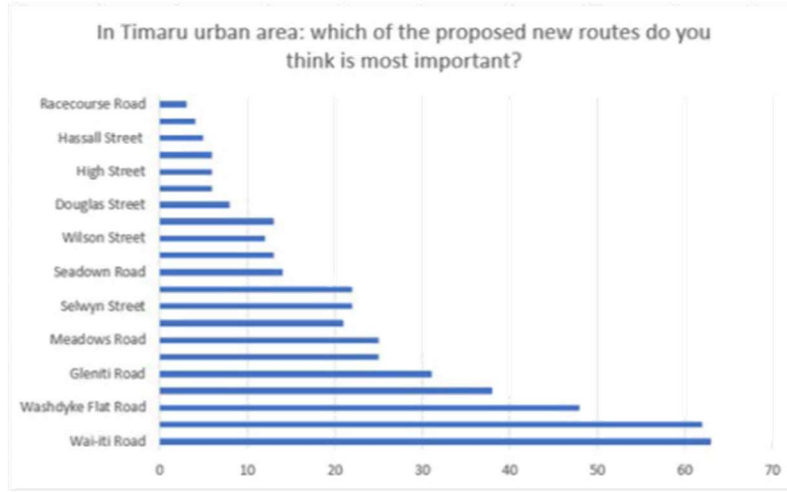
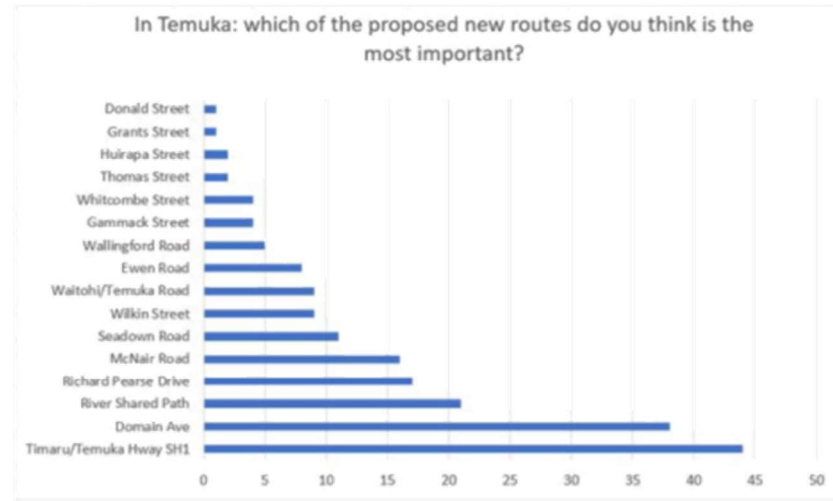
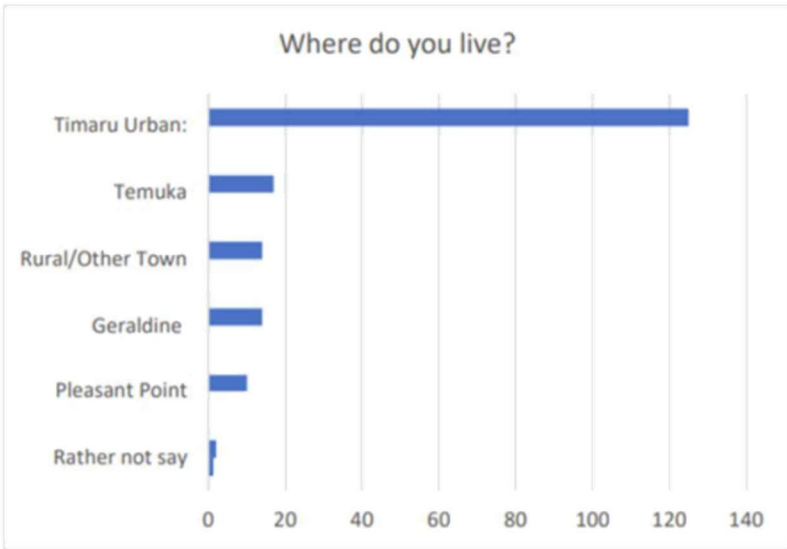
The key findings of the survey are presented below.

- 189 responses were received
- In Timaru, Wai-iti Road, Kellands Hill Road and Washdyke Flat Road were the routes in Timaru that were most important to people
- In Temuka, Timaru/Temuka Highway SH1, Domain Avenue and River shared path were the routes that were most important to people
- In Pleasant Point, SH8, Te Ngawai Road and Halstead Road were the routes that were most important to people
- In Geraldine, Talbot Street, McKenzie Street and Waihi River were the routes that were most important to people
- At a District Wide level, the most important rural routes were seen to be Pleasant Point to Cave, Timaru to Temuka and Timaru to Pareora.
- Safe pedestrian and cycle routes are important along State Highways and major arterials
- Painted bike lanes are not enough to encourage people to cycle - they need to be separated by bollards or kerb and channel
- Safe cycle routes should be included near primary schools to encourage cycling
- Connections from towns to rivers/off road tracks should be considered.
- The network should cater for equestrian / horses
- Wayfinding and infrastructure such as shelters, bike racks and lockers should be provided by Council to encourage cycling
- The majority of respondents were aged between 36 and 45
- Only 17 respondents were aged below 25, therefore views from this age group are not captured to the same extent as other groups.

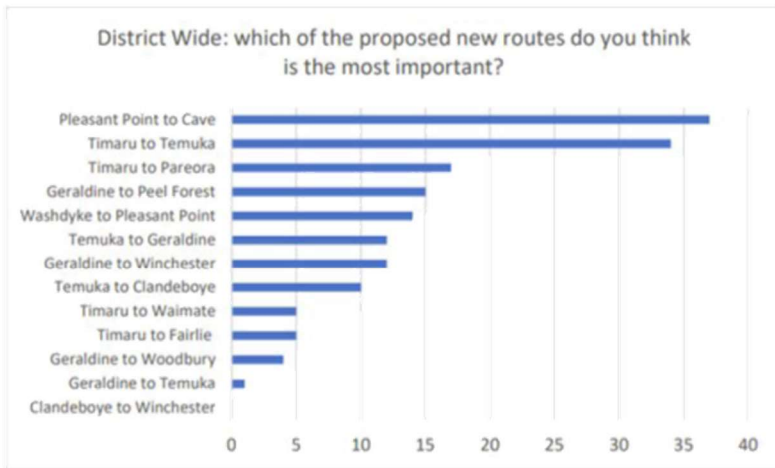
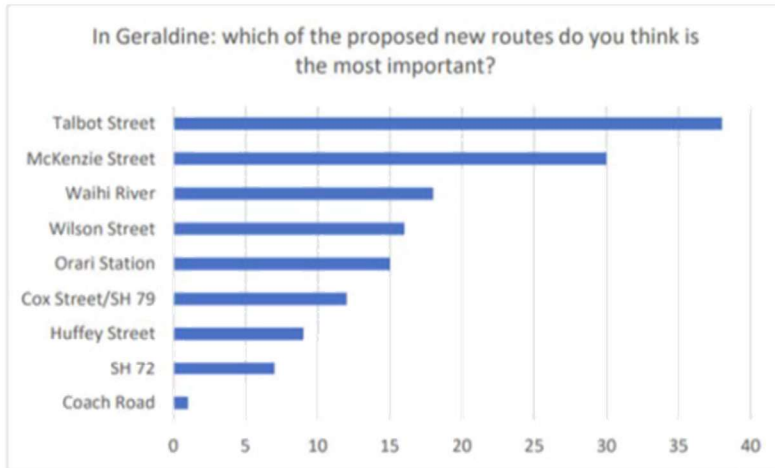
Graphs presenting data of each survey question response are shown below.



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The following summarises the responses from Question 2 of the survey, which asked - Are there other routes in the active transport network not included in the map that you think are more important than the three routes you have listed in question 1? [Participants were asked to list up to three other routes with reference to street names].

Timaru

- Trafalgar Street
- Cartwrights Road
- Claremont Road
- Fairview Road
- SH1 from Washdyke to Temuka
- SH1 from Washdyke to Timaru
- Saltwater Creek to the Port track

Comments / suggestions included:

- More signs and wayfinding
- The current shared path at Elizabeth Street, Claremont Road to Whalebones Corner Pages Road is speed restricted but unsafe when other users are present due to the speed of other vehicles on the road.
- Caroline Bay should be a separate cycle path
- The cycle route across Caroline Bay needs better definition as there is conflict with pedestrians.
- A direct route from Timaru to the south of Timaru is required.
- Safe links across the State Highway

Temuka

- John Street
- Temuka to Pleasant Point
- Hally Terrace
- Hayhurst Street
- Denmark Street

Comments/suggestions included:

- Ideally additional cycle routes would be encourage children to cycle to schools
- Bike lanes are a safer option on some streets where there are big transport trucks.
- More connections from the river would be useful to promote activities that include cycling.

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Pleasant Point

- Afghan Street

Comments/suggestions included:

- Point Washdyke cycle pathway should be upgraded to enable horses to use

Geraldine

- Earl Road
- Kennedy Street
- Connelly Street

Comments/suggestions included:

- Connecting right up to start of Riddells Reserve/Talbot Forest area to enable access there and then to the bike tracks.
- Connections through town to the primary school to encourage safe cycling
- The main arterial vehicle route through town needs to be resolved before determining best cycling routes.
- The tracks through Talbot Forest are not shared use (walking only) and should stay that way.

Other general comments / quotes about the planning active transport network for Timaru district

- Cycle lanes should be on the main streets for the safety of all road users
- More connections to town centres
- Reduce speed limits nearby
- Great way to get people exercising
- Are any of these proposed pathways going to be equestrian friendly? We need to cater for all recreational users.
- We need more children biking to school
- Off road tracks (away from busy roads with lower speed limits) are important as it feels safer.
- A proposed network would open up wider cycle tourism to the higher spending 'mature' demographic.
- Painted cycleways on roads with cars doing 50-60km/hrs and parked cars (doors on the inside are not safe enough to attract 'interested but safety concerned people' (the majority). Bollards should be installed as a minimum, but ideally kerb and channel separation.

- Decent bike parks are required to prevent theft.
- Improve existing cycling infrastructure prior to extending the connectivity to other areas.
- Routes for tourism need to consider most attractive not the most efficient.
- Maintenance schedule needs to be included in any network planning.
- Council need to do more - enable electric bikes for hire, lockable bike stands, and baggage lockers. Strategic placement of shelters or covered picnic tables so that active transport users can take shelter / have a break.
- Improved cycle friendly intersections should be considered

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Meadows Rd – Smithfield (TIMUP-54)

Project Description	
<p>The project aims to develop a recreational trail connecting Meadows Rd to Smithfield, providing an alternative to State Highway 1 (SH1) for pedestrians and cyclists. This trail will enhance connectivity between community, recreational, and industrial areas, improving safety and liveability.</p> <p>Phase 1 will focus on: Trail design and development: considering both significant natural/cultural environment and user safety. Stakeholder engagement: with local communities, businesses, and environmental groups including the Waitarakao Lagoon Working Group. Consenting process: for a bridge over Washdyke Creek, a critical link for the trail. Partial trail construction in less environmentally sensitive areas. Confirming required easements over private land.</p> <p>Phase 2 will complete the trail, including the bridge, signage, rest areas, and safety features.</p>	
Key Objectives	Benefits
Provide a recreational route for pedestrians and cyclists	Offers a safer and more pleasant alternative to SH1 enhancing overall user experience and encouraging more walking and cycling
Improve commuter access to the industrial area. Promote connectivity between Meadows Rd, Smithfield, and recreational areas	Creates a safer, direct route for workers commuting by active modes, reducing reliance on vehicles and improving connectivity between town and the industrial zone
Support sustainable tourism by offering a scenic trail that draws visitors	Attracts tourists, boosting local businesses and contributing to the region's economic development
Encourage active transport to reduce vehicle reliance, carbon emissions, and improve public health	Promotes healthier lifestyles and environmental sustainability by encouraging walking and cycling as alternatives to motorised transport
Scope	
In scope (what will be done)	Out of scope (what won't be done)
Trail design and stakeholder engagement Initial construction of non-sensitive trail sections Bridge design	Bridge construction Major earthworks not included in Phase 1
Key Stakeholders (Project specific)	
Internal	External
Timaru District Council - Engineering and design team	Residents and businesses NZTA Venture Timaru Te Rūnanga o Arowhenua Waitarakao Lagoon Working Group Industrial Employers: The trail will improve access for commuting industrial workers

Key resources – what's needed to complete the work
Civil and design engineers Funding for Phase 1 estimated at \$100,000 - \$150,000

Key risks/Dependencies	
Risk/Dependency Description	Mitigations/Actions
Stakeholder Consent Delays	Early and proactive engagement will help mitigate delays
Funding shortfalls- Budget constraints or lack of sufficient funding could result in delays or incomplete trail sections	Pursue additional funding sources, including grants, and maintain a phased construction approach to manage costs efficiently
Public resistance	Early and clear engagement, addressing concerns promptly
Arrival into a busy industrial area with many HCV	Align destination and construction works with Washdyke new road business case
Trail usage below projections-The trail may not attract as many users as anticipated, reducing its overall impact on active transport and tourism	Engage in ongoing promotion and community events to encourage use and design the trail to be accessible and attractive to a wide range of users (commuters, tourists, recreational users). Work with Venture Timaru
Funding for phase 2	Develop funding plan for phase 2

High Level Timeframes	
Key milestones	Timeframe for completion
Consent for bridge and shared path construction	18 months
Trail/bridge design completion	12 months
Stakeholder engagement completed	6 months

Cost (Estimate)	
Item	High end cost estimate
Trail design and development	\$60,000
Stakeholder engagement and consultations	\$30,000
Consenting	\$60,000
A detailed cost breakdown will depend on several factors, including final design choices, material prices, and regulatory costs	
TOTAL – High end cost estimate	\$150,000 (TIMUP-54)



Onwards: Timaru Active Transport Strategy



SH1 Washdyke (TIMUP-55)

Project Description

The SH1 Washdyke project aims to improve active transport connectivity through a busy commercial and industrial zone, linking key areas such as Timaru, Washdyke, Pleasant Point, and Temuka, including access to the local airport. The 1.5km route is part of the larger active transport network and will serve as a vital "spine" of our strategy. The new path will traverse alongside SH1 from NZ safety Blackwoods to the traffic signals/intersection of SH8, this will connect the existing shared path (which connects Harvey Norman with NZ safety Blackwood's) to the Central South Cycle Trail. It is noted that the path will likely utilise the SH1 bridge over Washdyke Creek which currently has designated pedestrian access.

The commercial zone includes businesses such as service stations, eateries, and industrial entrances, where heavy vehicular traffic poses significant risks for active users. The project's primary objective is to create a safer and more user-friendly shared path while minimizing disruptions to businesses and traffic. A key element of the project will be installing safe crossing points at strategic locations, particularly on Washdyke Flat Road.

This effort will require collaboration with the State Highways team, local businesses, and industrial operators to ensure the project's success and integration with future transport plans.

Key Objectives

Improve Connectivity:

Establish a safer and more accessible route for pedestrians, cyclists, and other active users traveling between Timaru, Washdyke, Pleasant Point, and Temuka. The route will also connect to the local airport.

Enhance Safety:

Address the safety concerns by providing a clear, well-marked shared path, especially where it crosses industrial entrances and areas with high vehicular traffic.

Support Local Businesses:

Ensure minimal disruption to the commercial area during construction while improving the attractiveness of the area for active transport users.

Integrate with Heartland Trails:

Ensure this route becomes the "spine" of the active transport network, linking regional heartland trails and ensuring smooth transitions through the Washdyke commercial zone.

Scope

In scope (what will be done)

Widening of Existing Paths: Where possible, existing paths will be widened to accommodate both cyclists and pedestrians safely.

Creation of Safe Crossing Points: Key areas such as Washdyke Flat Road will have safe, marked crossings installed to ensure industrial traffic and active users can coexist.

Signage and Marking: Clear signage and demarcations will be installed to define the shared path and ensure all users, both pedestrians and vehicles, can navigate safely.

Out of scope (what won't be done)

Major Upgrades to existing accessways: Unless directly related to the active transport path

Upgrades to adjacent property and carpark areas
Relocation of major assets

Physical vertical separation to state highway traffic

Additional lighting

Adjustments to existing pedestrian bridge crossing

Key Stakeholders (Project specific)

Internal

External

Timaru District Council: Overseeing project development including comms and engagement and ensuring alignment with broader transport strategies.

State Highways Team: Collaboration on road safety and integration of the path with existing highway infrastructure.

Local Businesses: Business owners, particularly those on SH1 and Washdyke Flat Road, will need to be engaged during project development and implementation. In particular entrances along the path will be consulted to mitigate disruption during construction.

Key resources – what's needed to complete the work

Engineering and Design: To assess detail of the path and crossings, including design specifications.

Construction Team: Contractors experienced in working around busy highways and commercial zones.

Traffic Management Experts: Essential for ensuring safety during construction and maintaining smooth traffic flow.

Business Liaisons: Work with Central South Trails to engage with businesses and public to have effective big picture

Key risks/Dependencies

Risk/Dependency Description

Existing Services and Assets: There is a risk that existing infrastructure may limit the ability to widen paths or safely integrate new crossings.

Short term Impact: Heavy industrial areas may face disruptions, especially at the busy access points. Detailed planning will be needed to phase construction, provide alternative routes and mitigate disruption.

Project Creep: The scope could expand beyond what is planned, particularly in relation to required upgrades adjacent carpark areas and business frontage

Mitigations/Actions

Early Detailed Assessments: Perform thorough assessments early on to identify width constraints, especially near industrial entrances, and tailor design solutions.

Phased Construction and comms and engagement: Develop a phased approach to minimise impact, particularly around key business areas

Scope Definition and Review: Clearly define the scope early on and conduct regular reviews to prevent scope creep.

High Level Timeframes

Key milestones

Design and Stakeholder Consultation
Early Works. Path Widening and construction
Crossing Installation
Marking and Signage

Timeframe for completion

3 months
8 months
2 months
2 months

Cost (Estimate)

The high end cost estimate for this project is \$500,000, depending on the extent of the necessary widening, crossing installations, and any unexpected business impact mitigations, such as night or weekend work.

TOTAL – High end cost estimate

\$500,000 (TIMUP-55)



Onwards: Timaru Active Transport Strategy



Hayes St – Stuart St (TIMUP-62)

Project Description	
The project aims to create a link between Hayes St and Stuart St, enhancing pedestrian and cycling connectivity between Caroline Bay and the existing coastal trail south of Timaru CBD. Caroline Bay is a major recreational centre for South Canterbury, and this project will improve access from the South and enhance Timaru's coastline connection for locals and visitors alike.	
Key Objectives	Benefits
Establish a safe, accessible, and continuous active transport corridor linking Caroline Bay to the coastal trail south of Timaru CBD, encouraging cycling, and walking as primary modes of transport.	<p>Improved Connectivity: Seamless link between Caroline Bay and the coastal trail, increasing the usability of the trail network.</p> <p>Enhanced Safety: Provide safe pathways for pedestrians and cyclists, minimising interaction with heavy vehicular traffic in the industrial area.</p> <p>Health & Wellbeing: Encourage physical activity by providing a scenic and easily accessible route for both locals and tourists.</p>
Scope	
In scope (what will be done)	Out of scope (what won't be done)
Shared path installation: Construct a shared-use path along Hayes St to Stuart St for pedestrians and cyclists.	Broader signage that requires for collaboration for consistency
Signage upgrades and replacements to ensure clear wayfinding.	Fraser Street carpark link and key crossings (already completed).
Key Stakeholders (Project specific)	
Internal	External
Timaru District Council project management, Communications & Engagement team	PrimePort Hayes St businesses and tenants TDHL (Timaru District Holdings Limited) Venture Timaru
Key resources – what's needed to complete the work	
<ul style="list-style-type: none"> • TDC Internal: Project management, Communication and Engagement • Financial: Budget allocation for path construction • Competent Contractor • Materials: Surfacing materials and physical separation barriers 	

Key risks/Dependencies	
Risk/Dependency Description	Mitigations/Actions
Heavy Vehicle Interaction: The project is situated within a heavy vehicle industrial area, which requires careful planning to ensure the safety of pedestrians, cyclists and continued freight efficiency.	Construct physically separated shared path. Implement safe crossing points at high-risk intersections with heavy truck traffic.
Budgetary Constraints: Potential issues in securing funding could delay construction or reduce the project scope.	Secure funding early and allocate budget efficiently.
Public Opinion: Concerns from residents or businesses regarding the impact of construction or potential disruption.	Early and consistent engagement with local businesses and the public.
Disruption to Industrial Activity: Construction may disrupt businesses and logistics in the area.	Coordinate with businesses and schedule work to minimise disruption.
Dependencies: Synchronisation with coastal trail upgrades and existing links with Caroline Bay.	Design for integration
High Level Timeframes	
Key milestones	Timeframe for completion
Engagement & Design	1 month
Construction of shared-use path	1 month
Installation of signage, wayfinding	1 month
Cost (Estimate)	
Item	High end cost estimate
Pathway construction:	\$55k
Signage, marking and wayfinding:	\$5k
TOTAL – High end cost estimate	\$60,000 (TIMUP-62)



Onwards: Timaru Active Transport Strategy



SH1 - Grants Road to Eversley St (TIMUP-63)

Project Description	
<p>The project aims to upgrade the existing footpath along SH1 between Grants Road and Eversley Street into a shared path for both cyclists and pedestrians. This initiative supports Central South Trails' request to include the route in New Zealand's Heartland Ride, a nationwide cycling network designed to highlight scenic landscapes and small towns. The shared path will enhance connectivity by providing a safer link to Caroline Bay via State Highway 1. It will also connect Timaru's southern end and the Showgrounds complex, extending safe access from Washdyke to Caroline Bay and beyond. The project has the backing of both the Temuka and Pleasant Point community boards.</p>	
Key Objectives	Benefits
Safety	Remove cyclists and pedestrians from the busy state highway corridor, creating a safer route for both.
Tourism and Economic Development	Supporting Central South Island trails to obtain Heartland Rides status, which can elevate the area as part of New Zealand's premier cycling experiences, fostering tourism and supporting local businesses.
Connectivity	Provide seamless and safe access to Caroline Bay and the Timaru Showgrounds.
Scope	
In scope (what will be done)	Out of scope (what won't be done)
Upgrade approximately 480 metres of existing footpath to shared path standards.	Major shifts in existing services such as relocating utilities (light poles)
Widening of the footpath and removal of the existing grass berm to accommodate more users.	Upgrades to the traffic light system, which are considered external dependencies
Traffic calming measures at accessways	
Signage upgrades and replacements to ensure clear wayfinding.	
Key Stakeholders (Project specific)	
Internal	External
TDC Project Management Communications & Engagement team	NZTA Local businesses, including BP and Timaru Showgrounds management Neighbouring residents
Key resources – what's needed to complete the work	
<p>TDC Internal: Project management expertise and coordination with public communication. Financial: Adequate budget allocation for the path construction and traffic management on SH1. A competent contractor.</p>	

Key risks/Dependencies	
Risk/Dependency Description	Mitigations/Actions
Existing Services and Assets: Ensuring the necessary width for the path. Combining new assets with old working in end-of-life assets e.g. kerb and channel.	Detailed early assessment and design, early coordination with service providers, minimise relocations where possible.
Business Impact: The busy access point to the BP Service Station poses a challenge for ensuring minimal disruption during construction.	Stakeholder engagement with BP, phased construction, alternative access planning -Ensure alternative access routes are available during construction.
Project Creep: The scope could expand beyond what is planned, especially regarding necessary upgrades on Eversley St or adjustments to the traffic lights.	Clear scope definition, contingency budget, regular scope reviews.
High Level Timeframes	
Key milestones	Timeframe for completion
Confirm project scope and engage with key stakeholders (NZTA, local businesses, Showgrounds, other utility operators)	Month 1
Site assessment and design draft	Month 2
Final design, approvals, confirm budget and contractor selection	Month 3
Construction phase (Path upgrade and signage)	Month 4
Cost (Estimate)	
Item	High end cost estimate
Upgrade of existing footpath	\$150,000
Signage & wayfinding	\$30,000
Shifting of services (if deemed necessary)	\$80,000
Upgrade Kerb and Channel	\$60,000
Traffic Management (State Highway)	\$40,000
Upgrade of traffic light system	Not included in the current estimate
TOTAL – High end cost estimate	\$360,000 (TIMUP-63)



Onwards: Timaru Active Transport Strategy



Temuka Domain to Temuka River Bridge (SH1) (TKANLP-131) and SH1 crossing at Temuka Bridge to Opihi River Bridge (RRP-231)

Project Description	
The project aims to enhance connectivity across Temuka by extending the existing shared path from Domain Avenue through the Temuka Domain/Torepe Fields, under the railway and Temuka River Bridge, and along SH1 to the Opihi Bridge. It promotes both commuting and recreation, fostering safer pedestrian and cyclist pathways between Temuka and wider areas like Washdyke and Timaru. The focus on connectivity aligns with the Timaru District's Active Transport Strategy, enhancing tourism, recreation, and regional mobility.	
Key Objectives	Benefits
Improved commuting, connectivity, tourism, and regional mobility. Establish link between future shared paths, promote active commuting, and provide safe routes between Temuka, Washdyke, and Timaru.	Enhanced Connectivity Improved Commuting Options Tourism and Recreation Boost Regional Mobility Community Well-being
Scope	
In scope (what will be done)	Out of scope (what won't be done)
Shared Path Construction: (Across Torepe Field, under railway & Temuka River Bridge and along SH1 to Opihi River) Minimal signage and wayfinding	Major road works, no other road modifications are planned. Private land development: restricted to public land areas such as the Domain, Torepe Fields, and public roads. There will be no acquisition of private properties. Environmental and Recreational Enhancement: Upgrade landscaping and beautification at Torepe Fields Railway crossing and SH1 crossing at Temuka Bridge Relocation of major assets. Power pole at Arowhenua SH1 intersection
Key Stakeholders (Project specific)	
Internal	External
Timaru District Council design team TDC Parks and Recreation team Temuka Community Board	KiwiRail ECan
Key resources – what's needed to complete the work	
TDC Design Team: For path layout and integration with existing infrastructure. TDC Parks and Recreation: For any landscaping or recreational improvements. KiwiRail: Approvals for the railway crossing. Environment Canterbury (ECan): Environmental regulations and approvals. Arowhenua: For managing work near culturally sensitive areas. Contractors: To build the shared path, railway underpass, and SH1 crossing.	

Safety Auditors: To ensure the railway crossing and path design meet safety standards.

Key risks/Dependencies	
Risk/Dependency Description	Mitigations/Actions
Fit-for-purpose design working with railway bridge and stop bank requirements	Close collaboration with Kiwi Rail and ECan
Funding for connecting trails	Coordinate with ongoing active transport projects for resource share and alignment of goals
Regulatory approvals delays including obtaining approvals from rail authorities.	Early engagement with stakeholders and timely submission of applications.
Safety concerns, risks associated with pedestrian and cyclist safety at crossings	Implement robust safety measures, including design reviews and safety audits before construction
Integration with existing infrastructure. Challenges in connecting the new path with existing pathways and roads.	Site assessment, collaborative design and early identification
Sensitive sites	The nearby urupa requires respectful handling and engagement with Arowhenua.
High Level Timeframes	
Key milestones	Timeframe for completion
Project Planning	8 months
Community Engagement	2 months
Construction	3 months
Cost (High end estimate)	
The high end cost estimate for this project is \$350,000, depending on the extent of the necessary Kiwi Rail crossing.	
TOTAL – High end cost estimate	\$350,000 (TKANLP-131) (RRP-231)



Onwards: Timaru Active Transport Strategy



Geraldine to Woodbury (RRP-222)

Project Description	
The project involves constructing a 7km shared path along Templer Street, Bennett Rd and Woodbury Rd to create a safe, dedicated pathway for pedestrians and cyclists traveling between Geraldine and Woodbury. The pathway will accommodate both recreational and commuter traffic, helping to alleviate safety concerns on the narrow rural roads. This will also connect the communities more closely by providing a continuous, accessible route.	
Key Objectives	Benefits
Improve safety by removing pedestrians and cyclists from the narrow, high-traffic rural roads.	Increased safety for cyclists and pedestrians by providing an off-road route.
Enhance connectivity between Geraldine and Woodbury for non-motorised traffic.	Encouraging active transport as part of the Timaru District's broader strategy for sustainable transportation.
Support local tourism by providing a scenic route for visitors and a potential boost to nearby businesses.	Potentially increase tourism and economic opportunities by linking Geraldine and Woodbury through a scenic, accessible path.
Scope	
In scope (what will be done)	Out of scope (what won't be done)
Construction of a 7km shared pathway. Installation of signage. Safe crossing design for State Highway 79 at Bennett/Woodbury Rd intersection – NZTA funding and approval required. Shared path on SH79 to café. Modifications or speed reduction to the Waihi River bridge to allow for active users.	State Highway 79 stormwater upgrades and additions to shared path. Connection to commercial areas, such as cafés.
Key Stakeholders (Project specific)	
Internal	External
Timaru District Council's Engineering Design, Maintenance and Operations teams Geraldine Community Board	Local property owners along the path NZTA Venture Timaru
Key resources – what's needed to complete the work	
The resources needed to complete this project include construction teams, engineering consultants for the bridge modification, as well as specialised contractors for signage and lighting systems.	

Key risks/Dependencies	
Risk/Dependency Description	Mitigations/Actions
Landowners may oppose having a constructed pathway adjacent to their property.	Early engagement and clear communication with property owners to address concern.
The one-lane Waihi River bridge poses a potential safety issue for people walking and cycling.	Include a signalised crossing or reduced speed limit on footbridge to ensure safety for all users.
High Level Timeframes	
Key milestones	Timeframe for completion
Design and Consultation	3 months
Approval and Permitting	2 months
Construction Phase	6 months
Cost (Estimate)	
Item	High end cost estimate
Design and Engineering	\$80,000
Construction Materials (path, signage, lighting, barriers, culvert extensions)	\$270,000
Contingency and Miscellaneous	\$50,000
TOTAL – High end cost estimate	\$400,000 (RRP-222)



Onwards: Timaru Active Transport Strategy

8.5 Claremont Water Treatment Plant Upgrade Strategy

Author: Grant Hall, Principal Three Waters Specialist
Andrew Lester, Drainage and Water Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendations

1. That the Infrastructure Committee approves the proposed upgrade strategy for the Claremont Water Treatment Plant Upgrade.
2. That the Infrastructure Committee approves the proposed reallocation of the reservoir covers upgrade funding to the Treatment Plant upgrade budget for UV treatment in the Timaru District Council 2024-2034 Long Term Plan.
3. That the Infrastructure Committee note that budget allocation for secure treated water storage for the Claremont Water Treatment Plant may be required to be considered in future Long Term Plans.

Purpose of Report

- 1 The purpose of this report is to present the proposed upgrade strategy for the Claremont Water Treatment Plant Upgrade and to seek approval from the Infrastructure Committee to proceed with the strategy.

Assessment of Significance

- 2 According to Council's Significance and Engagement Policy, this matter is of low significance as this is an approved project in the Timaru District Council Long Term Plan.

Background

- 3 The Claremont Water Treatment Plant (WTP) is the sole source of treated water supply (domestic, commercial and industrial use – with fire-fighting supply) for the Timaru urban area, including Waitarakao/Washdyke. The Claremont WTP was originally constructed in 1959, and at the time this comprised two large, uncovered reservoirs (capacity of approximately 113 ML each) and a chlorination system. The reservoirs had floating covers added in 1996-7, and the treatment plant was significantly upgraded in 1998 with the addition of an Ozone disinfection plant and pH correction using caustic soda.
- 4 The WTP is currently supplied from two water sources. It was originally supplied only from the Pareora River intake which abstracts surface water, which is then conveyed by a gravity pipeline to Claremont. The second source is the Opihi River which was added in about 1982. The Opihi source abstracts water via an infiltration gallery near Pleasant Point and pumps it to the WTP.
- 5 The Opihi source generally produces lower turbidity (better clarity) water during wet weather as the infiltration gallery removes some turbidity through bank filtration. The Pareora source

tends to become unsuitable for use following rainfall in its catchment because of high turbidity. In larger events the Opihi source can also see raised turbidity.

- 6 In normal operation, one of the large reservoirs is used to store raw (untreated) water, and the other reservoir is used to store treated water which then flows by gravity into the Timaru water distribution network.
- 7 The WTP is unable to treat turbid (dirty) water as there is currently no process for the removal of turbidity. This means that it can only meet drinking-water standards when the turbidity or clarity of the raw water is very good (1 NTU or less). This has been able to be achieved by using an operating regime of selective abstraction from the sources (i.e. the sources are not used when the water exceeds 1 NTU), and by drawing off the large amount of storage available (the raw and treated water reservoirs hold approximately 10 days of average daily demand).
- 8 There have been several occasions when weather and other circumstances have made both source waters unsuitable for use for extended periods of time, and this has drawn down the storage reservoirs to critically low levels. The response to this situation is presently limited to implementing water restrictions and bans and/or supplying non-compliant water with a subsequent Boil Water Notice for Timaru.
- 9 The current ozone plant at the WTP is also nearing the end of its useful life, as evidenced by the increased fault rate with the plant. The plant was designed to meet the Drinking Water Standards for New Zealand (DWSNZ) 1995. Since then, the standards have been revised 5 times with the requirements for compliance becoming more onerous. During cold water conditions, both ozone generators are required to operate to meet compliance, which leaves no standby capacity available at those times. This change in operation is due to a 10-fold increase in the ozone dose at low water temperatures, which is a requirement that has come about through the development of the drinking water standards between 1995 and 2022.
- 10 The ozone plant is supported in New Zealand by a single person company, and TDC is the only council in New Zealand to use ozone disinfection for compliance with protozoa. If this service supplier is unable to provide the required services, the risk to TDC is significant.
- 11 If the treatment process is improved to enable the use of the source water with higher turbidity, then the risk of not supplying safe compliant water for Timaru would be greatly reduced, and operational flexibility would be enhanced. Overall, this would also increase the resilience of the supply during a natural disaster or similar event.
- 12 A turbidity removal process at the Claremont WTP will provide a greater level of resilience and reliability for the Timaru water supply and will enable the water supply to be maintained when the source water is unsuitable for use in the existing WTP.
- 13 Although there are several technologies which could potentially be applied, the New Zealand water industry has overwhelmingly adopted membrane filtration (MF) processes for turbidity treatment over other media filtration for nearly all significant plants constructed in the last 10-20 years. The primary reasons for this are the greater ease of operation; the ability to cope with varying water quality; and reduced waste volume. On this basis, a membrane filtration system is recommended as the most appropriate long-term solution for turbidity removal in respect of performance and cost-effectiveness.
- 14 Currently the two large reservoirs each have a floating cover, which are also nearing the end of their design lives. Having so much treated water stored in this manner poses risks of contamination. If a cover is punctured or leaks in some way the whole reservoir could need

to be drained and the water replaced, or a Boil Water Notice issued. Provision has been made to replace the covers and possibly reline the reservoirs.

15 It is important to note that the Havelock North Public Inquiry developed 6 Principles of Safe Drinking Water in New Zealand, which were used to shape the Water Services Act and should be used as a basis for any water supply upgrade:

- A high standard of care must be embraced.
- Protection of the source water is of paramount importance.
- Maintain multiple barriers against contamination.
- Change proceeds contamination.
- Suppliers must own the safety of drinking water.
- Apply a preventive risk management approach.

16 Given the risks identified, Council is preparing to upgrade the Claremont WTP over the next five years to increase resilience to raw water quality and consistency in meeting the DWSNZ.

17 Current 2024-2034 Long Term Plan budgets related to this project totals \$36.7M as follows:

	2024/25	2025/26	2026/27	2027/28	2028/29
	\$,000				
Claremont WTP upgrade	2,494	6,559	10,465	10,706	
Reservoir lining and covers		250	2,093	2,141	2,000

Discussion

18 A Concept Design for the Claremont WTP upgrade was produced, (*WSP, 16 December 2022*) which identified a feasible concept layout, and which was used to inform a high-level cost estimate for the project of \$28.7 – 31.1 M.

19 A further review of the WTP upgrade options has been made which identified a staged strategy to upgrade the existing plant, taking a staged risk reduction approach to comply with the New Zealand Drinking Water Quality Assurance Rules (DWQAR).

20 The DWQAR provide the minimum level of compliance required at all times, and a water treatment plant design must consider plant upsets and failures. A multi barrier approach is essential to consistently achieving compliance with the standards and rules. Aiming for the minimum level of compliance would mean that at some time, failure to comply is a likely outcome.

21 The multi barrier approach along with the staged implementation results in a final treatment process that provides multiple barriers for protozoa, bacteria, and viruses, with a residual risk profile that has discrete stepped risk reduction as each stage is completed, showing a high standard of care.

22 The final treatment process must provide the following:

- 4-log protozoa barrier.
- Compliance with the bacteriological requirements.
- Allowance for a future virus standard.
- A high standard of care.
- Multibarrier approach.

- Preventative risk-based approach.
- 23 The proposed design concept is to upgrade the existing Claremont WTP to consist of:
- Membrane filtration (this provides turbidity removal and is a 4-log protozoa barrier)
 - UV disinfection (this provides a protozoa, bacteriological and a virus barrier)
 - Chlorine Disinfection (this provides a bacteriological and a virus barrier)
 - pH correction
 - Secure treated water storage
- 24 The potential issue of taste and odour control may also need to be addressed. The need for taste and odour control may have been masked previously by the use of ozone which is a very effective treatment. Without the ozone treatment, taste and odour control using either activated carbon or an advanced oxidation process in conjunction with the UV upgrade may be required. Sampling is currently underway to determine the presence or absence of the compounds in the raw water that cause these issues, although the transient nature of the presence of these compounds must be acknowledged.
- 25 Provision would also be made for the potential future fluoridation of the water supply.
- 26 Ideally the Claremont WTP upgrade project would proceed to a full and complete solution to address all the issues identified. However, given the potential for extended supply chain and delivery issues of certain plant and processes, a staged approach is required. This approach would progressively reduce risk in the immediate and long term and also match an extended funding programme.
- 27 UV disinfection would be an initial risk reduction measure, providing a lower risk of non-compliance with the bacteriological and protozoa requirements of the DWQAR. This option offers an increase in the flexibility of water that can be treated, allowing raw water of up to 5 NTU to be treated with the current plant operation limited to 1 NTU.
- 28 UV disinfection would provide only a single barrier for both bacteriological and protozoa compliance, and any upset in the treatment process could result in a non-compliance. This option would allow the existing ozone plant to be decommissioned. UV systems are generally more economic to operate than ozone systems and have much lower power requirements. Replacing the ozone system with a UV system will allow the introduction of the MF plant without the need to upgrade the power supply to the site.
- 29 The timing of the UV disinfection with the membrane filtration is also a consideration. The likely supply duration issues with the MF plant mean that it is recommended that the MF is procured as early as possible. There is still likely to be an 18-to-24-month period before the MF plant was installed and commissioned. A staging recommendation is to install the UV disinfection process as Stage One, while the MF plant is procured and installed.
- 30 A further advantage of the installation of a UV system is the ability to install a system that can then be incorporated into the treatment processes to deal with taste, odour and algal toxins. Confirmation of appropriate processes is required and underway, and these considerations should not be deferred as the changing climate environment may impact on the quality of the raw water very quickly with a potential significant detrimental impact on all consumers.
- 31 The scope of works for the Claremont WTP upgrade has expanded since the preliminary budget was prepared, the UV system was not included in the preliminary budget. No allowance was made for taste and odour control, new reservoir storage or fluoridation.

- 32 The cost of inclusion of the UV system would be covered in the current total budget of \$36.7M.
- 33 Funding may need to be allocated for the treated water storage implementation later in the Long Term Plan cycle, after the treatment plant upgrades, in the 2029/30 to 2031/32 period.
- 34 Regarding the raw and treated water storage, there are options to be considered in relation to using the two existing reservoirs for raw water storage and constructing new treated water storage or continuing to use one of the existing reservoirs for treated water storage. The matters for consideration are as follows:
- Treated water storage provides a buffer between the WTP and demand so that the WTP process is not exposed to rapid changes in demand which are usually detrimental to effective treatment.
 - The location (at least some) of the treated water storage should be relatively close to the WTP.
 - The Importance Level (IL) classification is a measure of the functionality and consequence of failure of structures during earthquakes, which influences design and construction details, with the existing raw water and treated water reservoirs highly unlikely to meet the IL3 or IL4 requirements which could be considered necessary for water treatment plants or for supplying other critical services in a civil emergency.
 - The existing 113ML treated water reservoir would likely require new lining and covers to ensure the treated water was secure and continued to be so.
 - Increasing the raw water storage volumes from 113ML to 226ML would increase the resilience to raw water quality changes.
 - Ultimately a minimum of 30ML treated water storage is recommended.
 - Treated water storage could be provided by several smaller capacity reservoirs.
 - Some of the treated water storage does not have to be at Claremont, it could be located within the reticulation.
 - A reduced treated water storage capacity (from 113ML to 30ML) requires a robust and resilient treatment plant with sufficient redundancy and standby capacity to ensure continued water supply.
- 35 The two main options for consideration are to replace the covers and liners to the existing reservoirs or to construct new secure treated water storage and use the existing reservoirs for raw water storage. A detailed investigation to determine the preferred option for treated water storage is currently underway. The staged approach to the implementation of this project would see the treated water storage completed after the treatment process upgrades.
- 36 There is a staging proposal for providing the appropriate cost effective raw and treated water storage, which is summarised as follows:
- One of the 113ML reservoirs is continued to be used for raw water storage
 - The second 113ML reservoir is continued to be used for treated water storage until such time as new treated water storage is constructed
 - A new 10 to 15ML reservoir is installed at Claremont
 - Other reservoirs (possibly more than one) that provide the additional 15 to 20ML capacity are installed at Claremont and/or within the reticulation network.
 - The second 113ML reservoir is then used for raw water storage once the treated water reservoirs are constructed.

Options and Preferred Option

- 37 Option 1 is for the Infrastructure Committee to endorse the proposed Claremont WTP upgrade strategy as recommended (which is the preferred option).
- 38 Option 2 is for the Infrastructure Committee not to endorse the proposed Claremont WTP upgrade strategy as recommended.
- 39 Option 2 would require the Claremont WTP upgrade strategy to be reviewed and resubmitted to the Infrastructure Committee at a later date.

Consultation

- 40 Some preliminary discussions have been held with water treatment process and equipment suppliers to obtain information on costs and their capability and experience, along with discussions with Councils who have recently procured WTP upgrades.

Relevant Legislation, Council Policy and Plans

- 41 Timaru District Council Long Term Plan 2024- 2034
- 42 New Zealand Drinking Water Quality Assurance Rules

Financial and Funding Implications

- 43 The total project budget for the Claremont Water Treatment Plant facility upgrade of \$36.7M including reservoir covers and liners has been approved as part of the Timaru District Council Long Term Plan 2024-2034 (LTP).
- 44 The preliminary budget based on the original treatment process concept design, inclusive of design and project management cost, was estimated to be \$29 - \$31M. Approximately 85% of the cost of the original scope is attributable to the MF plant and related processes.
- 45 The scope of works has expanded since the preliminary budget was prepared. Additional items not included in the preliminary budget are the UV system, any new reservoir storage, and any taste and odour treatment process if required.
- 46 The proposed UV system is an important part of the upgrade, and the inclusion of the UV system could be funded within the current \$36.7M budget with the deferral of the reservoir upgrade to later years. The installation of a UV treatment process is considered to be significantly higher priority than the reservoir covers and better value for money.
- 47 The securing of the treated water storage at Claremont from recontamination or accessibility during climate or civil emergencies should occur immediately following the completion of the treatment process upgrades and depending on actual project costs, may require additional budget allocation in future years.

Other Considerations

- 48 The Claremont WTP upgrade is a relatively complex project with several different workstreams on an operational water treatment plant site, with several contractual options, while also needing to minimise Council's exposure to risk.
- 49 A critical aspect to this project is ensuring the upgrade construction is completed while the existing plant continues to operate and deliver safe compliant drinking water.
- 50 A Procurement Strategy for the Claremont WTP Upgrade is being developed based on clear objectives. The Procurement Strategy will identify the many different workstreams that will

be carried out in the implementation of this project, the different procurement approaches that could be made including direct negotiations versus competitive tendering, and the options for bundling contracts.

- 51 Due to the very specialised nature of the components of this project, design and build contract(s) are likely to form the basis of the main contracts.

Attachments

Nil

8.6 South Rangitata Reserve Management Plan Review

Author: Bill Steans, Parks & Recreation Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee confirm that the intention to review the South Rangitata Reserve Management plan is publicly notified.

Purpose of Report

- 1 This report is prepared to seek approval to notify Council's intention to review the South Rangitata Reserve Management Plan.

Assessment of Significance

- 2 There is a low to medium significance with less than 500 people estimated to be affected. The South Rangitata Reserve is not a strategic asset but there is a legal requirement to consult when a review of the management plan is initiated. While the cost of reviewing the management plan is low it may have implications on future funding levels within the Reserve.

Background

- 3 Reserve 5266 (South Rangitata Reserve) is located on the southern side of the Rangitata River mouth. The vested land is classified as a Local Purpose (soil, conservation, and fishing huts) Reserve in accordance with Section 23 of the Reserves Act 1977.
- 4 The Reserve occupies 9.3077 hectares of land and is accessible from Rangitata Huts Road.
- 5 The current South Rangitata Reserve Management Plan became operative in 2003 and as well as the passing of time, several factors have changed to the stage that it should now be reviewed.
- 6 The Reserves Act 1977 prescribes a statutory process for preparing and reviewing Reserve Management Plans. This is to notify the intention to review the plan, prepare a draft plan which considers any submissions for inclusion, notify the draft plan and call for submissions, consider the submissions and make any amendments before adopting a new plan.
- 7 The major draw of the area is fishing, with salmon being of particular importance. In the late 1800's the reserve land was controlled by the South Canterbury Acclimatisation Society.
- 8 Over one hundred privately owned fishing huts are located within the Reserve, each with a lease. A generic example of the lease agreement is provided in Attachment 1.
- 9 Until recently a camping ground operated in the centre of the reserve on the site of a former stream. The lease for the camping ground was terminated by the lease on 31 August 2024. Council has agreed that the camping ground remain closed as the wastewater treatment and disposal system is no longer fit for purpose.

- 10 The water supply is deemed a private supply scheme that is operated by Council. It is a registered medium usage water supply and has less monitoring requirements than our larger schemes. The Rangitata Huts water supply has had historical instances of high nitrates but below maximum acceptable value (MAV). A reduction in nitrate MAV has been signalled that may require the need for a review of the water supply scheme.
- 11 The South Rangitata Reserve is located adjacent to the coast and the river making it susceptible to natural hazards of river flooding, coastal inundation from sea level rise, storm surges, tsunamis and sea level rise. There may also be a future risk of erosion from the river or the sea. These hazards are included in the proposed District Plan.

Discussion

- 12 Recent infrastructure issues, new information on coastal erosion and inundation and increasing standards for public infrastructure have raised concerns about the long term level of service that Council may need to provide.
- 13 These factors are an opportunity to review the Reserve Management Plan that will allow community consultation on options to manage these for the future.
- 14 Campers and lessees of fishing hut sites wish to see the camping ground continue to operate. One suggestion for this is a freedom camping site for self-contained campers. Information is being prepared to present to Council on a possible Freedom Camping Bylaw which could be instrumental if this approach is followed.
- 15 With potential climate change the future occupation of the site is at risk. However, the length of time permanent buildings will remain unaffected by these events is unknown.
- 16 Infrastructure and natural hazards are a consideration but need not delay the notification of Council's intention to review the South Rangitata Reserve Management Plan.
- 17 The statutory process to review the management plan will take longer than six months before a new plan can be adopted.

Options and Preferred Option

- 18 Option One (preferred option) is to initiate the review of the South Rangitata Reserve Management Plan by resolving to notify the review of the plan.
- 19 Option Two is to delay the review of the South Rangitata Reserve Management Plan. This has the disadvantage of the Reserve Management Plan not keeping up with events and not responding to future issues.

Consultation

- 20 A letter identifying issues in the Reserve and the process for reviewing the Reserve Management Plan was sent to all lessees on 9 September 2024.
- 21 On 21 September 2024 a meeting of South Rangitata Reserve Incorporated (the hut holders' society) and campers was attended by the Member of Parliament for Rangitata and Councillor Pye. Those present expressed a wish for the camping ground to reopen this summer.

Relevant Legislation, Council Policy and Plans

- 22 The Resource Management Act 1991, National Coastal Policy Statement, Canterbury Regional Coastal Plan, Canterbury Land and Water Regional Plan, and Timaru District Plan all impact on land use for the reserve.
- 23 The Reserves Act 1977 prescribes the way different classifications of Reserves are managed and how Reserve Management Plans are prepared.

Financial and Funding Implications

- 24 The costs of reviewing the management plan are minimal, being officers' time, advertisements, publication and meeting costs and can be funded from existing approved budgets.

Other Considerations

- 25 There are no other considerations.

Attachments

- 1. **Rangitata River Mouth Reserve Hut Site Lease**

TIMARU DISTRICT COUNCIL

LEASE OF HUT SITE NO ____, SOUTH RANGITATA RIVER MOUTH RESERVE

THIS DEED	made the	day of	2018
LESSOR	THE TIMARU DISTRICT COUNCIL a Body Corporate pursuant to the Local Government Act 2002 and amendments thereto.		
OF	2 King George Place (P O Box 522) Timaru		
LESSEE			
OF			
SPECIFIED PURPOSE	The Reserve is gazetted as a Local Purpose (soil conservation and fishing huts) Reserve. The land is zoned Recreation 1 under the Timaru District Plan and is subject to a Management Plan under Section 41 of the Reserves Act 1977. There are constraints on residential use with occupation of huts limited to a maximum of 180 nights in any one calendar year except as otherwise approved by the Lessor.		
LEASED LAND	Lease of Hut Site No ____ Rangitata River Mouth Reserve, Reserve Number 5266 Block IV Kapunatiki Survey District.		
TERM OF LEASE	Five years.		
RIGHTS OF RENEWAL	Two further terms of five years each.		
COMMENCEMENT DATE	1 July 2018.		
FINAL EXPIRY DATE	30 June 2033 (if renewals taken up).		
ANNUAL RENT	\$560.00 (five hundred and sixty dollars) including GST per annum payable in advance or as shall be fixed by the Lessor at the annual review of rent. Such rent to be based on recovery of the Reserve's operating budget for the ensuing year.		
RENT REVIEW DATE	1 July annually.		
RENT PAYMENT DATE	1 July annually in advance.		



REVIEW OF CONDITIONS 1 July 2023 and thereafter at five yearly intervals, subject to the provisions of the Reserves Act 1977.

IN CONSIDERATION of the rent hereby reserved and of the covenants, conditions and agreements set out in this Deed, **THE LESSOR LEASES** the leased land **UNTO THE LESSEE** for the specified purpose, for the term set out herein.

LESSEE'S COVENANTS

Payment of Rental etc

- 1.1 **THE** Lessees shall pay unto the Lessor the rent hereinbefore reserved at the times and in the manner prescribed, free of exchange and all other deductions, such rent and other payments to be made pursuant to this Deed of Lease to be made to the Lessor at the Lessor's office at King George Place, Timaru.

Use and Maintenance of Leased Land

- 1.2 a **THE** Lessee and those invitees shall maintain the premises including the land appertaining to the same at all times in good order and condition and in a sanitary manner so as not to constitute a danger to the community or create a nuisance or an offence defined by the Health Act, the Reserves Act, the Dog Control Act, the Bio Security Act, the Litter Act and all other Acts and Amendments pertaining thereof.
- b The Lessee shall abide by the Timaru District Council's Bylaws and Operative Management Plan for the South Rangitata Reserve.
- c The Lessee shall take out with the Lessor the necessary permits before commencing any building, drainage or plumbing work.
- d Subject to Clause 1.11 of this agreement, the Lessee shall provide adequate toilet and waste disposal facilities of a standard required and approved by the Lessor, and shall ensure those facilities comply and continue to comply throughout the term of this Lease (including during any renewed term) with the requirements of Canterbury Land and Water Regional Plan ('LWRP').
- e The Lessee may place on the site for no more than 14 consecutive days and no more than 30 days in one year one caravan or motor home.
- Any such caravan or motor home must:
- i) be owned by the Lessee or a member of the Lessee's immediate family
 - ii) have a current warrant of fitness, current registration, current electrical certificate and be mobile
 - iii) remain on the site only while being occupied.
- f The Lessee shall permit the Lessor or its agents at all reasonable times to enter and view the state of repair of the premises. The Lessor may require the Lessee to forthwith repair and amend any defects of which written notice shall be given to the Lessee or left on the premises.

Occupation

- 1.3 a. **THE** Lessee is permitted to occupy the hut a maximum of 180 nights in any one calendar year except as otherwise approved by the Lessor.
- b. Any non-approved occupation in excess of that permitted by clause 1.3(a) or otherwise within the provisions of this lease shall be deemed to be a breach of the conditions of this lease.

No Offensive Activity

- 1.4 **THE** Lessee shall not carry on nor permit to be carried on any offensive act, trade, business, occupation or calling upon the leased land, and will refrain from causing any noise or other disturbance, likely to disturb adjoining occupiers of land whether belonging to the Lessor or not.

Access Ways

- 1.5 a. **THE** Lessee may park vehicles in the access ways between huts provided a clear width of not less than 2.7 metres is left between parked vehicles to enable reasonable unimpeded vehicle movement.
- b. The access ways shall otherwise be kept clear at all times, including access to the land parcels (Part Res 1486, Part Res 100).
- c. Any non-approved structures or other limitations on the access ways which in any way inhibit or restrict thoroughfare shall be liable to be removed by the Lessor at its discretion without notice to the Lessee or any liability for compensation.

Fencing

- 1.6 The Lessee shall be responsible for maintain all boundary fences on their present alignments, using materials which shall be to the satisfaction of the Lessor.

Dogs

- 1.7 **NO** dogs shall be permitted within Reserve 5266 unless under the continuous and effective control of their owners or handlers and preferably on a leash and in accordance with the Dog Control Act 1996, Council's Bylaws and the Operative Management Plan for the Reserve.

Assignment, Sublease etc

- 1.8 a **EXCEPT** as provided for by Section 1.8(b) the Lessee shall not assign, transfer or part with the possession of the leased land or any part or parts thereof, without the consent in writing of the Lessor first being obtained, but such consent shall not be unreasonably or arbitrarily withheld where it is established to the reasonable satisfaction of the Lessor that the leased land will be used for the specified purpose, and the Lessee is not in breach of any of the covenants or conditions of this Lease.

- b **THE** Lessee may allow the use of the leased land or the building(s) erected thereon for periods not exceeding 14 days at any one time by friends or relations without the prior written consent of the Lessor.

Rubbish/Fires etc

- 1.9 **THE** Lessee shall not dispose of any rubbish on the leased land by burning nor permit fires to be lighted save and except in a properly appointed fireplace upon the leased land, and will use its best endeavours to avoid the risk of fire and to prevent grass and other fires upon the leased land.

Insurance on Buildings

- 1.10 a **THE** Lessee will insure and keep insured, its buildings and improvements on the leased land and will produce to the Lessor on demand a certificate of currency of insurance or the receipt or receipts for the annual or other premiums payable on account thereof as the Lessor may require. All monies received pursuant to any such insurance shall be expended in or toward repairs, reinstatement and re-erection of such buildings and/or improvements on the leased land **PROVIDED HOWEVER** that if the Lessee determines that such destroyed or damaged buildings are not to be repaired, reinstated or re-erected, the Lessee shall forthwith remove the damaged or destroyed building or buildings or the remains thereof and shall forthwith restore the area to the satisfaction of the Lessor and that in such event the cost of removing damaged or destroyed buildings and restoring the area shall be paid from the proceeds of the insurance as aforesaid and the balance shall be paid to the Lessee or other persons entitled to the same.
- b The Lessor shall not be responsible for any damage to the Lessee's property as a result of natural disaster, e.g. fire, flood, inundation by the river or sea, storm, explosion, earthquake etc.
- 1.11 **THE** Lessee acknowledges it is aware the Lessor may at the Lessor's sole discretion and at any time during the term of this lease (including any renewed term) elect to relocate the water bore which supplies domestic water to the Reserve including to the Hut Site which is the subject of this lease so as to ensure the continued supply of water to the Reserve which meets the requisite standards. The Lessee further acknowledges it is aware that this could result in the Hut Site falling within the Community Drinking-water Protection Zone designated under the Canterbury Land and Water Regional Plan ('LWRP'). The Lessee agrees it will ensure its wastewater and effluent disposal systems comply and continue to comply at all times with Environment Canterbury rules including but not limited to the LWRP and Timaru District Council regulatory requirements. The Lessee further agrees that if at any time its wastewater and or effluent disposal systems ("the disposal systems") cease to comply with any such requirements it will cease to use its disposal systems unless and until those disposal systems are compliant. Any costs to modify, upgrade or replace the Lessee's disposal systems to make them compliant shall be the sole responsibility of the Lessee.

LESSOR'S COVENANTS

- 2.1 **THE** Lessor shall:
- a Manage the area under lease and Reserve 5266 in accordance with the Reserves Act and any Management Plan approved within terms of Section 41 of the Reserves Act 1977.
 - b Agree to lease the land for the specified purpose subject to compliance with the Lease agreement.
 - c Pay all local authority rates and charges levied upon the leased land.
 - d Provide a water supply to the boundary of the leased land.
 - e Invite new lessees to allow their mailing address to be forwarded to the Secretary of the hutholders association (South Rangitata Reserve Incorporated).

MUTUAL COVENANTS**Inspection**

- 3.1 **THE** Lessor or its agents, servants and invitees may at all reasonable times (and shall during the last three (3) months of the term of the Lease prior to its final expiry term) enter upon the leased land to view its condition. If the Lessor shall give to the Lessee written notice of any requirements of repair, the Lessee shall with all reasonable speed comply with such notice.

Default

3.2

IF:-

- i The rent hereby reserved or any part thereof shall be in arrears or unpaid on any day on which the same ought to be paid and shall remain unpaid for thirty (30) days thereafter, whether the same shall be lawfully demanded or not, or
- ii Default is made by the Lessee in the full and faithful performance and observance of any of the covenants, conditions and restrictions contained in this Lease

THEN the Lessor may without prejudice to any of the Lessor's other rights or remedies at law or in equity sue the Lessee for specific performance or cancel this lease by immediately or at any time thereafter re-entering the Premises if the Lessor has first observed the requirements, where it is required by law to do so, of sections 243-264 of the Property Law Act 2007.

Expiration of Lease

- 3.3 **IF** the Lessee shall have up to the date of the expiration of this Lease duly and punctually paid the rent and observed the covenants and conditions herein

contained or implied and on the Lessee's part to be observed and performed the Lessee shall be entitled to:

- a A renewal of this Lease for a period of five years followed by a right of renewal for one further period of five years.

OR

- b Remove from the said Hut Site any buildings or improvements owned by the Lessee provided the same is wholly and fully removed previous to the expiration as aforesaid of this Lease.

Cancellation of Lease

- 3.4 **THE** Lessor or the Lessee may at any time determine this Lease by either giving to the other three calendar months' notice in writing and on the expiration of such notice the tenancy hereby created shall cease.

Reversion of Improvements

- 3.5 **IF** on the expiry or sooner determination of this Lease, the Lessor determines that the leased land should not again be leased, the Lessee may with the consent of the Lessor remove within such time as the Lessor shall determine such improvements as were effected by the Lessee on the leased land, and the Lessee shall leave the leased land in a clean and tidy state to the satisfaction of the Lessor. Improvements not so removed shall be the property of the Lessor and the Lessee shall not be entitled to compensation therefore.

Damage by Fire

- 3.6 **IF** any improvements are destroyed by earthquake, fire or tempest and are no longer required by or usable by the Lessee then the Lessee must remove such improvements from the leased land and this Lease shall thereupon cease, but this shall not relieve the Lessee from liability in respect of any antecedent in breach of these presents.

No Acquisition of Interest in Leased Land

- 3.7 **THE** Lessee shall have no right of acquiring or purchasing the fee simple estate of the leased land.

Delegation of Powers

- 3.8 **ALL** powers, rights and authorities vested in the Lessor by this Lease may be exercised and enforced for and on behalf of the Lessor by any person authorised in that behalf by the Lessor who must produce evidence of the delegation of powers upon request.

Notices

- 3.9 **SUBJECT** to the provisions of the Property Law Act 2007, any notice to be given to the Lessor or Lessee shall be deemed sufficiently served if sent by registered post to the addressee's last known address in New Zealand, and any notice so posted shall be deemed to have been served on the next working day following the posting thereof.

Reserves Act 1977

- 3.10 **THIS** Lease is intended to take effect as a Lease of a Local Purpose Reserve under Section 61 of the Reserves Act 1977, and the provisions of that Act and of the regulations made thereunder applicable to such a Lease shall be binding in all respects upon the parties hereto, and in the same manner as if such provisions had been fully set out herein.

No Waiver

- 3.11 **NO** waiver or failure by the Lessor in respect of any breach by the Lessee, shall operate as a waiver of another breach.

THE LESSEE DOTH HEREBY ACCEPT this Lease of the above described leased land, to be held by it as Lessee, and subject to the conditions, restrictions and covenants above set forth.

EXECUTED BY THE)
TIMARU DISTRICT COUNCIL)
By its duly authorised officer)
in the presence of:-)

_____ **Witness Signature**

_____ **Witness Address**

SIGNED by the Lessee

the said

WITNESSED by

Signature _____

Name _____

Address _____

Occupation _____



9 Consideration of Urgent Business Items

10 Consideration of Minor Nature Matters

11 Public Forum Items Requiring Consideration