



AGENDA

Infrastructure Committee Meeting Tuesday, 14 November 2023

Date Tuesday, 14 November 2023

Time Following Environmental Services Committee

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

File Reference 1629428

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 14 November 2023, at the conclusion of the Environmental Services Committee meeting.

Infrastructure Committee Members

Clr Sally Parker (Chairperson), Clr Gavin Oliver (Deputy Chairperson), Clr Stu Piddington, Clr Peter Burt, Clr Owen Jackson, Clr Allan Booth, Clr Stacey Scott, Clr Michelle Pye, Clr 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

Order Of Business

1	Apologies	5
2	Identification of Items of Urgent Business.....	5
3	Identification of Matters of a Minor Nature	5
4	Declaration of Conflicts of Interest	5
5	Chairperson’s Report.....	5
6	Confirmation of Minutes	6
6.1	Minutes of the Infrastructure Committee Meeting held on 5 September 2023	6
7	Reports	12
7.1	Actions Register Update	12
7.2	Gladstone Road Stopping	16
7.3	Adoption of Interim Speed Management Plan for submission to Waka Kotahi.....	21
7.4	Infrastructure Key Project Updates for Second Quarter 2023/24	129
7.5	Upgrade of Kowhai Stream Road Crossing, Blandswood Road	153
8	Consideration of Urgent Business Items.....	163
9	Consideration of Minor Nature Matters.....	163
10	Exclusion of the Public.....	164
11	Public Excluded Reports.....	165
11.1	Pareora Dam Update.....	165
12	Readmittance of the Public.....	166

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

6 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 5 September 2023

Author: Jessica Kavanaugh, Corporate Planner

Recommendation

That the Minutes of the Infrastructure Committee Meeting held on 5 September 2023 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 5 September 2023**



MINUTES

Infrastructure Committee Meeting Tuesday, 5 September 2023

Ref: 1629428

**Minutes of Timaru District Council
Infrastructure Committee Meeting
Held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru
on Tuesday, 5 September 2023 Following Environmental Services Committee**

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

In Attendance: **Community Board Members:** Jan Finlayson (Geraldine Community Board)

Officers: Bede Carran (Chief Executive), Andrew Dixon (Group Manager Infrastructure), Trudie Hurst (Group Manager Commercial & Strategy), Paul Cooper (Group Manager Environmental Services), Nigel Ingram (Group Manager Recreation and Cultural Services), Hannah Goddard-Coles (Group Manager Engagement and Culture), Stephen Doran (Communications Manager), Suzy Ratahi (Land Transport Manager), Nigel Howarth (Procurement Lead), Nick Houston (Project Manager - Capital Expenditure), Nicole Timney (Manager of Property Services and Client Representative), Claire Barlow (Community Development Manager), Jacky Clarke (Governance and Executive Support Manager), Alana Hobbs (Governance and Executive Support Administrator), Jessica Kavanaugh (Corporate Planner)

1 Apologies

No apologies were received.

2 Identification of Items of Urgent Business

No items of urgent business were received.

3 Identification of Matters of a Minor Nature

Clr Allan Booth asked to discuss City Town, which will be discussed as part of the projects updates report.

4 Declaration of Conflicts of Interest

No conflicts of interest were declared.

5 Chairperson's Report

5.5 Presentation of Chairperson's Report

Resolution 2023/23

Moved: Clr Sally Parker

Seconded: Clr Owen Jackson

The Chairperson has attended a number of meetings including: Council workshops, Extraordinary Council meeting, Guest speaker at Zonta, City Town Project Steering Group Meeting, Meeting with Group Manager Infrastructure.

Carried

6 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 25 July 2023

Resolution 2023/24

Moved: Clr Scott Shannon

Seconded: Clr Gavin Oliver

That the Minutes of the Infrastructure Committee Meeting held on 25 July 2023 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Carried

7 Reports

7.1 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.

It is confirmed to close;

- Section of Local Government Act and Road Naming Policy to be added to the hub
- Waka Kotahi futher information request including the summer work programme

Discussion included the email response from James Caygill (Waka Kotahi) not addressing all the issues raised at the previous meeting and it is requested to add a further action to follow up with Waka Kotahi to deliver what was advised and meet the Council's expectations. Also to send a LGOIMA to Waka Kotahi to find out what they are funding back into the District.

Resolution 2023/25

Moved: Clr Stacey Scott

Seconded: Clr Peter Burt

That the Infrastructure Committee receives and notes the updates to the Actions Register.

Carried

7.2 Seal Extension Project Approval

The Land Transport Manager spoke to the report to consider potential seal extension and request the Infrastructure Committee endorse a non-subsidised seal extension construction project as funded in the approved seal extension budget of \$330,000.

The Infrastructure Committee discussed the benefit to the residents. Councillors requested that a cost benefit approach be taken to seal extension projects including a matrix framework, methodology and weightings. The ability to consider all the roads rather than a small selection.

There was further discussion on the methodology of sealing roads factoring in large truck use. It is clarified there is a Seal Extension Policy which the recommendations have been based on.

Motion

Moved: Clr Gavin Oliver

Seconded: Clr Scott Shannon

That the Infrastructure Committee approve the unsubsidised seal extension of an approximately 1.5km section of Rangitata Gorge Road from current seal end towards Coal Hill, to the value of \$330,000 excluding GST as provided in the 2023/24 Annual Plan.

Lost 4/6

7.3 Infrastructure Key Project Updates for First Quarter 2023/24

The purpose of this report is to update the Infrastructure Committee on the progress of Key Infrastructure Projects.

Discussion included the work at Redruth landfill is part of treatment before discharge, compliance and reduction of nitrates. Opihi Pipeline renewal is confirmed this is on schedule to be complete by the end of the month. There was concern raised regarding CityTown it is confirmed this project has taken a transformation with a robust project plan and controlled costs with a number of different tranches running concurrently. It is confirmed no damage was sustained to CPlay from the water pipe bust at Caroline Bay and the project and budget are still on track.

There was discussion on the Chrome Platers on North Street which is confirmed to be on the Issues Watch Register for the Audit and Risk Committee. The Infrastructure Committee is advised that the Council has been approached by the Ministry for the Environment to put in an application for a stage 4. The council is not expected to wear any of the costs for this.

It is confirmed that there will be no further work done on the Pareora Dam which passed through the Audit and Risk Committee, it is advised the report will be added to the next Infrastructure Agenda.

Resolution 2023/26

Moved: Clr Sally Parker

Seconded: Mayor Nigel Bowen

That the Committee receives and note the Progress Reports for Key Infrastructure Projects.

Carried

8 Consideration of Urgent Business Items

No items of urgent business were received.

9 Consideration of Minor Nature Matters

No matters of a minor nature were raised.

The Meeting closed at 12.06pm.

.....

Sally Parker
Chairperson

7 Reports

7.1 Actions Register Update

Author: Jessica Kavanaugh, Governance Advisor

Authoriser: Jacky Clarke, Governance and Executive Support Manager

Recommendation

That the Infrastructure Committee receives and notes the updates to the Actions Register.

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 Required** [↓](#) 

Information Requested from Councillors (Infrastructure Committee)

Information Requested	Section of Local Government Act and Road Naming Policy		
Date Raised:	13 June 2023	Status:	Closed
Issue Owner	Group Manager Infrastructure	Completed Date:	10 August 2023
<p>Background: The Councillors requested section 319 of the Local Government Act and the Road Naming Policy to be distributed to Councillors. Update: These documents were provided by email to Councillors on 10 August 2023. It was also loaded to the Hub.</p>			

Information Requested	Waka Kotahi Further Infomation		
Date Raised:	25 July 2023	Status:	Closed
Issue Owner	Group Manager Infrastructure	Completed Date:	05 September 2023
<p>Background: The Councillors requested further information from Waka Kotahi that James Caygill advised he would provide. Including the summer work programme and the programme for showgrounds be distributed to Councillors when it is available. Update: James Caygill's further information has been received by Council and was circulated to Councillors on 29 August 2023. Update: Councillors agreed to close this action and create a new action for Waka Kotahi</p>			

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. Update: LINZ approval has been granted, and now ECan consent process is ongoing (oral update on timeframe to be provided at the meeting).</p>			

--

Information Requested	Waka Kotahi – State of the Highways		
Date Raised:	05 September 2023	Status:	Ongoing
Issue Owner	Group Manager Infrastructure	Completed Date:	
<p>Background: The Councillors requested Officers to respond to James Caygill (Waka Kotahi), To address all the issues raised in the 25 July meeting, and deliver what was advised. Also to LGOIMA Waka Kotahi to find out what they are funding back into the District.</p> <p>Update: Works have commenced on state highway, Waka Kotahi (WK) to keep Council informed and provide update for the beginning of the new calendar year on both work programme and funding information.</p>			

Information Requested	Seal Extension Policy Review		
Date Raised:	05 September 2023	Status:	Ongoing
Issue Owner	Group Manager Infrastructure	Completed Date:	
<p>Background: The Councillors requested a report to include the Seal Extension Policy for the ability to review this document. Including a breakdown of numbers of vehicles/trucks on the roads, schools and residential dwellings.</p> <p>Update: Officers to provide options in the Land Transport Unit’s activity management plan as part of the Long Term Plan 2024-34.</p>			

Information Requested	CityTown Steering Group		
Date Raised:	05 September 2023	Status:	Ongoing
Issue Owner	Group Manager Infrastructure	Completed Date:	

Background:
 It is requested that all Councillors be sent the invitations for CityTown Steering Group Meetings.

Update: Invitations to be provided for future meetings

Information Requested	Pareora Dam Update		
Date Raised:	05 September 2023	Status:	Ongoing
Issue Owner	Group Manager Infrastructure	Completed Date:	8 November 2023
Background: It is requested that the report that went to the Audit and Risk Committee be added to the next Infrastructure Committee agenda.			
Update: Report provided to meeting on 14 November 2023.			

7.2 Gladstone Road Stopping

Author: Kevin Kemp, Infrastructure Planner
Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee endorses the road stopping proposal and initiation of the road stopping process for an unformed part of Gladstone Road, in accordance with Sections 342 and Schedule 10 of the Local Government Act 1974.

Purpose of Report

- 1 The purpose of the report is to seek the Timaru District Council (TDC) Infrastructure Committee support for the initiation of a road stopping process under the Local Government Act 1974 for the stopping of a defined unformed portion of Gladstone Road, Timaru.

Assessment of Significance

- 2 This matter is deemed as low significance under the Council's Significance and Engagement Policy as the impact of strategic assets, the number of people affected and the impact on well-being or financial impact by this proposal is low.
- 3 By undertaking the road stopping through the Section 342 and Schedule 10 Local Government Act process, a period of public notification is required. This provides the opportunity for the wider community to have input on the proposed stopping.

Background

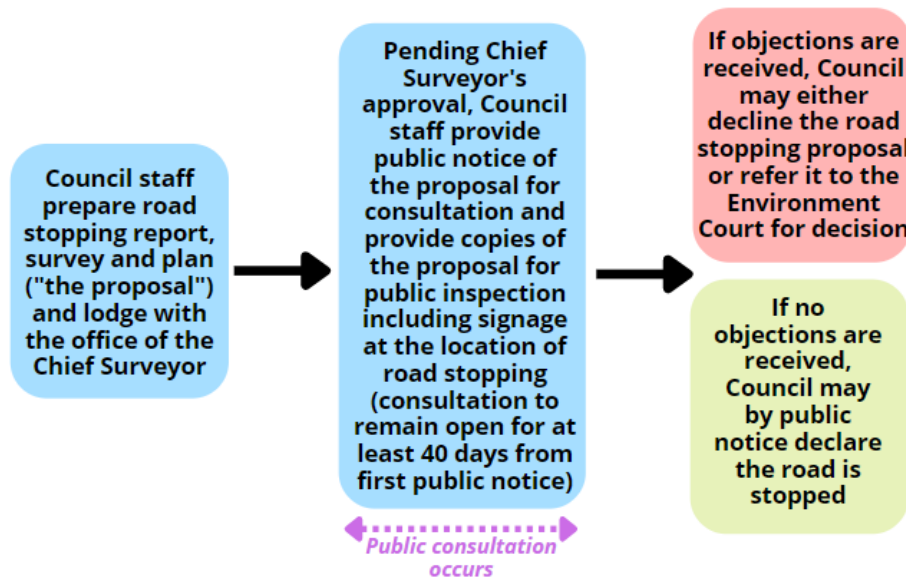
- 4 The Land Requirement Plan (Attachment 1) depicts the subject area, including the parcel of land, which is currently part of the Council road reserve (shaded in red and a land area of 903 m²). The unformed portion of Gladstone Road has been maintained by the Applicant in recent years through an informal grazing and occupation agreement with Council's Property Unit.
- 5 In recent years, the Applicant has queried multiple times with Council around stopping the area of road that they occupy and maintain. Council has maintained that a written approval of the other adjacent landowner with frontage to the proposed stopping area (36 Gladstone Road - Lot 3 DP 70295) be supplied to Council to progress the road stopping procedure. This approval has been provided.

Discussion

- 6 The defined section of Road that is proposed to be stopped is **public road** that is past the Council maintained carriageway of Gladstone Road. The defined section of road is adjacent to the Applicant's property (Lot 1 DP 52695) which is to the east and north of the road and a neighbouring property (Lot 3 DP 70295) is on the west of the road.
- 7 The Applicant has been in discussion with Council since August 2014 and was provided a letter confirming that Council would consider the process of stopping the defined section of road.
- 8 In February 2022, further confirmation was provided to the Applicant that all costs associated with the road closure, including staff time, survey costs, legal costs and purchase cost of the land will be at the Applicant's expense.

- 9 There is a prescribed process under Schedule 10 of the Local Government Act 1974 to achieve a road stopping, as well as the requirement from Section 342 of the Local Government Act 1974 to obtain consent from the Minister of Lands for stopping of any road within a rural area.
- 10 By using the road stopping process outlined in Schedule 10 of the Local Government Act 1974, public notification of the proposal including the call for submissions and objections is required, as per diagram below. If there is an objection received, the proposed stopping can either be referred to the Environment Court for decision or it can be declined by Council, however its decision can be appealed to the Environment Court.

Summary of Schedule 10 process



- 11 To achieve the objective of amalgamating the road with the adjoining land, the road stopping process is the only way of moving forward. The Local Government Act 1974 does not allow leasing of the road corridor land short or long term.
- 12 The stopping of the subject portion of road does not affect Council’s ability to provide present and future well-being to the district. It does provide an opportunity to gain revenue through the market price sale of land or lease that is not utilized for road or services and currently occupied by the applicant.

Options and Preferred Option

- 13 There are two options available:
 - Option 1 - is to maintain status quo. A License to Occupy under the Local Government Act 1974 could be granted for the ongoing occupation and maintenance of the current unformed road reserve of Gladstone Road.
 - Option 2 - **the preferred option**, is to support the commencement of the road stopping process under section 342 and Schedule 10 of the Local Government Act 1974, and subject to the successful completion of statutory process, the disposal and amalgamation of the stopped road with Lot 1 DP 52695. This will create surety for the landowner and enhance the safety of road users and public with access to this area no longer permitted.

Consultation

- 14 Consultation has occurred with officers and the owner of 36 Gladstone Road, as the other directly affected adjoining owner/party. Their support of the proposal is not a requirement of the Local Government Act 1974 process.
- 15 The Local Government Act 1974 process will include a full public consultation when the stopping is advertised and there is an opportunity for public submissions.

Relevant Legislation, Council Policy and Plans

- 16 Local Government Act 1974 that defines the road stopping process in Section 342 and Schedule 10.

Financial and Funding Implications

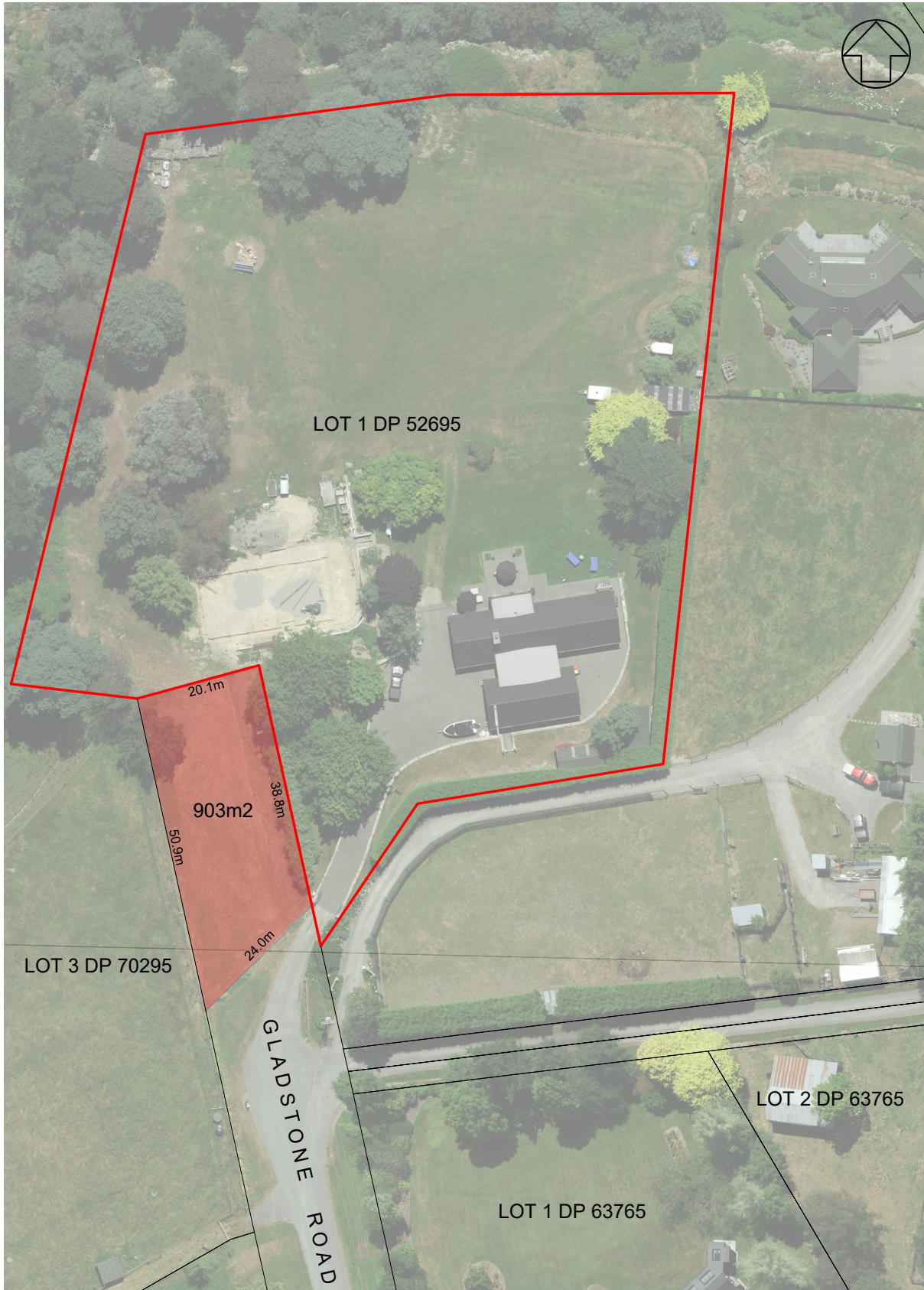
- 17 All costs associated with the road stopping process will be met by the Applicant.
- 18 If the road stopping is successful, the land may be disposed of to the Applicant, at a market value assessed by the valuation or leased.

Other Considerations

- 19 Any existing utility services within the proposed stopping area will need to be covered by suitable easements agreed upon by all parties.

Attachments

1. **Land Requirement Plan** [↓](#) 
2. **Gladstone Road - Road Stopping Location Plan** [↓](#) 



LAND REQUIREMENT PLAN
SCALE 1:750

NOTE:
AREA AND DIMENSIONS SUBJECT TO FINAL SURVEY



7.3 Adoption of Interim Speed Management Plan for submission to Waka Kotahi

Author: Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee endorse the Timaru District Council Speed Management Plan for submission to Waka Kotahi for approval

Purpose of Report

- 1 To provide an update on feedback from the community on the recent public engagement on the interim speed management plan and endorse the plan for submission to Waka Kotahi. This endorsement of an interim speed management plan will meet the legislative requirements under the Land Transport Rule: Setting of Speed Limits 2022¹.

Assessment of Significance

- 2 The proposal has a medium level of significance in terms of the Timaru District Council Significance and Engagement policy. Although the change in speed limits will affect road users the implementation process is defined in the Land Transport Rule: Setting of Speed Limits 2022 and the speed limits are recommended but not adopted by Council. Consultation undertaken is reference in the Consultation section of the report.

Background

- 3 Previously speed limits in Timaru District have been determined by Council and included in Chapter 11 of the Timaru District Council's Consolidated Bylaw 2018². This was the legal basis for speed limit enforcement by Police until the new rule was implemented in May 2022.
- 4 The Land Transport Rule Setting of Speed Limits 2022 came into force on 19 May 2022. Following this legislative change speed limits were transferred to a National Speed Limit Register administered by Waka Kotahi and no longer a Council bylaw.
- 5 The new rule also changes the way speed limits are set or reviewed and there is provision for Council to continue to have input into setting speed limits through the following:
 - Allows the territorial authority (Timaru District Council) to develop interim speed management plans for local roads.
 - Encourages the territorial authority to review and set speed limits on roads outside schools
 - Requires the region to develop a regional speed management plan for 2024-2027 for a consistent approach and consult with the public as a region.

¹ <https://www.nzta.govt.nz/assets/resources/rules/docs/setting-of-speed-limits-rule-2022-as-at-21-august-2023.pdf>

² https://www.timaru.govt.nz/_data/assets/pdf_file/0009/182745/Chapter-11.pdf

- Allows the territorial authority to develop a local interim speed management plan prior to the regional speed management plan.
 - Defines the speed limit around the school into Categories 1 and 2. Category 1 schools are urban schools and speed limits for roads outside these schools must be 30km/h (permanent or variable). Category 2 schools are rural schools and speed limits for roads outside these schools should be reduced to 60km/h or less (permanent or variable).
- 6 With the new Speed Limit Rule an Interim Speed Management Plan (ISMP) has been developed to focus on high priority speed limit changes. This will include setting speed limits in:
- Reducing speed limits to 30km/hr on roads surrounding schools which is a legislative requirement.
 - Reducing speed limits on urban area fringes where urban and industrial development growth has extended the urban nature of the road and the rural speed limit is no longer appropriate.
 - Reducing speed limits in some high use active transport areas to promote a safer environment for users.
- 7 The ISMP prioritises the safety and well-being of our community members by targeting kura/schools, urban fringe areas, and other high-risk locations. With the support of Te Runangao Arowhenua, the plan also proposes speed limit changes around the marae in the Timaru District. By implementing these changes, we aim to enhance road safety and create streets where people feel safe to walk, ride, cycle, scoot, drive, and access public transport.
- 8 The three key focus areas and principles for the ISMP have been consulted on with the community. The submissions received are included as Attachment 1 to 7. These submissions are discussed in the Consultation section later in this report.
- 9 If supported by Council and approved by the Waka Kotahi Director of Transport, this Plan will serve as a stepping-stone towards a comprehensive district-wide Speed Management Plan, which will encompass a broader range of areas. This is anticipated to make a significant difference in enhancing road safety and improving the wellbeing of our communities.
- 10 Council will be required to develop a Full Speed Management Plan for 2024-27. This will be included in the Regional Speed Management Plan which will be consulted on by each of the councils in the Canterbury Region. This will be a detailed plan and cover speed management across the whole network.
- 11 Effective speed management is about more than just setting speed limits, it is also about infrastructure and road design. However, the proposed ISMP has a focus on speed limits due to current funding constraints for infrastructure improvements nationally.
- 12 Under Road to Zero and the Setting of Speed Limits Rule, Road Controlling Authorities must use reasonable efforts to implement safe speed limits around schools by 31 December 2027, with an interim target of 40 percent of schools by 30 June 2024. In the ISMP all schools are included to adopt lower speed limits earlier rather than later for equity and the safety of the community and budget has been allocated to put these into action in the 2023/24 financial year.
- 13 The Community Boards were provided an opportunity to comment on speed limit changes in their respective areas and generally were very supportive of the proposed changes.

Discussion

- 14 The ISMP is to transition from the way we have set speed limits in the past, to a new, more flexible approach that better acknowledges the local conditions and the surrounding environment. Rather than looking at speed limit changes on a street-by-street basis, this interim speed management plan establishes important management principles that have been developed in conjunction with the Canterbury region;
- Survivable speeds, ensuring safety for all.
 - Safe speeds to support health, wellbeing, and liveable places for all.
 - Safe speeds that contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.
 - Safe speeds that support land use changes as growth occurs.
 - Consistent speed limits across the Canterbury region.
 - Work with Runanga to achieve safe speeds, especially around locations of significance such as marae, urupā, kura and kōhanga.
- 15 The plan has considered the impact of future growth of the district and what this may mean for future speed management. Much of the growth occurs on the urban fringes, therefore the plan allows designated zones where, if growth is occurring, road speed can be managed accordingly.
- 16 Similarly, there are highly developed urban areas that are increasingly used for active transport (such as walking and cycling), so this interim plan will allow us to adjust speeds to reflect any changes in the future.
- 17 The first key focus area of this draft plan is to reduce the speed limits around schools. To do this it is proposed that a 30km/h permanent speed limit for most schools in the district be implemented, with key transport corridors such as North Street, Selwyn Street, Wai-iti Road etc having a variable speed limit. Some rural schools are proposed to have a 60km/h variable speed limit due to no vulnerable road user activities occurring outside of these schools, for example, school bus usage and private vehicle use dominates the mode of travel.
- 18 A variable speed limit is when the speed limit can change due to the road and driving conditions, in this instance for example, the lower speed limit will be in play when children are arriving or departing school, and where students are most vulnerable. Careful consideration was given to the function each road surrounding the school played. If it was a high volume principal traffic route, then a variable speed limit was proposed as the efficiency of traffic movement is a consideration. Conversely, if it was a low volume local road, a permanent speed limit reduction was proposed as the overall road environment is suited to the reduced speed limit.
- 19 Schools proposed to have a 30km/h permanent speed limit treatment are shown on Maps in Attachment 8. These schools are:
- Arowhenua Maori School
 - Craighead Diocesan School
 - Gleniti School
 - Highfield School

- One School Global
 - Opihi College .
 - Pleasant Point Primary School
 - Timaru Girls High School
- 20 There are rural schools that generally have very few or no students walking or cycling to school and predominantly private vehicle or school bus drop off. Given this, these rural schools require a different speed environment approach. These schools, shown in Maps in Attachment 9, are as follows:
- Barton Rural School
 - Beaconsfield School
 - Waihi School
- 21 Schools identified to be on principal roads and therefore proposed speed limits of 30km/h permanent or variable speed limit treatment are shown in Maps in Attachment 10 as follows:
- Bluestone School & Timaru Boys High School
 - Geraldine High School
 - Geraldine Primary School
 - Grantlea Downs School
 - Mountainview High School
 - Oceanview Heights School
 - Roncalli College and Sacred Heart Primary School
 - St Joseph's School, Pleasant Point
 - St Joseph's School, Timaru
 - Temuka Primary School and St Joseph's School, Temuka
 - Timaru Christian School
 - Timaru South School
 - Waimataitai School
 - Winchester Rural School
 - Woodbury School
- 22 Some of these schools face the state highway, therefore the speed limit will change once Waka Kotahi installs their speed signs outside our schools.
- 23 The plan also includes a principle to manage the speed on roads in the urban and industrial fringes. This is to cater for development, that has already occurred or will occur over the period of the ISMP, in the district and to reduce the approach speed of vehicles entering the townships.
- 24 Generally, the areas that have been included for consideration have come at the request of the communities living in that location, for example - Peel Forest, Waipopo and Woodbury Townships, Richard Pearse Drive Temuka, Kennels Road and Talbot Street.

- 25 This would allow speed reductions on urban or industrial fringe roads to either 50km/h, 60km/h or 80km/h depending on the level of development. Maps on these changes are shown in Attachment 11 and listed at paragraph 27.
- 26 There was a further request while engagement was taking place from the Community living on Cliffs, Fraser and Rolling Ridges Road to reduce the road from a derestricted open road speed limit to 80km/hr, a further map has been included for consideration.
- 27 The roads currently planned in the interim speed management for safer speeds are:
- Inner city streets with existing restricted speed limits: Bank St, Sophia St, Beswick St, Stafford St, Cains Tce (page 1)
 - Beaconsfield and Salsbury Roads (page 2)
 - Butlers Road (page 3)
 - Brosnan, Divans, and Kennels Roads (page 4)
 - Cliff, Fraser and Rolling Ridges Roads (page 5)
 - Dawson Street and Talbot Street (page 6)
 - Heaton and Hayes Streets (page 7)
 - Kerrytown and Mill Roads (page 8)
 - Manse Road (page 9)
 - Milford Clandeboye Road (page 10)
 - Old North Road and Blair Street (page 11)
 - Orari Station Road (page 12)
 - Pages and Gleniti Roads (page 13)
 - Parade, Scarborough (page 14)
 - Peel Forest Settlement
 - Port Loop, Marine Parade, Unwin Road and Hall Street (page 15)
 - Rangitata Gorge Road, Peel Forest, Dennistoun, Ferry, Brake, Blandswood and Lookout Roads (page 16)
 - Richard Pearce Drive and north Town Belt (page 17)
 - Rockdale and Rocky Hundreds Roads (page 18)
 - Seadown, Meadows and Aorangi Roads (page 19)
 - Talbot Street and Winchester – Geraldine Road (page 20)
 - Tengawai, Sherris and Maze Roads (page 21)
 - Waipopo, Barrett and Connolly Roads (page 22)
 - Waitohi Temuka Road (page 23)
 - Washdyke Flat, Kellands Hill, Rosewill Valley and Seaton Roads (page 24)
 - Woodbury Settlement (page 25)

- 28 The plan also includes the key focus area of reducing speed in some highly developed areas within the central business districts where there are high numbers of active users (like cruise ship visitors, walkers, cyclists, and scooter users) on the road to promote a safer environment. The streets currently planned in the interim speed management are in the Timaru Central Business District.
- 29 Council is unable to decide changes to speed limits on state highways, because these are the authority of Waka Kotahi NZ Transport Agency. In recognition of the need for state highway speed limits to support safety in our communities and be consistent with the local road network Council Officers will continue to lobby Waka Kotahi NZ Transport Agency for speed limit changes in the Timaru District through our townships.

Options and Preferred Option

- 30 Option 1 is to not endorse the ISMP for advancement to Waka Kotahi’s Director. This option is not preferred as it would result in non-compliance with legislative requirements regarding speed reductions around schools. Additionally, it would negatively impact community members residing in areas that have long requested speed reductions, potentially leading to frustration
- 31 Option 2 is to endorse the ISMP for submission to Waka Kotahi’s Director. This is the preferred option that aligns with Council's legislative obligations, addresses the requests from communities seeking change, and supports the input provided by those advocating for speed changes and the implementation of Canterbury Wide Principles of speed management.

Consultation

- 32 The Draft Interim Speed Management Plan has been consulted on with our community and feedback has been provided in attachments 1 to 7.
- 33 Key Focus Area 1 – Schools achieved 61% support
- 34 Key Focus Area 2 – Urban and industrial Fringe achieved 51% support
- 35 Key Focus Area 3 – CBD achieved 51% support
- 36 The Canterbury Wide Speed Management principles were also supported by the majority of respondents.

Survivable speeds ensuring safety for all	Agree	Highly Agree	Disagree	Highly Disagree	Support	Oppose
Safe speeds to support health, wellbeing, and liveable places for all.	25%	38%	22%	15%	63%	37%
Safe speeds that contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.	21%	40%	21%	18%	61%	39%
Safe speeds that support land use changes as growth occurs.	20%	36%	19%	25%	56%	44%
Consistent speed limits across the Canterbury region.	26%	34%	23%	17%	60%	40%

We will build and honour relationships with Runanga to achieve safe speeds, especially around locations of significance such as marae, urupā, kura and kōhanga.	29%	35%	21%	16%	64%	36%
---	-----	-----	-----	-----	-----	-----

Relevant Legislation, Council Policy and Plans

37 Land Transport Rule: Setting of Speed Limit 2022












Financial and Funding Implications

38 Waka Kotahi Subsidised funding is available for this work, and Council has local share allocated in the 2023/24 Annual Plan

Other Considerations

39 It is noted that there has been a change in Government and that Transport Policies are being reviewed. The speed limits rule is a legislative requirement and works with Local Government so change is unlikely in the short term. Speed limits on State Highways being significant transportation corridors may be reviewed.

Attachments

1. **Speed reduction - written in comments - 2023** [↓](#) 
2. **SubmissionFinal231018 Te Whatu Ora** [↓](#) 
3. **Speed Survey Comments** [↓](#) 
4. **Speed Limit Submission - Oct 2023 from AA** [↓](#) 
5. **Residents Speed Reduction Submission** [↓](#) 
6. **Speed Reduction Survey - Ministry Of Ed 2023** [↓](#) 
7. **Draft Interim Speed Management Plan Submission (rooneys) 23.10.23** [↓](#) 
8. **Proposed Speed Limited - Schools - 30km/h permanent speed** [↓](#) 
9. **Proposed Speed Limited - Schools - Category 2 criteria** [↓](#) 
10. **Proposed Speed Limited - Schools - 30km/h permanent / variable** [↓](#) 
11. **Proposed Speed Limited - Urban and Industrial Fringe Roads** [↓](#) 



23 October 2023

Draft Interim Speed Management Plan Submission
Timaru District Council

- WAIMATE (Head Office)
- ASHBURTON
- TIMARU
- OAMARU

BY EMAIL ONLY submission@timdc.govt.nz

Dear Sir/Madam

Draft Interim Speed Management Plan Submission

1. On behalf of Rooney Group Limited (**RGL**), the following submissions are made on Council's proposed Draft Interim Speed Management Plan.
2. If there is an opportunity to speak to our submission, then RGL would like to do so.
3. On the basis of a lack of corresponding evidence, RGL opposes all of the proposed speed limit changes within the district.
4. The proposed speed limit changes both around schools and local roads are extensive without any specific evidence to support the changes. It would appear that the changes proposed are planning for traffic growth and/or land use change that may not occur for many years, or even at all.
5. In response to questions from Councillors at Council's 14 May Infrastructure Committee meeting, staff stated that the proposed speed limits were a lot lower than they needed to be, but that the change in legislation meant that any changes to speed limits were required to be in accordance with the new Land Transport Rule, or not at all. RGL submits that there is no need to make any immediate changes, and even more so until there is more certainty following the change in government.
6. The extent of the changes proposed are significant, yet Council has chosen to undertake the minimum required consultation, that being to comply with the principles of section 82 of the Local Government Act 2002. RGL submits that Council could and should undertake more direct consultation with industry and affected adjoining landowners. Rooney Farms Ltd for example owns land directly adjoining Kerrytown Road and considers that targeted consultation with landowners should have occurred.
7. It is submitted that each site where a change in speed limit is proposed should be more extensively workshopped with adjoining landowners and industry to fully understand the consequences and outcomes sought by the proposed changes.
8. The depth of detailed consultation undertaken to date is unknown. At Council's 14 May Infrastructure Committee meeting, staff noted that feedback from the Peel Forest and Woodbury communities had been received, helping justify the proposed changes. The spectrum of this feedback is unclear as to whether it was all encompassing of the community, or just a portion of it.

■ **Rooney Group Limited (Head Office)**

4A William Street, P.O. Box 10, Waimate 7960
Phone (03) 689 7881, Fax (03) 689 6299



9. While it is understood the cost of the new signage around schools will be government funded, it is assumed that the resulting sign changes to local roads will be funded by the Council. If so, this will result in additional expenditure and ongoing maintenance compared to what is currently funded.
10. The question and answer on the website *states "How do you make drivers slow down to set the set speeds? We are only responsible for setting the road speed limits; the policing of vehicle speeds is the responsibility of the NZ Police."*. This presents itself as Council not having considered the wider implications to the community, or the subsequent use of police resources to enforce the new speed limits. There is no information provided to advise the public as to whether or not the police support the proposed changes.
11. While a detailed submission on each location could be made, locations such as Winchester-Geraldine Road north of Coach Road appear unnecessary when the Coach Road intersection has recently had significant safety improvements made with the addition of the new roundabout. It is unclear why further changes are being proposed. Is the road still unsafe, or is this a belt and braces approach?
12. Overall, RGL is concerned about the extensive changes proposed, the length of roads affected, and what appears to be a lack of supporting information and limited consultation with affected road users. While RGL is not opposed to Council making road safety improvements, extensive changes such as those proposed should be based on evidence following extensive community consultation. They should also be made weighing up the overall cost and benefit to the community, which is broader than just through Council's lens as the Road Controlling Authority.

Nathan Hole

Senior Adviser – Environmental Policy & Projects

Mobile: 027 243 2219



Te Whatu Ora
Health New Zealand

19 October 2023

Timaru District Council

PO Box 522

Timaru 7949

speedmanagement@timdc.govt.nz

Tēnā koutou,

Submission on Timaru Interim Speed Management Plan

1. This submission has been compiled by Te Mana Ora (Community and Public Health) on behalf of the National Public Health Service, South Canterbury, Te Waipounamu. Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956. This submission sets out particular matters of interest and concern to Te Mana Ora.

General Comments

2. We welcome the opportunity to comment on the Interim Speed Management Plan. The future of health and wellbeing for people in the Timaru District is not only reliant on health services, but on a responsive environment where all sectors work collaboratively to address the determinants of health¹.
3. Transport is an important determinant of health. The mechanisms of this relationship are numerous. Road safety, air quality and emissions, physical activity levels and accessibility are some of the many factors associated with transport that have a profound impact on population health and wellbeing.² In addition to direct health impacts, increased emissions from transport contribute to climate change and consequential health impacts.

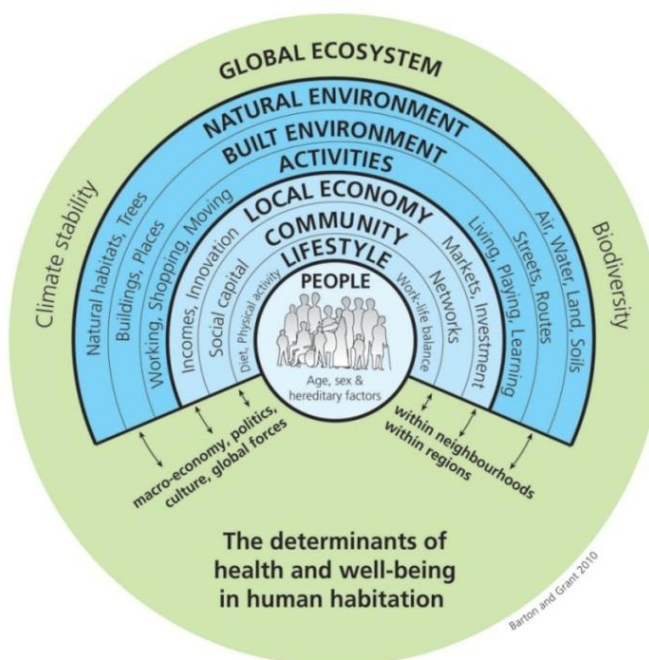
¹ Public Health Advisory Committee. (2004) The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health. Public Health Advisory Committee: Wellington.

² Shaw C, Randal E, Keall M, Woodward A. (2018) Health consequences of transport patterns in New Zealand's largest cities. N Z Med J. 131(1472):64–72. Epub 2018/03/23. pmid:2956593



Te Whatu Ora
Health New Zealand

4. When transport and land use planning acknowledge and take these factors into account at the highest level of strategic policy-making, there is potential to make significant gains in improving health and wellbeing and reducing inequity and healthcare costs.³
5. The diagram below shows how the various influences on health are complex and interlinked⁴. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact.⁵ Local government has a critical role to play in supporting the health and wellbeing of communities.



³ Mizdrak A, Blakely T, Cleghorn CL, Cobiac LJ (2019) Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. PLoS ONE 14(7): e0219316. <https://doi.org/10.1371/journal.pone.0219316>

⁴ Barton, H and Grant, M. (2006) A health map for the local human habitat. The Journal of the Royal Society for the Promotion of Health, 126 (6), pp 252-253. Available from: <http://www.bne.uwe.ac.uk/who/healthmap/default.asp>

⁵ McGinnis JM, Williams-Russo P, Knickman JR. (2002) The case for more active policy attention to health promotion. Health Affairs, 21(2): 78-93.



Specific Comments

Advocating for changes to speed limits on State Highways in our District

6. We strongly support the suggestions on page 3 for reducing speed on State Highways in our district, and support Timaru Council continuing to raise these with Waka Kotahi. They are consistent with the aim to “reduce speed and ensure safety for all” and “safe speeds that support health, wellbeing and liveable places for all.” In particular, we support raising the speed limit on the State Highway beside Huirapa St to enable whānau and tamariki to use the road safely.

Key Focus Area 1 – School speed limits

7. Te Mana Ora seeks ways to encourage more people to walk, scooter and cycle more often – for both utility and recreational trips. These are affordable ways to travel, which also create a safer, more liveable, socially cohesive community. We acknowledge that many users perceive the road network as an uncomfortable and unsafe space to do so. Speed of vehicular transport is a key influencer of whether people perceive a trip is safe to make by active transport. This is especially true for parents and caregivers considering how to get their tamariki safely to school.
8. We support the lowering of speed limits around education settings. Our team work directly with all schools and early childhood education centres in the district through WAVE (Wellbeing and Vitality in Education) and through the School Travel Plan Coordinator (a Timaru District Council funded role).
9. Students and families regularly feed back to us that higher traffic speeds (e.g. 50 or 70km/h) are a problem that makes it difficult to cross roads. The situation is compounded when drivers fail to stop for pedestrians waiting to cross at a pedestrian crossing. When we have run Project Zebra with schools and have used Vehicle Messaging Sign warning drivers of a crossing ahead, drivers have lowered their speed in the approach to the crossing, and their awareness of pedestrians has improved.
10. In the Geraldine township, tamariki and whānau traveling across Talbot St and Cox St (SH72 & 79) to or from either of the two schools have reported that drivers regularly do not stop for pedestrians at the crossings, and it can take a long time to cross. We suggest that the speed



Te Whatu Ora
Health New Zealand

be lowered to 30km/h in alignment with the Geraldine Transport Strategy (2021)⁶ and to put in place a slow speed zone beginning from Huffey St in the south, including Cox St, Talbot St, Hislop St through the town centre to MacDonald St. This will support people all ages to walk, bike and scoot around to enjoy central Geraldine.

11. School travel plan (STP) surveys completed within the Timaru District over the last 10 years have highlighted speed around schools as an issue and a barrier to active transport. In the STP surveys families were asked what they thought would make the route safer to consider active transport modes. Slower traffic speeds (e.g. speed limits of 30 or 40km/h) ranked in the top 3 responses in all school communities surveyed. Given that high numbers of students are driven to school by car (range 40-85%) across seven primary schools surveyed between 2013-2020, lower speeds around schools are essential to improve safety and encourage more children to use active travel modes.
12. Habits are developed for whānau and tamariki during preschool years, therefore it is important to encourage an environment that supports whānau and tamariki to establish habits for an active commute in these early years. Research has shown that most children that walk and cycle to school will maintain this behaviour as they get older⁷.
13. Te Mana Ora and the National Public Health Service suggest that *all* schools and early childhood education settings (kindergartens, preschools and playcentres) are included in the speed management plan. While many early childhood education centres are already included in the proposed speed changes near schools there are some that can easily be included by extending a proposed area further, and others by including an additional area for speed change. These are detailed in Table 1 as an appendix.
14. We support the lowering of speed limits around schools and Early Childhood Education centres (ECE) to 30km/h and encourage council to assign a consistent speed reduction around all schools and ECE of 30km/h (or 60km/h on state highways). Schools and ECE go off-site during the day for activities and lower speeds during the whole day enable tamariki and kaiako to continue walking to the swimming pool for lessons, for example. A recent cost-benefit analysis concluded that there are significant safety benefits from *permanent* speed

⁶ Timaru District Council (2021) Geraldine Transport Strategy. Available from: https://www.timaru.govt.nz/_data/assets/pdf_file/0005/548933/Geraldine-Transport-Strategy-Adopted-20-July-2021.pdf

⁷ Centre for Physical Activity and Nutrition Research (2007) What influences whether children walk or cycle to school. Deakin University. Available from: https://www.deakin.edu.au/_data/assets/pdf_file/0018/307008/book-7.pdf



Te Whatu Ora Health New Zealand

reductions around schools and a high value for money of such interventions⁸. Therefore, Te Mana Ora recommends that permanent speed limits are the default. Reducing speed limits as a measure to improve streets for people is a more cost-effective approach than adding other infrastructure such as separated cycle lanes or narrowing streets⁹.

Key Focus Area 2 – Urban and industrial fringes

15. Te Mana Ora strongly supports the proposed speed changes to improve the safety and usability of roads for all users. A reduction in speed on the roads beside Peel Forest Preschool is of great benefit to enable that community to walk, bike and scoot.

Key Focus Area 3 – Developed urban areas with a high number of active users

16. Te Mana Ora strongly agrees with the lowering of speed limits to 30km/h in developed urban areas where there are a higher number of pedestrians and cyclists. A walkable centre of town also makes the CBD more appealing for tourists to spend time, bringing economic benefits.

Survivable speeds, ensuring safety for all

17. We strongly agree with this goal. New Zealand is one of the worst performing countries in the OECD regarding road safety, with a higher rate of death on roads than most other developed countries.¹⁰ Traffic injuries made up about 33% of overall health loss due to all injuries in New Zealand. Road related deaths and injuries disproportionately impact on children and young people, older people, Māori and people living in economically poorer areas.^{11 12 13}

⁸ Mandic, S., Hewitt, J., Dodge, N., & Sharma, N. (2023) Approaches to Managing Speed in New Zealand's Capital. *Journal of Road Safety*, 34(1). <https://doi.org/10.33492/JRS-D-22-00047>

⁹ Global action plan on physical activity (2018) 2018–2030: more active people for a healthier world. Geneva: World Health Organization. Available from: <https://www.who.int/publications/i/item/9789241514187>

¹⁰ International Transport Forum (2022) Road Safety Annual Report 2022. Paris: OECD Publishing. Available from: https://read.oecd-ilibrary.org/transport/road-safety-annual-report-2022_badaa1a4-en

¹¹ Ministry of Health. (2013) Health Loss in New Zealand: A report from the New Zealand Burden of Diseases, Injuries and Risk Factors Study, 2006–2016. Wellington: Ministry of Health.

¹² Hosking J, Ameratunga S, Exeter D, Stewart J, Bell A. (2013) Ethnic, socioeconomic and geographical inequalities in road traffic injury rates in the Auckland region. *Australian and New Zealand journal of public health*. 37(2):162-7.

¹³ Randal E, Shaw C, McLeod M, Keall M, Woodward A, Mizdrak A. (2022) The impact of transport on population health and health equity for Māori in Aotearoa New Zealand: a prospective burden of disease study. *International journal of environmental research and public health*. 19(4):2032.



Te Whatu Ora
Health New Zealand

Safe speeds to support health, wellbeing and liveable places for all

18. Te Mana Ora strongly agrees with this goal. Roads and streets play a key role as a place for the community. Reducing speed limits in town, urban and residential areas helps people to meet, shop and connect to their communities and makes the place/area vibrant and liveable.
19. Cardiovascular disease, mental ill-health, cancer and diabetes are among the major public health challenges in New Zealand, many of which are potentially preventable.¹⁴ ¹⁵Reduced speed limits promote active transport by encouraging physical activity, increasing the walkability of a neighbourhood and improving the actual or perceived safety of walking and cycling. Active transport contributes to decreased likelihood of diabetes, improved mental health and reduced risk of diseases, such as cardiovascular diseases and cancer.¹⁶ ¹⁷ ¹⁸ When more people walk and cycle it is also likely that emissions and noise will reduce, air quality will improve, and environmental sustainability is supported.¹⁹
20. Speed management is a very successful measure to prevent deaths and injuries. International evidence showed that reducing speed to 30k/hr means a huge reduction to death and injuries. New Zealand-based research shows that traffic speed reductions have been effective at reducing injuries and deaths²⁰.
21. The speed we drive on our roads is a significant public health and safety issue in New Zealand. A recent study found that 60% of fatal crashes in New Zealand were attributed to speeding²¹. It means fewer New Zealanders would be killed and injured if we slowed down.

¹⁴ Te Whatu Ora, Te Aka Whai Ora. (2022) Te Pae Tata - Interim New Zealand Health Plan. Available from: <https://www.tewhatuora.govt.nz/whats-happening/what-to-expect/nz-health-plan/>

¹⁵ Genter J. A., Donovan S., Petrenas, B., and Badland, H. (2008) Valuing the health benefits of active transport modes. NZ Transport Agency Research Report 359.

¹⁶ Environmental Health Indicators. (2017) About Transport and Health Factsheet. Wellington: Environmental Health Indicators Programme, Massey University. Available from: <https://www.ehinz.ac.nz/assets/Factsheets/Released-2017/About-transport-and-health-factsheet.pdf>

¹⁷ British Medical Association. (2012) Healthy transport = Healthy lives. Available at: <https://www.cycling-embassy.org.uk/sites/cycling-embassy.org.uk/files/documents/healthytransporthealthyvives.pdf>

¹⁸ Luo M, Li H, Pan X, Fei T, Dai S, Qiu G, Zou Y, Vos H, Luo J, Jia P. (2021) Neighbourhood speed limit and childhood obesity. *Obesity Reviews*. 22:e13052

¹⁹ Saunders LE, Green JM, Petticrew MP, Steinbach R, Roberts H. (2013) What are the health benefits of active travel? A systematic review of trials and cohort studies. *PLoS One*. 8(8):e69912.

²⁰ Job RS, Brodie C. (2022) Road safety evidence review: Understanding the role of speeding and speed in serious crash trauma: A case study of New Zealand. *Journal of Road Safety*. 33(1):5-25.

²¹ Accident Compensation Corporation, and Land Transport Safety Authority. (2000) Down with speed: A review of the literature, and the impact of speed on New Zealanders. Available from: <https://www.transport.govt.nz/assets/Uploads/Report/ACC672-Down-with-speed.pdf>



Te Whatu Ora
Health New Zealand

Safe Speeds that contribute to emissions reduction

22. Te Mana Ora supports the Timaru District Council in the aim “to create a safer and more sustainable transport network” through reducing speed limits. As noted in the TDC proposed plan, lower vehicle speeds not only reduce deaths and serious injury but also yield other health and environmental co-benefits²², as shown in the image below²³



23. As speed increases above 50 km/h, the levels of carbon monoxide, nitrous dioxide and particulate emissions increase which degrade air quality. Vehicle noise increases with increasing speed due to noise from the tyre-road interaction.²⁴

²² Rossi IA, Vienneau D, Ragetti MS, Flückiger B, Rösli M. (2020) Estimating the health benefits associated with a speed limit reduction to thirty kilometres per hour: A health impact assessment of noise and road traffic crashes for the Swiss city of Lausanne. *Environment International*, 145:106126.

²³ World Health Organisation. (2022) Walking and cycling: latest evidence to support policy-making and practice. Copenhagen: WHO Regional Office for Europe. Available from: <https://www.who.int/europe/publications/i/item/9789289057882>

²⁴ Waka Kotahi NZ Transport Agency (2022) Speed management guide: Road to Zero edition. Available at: <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guide-road-to-zero-edition.pdf>



**Te Whatu Ora**
Health New Zealand

24. A World Health Organisation report has mapped physical activity to the UN Sustainable Development Goals²⁵ stating that “Safe, affordable, accessible and sustainable transport systems for all, particularly for those in vulnerable situations, should prioritize walking and cycling networks and improved public transport”.

Safe speeds that support land use changes as growth occurs

25. Te Mana Ora supports safe speeds and lower speeds, especially around areas where people move, schools, ECE and areas of residential development to create streets where people have positive, relaxing experiences doing a range of activities in pleasant environments.

Consistent speed limits across the Canterbury region

26. We support consistency in speed limits to enable the community to accommodate these changes. We support all schools and early childhood education settings to be included in the safe speed zones to create further consistency for our whānau and tamariki across the district.

Building and honouring the relationship with Rūnanga to achieve safe speeds, especially around locations of significance such as marae, urupā, kura and kōhanga

27. Te Mana Ora strongly supports Timaru District Council to continue to build and honour the relationship with, and prioritising the feedback from, Te Rūnanga o Arowhenua. Our commitment to Te Tiriti o Waitangi requires government and local government to honour the tino rangatiratanga of mana whenua.

Other comments

28. The social cost of road crashes is enormous. Road crashes cost New Zealand an estimated \$4.6 billion in 2019.²⁶ It also burdens our health system by increased hospitalisation, medical costs and long-term healthcare needs. In 2018, there were 4,363 hospitalisations for traffic-related injuries in New Zealand, and the rate has continued to rise.²⁷

²⁵ World Health Organisation (2018) Global action plan on physical activity 2018–2030: more active people for a healthier world. Geneva: World Health Organization. Available from: <https://www.who.int/publications/i/item/9789241514187>

²⁶ Te Manatū Waka Ministry of Transport. (2022) Social cost of road crashes and injuries June 2021 update. Wellington: Te Manatū Waka Ministry of Transport. Available from: <https://rules.transport.govt.nz/area-of-interest/safety/social-cost-of-road-crashes-and-injuries/>

²⁷ Environmental Health Indicators. (2020) Road traffic injury hospitalisations Factsheet. Wellington: Environmental Health Indicators Programme, Massey University. Available from: https://www.ehinz.ac.nz/assets/Factsheets/Released_2020/Road-traffic-injury-hospitalisations.pdf



Te Whatu Ora
Health New Zealand

29. The risk of death or serious injury to a person walking or cycling decreases significantly with reductions of vehicle speed. A person walking or cycling hit by a vehicle that is travelling at 30km/h has a 90% chance of survival. However, if they are hit by a vehicle travelling at 50km/h, their chance of survival decreases to 20%²⁸. Once the impact speed reaches 70km/h, the chance of survival is virtually zero²⁹. This is particularly relevant around schools and developed urban areas where the reduction of the speed limit would further improve safety for all road users.
30. We recommend that council is mindful of safe speed limits when considering all other proposals or activities such as infrastructure changes, education and enforcement.

Conclusion

31. Te Mana Ora supports the proposed speed limits changes because lower vehicle speeds not only reduce deaths and serious injury but also yield other health and environmental co-benefits.
32. Te Mana Ora recommends combining the safe speed limits with other activities such as appropriate infrastructure changes, education and enforcement.
33. Te Mana Ora does not wish to be heard in support of this submission.
34. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.

²⁸ Fridman, L., Ling, R., Rothman, L. et al. (2020). Effect of reducing the posted speed limit to 30 km per hour on pedestrian motor vehicle collisions in Toronto, Canada - a quasi experimental, pre-post study. BMC Public Health 20, 56 <https://doi.org/10.1186/s12889-019-8139-5>

²⁹ Ministry of Transport. (2008) Raising the Profile for Cycling and Walking in New Zealand: A guide for decision-makers. Available from: <https://can.org.nz/system/files/RaisingtheProfileWalkingCyclinginNZ.pdf>



Te Whatu Ora Health New Zealand

Thank you for the opportunity to submit on the Interim Speed Management Plan.

Ngā mihi,

A handwritten signature in black ink, appearing to read 'Tanya McCall'.

Tanya McCall

Acting Regional Director Public Health Te Waipounamu
National Public Health Service

Contact details

Andrea Grant and Jane Sullivan
For and on behalf of Te Mana Ora

P +64 3 687 2625

andrea.grant@cdhb.health.nz

submissions@cdhb.health.nz



Appendix

Table 1. Recommendations of extension to proposed speed changes and additional speed change areas.

Address	Education and Community Settings	Extension or additional speed reduction
Bridge Rd, Smithfield	He Manu Hou preschool, Te Aitarakahi Centre.	Additional
Coonor Rd from Otupua Rd to Cornwall St	Timaru Christian Preschool Kowhai Kindergarten	Additional
Wai-iti Rd from Broadway to Apsley St	Little Wonders Aoraki, Gleniti Playcentre, Presbyterian Church and Service Station	Extension (Highfield School)
College Rd from Wallace St to Cain St Aynsley St from Rhodes St to Cain St Harper St from Archer St to Hassall St North St from Grey Road to Harper St	Hanan Kindergarten, Presbyterian Church & Playing field Aynsley St Preschool Harper St Playcentre Ti Kouka Kindergarten, pedestrian crossing	Extension (Timaru Girls High School) Extension (Roncalli College)
Wai-iti Rd from Birch St to Heath St	Glenview Kindergarten, Scout den and Baptist Church.	Extension (Gleniti School)
Wai-iti Rd from Sealy St to Craighead St and Kiwi Drive	Westend Kindergarten, Shopping centre, Westend Park and crossing point	Extension (Craighead School and Kindergarten)
Stafford St from North St to High St/Browne St	Busy Bees Aoraki Preschool, Alexandra Square and play business	Additional
Douglas St from Park Ln to Athol Pl	BestStart Highfield	Additional (land use change)
Hamilton St from Richard Pearse Drive to Whitcombe St and Scott Tce	BestStart Opihi	Extension (St Joseph's School, Temuka)
Dyson St	Kids at Play, Temuka Anglican Church	Additional



Te Whatu Ora

Health New Zealand

Cass St from Allnatt St to Davies St	Rata Kindergarten Wallingford home	Additional
From Huffey St in the south, including Cox St, Talbot St, Hislop St through the town centre to MacDonald St Include Campground	Il Nido Nest, Haywood Cottage Montessori Campground	Additional – creates a slow speed zone
Wilson St between Hislop St and Talbot St	Geraldine Kindergarten	Additional (extension of above)
St Andrews St from Talbot St and High St to North Tce	Geraldine Preschool	Additional



Speed Management Survey Responses

Do you agree with introducing lower speed limits outside schools within the district?

Pro:

- I think this is a fabulous idea and the Safety of our children and a zero Accident and death rate is the ultimate Goal, Thank you for leading the way in this
- All schools should be 30kms an hour at time of traveling to and from school. Rural schools are very dangerous if you are having to cross the road with your child after school. Barton rural school should have a 30km zone at times of traveling to and from school as we are walking near the road to get our child to and from the car we are even crossing the road to the car. 60kms an hour is still to fast as it will give a child very little chance and a drive little chance to stop if a child runs out.
- I agree that there should be speed reduction between 8-9 and 2.30-3.30 or so, but it seems excessive to have permanent speed changes around the schools outside school hours.
- Absolutely!! This has needed to be done for many years!!
- Hi yes we live 205 Barton Road just down from the school we have three children 9, 6 and 18 months the two oldest attend barton we are within walking distance of the school and we often do not walk as the speed limit down our road is 80km and often large trucks and cars are going more then this it's such a shame, I want my children to feel safe to walk to school but often I feel very worried for them if they ever do due to the lack of enforcement of speed limit on this section of road and high
- No brainer
- It should be mandatory for all schools
- To enable more young people to walk, scoot and bike to school we need to create environments that support this. Safer speeds is part of the solution. Young people are more likely to reach the recommended physical activity guidelines if they travel to and from school actively = health benefits. Slower speeds will also help make it easier to cross the streets around schools, and generally make it a more enjoyable neighbourhood. Get it right for our most vulnerable = right for all!
- We all know of people killed or seriously injured in road accidents. Lower speeds are safer for survivability. Safer for children, elderly, disabled, all of us!

Against:

- School traffic is for a very short time morning and afternoon and only when schools are open. Holidays and weekends probably comprise over 50% of the year so a blanket speed restriction is totally overkill. We have been driving down Wai-iti Rd in the weekday mornings and 5 minutes either way can make a huge difference to traffic levels
- The speed decrease should be 50 metres before and after the main entrance to the school. 30 kmph is just too slow or you must have a morgue full of dead bodies to justify such a decrease.
- It already slows down during school hours and in holidays when there are no kids slowing down would just be a pain and unnecessary

Neutral:

- How many accidents are there at moment? Money spent teaching children road safety would be way more beneficial. Majority of people slow down anyway - those who don't are very few idiots who would ignore speed limits anyway. Trust the people don't control the people
- Certainly not as permanent limits. Timed limits over start/Fin school may be appropriate in some areas.

- I think these should be temporarily around the times of school. I am a school teacher as well and believe it will make a difference but does not need to be all day as Children are only crossing freely before and after school.
- Temporary only with flashing lights , definatly not permanent
- They don't have to be permanent, ie 7-9am and 2-4pm during school terms have a reduction in speed and any time out of this the speed limit is at the posted speed
- reducing speed limited 24/7 will only result in more speed limits being ignored. if you are to reduce state highway speeds, shift the highway to open country side, highways are designed for flowing traffic not restricted.. why have speed limits to large areas of streets when no school is on that street?.

Do agree with introducing safer speeds within urban and industrial fringe zones in the district to respond to current and future growth?

Pro:

- North end of Temuka needs to change from 70 to 50km at Cloverleaf as multiple near miss incidents with current speed limit and pedestrians. It needs to also have "NO ENGINE BRAKES" Sign for Ignorant truck drivers who keep using engine brakes keeping all the main highway residents awake regularly as they apply the noisy retardors all the way down to the current 50km sign.
- I would like Majors Road, Geraldine to be a considered as an addition for the Speed Management Plan. This Road in Geraldine is split on one side by Industrial and on the other side Residential which is busy. The narrowest point of Majors Road is approximately 4 meters, at the bend where Baybury Views Subdivision is and is also a blind corner. The current speed limit is 50kph which is too fast for this narrow road. Near misses have occurred with cyclists and dog walkers.
- yes top end of temuka needs to be 50 ks if this speed is not reduced to 50 ks there is going to a death by a crash seen to many near mises also i am sick of trucks using there bloody exhaust brakes in this area
- i live in the north end of temuka on main road that is 70 k that is to fast in this area as there is a lot of young kids and new houses so more car entering main road i have complained to trans roading only to be told they are not looking into it till 2030 this pisses me off i wont you to do something to fix this please get in touch with me get in touch with me jan.craig@xtra.co.nz thanks
- I feel people see the speed limit as the target speed rather than driving to the conditions therefore reduced speed zones makes safer for all users
- The current proposal for the North End of Temuka is for no change. We live at the north end of Temuka - it is a dangerous road for pedestrians and cyclists and drivers. Idiots insist on passing as soon as they hit the 100km/hr point generally driving in excess of 100km/hr. Pulling out of the Clover Leaf fruit/veg shop or Springfield Road frequently causes near misses with trucks blasting horns a on regular basis. It is almost impossible to turn right out of springfield road at busy times.

Against:

- The problem isn't speed, it's bad driving, the money would be better spent on policing current speed zones, and driver education. The existing licensing laws are slack, slow drivers cause others to take risks to overtake them
- I believe that each set of roads in the list should be taken on a case-by-case basis by looking at the data and seeing if any have been affected by accidents in the last ten years, as well as considering their frequency and severity.
- I don't agree that just because the speed limit is slower it's safer by default

- It will cause traffic jams
- As for the urban area reductions, also utterly moronic. Reducing the speed isn't going to stop crashes or near misses, because it doesn't fix the driving behaviour!!! You just have to commute to work in peak hour to see this (the number of council vehicles I follow can't drive!). I worked at the port for years, and rarely was there an incident unless someone came down and wasn't a competent driver. Same with in washdyke! This is unnecessary and as ridiculous as NZTA road toll to zero.
- The traffic backlogs are bad enough as it is without further adding to congestion, people already reduce their speeds to the conditions. This is needless waste of tax payers money.
- 50km per hour is fine. The only place I agree with restrictions is through the main street of town.
- These speeds should remain the same. Traffic flow needs to move not be stalled. 50kph has been safe enough in the past, why fix something that's not broken.
- Again. Majority of people drive to conditions already. Stop wasting OUR money on 'fixing' what doesn't need fixed
- Reactive to current growth not forecast growth that may not occur

Do you agree with introducing safer speeds within for developed urban areas where a high number of people walk, bike and use public transport

Pro:

- Geraldine Village area needs an urgent speed reduction, at least to 30kph!!
- Lower speed limits will aid in providing confidence & piece of mind to walkers and cyclists to bike & walk more often.
- Baybury Views Subdivision will see an influx of residential housing and families on Majors Road. Given the split of Industrial on one side, and Residential on the other side, the vehicular and heavy traffic which is on this road in conjunction with the speed and its narrowness means this road is dangerous to foot traffic and other vehicles. Lower speed signage to 30kph or lower and or traffic calming measures (humps) would be welcome.
- Pages road is growing busier with people walking and biking around the golf course, 80kmh is too fast especially with heavy vehicles. 50-60kmh would be a lot more appropriate
- Urban areas and residential areas have pedestrians, 30kph is a safer speed.
- I think that the area from state highway 1 Te Weka St Couplands down to Virtue Ave and round Benvenue Ave and Park View Terrace should all be a 30kmph zone. The whole area with CBay, the bay, tennis courts and back of Ashbury park is full of kids, cyclists walkers (some with dogs) people getting the MyWay bus and generally people out and about not in the car. Some people treat it like a race track and speed up to 60 or more coming out of the bay and up Virtue Ave.
- Please don't forget that some Roads like Woodbury Rd, get runners & cyclists using the road. The Cafe and school are major attractions. The latter means there is a lot of traffic around school times. A number of vehicles see it as a "hoon" strip. It should be 80Kph
- Streets are for all users. Safer speeds will enable and engage more people to choose active travel options and support those people who walk, bike and use P.T Support a move away from a car centric approach.
- To support this also dedicated areas for walkers and cyclists should be established to limit interactions between the two

Against:

- None of the mentioned areas need this
- Improve footpaths so people can walk safely, insist on foliage being cut back to property boundaries, more cycle lanes, more enforcement of traffic light red light runners, cell phone users while driving, education on roundabouts- No, the whole roundabout doesn't have to be empty before you can proceed
- Totally unnecessary. Asking leading questions to get the answer you want.
- I don't agree that just because the speed is slower it's safer
- As far as I was aware, the areas most frequented by buses, bikes and pedestrians as proposed in the plan, such as King George Place and Stafford Street are already covered by 30km/hr zones, which don't require alteration. Apart from this, speeds are adequate
- Was in Australia more people on streets and the speed limit was 50 to 60 you can not wrap people in cotton wool I see less people walking here and you have bike lanes
- Vehicle speed is not a concern of walkers nor most cyclists and of no concern to those using public transportation aside from taking to long already! There is no context to your statement.
- Roads aren't for people to walk on. Bikes should be in bike lanes or if there is none on the side of the road or not on the road at all.
- If people don't want to bike on the road there are plenty of other places they can go - rail trail etc where they aren't on the road. Motorists need more education about how to stay out of they cycle lanes.
- If there is road to these people not in vehicles then perhaps there needs to be other things out in place for them. There are plenty of places to walk and bike not in congested traffic areas. If it is a question of commuting to work etc, if we continue to reduce vehicle speed, cyclists and pedestrians may become complacent
- Everyone should know the road rules, pedestrians etc. Congestion of traffic could become more of a problem. Slower speeds around schools at drop off & pick up times is good but not permanently at other times
- We don't have a high number of people walking and biking, or using public transport from what I've seen of myway buses. Teach kids road safety and zero tolerance for speeding.
- 50kph has been safe enough in the past, why fix something that's not broken.
- Already provision for this in the road code, re if conditions allow-traffic, pedestrians etc.
- Again why change things that don't need fixed. Also cyclists need to take some responsibilities as well, they are often all over the road and they do not pay road users.
- They have cycleways and they often choose not to use them

Do you have any other comments on the draft plan?**Pro:**

- Paving the way for improvement is always a challenge Let's go forward in changing the thought Process around safety Well done
- Definitely speed restrictions around Timaru South School I go pass there every day and it's dangerous when heading south going towards the school crossing and not being able to see clearly with other cars at the intersection
- Thanks for doing this it's long overdue. Would love to see some speed cameras at Bluestone Otipua Rd and Timaru South, I see people speed in those areas everyday and I've even had a man road rage beeping his horn and tailgating me for slowing to 40km and scared some children by doing so.

- Many rural roads are narrow and shouldn't be 100kph, 80 would be more sensible and in keeping with emission reduction goals. But speed has to be enforced.
- Anything to keep children, adults, elderly, walkers and cyclists safe is excellent. There are too many young aggressive drivers about who drive on our local roads without any awareness of safety or care for others. Good to see the council being proactive.
- The north end of Temuka from 70km sign till Springfield Road should be down to 60km speed limit as so many people walk/run and bike on the main road and I've seen many kids and elderly crossing the road from Donald st and the people park the cars across from Cloverleaf Orchard and walk across.
- EVERY DAY I SEE MOST DRIVERS NOT HEADING TO THE REQUIRED 20 k when passing an active school bus off loading kids. SOME BUSES HAVE A LIT SIGN SAYING 20k BUT ALL SCHOOL BUSES SHOULD HAVE IT AND THE POLICE NEED TO STEP UP TO ENFORCING THE 20 k rule. I have never seen them enforcing it
- We live on King St Temuka North and would like to see the speed limit dropped to 50 as we have a lot of children, elderly and disabled people here. The traffic goes way too fast no person would have a chance of surviving if they got hit at 70kmph. Please consider changing this speed. Thank you.
- We ask to permanently lower the speed limit to 60km, and have a variable limit in line with other schools at pick up/drop off hours. Reasons are: Majority of parking is roadside, high foot traffic, Busy road to Town, 60% car drop off, 40% bus, barrier for students biking (2km radius)- SAFETY.
- A human life is priceless. Embrace Change and focus on what the people of Timaru are asking for and need.

Against:

- We have laws around safe speed limits already in legislation and upheld by police. I see no point in further confusing road users and drivers by introducing new local rules. We have visitors to our region. The rules work now. This is a waste of ratepayers' money and better spent elsewhere.
- You are trying to slow traffic in areas that need to flow. There is no safety risk in these areas. This is a complete waste of time. Please stop wasting our money. Please build a bike trail between Geraldine to Timaru. There is no bike safety lane. That's the problem.
- The speed zones set are already safe. Variable speed zones are great when more mistake-prone citizens are present. But if a motorist isn't able to identify the possibility of extra hazards and changing circumstances then the inconveniences implemented by speed zone change are rather pointless.
- The language that is used says it all- it's a war on cars disguised as "safety". No thanks, things are fine how they are and BTW stop wasting my rates on crap like this.
- Nice work in making all the questions make it sound like new safe speeds are the only reasonable option. And that the only option is reducing speeds without making the road infrastructure safer. Or any other options being present.
- Consistent speeds at 50/80/100 km. AS THEY ARE! It is entirely unnecessary to change these areas. There are few crashes in the area. We shouldn't be catering to the stupidest people in society, because their behaviour won't change at any rate. Whoever wrote this needs to pay back their salary.
- This is just ridiculous. We don't need to be mollycoddled. We're quite capable of using our own common sense and driving to various conditions. The problem with govt and local govt is too many restrictions these days. Let people think for themselves! All this keeping safe is beyond a joke.

- What is the real reason for these changes I don't believe our council is honest reflecting these changes for the right reason. We need to keep people safe but it's not the speed of traffic it's the horrific state of our roads. There is plenty of money for roads to be maintained it's being hidden
- Yet another big brother taking over our life's
- Please stop wasting tax payers money on creating frustration and congestion and put it into places that need it more like maintaining our road surfaces and footpaths so people can safely use the road without being distracted by all the hazards IN/ ON the road and footpath.
- This will not change a thing, nz is full of poor drivers
- These speed changes are a waste of time, you don't notice them when driving. NZs roads are better with limited changes of speed, that is what the public are used to. These suggestions just create confusion for drivers. Stop wasting money on bad ideas.
- This is a terrible questionnaire. How much did this cost ratepayers to put together? And I would say we are all kiwis. Why is it more important to have safe speeds " especially around locations of significance such as marae, urupa, kura and kohanga? We all bleed the same. Asolute rubbish.
- Unnecessary changes for most situations when there are mire important things to focus on!!
- Why this sudden change? Has there been an increase in accidents and injuries? I haven't seen this.
- Lowering the speed limits to these extreme measures will will create more frustration & more accidents. Offer more free drivier safety classes instead.
- All drivers, cyclists, pedestrians, etc to consider others, along with self responsibility. Pay attention!
- Someone looking after the roads in our district didn't have a train set when they were a child?! They need to get one, resign from their position immediately, and let someone with common sense take over! Its getting harder to drive around this district not easier and certainly not safer!!
- Who is trying to justify their job with this rediculous plan
- Stop wasting OUR money trying to fix what doesn't need fixed. Trust the people to drive to the conditions. Majority of people drive to the conditions ie it is just what you do is slow down at school in & out times Decrease our rates in these tough times and stop wasting our money
- I strongly disagree with lowering the speed limit at all anywhere, this is PC gone mad, what we need are better roads and infrastructure like Australia with decent highways that you can have a speed limit set at 100 to 110.
- Should be left the same more speed monitoring done by the police with higher fines for speeding inside school time. You do not need to put the whole street in a 30 kph other wise you would need to put North street at 30 kph
- I hope this stays in "Draught " and goes no further but it won't will it the decision has been made already and you are softening us up with a bloody touchy-feely survey.
- Motor vehicles are a fact of life. People have to learn to live with them on the roads. We have very low traffic levels compared to bigger centres so should not impose the same restrictions as them. Recent crossing improvements have enhanced the car/pedestrian interface without speed restrictions s
- Money needs to be spent smarter. Widen streets where possible in the proposed areas, have median strips and more designated pedestrian crossings with islands and bollards in the centre for safety, allowing traffic to flow freely and pedestrians to remain alert.
- Fix the roads first make them safer to drive on Fix areas with bad visibility caused by parking to close to corners and intersections Look at the parking around schools and businesses (double parking) Fix the road marking paint (s hardly visible in the rain) Trucks at intersections
- Speeds across NZ are already low. To reduce them even more is ridiculous. Would love to see data on how many accidents occur outside schools etc due to speed. Not many if any....
- I think this truly is over the top. Not enough information has been provided locally in regards to injuries/accidents to warrant this hugely inconvenient reduction in speed. It will cause more congestion on the road, in turn creating frustrated road users who are then more likely to risk take.

Neutral/Other:

- Better signage at pedestrian crossings in the region! The old orange balls are hardly looked after let alone noticeable LEDs are the way to go. e roading team
- Build & honouring relationships should also be applied to all South Canterbury places of significance eg meeting Places, cemeteries etc and not just Rununga ones.
- Please wake up Council! You are probably as ignorant as most of the general TV watching anesthetized population. This is designed to make cities unliveable and discourage us from using our cars. Soon you will be removing parking and encouraging people to use their bikes or the busses.
- Time and money would be far better off spent keeping the roads in a safe state instead of cutting corners all the time and educate drivers
- Trying to slow people down will only increase the inattention. The speed limit should be set to the natural speed of the road so that focus is maintained. Adding many speed zones creates more inconsistency within the region. Simply slowing people down is not the answer
- The north end of Temuka definitely needs change from Lachlan street to Springfield Road, people ducking into the garden, vege shop, very dangerous area.
- Educate people. My children go to south school and that crossing and intersection is horrible. I know it's a state highway 1 road but it needs fixed or someone will get killed crossing it. There are so many near misses. Maybe someone from the council should go and have a look for the week and see.
- In relation to CBD speed. I think what would make the CBD thrive is blocking off from Cannon street to Church street there's no reason to have to drive down there allow the business to branch out into the street set up tables etc,
- Continue focus on school bike safety, teaching children how to use pedestrian crossings correctly now that they have been removed from school zones, how to use traffic lights and not step into in front of vehicles. Educating cyclists not to be 3 wide forcing vehicles over center line.
- We need more policing of the speed limits we have now. Lowering the speed limits in some areas will cause congestion, delays and certainly won't stop the idiots that don't obey the current rules now. And cars idling along at slower speed to get anywhere will just add more emissions.
- Please think about our community and safety and reconsider the decision to do nothing about road safety at the North End of Temuka. Or are you waiting for a fatality before acting?
- the speed limit needs to be 50 k per hour from Springfield road at top end of Temuka its crazy at 70k per hour with young school kids and trying to get on to main road from drive ways extra
- Prove that that speed reduction is needed in Timaru and in the rural areas. Improving the roads instead of reducing the speed.
- The biggest problem around schools are the parents picking their kids up. They pull out from car parks without indicating, double parking, walking the kids across the road without checking for traffic. The current limit isn't the problem, but any change it should only apply during school hours .
- The biggest problem around schools are the parents picking their kids up. They pull out from car parks without indicating, double parking, walking the kids across the road without checking for traffic. The current limit isn't the problem, but any change it should only apply during school hours .
- Something NEEDS to be done on Luxmoore Road before someone or something gets hit. It's a straight bit of the road with a rise heading to Selwyn St. Please I've asked before something needs to be done. I've got a 10 year old and 3 year old ones in school the other will be eventually to.
- I think that the 30 km limit should go right to Damion Ave on Wilkin street as Temuka primary school is on that corner

- put road rules back in schools with visiting Police using bikes and pedal cars with stop & give way signs, no parking over footpaths etc...
- This plan needs more thought put into it. You have a 30km when school is open on Wilkin street but on other streets surrounding it is permanent 30km which does not make sense. There is no 30km reduction on Domain Ave and yet students walk. Why can't school zones be 30km in school zone then back to 50
- Spend more on fixing roads properly with better techniques, for the approach of slapping a bit of cold mix asphalt in a pothole is rubbish and lasts 1 day
- I am surprised that no one has had a bad accident at Hwy 1 Springfield Rd intersection. The Hwy should have a turning lane. A lot of people say it's dangerous. The Orchard between there and Donald Street could do with a speed reduction. A lot of people coming and going
- Widen the back roads i.e. Rosebrook Rd, Claremont Rd, Fairview Rd. As driving a truck and trailer up them with cyclists on blind corners is getting to be a larger problem. As a constant user of those roads in a truck and trailer I feel speed is only a minor part of the problem.
- When are we going to get action? Why is there no change at the top end of Temuka? You need to do your job. We voted you in for and get this area changed
- I am concerned with 80, 60kph. The existing 100kph to 50kph is ridiculous, but until many NZ'ers drive more safely and stick to speeds required, I cannot see how some changes will help. ?Dedicated Traffic Police may need to make a comeback. I know there are Highway Patrol Police.
- The terms listed in the "quick answer" section are not defined, which makes it difficult to answer to a higher degree of accuracy. I am disappointed that Pareora speed changes aren't a priority for this plan, as that is one place where reduction of speed is highly needed for public safety.
- Living on the main road we would like to see the speed limit lowered to 50 kph from Lachlan Street to Donald Street as leaving our property we have vehicles speeding up from one direction and slowing down from the other. Winchester has a 50 kph from one end of the township to the other.
- I do not support 40kph zones.
- Kindergartens should be aligned with school speed policies.
- Barton Rural should be a 30kph.



**THE NEW ZEALAND
AUTOMOBILE
ASSOCIATION
INCORPORATED.**

99 Albert Street
Auckland
PO Box 5
Auckland
New Zealand

T. +64 9 966 8800
W. aa.co.nz

18 October 2023

Timaru District Council
2 King George Place
Timaru 7910

NZAA Submission

Draft Interim Speed Management Plan

Thank you for the opportunity to comment on the Timaru District Council Interim Speed Management Plan.

AA South Canterbury is an organisation with over 16000 members locally and represents the interests of those members. We make our comments in light of our role in the community.

Our overarching view is that the recent election has led to a change in Government with the stated intention of the new Government to urgently review the Speed Limit Setting Rule (2022). They will also produce a new GPS which will set a new direction for transport in NZ. For this reason, we consider it inappropriate to continue with the consultation when there is likely to be a new environment and rule for setting speed limits in the near future.

Notwithstanding that point, we note that several of the proposed changes in the plan apply to schools in the District. There is a legislative requirement that Councils address speed limits outside schools, and it would appear that this aspect of speed management does have the support of the incoming government. The AA has supported changes in speed limits outside school gates, but it is our very strong view that all changes should be to variable limits, not permanent limits, timed to coincide with the hours that school children are entering and exiting schools. For that reason, we would like to see those schools that are proposed to have permanent limit changes here, moved to variable limit changes unless specific reasons not related to the school have been identified. An example being Studholme Street and Guild Road in Temuka. The speed differential between the rural area and the variable speed limit in Winchester is one we have submitted to NZTA on previously and we would not support for another example.

We also note that Pages Road only has a variable speed limit for Mountainview High School but not St Joseph's School.

**GUIDING LIFE'S JOURNEYS
FOR OVER 110 YEARS.**
New Zealand Automobile Association



To reiterate, it is our overarching view that wider speed limit consultations should be paused while the government reassesses the rules that govern the process. However, whatever the result of that reconsiderations, we have briefly reviewed the material online that outlines the changes proposed and we note that there is no business case provided for the changes which would indicate the costs and benefits of the proposed changes. We consider the business case should form part of any robust consultation process. Prior to being able to provide meaningful feedback on the proposals, we think that the TDC should provide at least the following information for the sites proposed for speed limit changes:

- The current average free flow vehicle speeds
- Numbers of fatal, serious and minor injury crashes for the last five years
- The Infrastructure Risk Rating
- Whether that road is classified as a high-benefit speed management road
- Any planned improvements to the road in the next three years (the speed management plans are supposed to include infrastructure improvements as well)
- How many deaths and serious injuries per year the changes are expected to deliver in total.

We also note that the Interim Speed Management Plan addresses only speed limits. There is no consideration in the plan of how these speed limits might fit into a wider consideration of speed **management** throughout the District which is a more holistic treatment of the network. Speed limit changes alone are less likely to achieve the intended speed and behaviour changes.

We have concerns that some of the speed limits that the Council is proposing to promote to NZTA have not been considered in enough depth. An example being the proposed 20 or 30 km/hr speed limit on SH78 which is the main access for heavy vehicles to the Port of Timaru.

We also know that the speed camera on SH1 at Arowhenua is one of the highest ticketing speed cameras in the country. Reducing the speed limit from 80 to 60 km/hr is unlikely to be successful in changing behaviour without significant physical changes to the speed environment.

Desired Response

Notwithstanding our conditional support for changes to speed limits around school gates subject to further discussion, we consider that the consultation process should be placed on hold until the new GPS and Speed Limit Setting Rules are in place.

We consider that further detailed analysis of the business should be provided as part of the consultation.

Kind regards,

Antoni Facey
Chairman South Canterbury District Council

Rolling Ridges, Cliffs, Fraser, Taiko Hall & Sutherlands Road's Speed Reduction Submission.

Real People,

Real Lives,

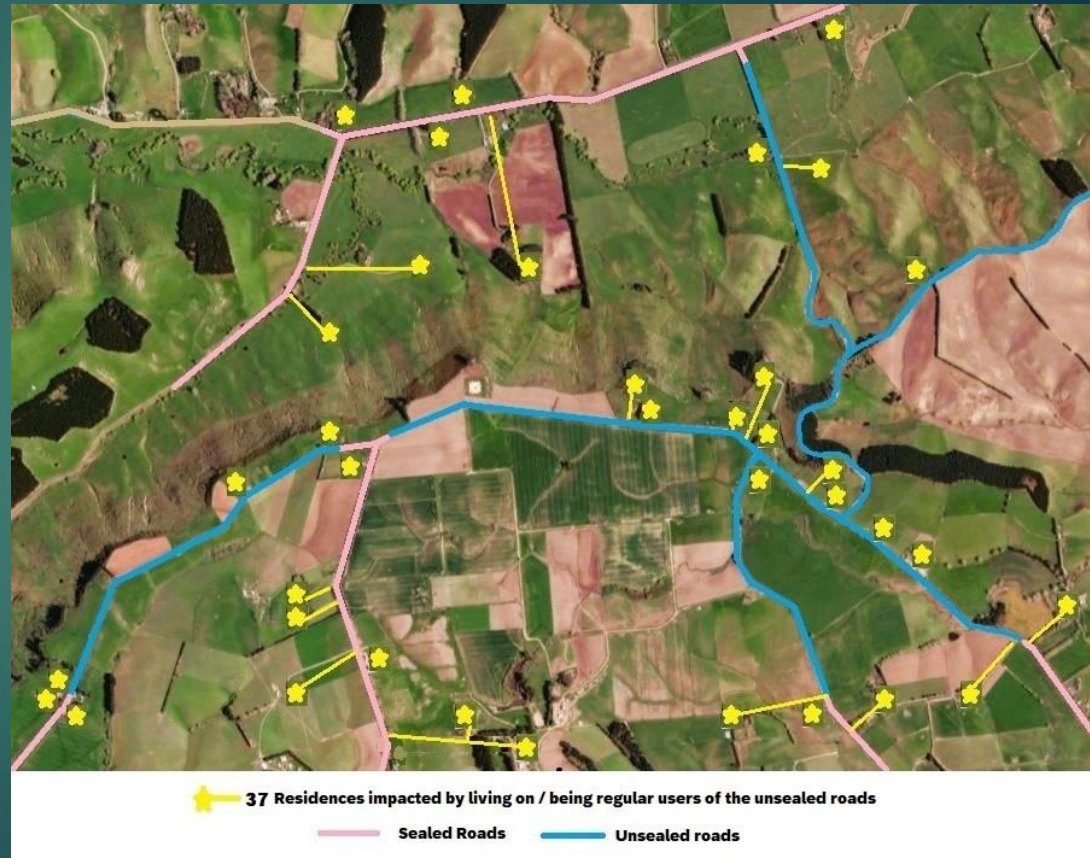
Real Risk.

Background.

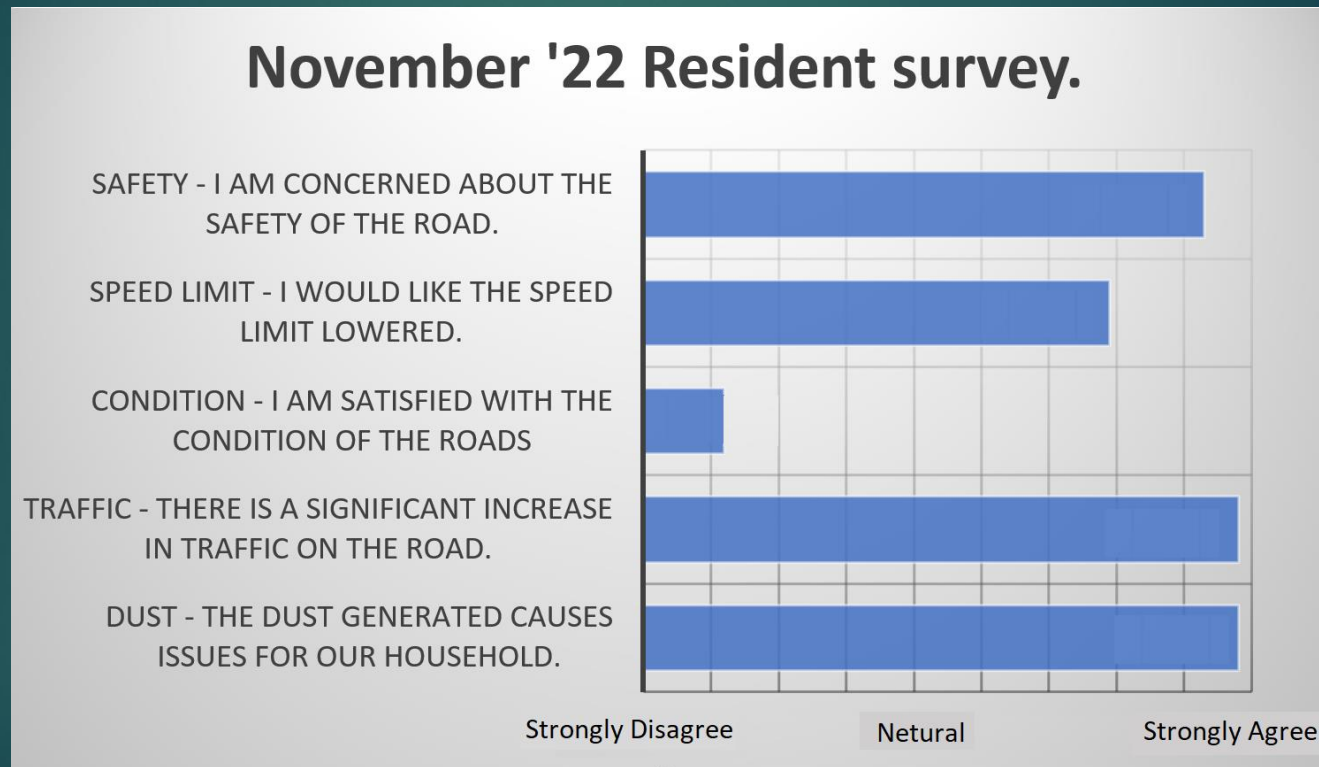
- Parts of Rolling Ridges, Cliffs, Fraser, Taiko Hall & Sutherlands Rd's are unsealed,
- There is an ever increasing volume of traffic,
- Heavy vehicles are abundant during Ag season,
- For over **10yrs** locals have petitioned Timaru DC to address the issues they face due to the nature of the road surface,
- Unsealed surfaces cause considerable negative effects on the health, Safety & wellbeing of the community.

Community Impact.

- The 37 home's shown are located on, or impacted by the unsealed roads;

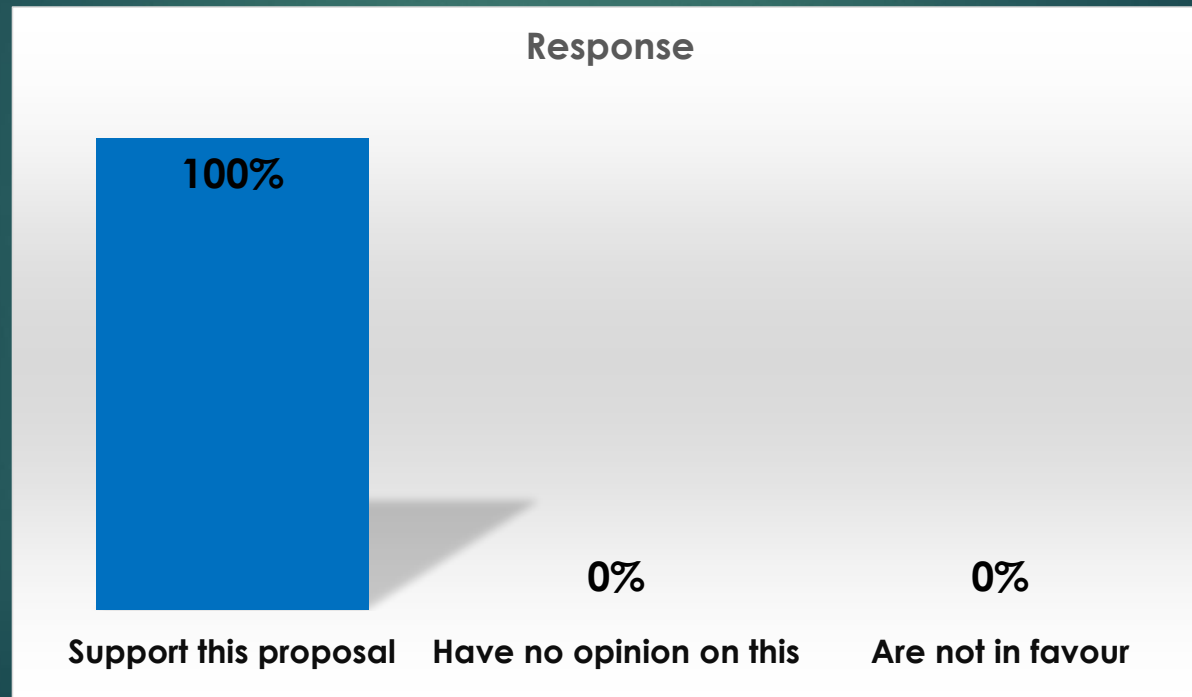


Residents Feedback.



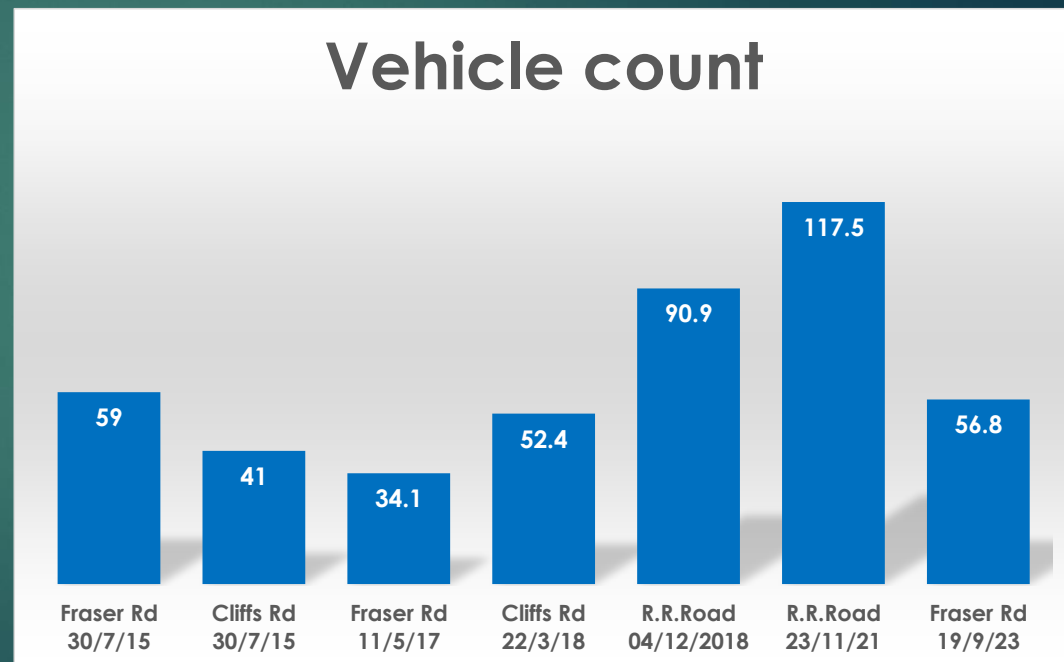
Residents Feedback Cont.

- Oct '23 Submission Community Support Survey,



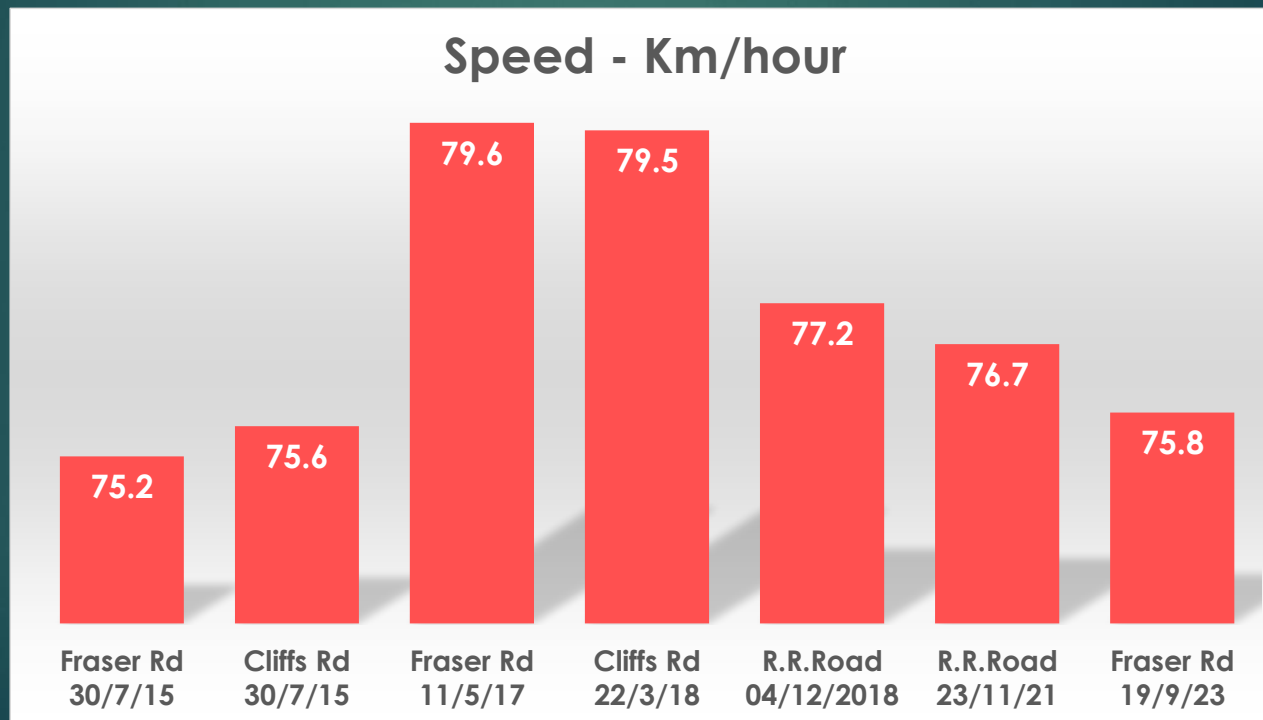
Traffic Volumes.

- Metering has been done at random dates,
- Despite this, the general increase is hard to ignore,
- Timaru DC refused residents requests to carry out a special count that would provide a reliable comparison / peak traffic.



Road metering Data cont.

➤ 15% of vehicles counted were travelling ABOVE these speeds;



Record keeping.

- Due to methods / criteria, when asked previously since '20, 8 crashes were acknowledged by Timaru DC / Road safety SC,

Cliffs Road			
154495	9.3.23	xxxxxxxxxx	Street address number: xxxxx rolling ridges road Suburb: TIMARU Phone
143961	19.8.22		Cliffs Road, Timaru - road is in very bad condition. Corrighations are deep and cars
110250	6.10.20		Please call xxxxxxxxxxxxxxxx re dangerous corner on shingle road situated at Cl
82092	21.10.18		Stretching from the gravel on Rolling Ridges road along cliffs road to the Hadlow xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx Rolling, Ridges Road, RD5 Levels Valley Timar
79964	9.11.18	xxxxxxxxxxxx	Cliffs Rd xxxxxxxxxxxxxxxxxxxxxxxx wanted to talk to someone reg He said it would be good for council staff to see it while it was wet
Rolling Ridges Road			
145992	30.9.22	xxxx	Rolling Ridges Road, Timaru. - Vehicle/s racing / skidding on Rolling ridges
11887	11.11.20	xxx	Rolling Ridges Road - A truck/vehicle had got stuck on the side
67079	30.1.2018		Oil on Rolling Ridges Rd, unsealed area. Over 1/2km long looks to be keeping the

Community Reporting since May '17.

- Locals have submitted 12 reports of **“Crashes or Evidence of a Crash”** to Timaru DC &/or Police;

Date	TDC Ref	NZPF 105 ref	Item	Where
2021-12-11	missing info	missing info	Vehicle crash	Cliffs road unsealed section.
2022-09-05	CRM144757	220906/6623	Vehicle crash, over shot junction an skidded onto verge.	Junction of rolling ridges rd, cliffs rd & frazer rd.
2022-09-25	145992/2022	220925/6915	Vehicle/s racing / skidding on Rolling ridges road & sotherlands road Saturday night, one has lost control during a "drift" & crashed onto the verge.	1088 Rolling Ridges Road, Levels Valley 7975, New Zealand
2022-10-07	CRM146368	OR-1051268N	Possibly trying to avoid pot holes, a vehicle has lost control on the shingle & struck the verge.	349 Cliffs Road, Claremont 7975, New Zealand
2023-03-08	154495	230308/8214	A vehicle has lost control on the shingle road & crashed into the verge.	Cliffs Road, Claremont, New Zealand
2023-03-08	missing info	OR-1137815N	A vehicle has crashed.	Cliffs road unsealed section.
2023-03-10	154570	230310/3739	A vehicle has lot control on the shingle road & crashed into the verge.	Fraser Road unsealed section
2023-03-24	155399	230324/1418	On Wed 22nd & Thurs 23rd a council contracted grader scrapped the surfaces of rolling ridges & Fraser roads leaving a large build up of loose shingle at the junction of rolling ridges & Fraser roads. No signage or warnings were left to inform road users that the surface had been made loose. Between my school bus run on the morn of Wed 22nd & the morn of thurs 23rd, a vehicle has lost control on the freshly graded shingle & struck / skidded onto the verge.	At the junction of Rolling ridges & Fraser roads
2023-07-04	160387/2023	230704/7982	A vehicle has lost control on the shingle & crashed into the grass verge.	opposite 1132 Rolling ridges road.
2023-08-10	162365/2023	162365/2023	A Vehicle has lost control & crashing into the verge. This it directly out side my house, meters from the driveway. I would like to request that this be brought to the attention of Daniel Naude who has been involved in / aware of multiple other previous near misses, evidence of crashed vehicles etc.	1132 Rolling ridges road.
2023-08-12	missing info	162365/2023	A vehicle has lost control on the junction of Sutherlands & Rolling ridges road & crashed onto the Residential verge out out side my house, missing a culvert by less than 1M. T	1132 Rolling ridges road.
2023-08-28	CRM 163161	OR-1287448N	Likely whilst doing skids, a vehicle / Vehicles' have lost control & skidded - crashed onto the verge directly beside the driveway	1132 Rolling ridges road.

Community Reporting cont.

- Locals have submitted **4** “Near Miss” reports to Timaru DC &/or Police;

Date	TDC Ref	NZPF 105	Item	Where
2020-07-27	missing info	No record	Near miss at school bus pick up, reported to Police & school.	Junction of rolling ridges rd, cliffs rd & frazer rd.
2023-01-11	missing info	missing info	on Fraser rosd coming down the hill to a truck way over the middle of the (already very narrow) road going well over the speed limit. I had to pull well over into the side of the road/gutter super fast, almost damaging my car, not only because i was run off the road basically but also could not see a single thing in front of me due to the dust.	Fraser Road,
2023-06-23	missing info	QR-122714N	Driving at 40kph on cliffs road, partially lost control due to the road being covered in clay with no shingle / grip.	Cliffs road
2023-06-23	missing info	missing info	I was travelling from Rolling ridges road onto Cliffs road, as I joined Cliffs road & went to make the left bend outside 457 my truck lost control / traction siding onto the wrong side of the road. Once I had reached a stop I got out to find the surface of the road was extremely soft slippery with the appearance of wet clay to the point that my foot steps left indentations. Channels carved by other vehicles were present as were signs of loss of traction / control.	Cliffs road

Community Reporting cont.

- Locals have submitted 4 **“Dangerous Driving”** reports to Timaru DC &/or Police;

Date	TDC Ref	NZPF 105	Item	Where
2021-12-04	Na	Na	UTE's towing long flat trailer passed school bus stop passed at speed	Junction of rolling ridges rd, cliffs rd & frazer rd.
2021-12-10	Na	Na	Ute seen driving at speeding while towing a fuel bowser in the wet, emailed company but no reply.	Rolling Ridges Road unsealed section.
2022-12-29	150956	missing info	Agricultural Heavy goods vehicle (truck & Trailer) driving at dangerous speed (estimate 80-90kph). Made no attempt to slow when traveling past me, my wife & 3 kids age 8,6 & 4 despite me having stopped due to the dust being thrown up by them causing zero visibility for possible vehicles or other road users behind them. This dust storm was so intense I had to remain stationary for around 1 min with my hazard lights on before I could see it was safe to proceed. If a walker, horse rider, cyclist was passed by this absolutely reckless driver I would hate to think what would have occurred. Had another vehicle larger than my car been coming the other way there would without doubt have been a crash as he had absolutely no way of stopping from that speed without losing control. A police 105 report has been filed.	Outside 1132 Rolling Ridges road towards point high way.
2023-09-11	missing info	OR-130074N	fully loaded HGV passed vehicles waiting at the school bus stop, no attempt to slow, generating large amounts of dust resulting in zero visibility.	

Community Reporting cont.

- Locals have submitted **24** “Road Safety or Quality” reports to Timaru DC &/or Police;

Date	TDC Ref	NZPF 105	Item	Where
2021-05-17	missing info	Na	Fix it request for condition of roads, despite NB & TDC assuring more would be done at the recent meeting.	unsealed roads
2022-02-02	missing info	Na	Fix it request for grader not servicing Cliffs road while here despite its unacceptable condition.	Cliffs road unsealed section.
2022-08-30	missing info	Na	Fix it request for unacceptable condition of Cliffs road.	Cliffs road unsealed section.
2022-08-30	missing info	Na	Fix it request for culvert failures on Cliffs road.	Cliffs road unsealed section.
2022-08-30	missing info	Na	Fix it request for heavy rain washing out Fraser road	Fraser Road unsealed section
2022-08-30	missing info	Na	Fix it request for unacceptable condition of RRR road.	Sutherlands road junction to cliffs road
2022-09-05	missing info	missing info	105 report & Fix it request for crash on junction of Fraser road	Junction of rolling ridges rd, cliffs rd & frazer rd.
2022-09-16	CRM145292	Na	Concern over safety walking on road with children.	Rolling Ridges Road unsealed section.
2022-09-18	145394/2022	Na	With Reference to report 144447/2022; Road surface damaged / pot hold / failed in multiple locations across both sides / width. Location of the problem: Between Sutherland's road junction & were Rolling ridges meets Cliffs road. Grading / scraping loose shingle / gravel into pot holes / road damage does not "fix it", it merely "makes it go away" for a few days at best. Also this week's grader road service didn't even manage to scrap loose shingle into all of the damage to start with.	Between Sutherland's road junction & were Rolling ridges meets Cliffs road.
2022-09-19	missing info	Na	Fix it request for not actually repairing pot holes on RRR & Cliffs	unsealed roads
2022-10-06	CRM146317	Na	Multiple & large pot holes in groups / areas making avoidance almost impossible. Have previously reported these over the last 4-6weeks but no action has been taken.	Cliffs road unsealed section.
2022-10-06	CRM146315	Na	With Reference to report 144447/2022 & subsequent report 145394/2022, As expected, the shingle that was back graded into the unrepaired potholes has move / come back out. Please FIX these pot holes asap.	Rolling Ridges Road unsealed section.
2022-10-19	Na	Na	Emailed Whaka Kohati about speed reductions	unsealed roads
2022-10-19	Na	Na	Emailed TDC about speed reductions	unsealed roads
2022-11-15	missing info	Na	Fix it request for corrugation on fraser road	Fraser Road unsealed section
2022-12-15	missing info	Na	Vid sent to TDC of truck dust storm & horse rider.	Rolling Ridges Road unsealed section.
2023-03-17	missing info	Na	Fix it for corrugation on fraser road	Fraser Road unsealed section
2023-03-18	155084/2022	Na	Multiple pot holes along this stretch of road making it unsafe as vehicles have to swerve around to avoid damage. Ps- Before you do, grading loose shingle into / over pot holes does not fix them, they need to be filled & compacted.	Cliffs road
2023-03-27	155489/2022	Na	Corrugation / pot holing of Fraser road has been intensified by last weeks grading of the loose shingle surface. Entire length of Fraser road unsealed section	Fraser Road unsealed section
2023-07-01	160290/2022	na	As reported on 18 March 2023 155084/2023, Multiple pot holes along this stretch of road making it unsafe as vehicles have to swerve around to avoid damage. (no repairs were made after my previous report).	Cliffs road unsealed section.
2023-07-25	CRM 161478	na	request for update on cliffs road pot holes	Cliffs road unsealed section.
2023-08-09	email	na	request for update on cliffs road pot holes	Cliffs road unsealed section.
2023-08-24	CRM162998	na	request for update on cliffs road pot holes	Cliffs road unsealed section.
missing info	missing info	missing info	fix it request folling attempt to resolve pot holes via grading.	Cliffs road

Stance on Safe Driving.

- **Timaru DC;**
- Test unsealed road surface suitability up to a maximum speed of **70kph** & recommend **80kph** for unsealed roads,
- **Daniel Naude, Road Safety South Cant. re Timaru DC 2018 metering;**
- *“I’m confident that Council will reduce the current 100km/h speed limits on shingle roads to a safer limit”*
- **Andrew Dixon, Timaru DC infrastructure manager;**
- *“Even though open road speed limits are 100kph, **unsealed roads are not designed or meant to be driven at 100kph**”*

Stance on Safe Driving cont.

- **Mid & South Canterbury Road Safety;**
- Community involvement is an essential component in achieving our road safety targets.
- Our road safety actions support health, wellbeing, and liveable places.
- We make safety a critical decision-making priority.

Stance on Safe Driving cont.

- **Mackenzie DC;**
- *“When driving on unsealed roads, you should reduce your speed to no more than 70km/h”*
- Is considering reducing the speed limit to 80kph on all of its of its >500km of rural roads.
- **Ashburton DC '20;**
- Reduced the speed on almost **100kms** of its rural roads to 80kph.
- **Waitaki DC;**
- *“Later in 2023, we will be preparing a Full Speed Management Plan to consider wider principles, appropriate speed changes,, to support road safety for the whole of our District roading network”.*
- **Waimate DC;**
- Reduced the speed of numerous non urban areas with a build up of residences inc. Holme Station Corner, Hakataramea, Malloys Rd, Glenavy, Makikihi & Te Akatarawa Rd, to <80kph.

Every Day Danger.

- “The Rural Race Track”,
- Braking hard around a corner, towing a trailer,



Safe speeds?

Lives at Stake.

- Full speed, with a fuel bowser, over a blind ridge,
- Fully loaded, flat tack, past cars waiting at the school bus stop,
- Police spoke to the director of the company, who was appalled.

➤ **Real People, Real Lives, Real Risk.**

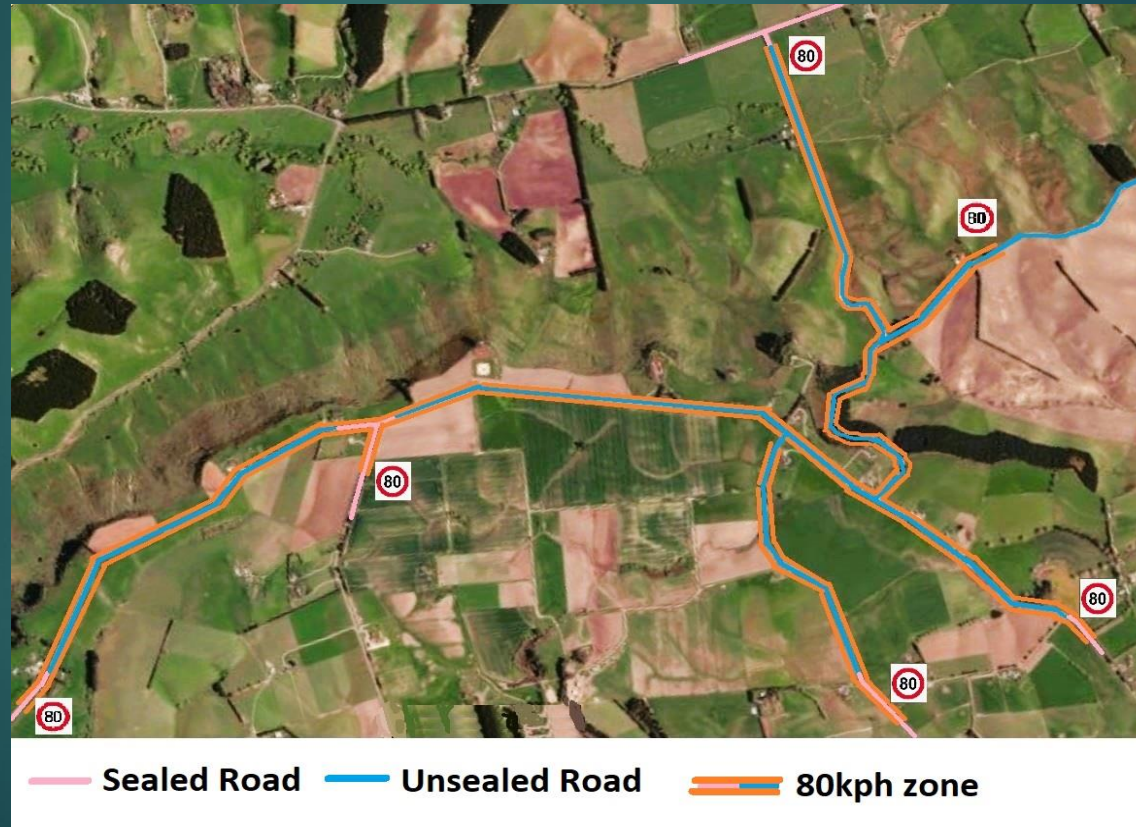


Solution in hand?

- We request that Timaru DC & Road safety South Canterbury consider this submission in earnest,
- That they support the community's desire for improved safety and a more liveable environment, benefiting all,
- To achieve this we ask you to incorporate, the following speed reduction's into your current plan;

“Together, we can make a significant difference in enhancing road safety and improving the wellbeing of our communities”

- Timaru DC



Sensitivity: General



**Te Tāhuhu o
te Mātauranga**
Ministry of Education

Feedback on the Timaru District Council – Draft Interim Speed Management Plan

To: Timaru District Council

Name of submitter: Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd
PO Box 13960
Christchurch 8141

Attention: Jono Gemmell

Phone: 03 363 3464

Email: jono.gemmell@beca.com

This is feedback on the Timaru District Council Draft Interim Speed Management Plan

Background

The Ministry of Education ('the Ministry') is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing, and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property, and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Timaru district.

The Ministry of Education's feedback is:

Timaru District Council (TDC) are seeking feedback on the **Draft Interim Speed Management Plan** which is part of the Road to Zero Integrated National Road Safety Strategy. TDC has adopted an area-wide approach to promote road safety around schools and other high-risk areas. This initiative includes a combination of permanent 30km/h and 60km/h speed limits, as well as the implementation of variable speed limits on busier roads during specific times before and after school start and finish times. The primary objective is to ensure the safety and well-being of our community members, particularly children travelling to and from school.

In addition to targeting kura/schools and urban fringe areas, this plan also addresses speed limit changes around marae in the Timaru District, with the support of Te Runanga Arowhenua. The overall goal is to enhance road safety and create a welcoming environment where people feel secure to walk, ride bicycles, use scooters, drive, access public transport, and enjoy the various modes of transportation available.

The Draft Interim Speed Management Plan for the Timaru District focuses on reducing speed limits around schools. The plan proposes a permanent 30km/h speed limit for most schools, while rural schools with no vulnerable road user activities would have a variable 60km/h speed limit. Research shows that these lower speed limits decrease the chance of crashes and reduce the severity of injuries.

The plan categorises schools into Category 1 (30km/h permanent speed limit) or Category 1 (permanent or variable speed limit treatment) and Category 2 (60km/h variable speed limit). Some schools facing the state highway will have their speed limits changed once relevant signage is installed by Waka Kotahi.

1

Sensitivity: General



**Te Tāhuhu o
te Mātauranga**
Ministry of Education

The following schools are proposed to be in Category 1 with 30km/h permanent speed limit treatment:

- Arowhenua Māori School
- Craighead Diocesan School
- Gleniti School
- Highfield School
- One School Global
- Opihi College
- Pleasant Point Primary School
- Timaru Girls High School

The following schools are proposed to be in Category 2 with 60km/h permanent or variable speed limit treatment (the speed limit is in force during school travel periods):

- Barton Rural School
- Beaconsfield School
- Waihi School

The following schools are proposed to be in Category 1 with 30km/h permanent *or* variable speed limit treatment.

- Bluestone School & Timaru Boys High
- Geraldine High School
- Geraldine Primary School
- Grantlea Downs School
- Mountainview High School
- Oceanview Heights School
- Roncalli College and Sacred Heart Primary School
- St Joseph's School, Pleasant Point
- St Joseph's School, Timaru
- Temuka Primary School and St Joseph's School, Temuka
- Timaru Christian School permanent
- Timaru South School
- Waimataitai School
- Winchester Rural School
- Woodbury School

The Ministry have received feedback from Timaru Girls High School, which suggested including Hassall Street (between Cain and Buchanan Street) in the 30km/h zone due to heavy student traffic from both Roncalli and Timaru Girls Schools. This area serves as a vital entry point for the school and boarding hostel, with bus stops on both sides of the road. During peak hours, the this area becomes congested.

Moreover, Timaru Girls High School highlighted the importance of reevaluating the speed limit on College Road. This road is essential for school activities, as it houses the school's field used for physical education, sport practices, and games. Additionally, the area around the intersection of College Road and Cain Street is frequented by students, with nearby facilities such as a play centre, kindergarten, and church. College Road, being a high-speed route at the base of a hill, experiences significant traffic flow, as commuters use it to access the main highway and avoid the congested Otipua/SH1 intersection. Proposed changes as requested by Timaru Girls High School are shown by a solid red line in Figure 1 below:

Sensitivity: General



Figure 1 Proposed Changes as requested by Timaru Girls High School.

Other schools affected by the proposed changes were also contacted, however, none have responded at the time of this submission.

Some of the above schools face the State Highway, therefore the speed limit will change once Waka Kotahi installs speed signs outside their schools.

By implementing these changes, the goal is to create safer road conditions around schools and reduce the risk of accidents involving pedestrians and vehicles.

The Ministry’s position on the Plan

The proposed changes will aim to create safer traffic environments around schools, and it will be important for the Ministry to communicate its support for this outcome through formal feedback. However, the Ministry request a permanent speed reduction outside all schools in the future, instead of the proposed variable reductions for category 1 and 2 schools.

The reason for advocating permanent reductions around all Phase 1 and 2 schools is that the Ministry recognises that schools are used by students, teachers, and the public outside regular operating hours. Therefore, speed reductions should reflect this usage pattern and seek that this always remain in effect. This would help ensure the safety of all individuals using school premises, regardless of the time of day.

Sensitivity: General



**Te Tāhuhu o
te Mātauranga**
Ministry of Education

As such the Ministry requests that the variable speed limits outside (Westmount School, Woodbury School, Winchester Rural, Waimataitai School, Timaru South School, Temuka Primary School, St Joseph's School, Temuka, Roncalli College, Sacred Heart Primary School, Oceanview Heights School, Mountainview High School, Grantlea Downs School, Geraldine High School, Bluestone School, Timaru Boys High, One School Global, Gleniti School, and Opihi School) be changed to permanent to recognise that kura use school facilities outside of standard pick-up and drop-off times.

The Ministry also seeks that the variable speed limit outside Barton Rural School be changed to permanent to recognise that kura use school facilities outside of standard pick-up and drop-off times. This will align with permanent speed limit reductions for other rural schools across the District including Beaconsfield School and Waihi School.

The Ministry also requests TDC to consider a 30km/h speed limit on College Road (between Cain and Buchanan Street) and Hassall Street (between Cain and Buchanan Street), as suggested by Timaru Girls High School. These changes aim to create safer traffic environments for students and pedestrians. All affected schools were contacted by the Ministry, and with the exception of Timaru Girls High School, no feedback has been received to date. Please engage WITH Timaru Girls High School directly to discuss their feedback.

The Ministry does not wish to be heard in support of their submission.

The Ministry seeks to work with Timaru District Council to ensure a safe road network is provided for all road users and appreciates the opportunity to provide feedback. Please get in touch with the undersigned if further information is needed.

The Ministry contact person for asset planning is Walter Lettink. Contact details for Walter are:

Walter Lettink

Infrastructure Manager- Asset Planning

+6433787805

Walter.Lettink@education.govt.nz

A handwritten signature in black ink that reads "Jono Gemmell".

Jono Gemmell

Planner – Beca Ltd

(Consultant to the Ministry of Education)

Date: 19/10/2023

Sensitivity: General



**Te Tāhuhu o
te Mātauranga**
Ministry of Education



23 October 2023

Draft Interim Speed Management Plan Submission
Timaru District Council

- WAIMATE (Head Office)
- ASHBURTON
- TIMARU
- OAMARU

BY EMAIL ONLY submission@timdc.govt.nz

Dear Sir/Madam

Draft Interim Speed Management Plan Submission

1. On behalf of Rooney Group Limited (**RGL**), the following submissions are made on Council's proposed Draft Interim Speed Management Plan.
2. If there is an opportunity to speak to our submission, then RGL would like to do so.
3. On the basis of a lack of corresponding evidence, RGL opposes all of the proposed speed limit changes within the district.
4. The proposed speed limit changes both around schools and local roads are extensive without any specific evidence to support the changes. It would appear that the changes proposed are planning for traffic growth and/or land use change that may not occur for many years, or even at all.
5. In response to questions from Councillors at Council's 14 May Infrastructure Committee meeting, staff stated that the proposed speed limits were a lot lower than they needed to be, but that the change in legislation meant that any changes to speed limits were required to be in accordance with the new Land Transport Rule, or not at all. RGL submits that there is no need to make any immediate changes, and even more so until there is more certainty following the change in government.
6. The extent of the changes proposed are significant, yet Council has chosen to undertake the minimum required consultation, that being to comply with the principles of section 82 of the Local Government Act 2002. RGL submits that Council could and should undertake more direct consultation with industry and affected adjoining landowners. Rooney Farms Ltd for example owns land directly adjoining Kerrytown Road and considers that targeted consultation with landowners should have occurred.
7. It is submitted that each site where a change in speed limit is proposed should be more extensively workshopped with adjoining landowners and industry to fully understand the consequences and outcomes sought by the proposed changes.
8. The depth of detailed consultation undertaken to date is unknown. At Council's 14 May Infrastructure Committee meeting, staff noted that feedback from the Peel Forest and Woodbury communities had been received, helping justify the proposed changes. The spectrum of this feedback is unclear as to whether it was all encompassing of the community, or just a portion of it.

■ **Rooney Group Limited (Head Office)**

4A William Street, P.O. Box 10, Waimate 7960
Phone (03) 689 7881, Fax (03) 689 6299



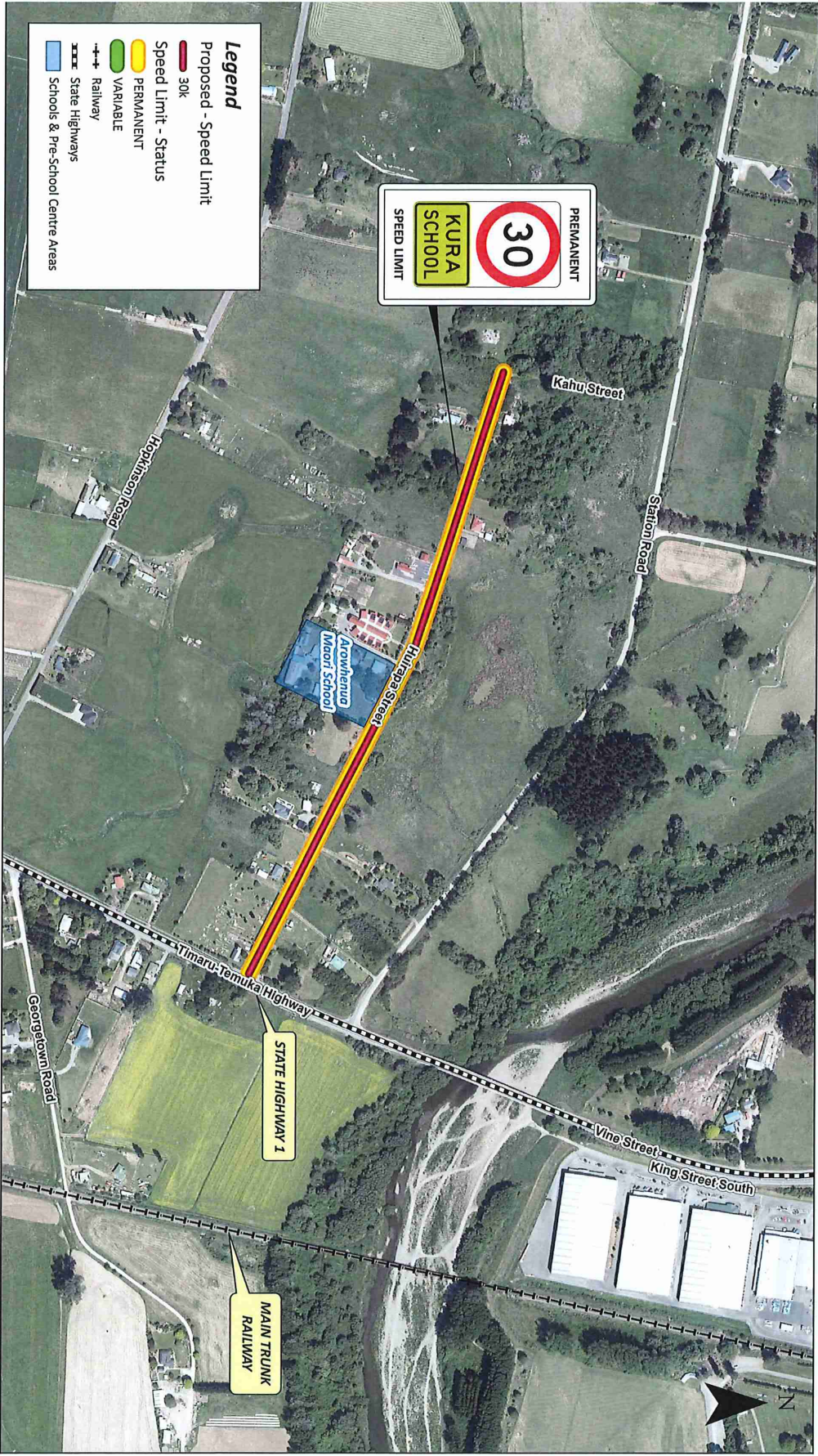
9. While it is understood the cost of the new signage around schools will be government funded, it is assumed that the resulting sign changes to local roads will be funded by the Council. If so, this will result in additional expenditure and ongoing maintenance compared to what is currently funded.
10. The question and answer on the website *states "How do you make drivers slow down to set the set speeds? We are only responsible for setting the road speed limits; the policing of vehicle speeds is the responsibility of the NZ Police."*. This presents itself as Council not having considered the wider implications to the community, or the subsequent use of police resources to enforce the new speed limits. There is no information provided to advise the public as to whether or not the police support the proposed changes.
11. While a detailed submission on each location could be made, locations such as Winchester-Geraldine Road north of Coach Road appear unnecessary when the Coach Road intersection has recently had significant safety improvements made with the addition of the new roundabout. It is unclear why further changes are being proposed. Is the road still unsafe, or is this a belt and braces approach?
12. Overall, RGL is concerned about the extensive changes proposed, the length of roads affected, and what appears to be a lack of supporting information and limited consultation with affected road users. While RGL is not opposed to Council making road safety improvements, extensive changes such as those proposed should be based on evidence following extensive community consultation. They should also be made weighing up the overall cost and benefit to the community, which is broader than just through Council's lens as the Road Controlling Authority.

Nathan Hole

Senior Adviser – Environmental Policy & Projects

Mobile: 027 243 2219

*Proposed Speed Limits Around Schools within the
 Timaru District - 2023*



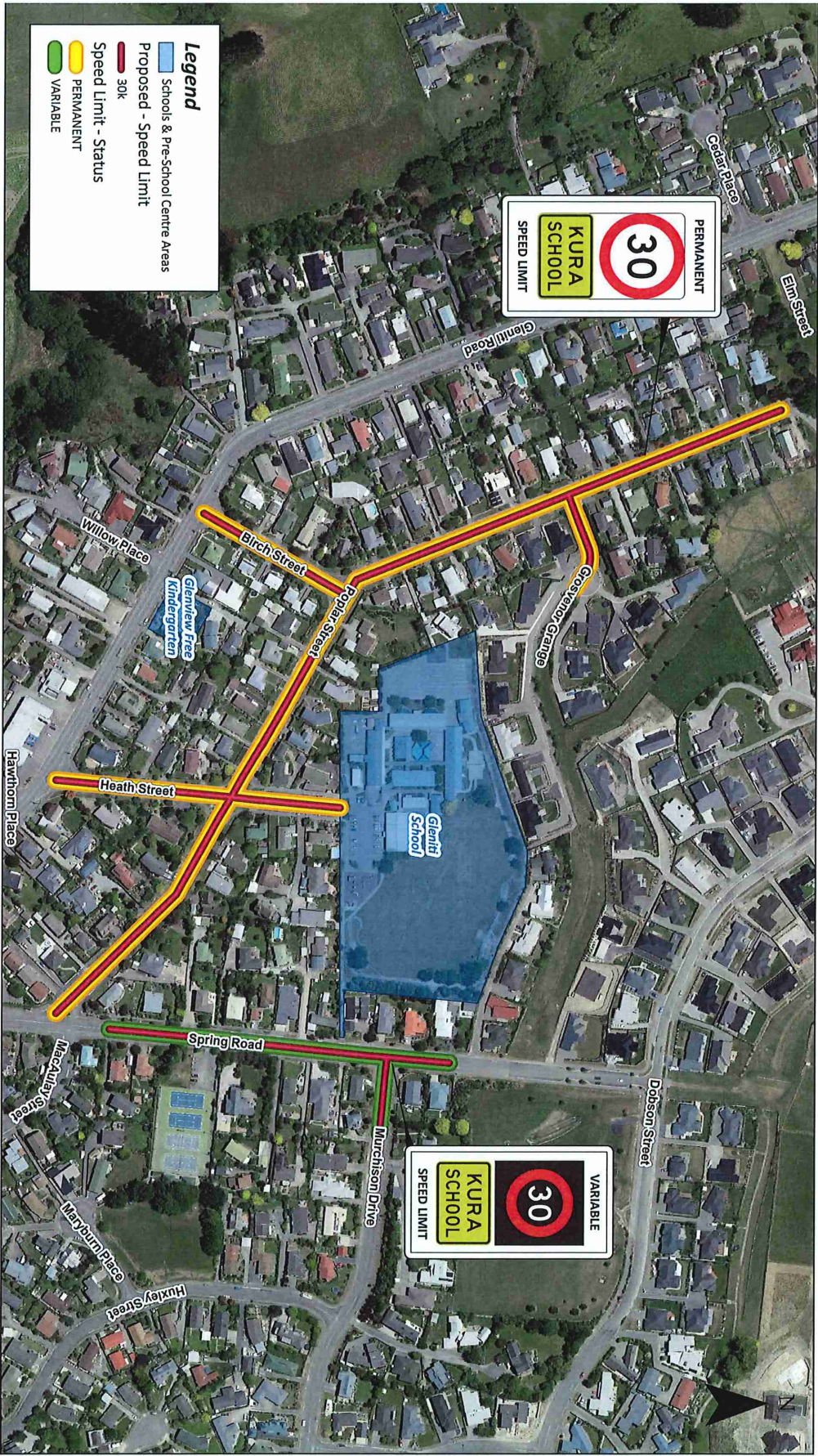
"Arowhenua Māori School" - TEMUKA

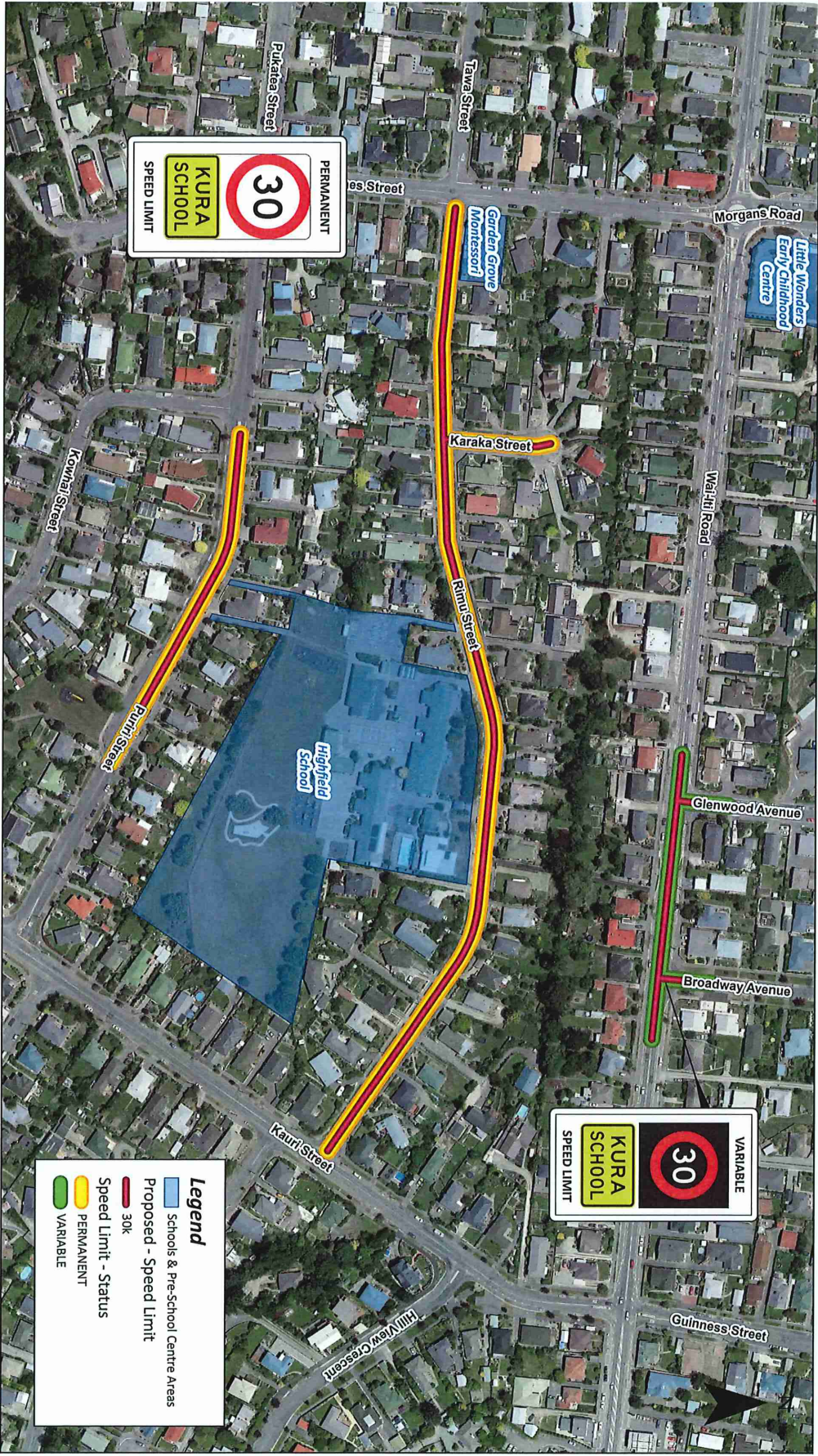


TIMARU
 Land Transport
 Connecting Our
 Community

**Proposed Speed Limits Around Schools within the
 Timaru District - 2023**

" Craighead Diocesan School " - TIMARU





"Highfield School" - TIMARU



Proposed Speed Limits Around Schools within the Timaru District - 2023



Date Printed: 20/09/2023

0 0.03 0.05 0.1 Kilometers

" One School Global " - WASHDYKE



Proposed Speed Limits Around Schools within the Timaru District - 2023



Date Printed: 20/09/2023



" Ophi College " - TEMUKA



Proposed Speed Limits Around Schools within the Timaru District - 2023





Proposed Speed Limits Around Schools within the Timaru District - 2023

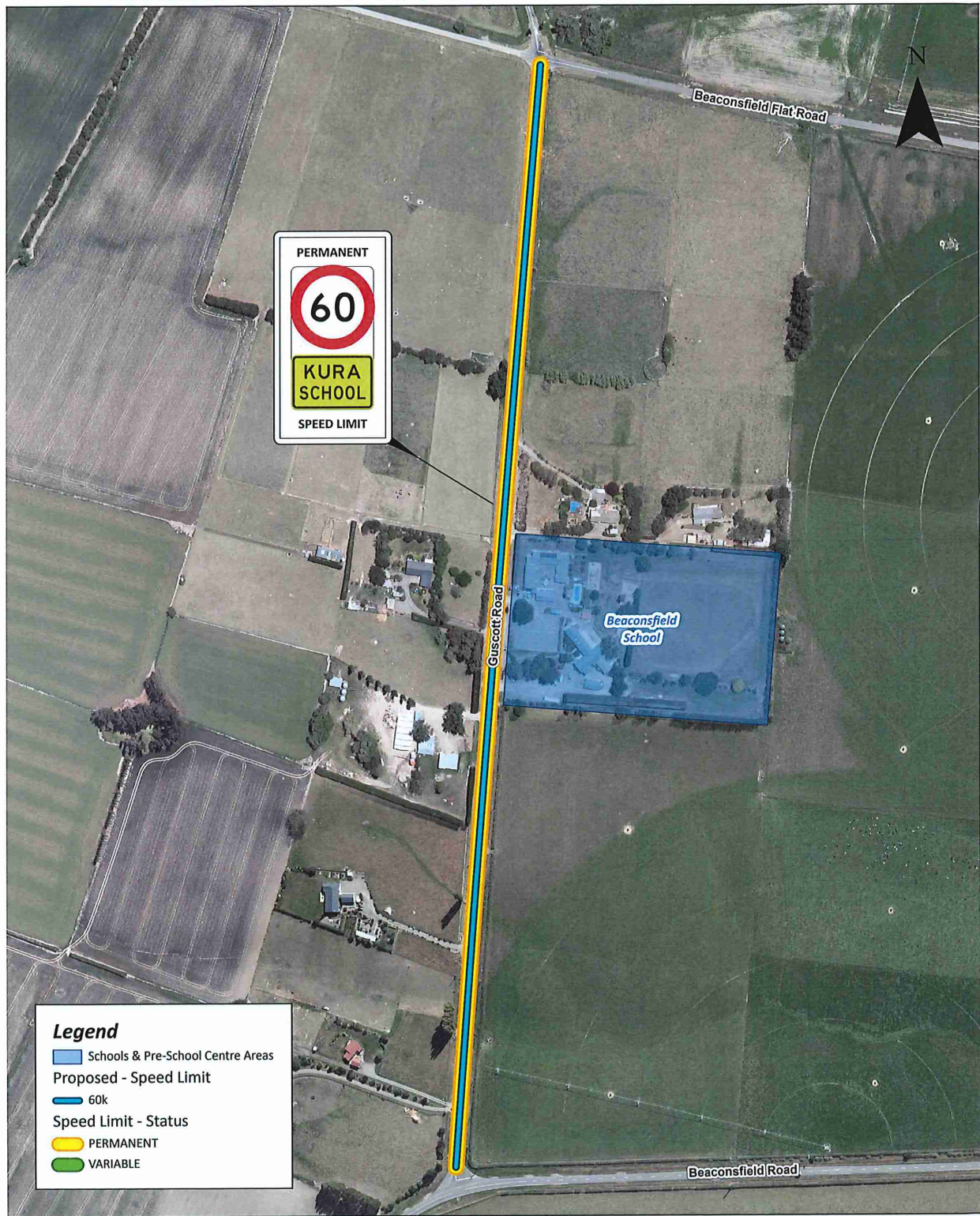


" Barton Rural School "

Date Printed: 20/09/2023
0 0.05 0.1 0.2 Kilometers



Proposed Speed Limits Around Schools within the Timaru District - 2023



Legend

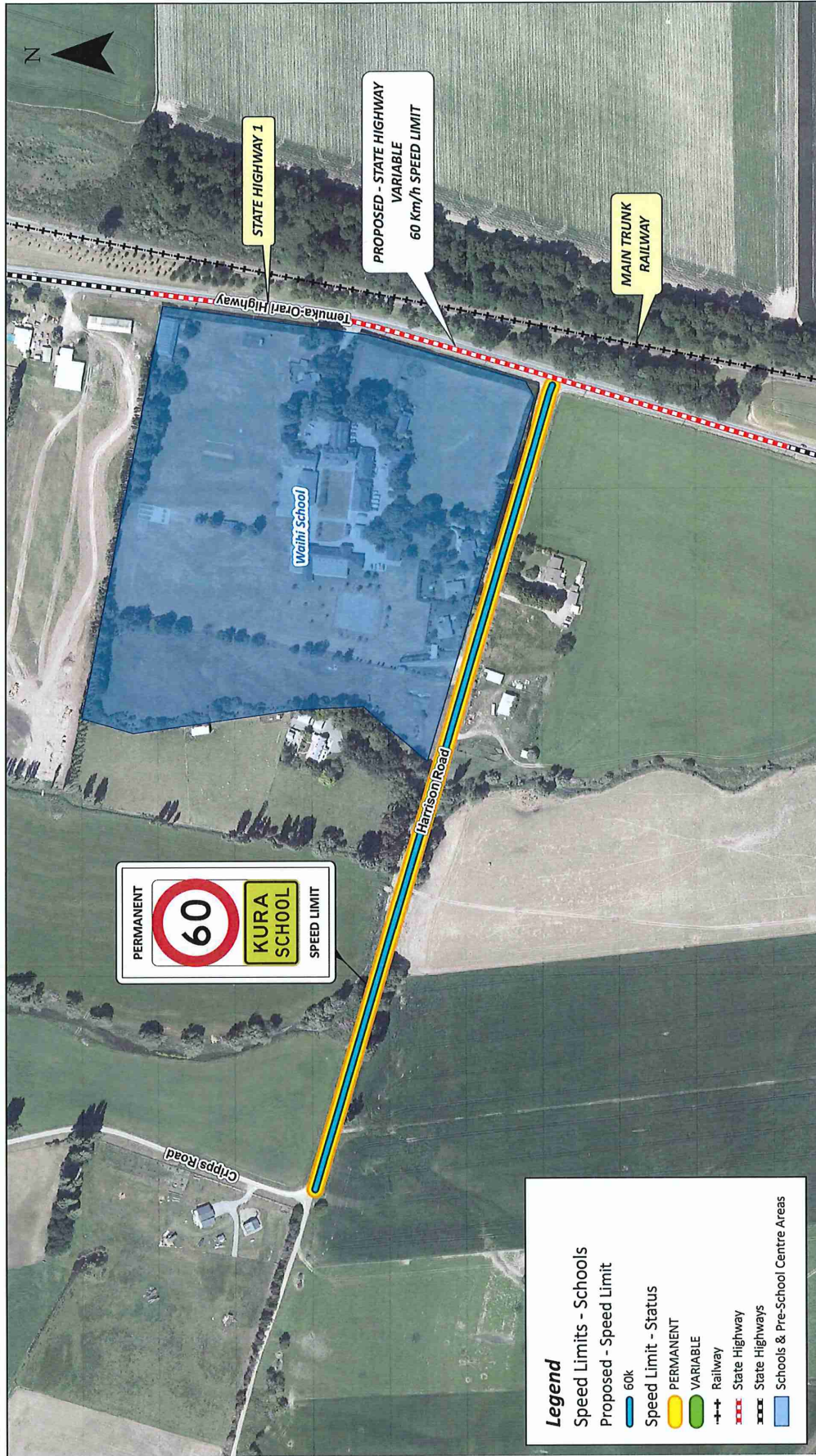
- Schools & Pre-School Centre Areas
- Proposed - Speed Limit
- 60k
- Speed Limit - Status
- PERMANENT
- VARIABLE



Date Printed: 20/09/2023

" Beaconsfield School "

*Proposed Speed Limits Around Schools within the
 Timaru District - 2023*



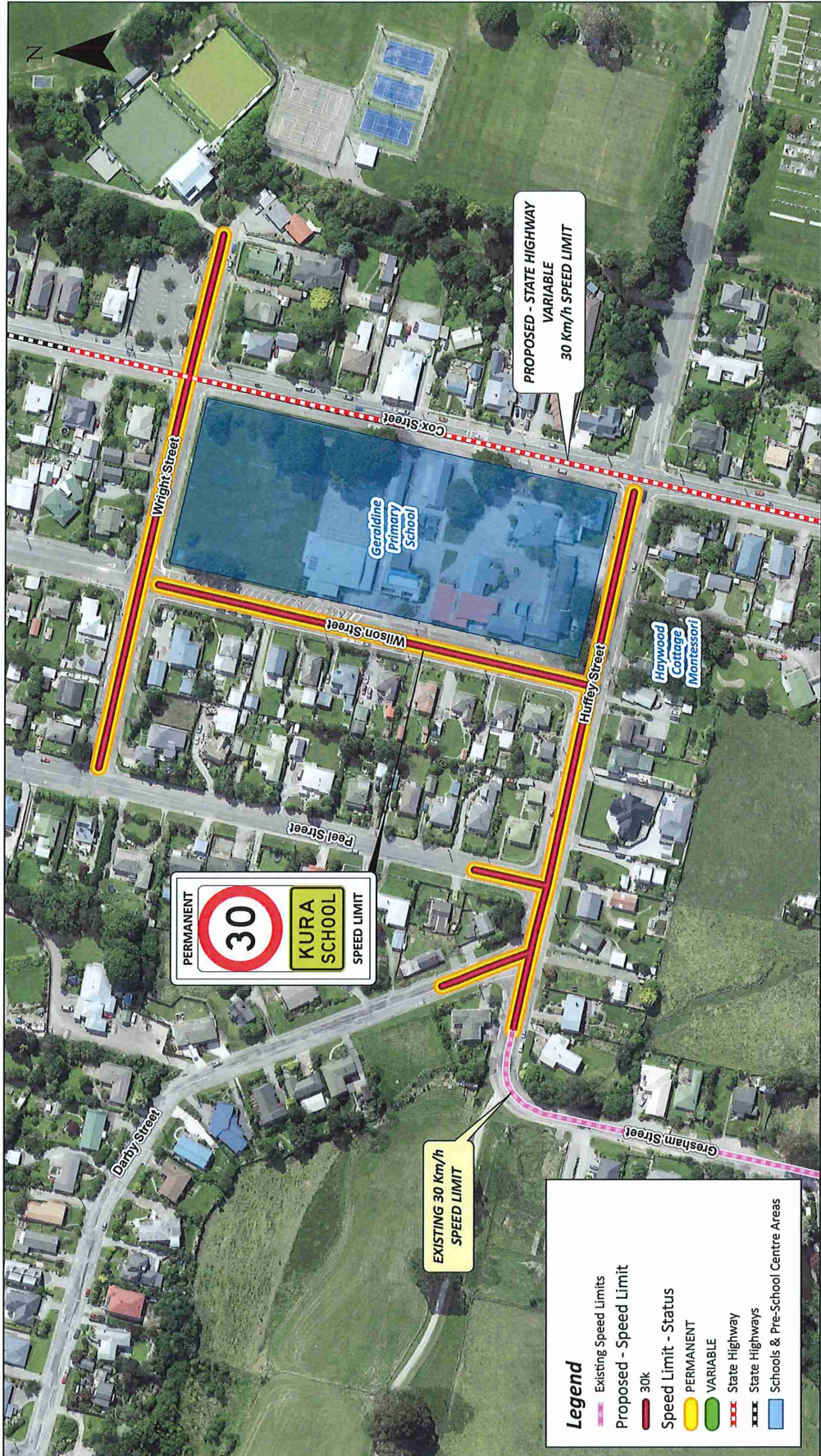
Date Printed: 20/09/2023





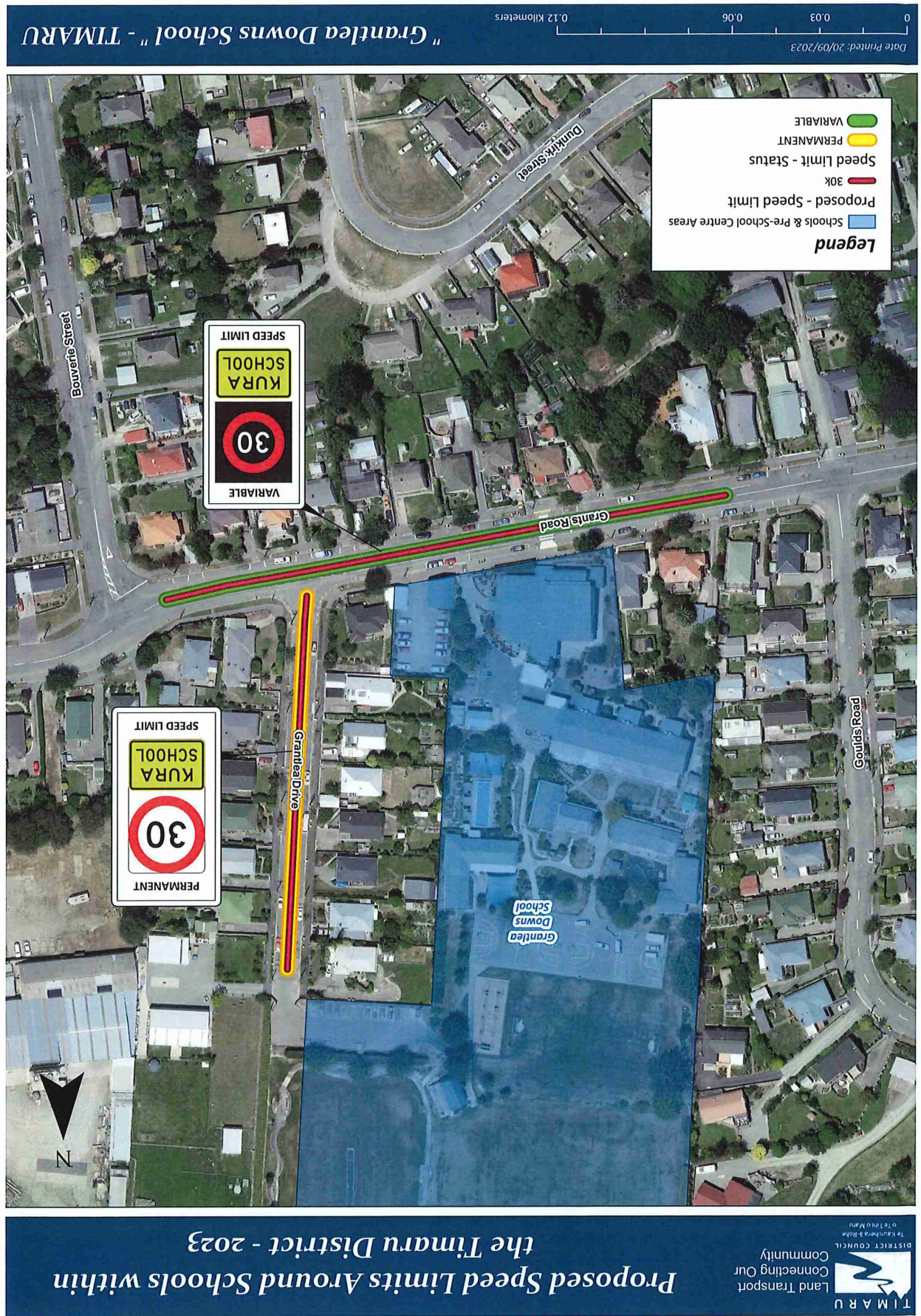


Proposed Speed Limits Around Schools within the Timaru District - 2023



" Geraldine Primary School "

Date Printed: 20/09/2023
0 0.05 0.1 0.2 Kilometers



Proposed Speed Limits Around Schools within the Timaru District - 2023

TIMARU Land Transport Connecting Our Community
 DISTRICT COUNCIL
 Te Kaitiaki Take Kōwhiri
 © RTI This Map



VARIABLE
 30
 KURA SCHOOL
 SPEED LIMIT

Legend

- Schools & Pre-School Centre Areas
- Proposed - Speed Limit
- 30k
- Speed Limit - Status
- PERMANENT
- VARIABLE

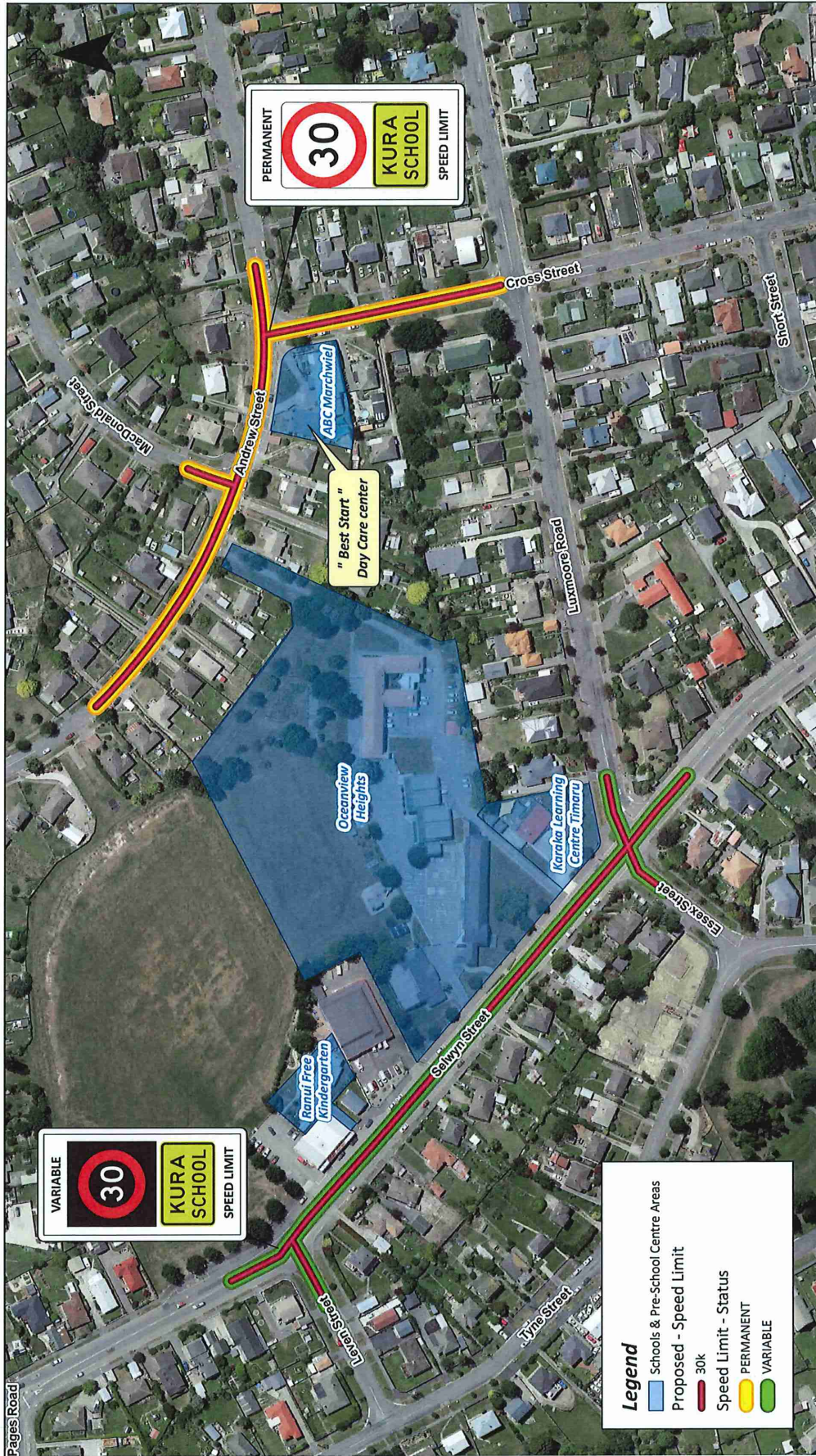
Date Printed: 20/09/2023
 0 0.05 0.1 0.2 Kilometers

" Mountainview High School " - TIMARU



Land Transport
Connecting Our
Community

*Proposed Speed Limits Around Schools within the
Timaru District - 2023*



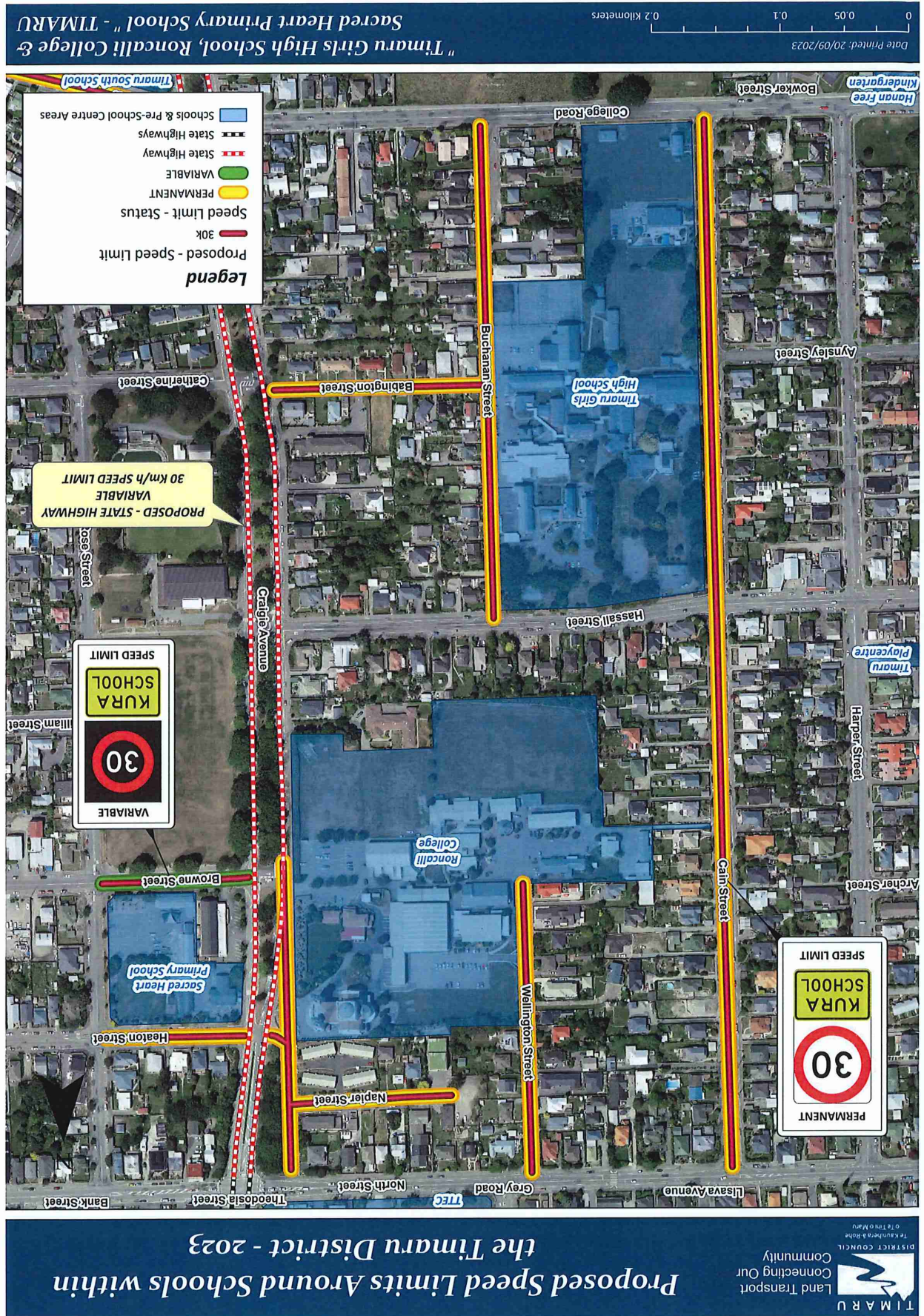
Legend

- Schools & Pre-School Centre Areas
- Proposed - Speed Limit
- 30k
- Speed Limit - Status
- PERMANENT
- VARIABLE

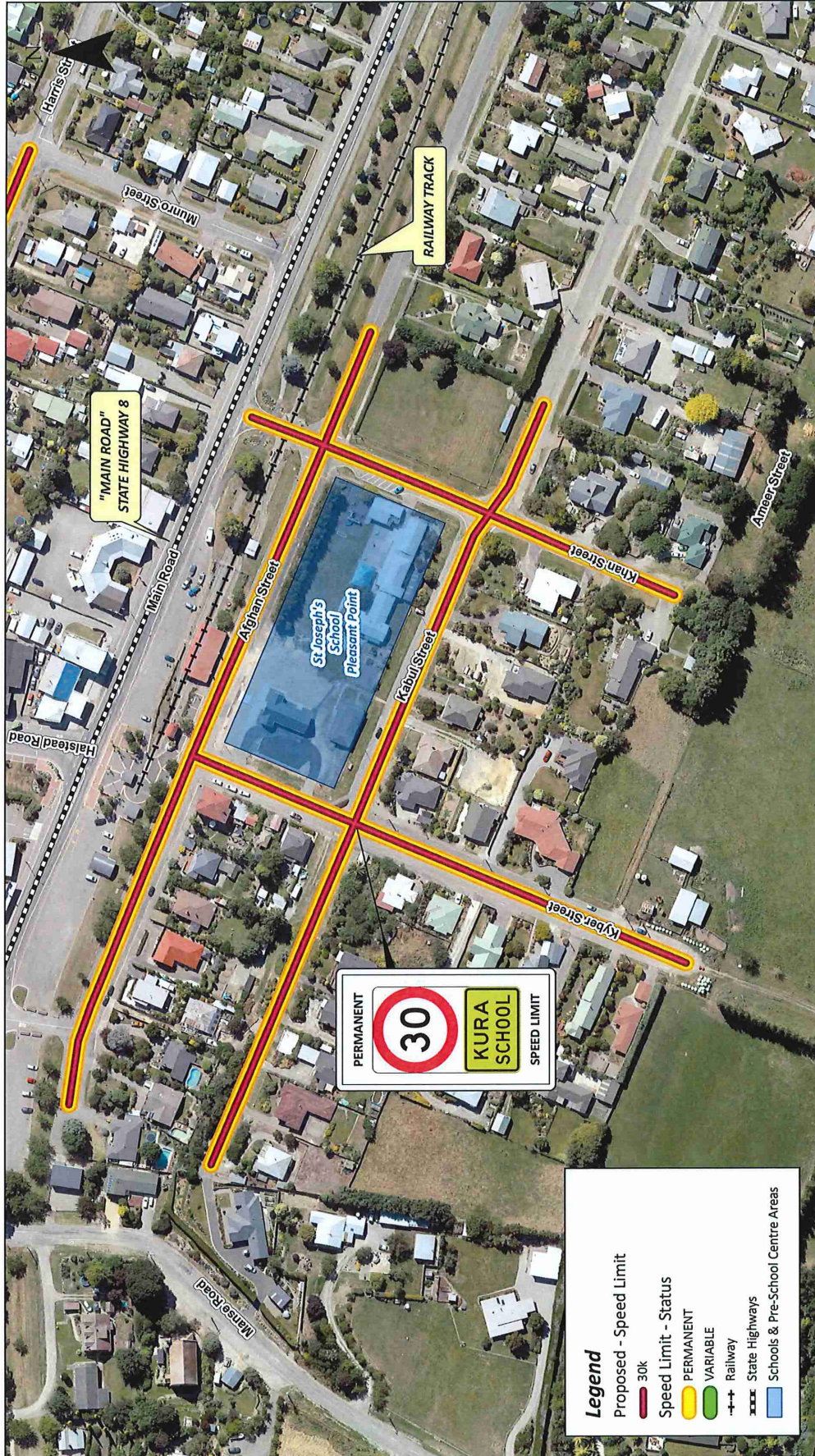


Date Printed: 30/09/2023

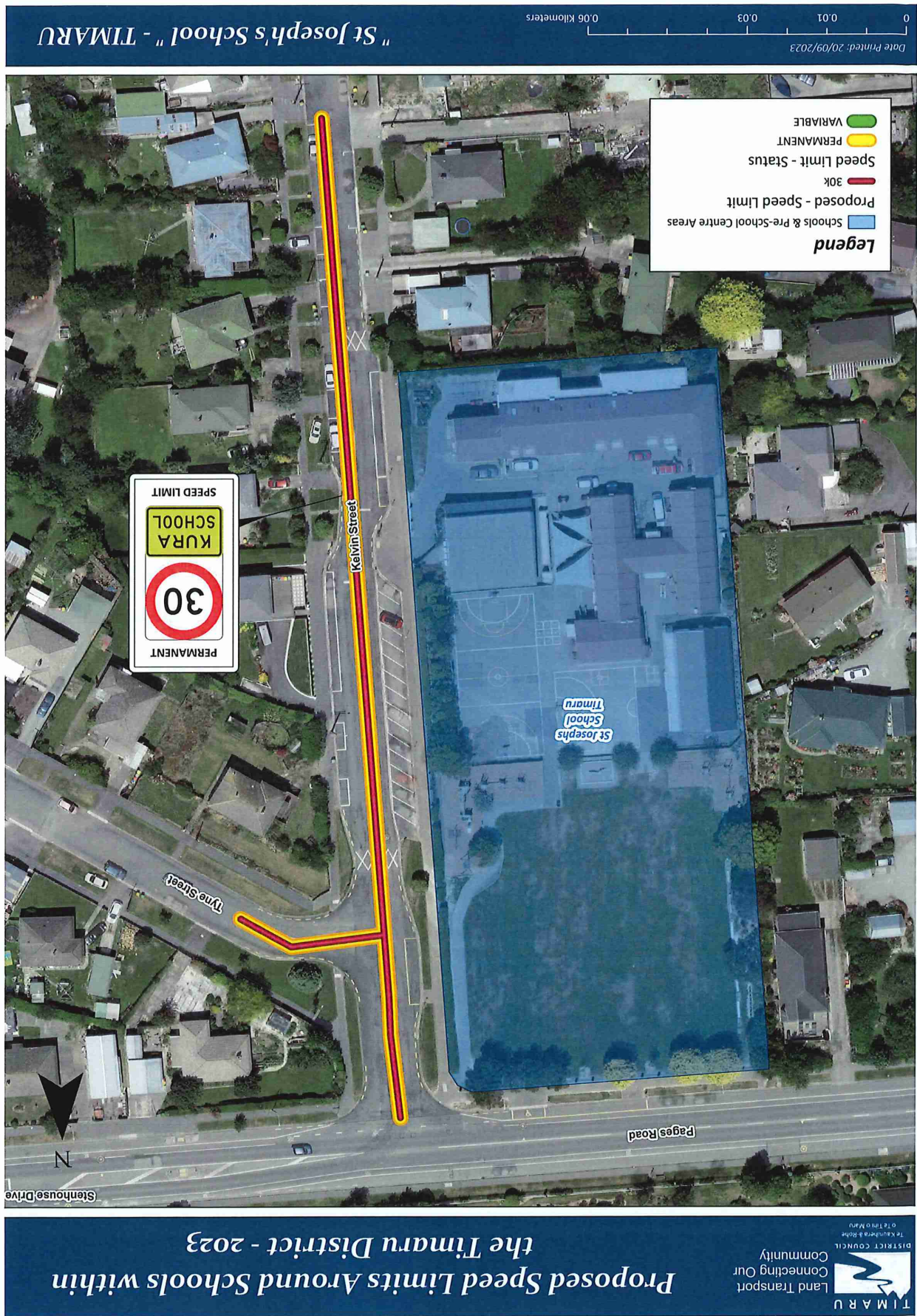
"Oceanview Heights School" - TIMARU



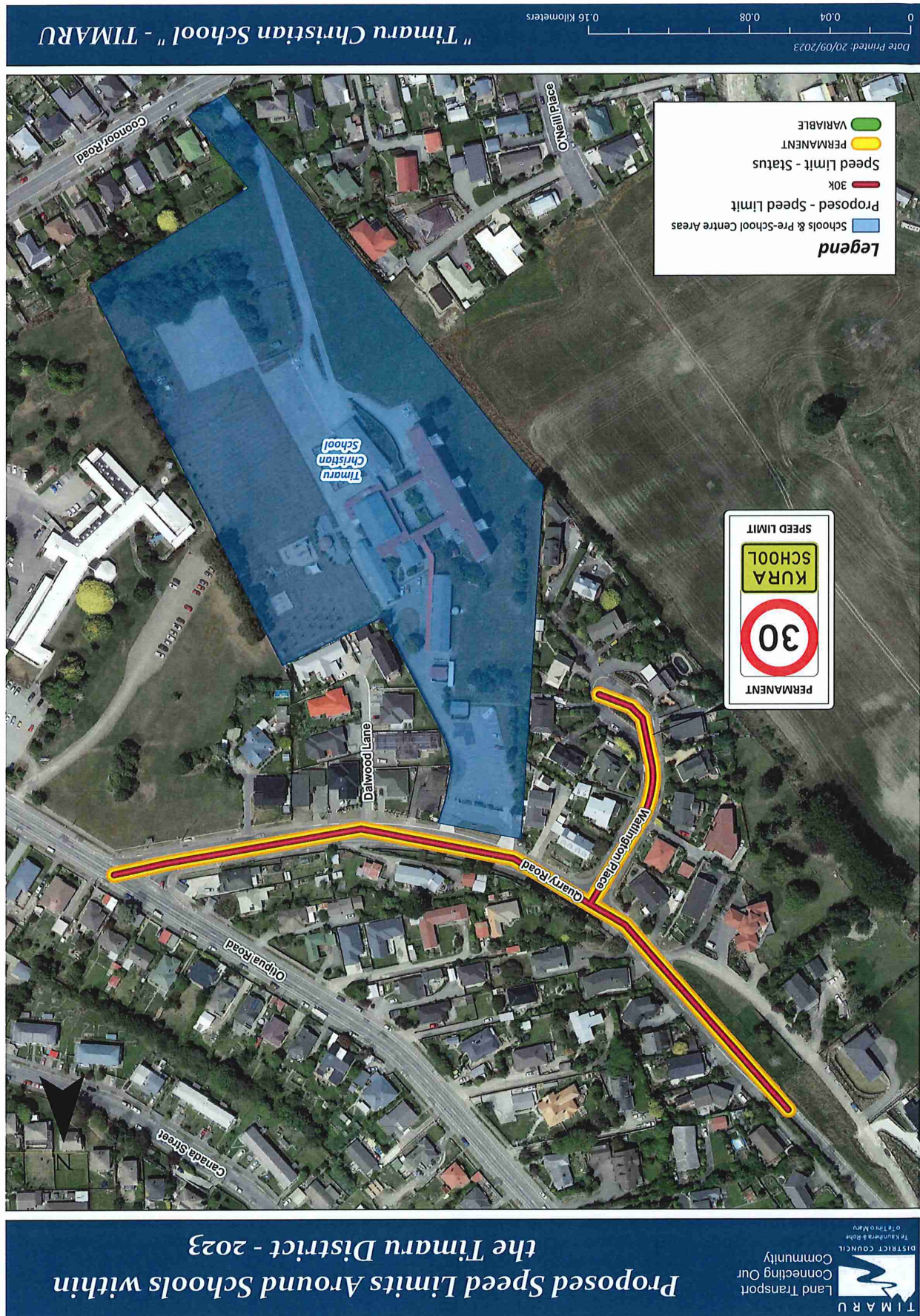
*Proposed Speed Limits Around Schools within the
Timaru District - 2023*

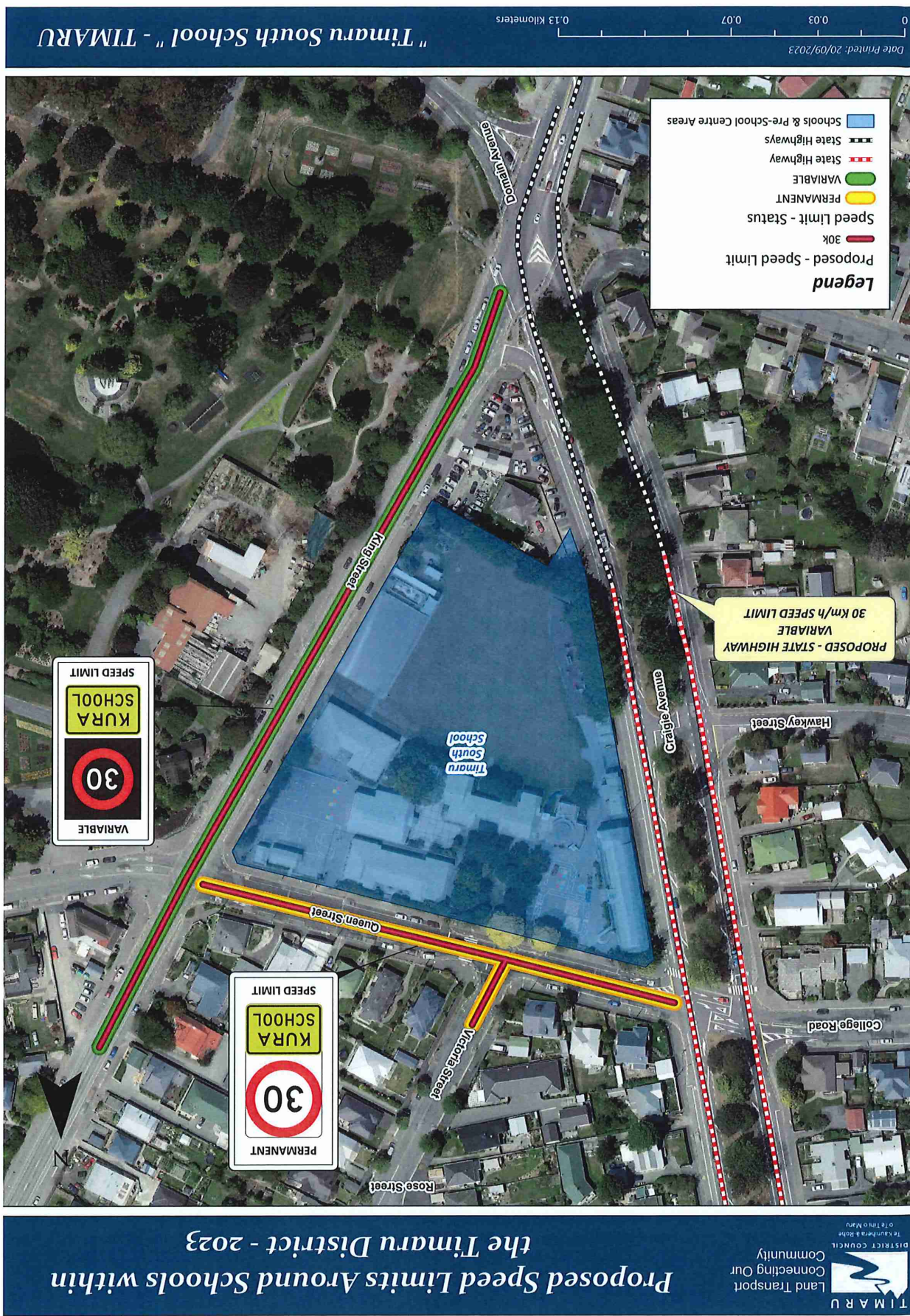


" St Joseph's School " - PLEASANT POINT



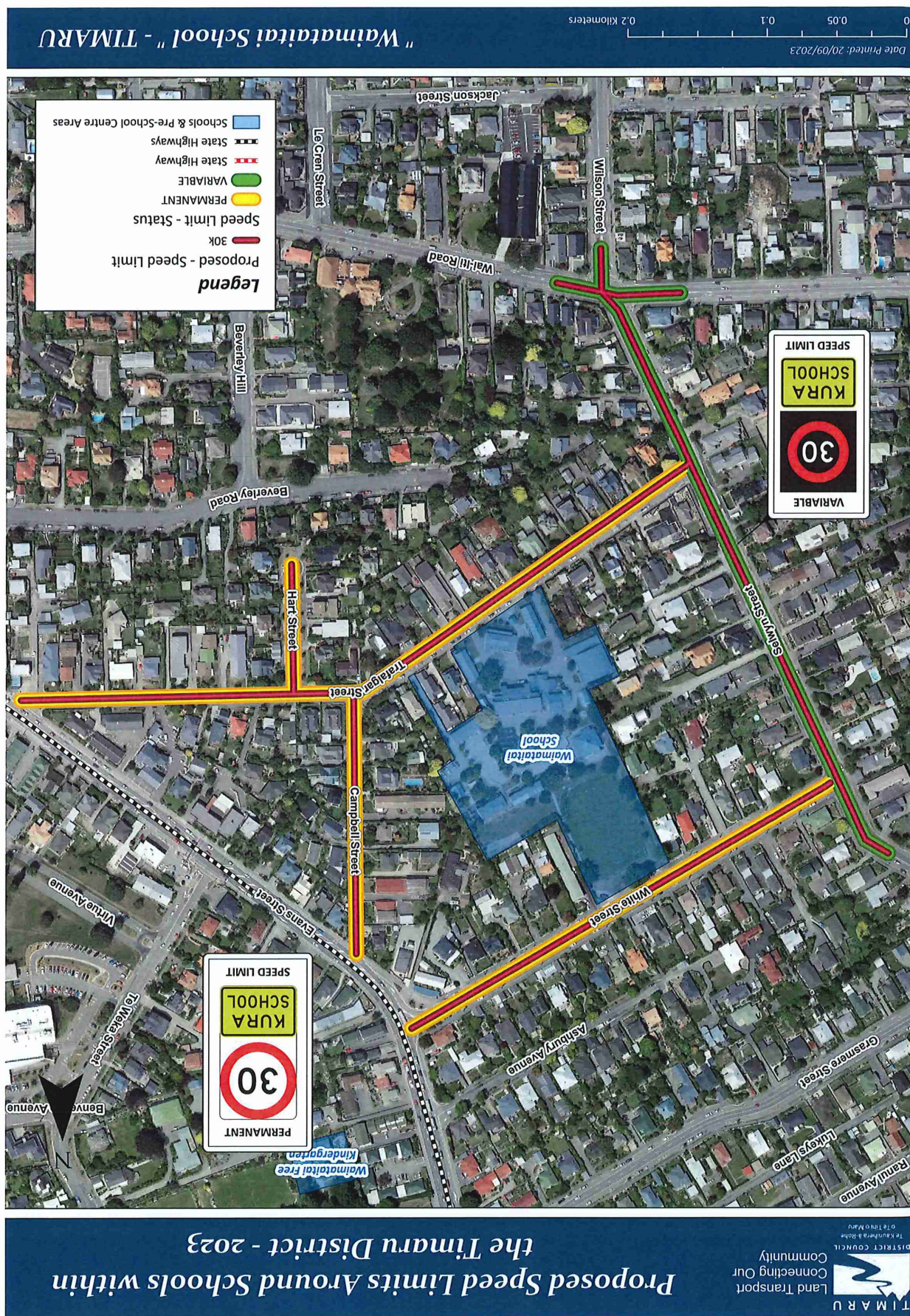






Proposed Speed Limits Around Schools within the Timaru District - 2023

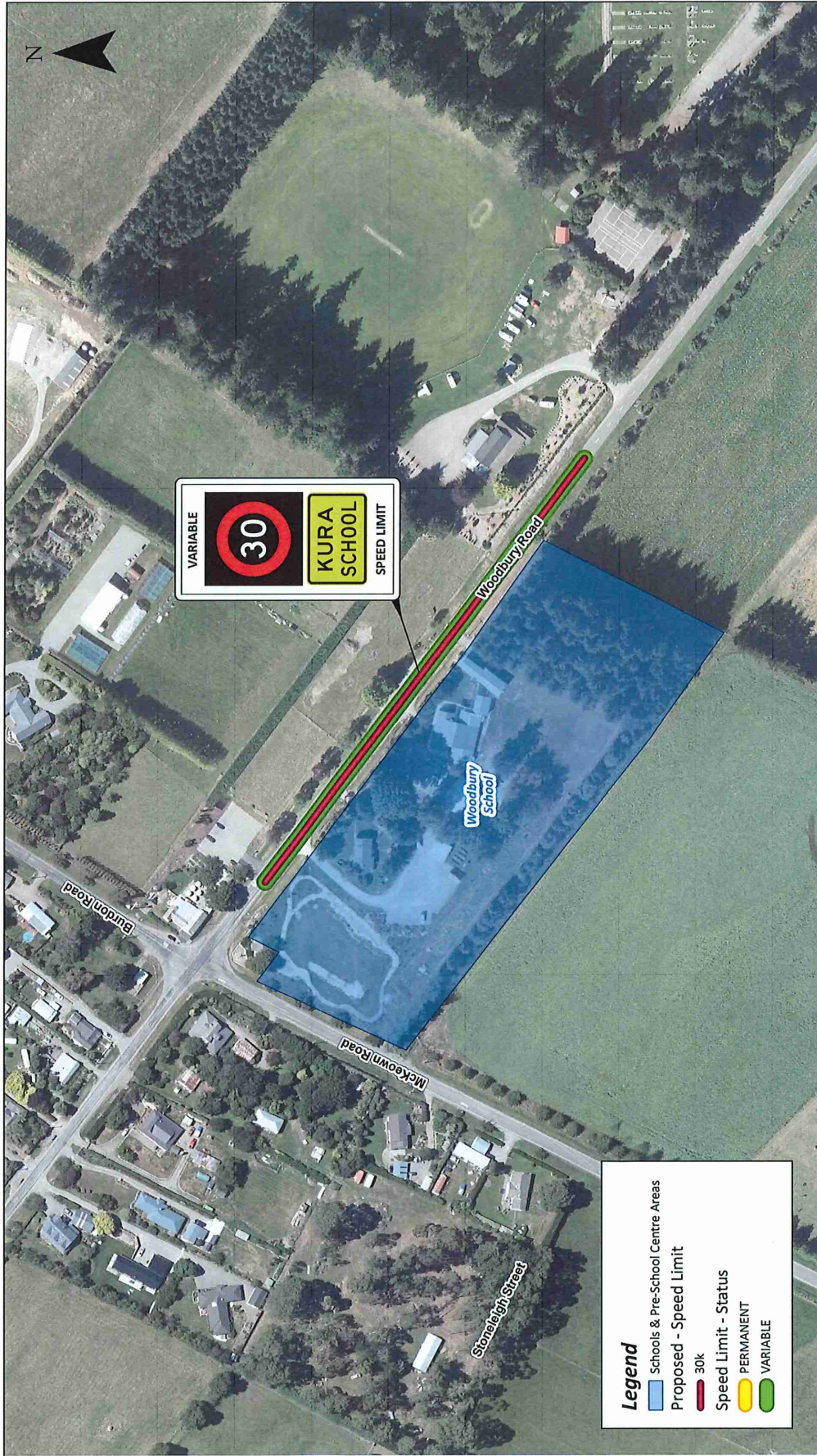




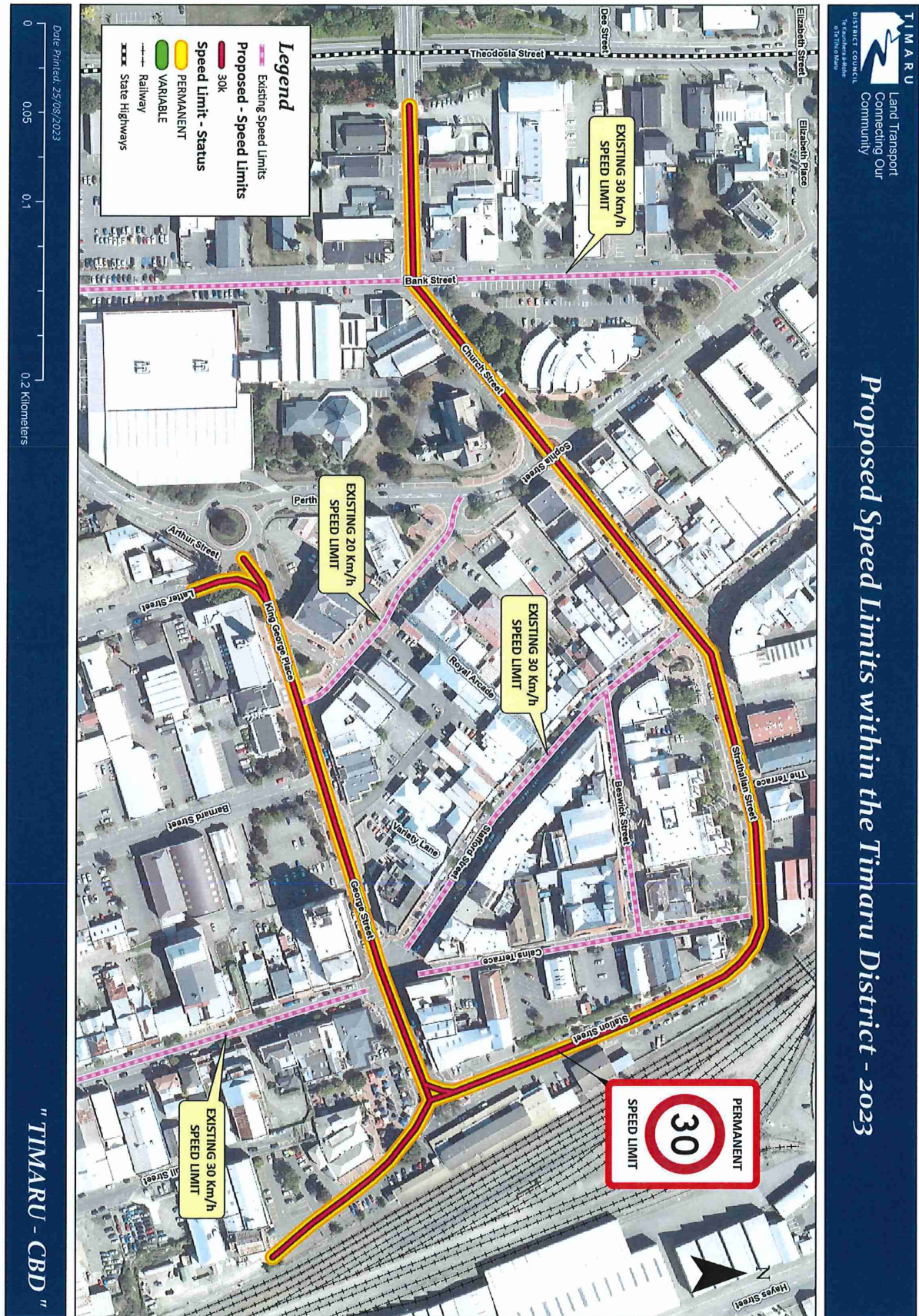


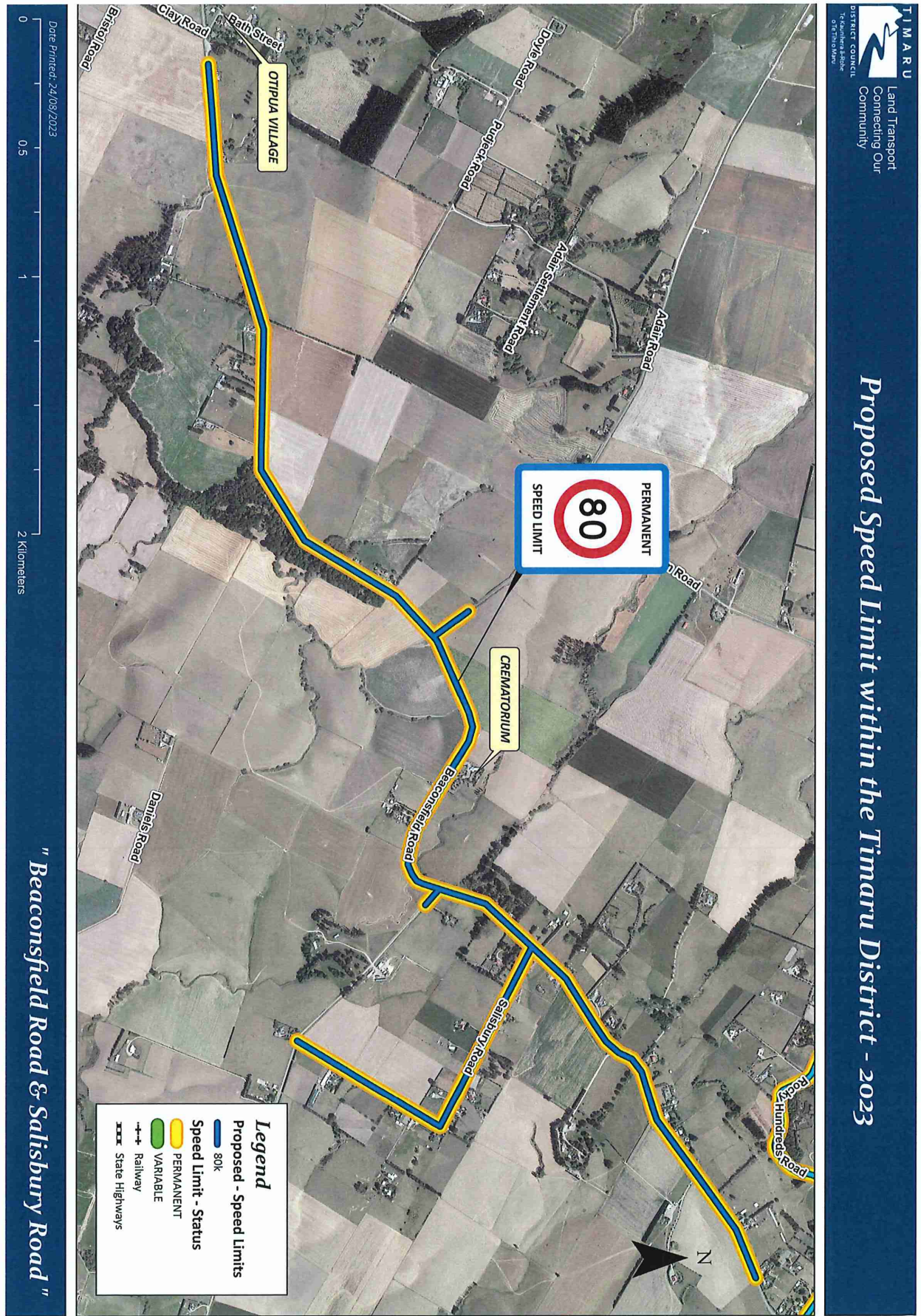
**Proposed Speed Limits Around Schools within the
Timaru District - 2023**

TIMARU Land Transport
Connecting Our
Community
DISTRICT COUNCIL
Te Kaunihera o Timaru
511 8110 1100



" Woodbury Primary School "

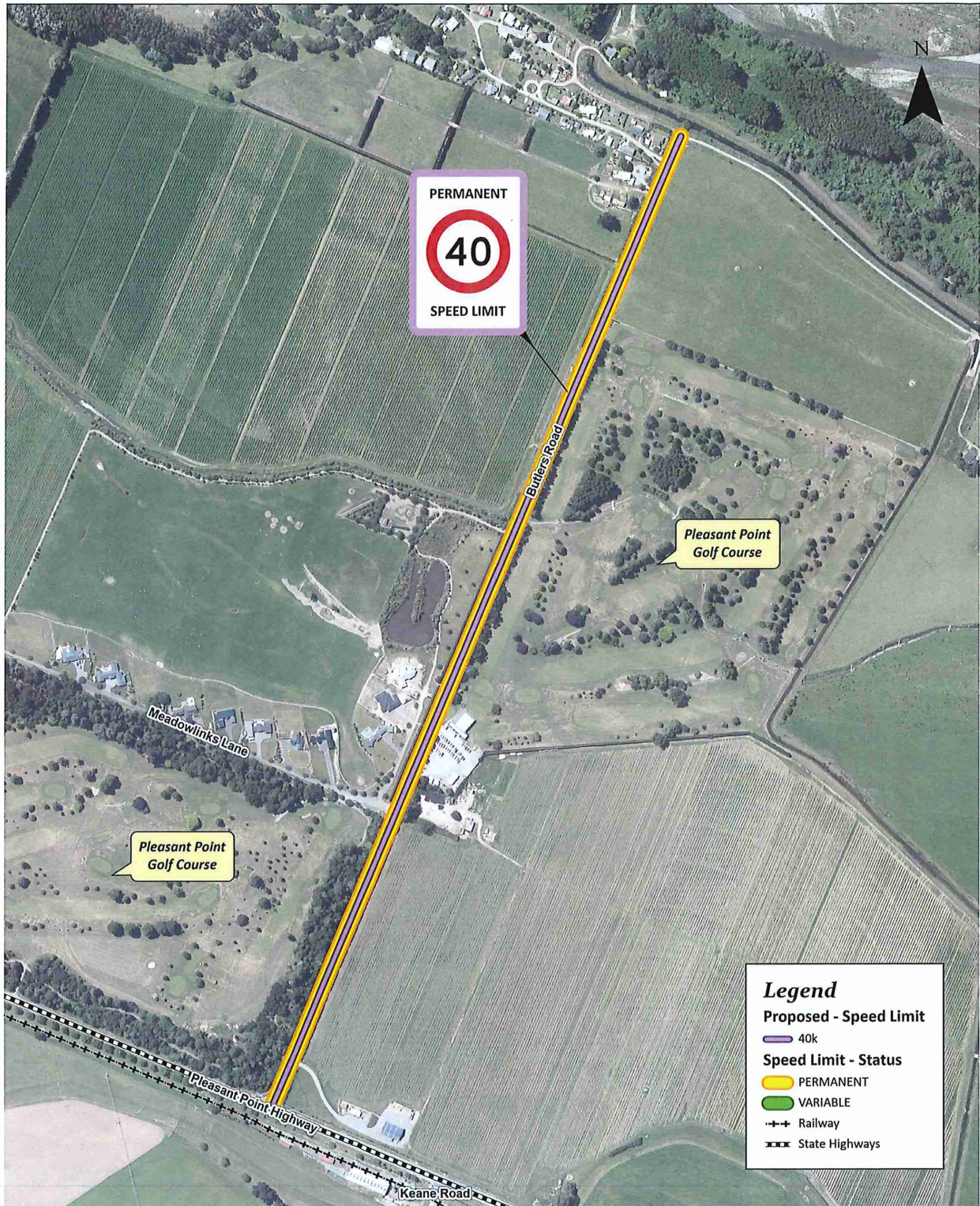




Proposed Speed Limit within the Timaru District - 2023



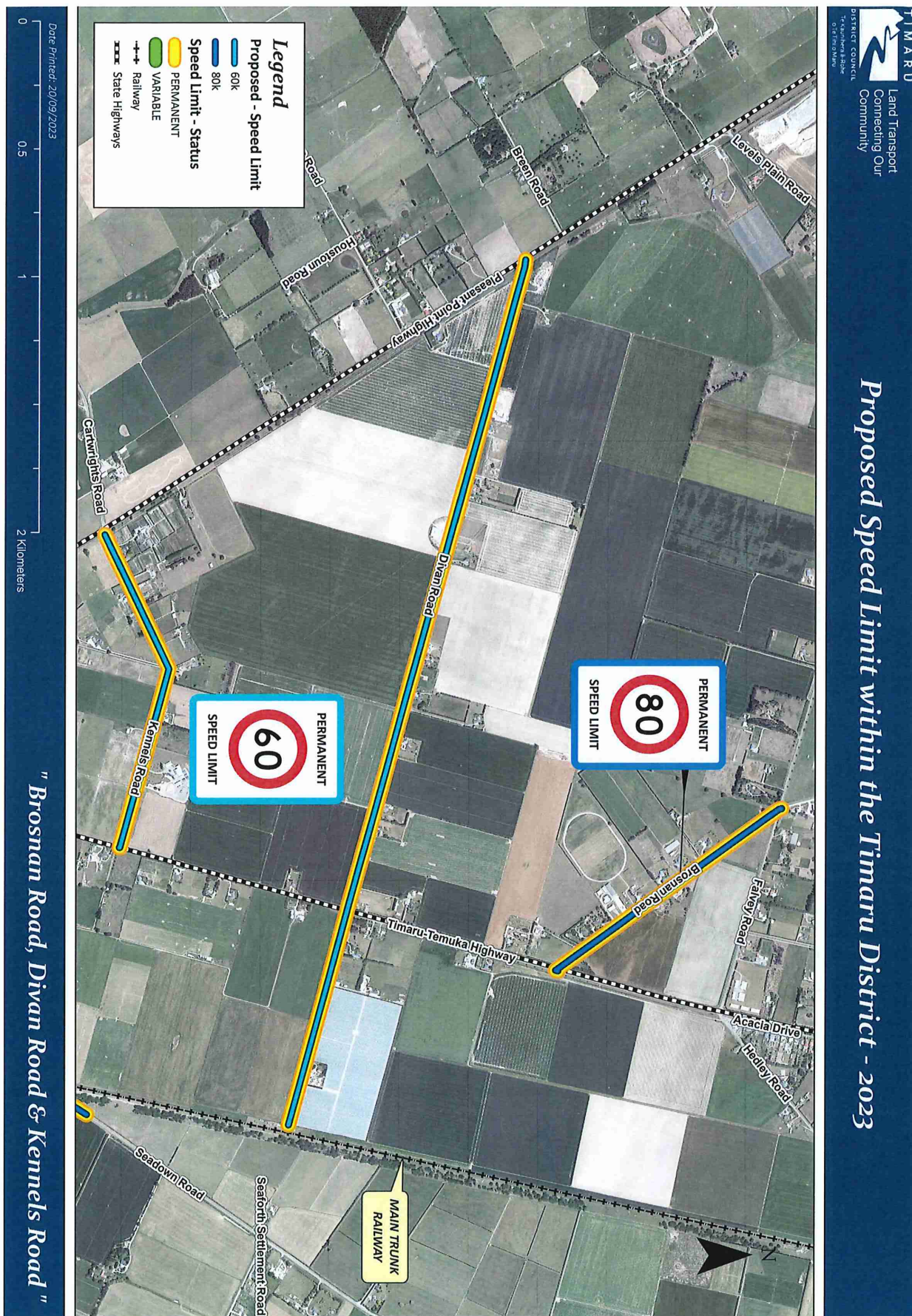
Proposed Speed Limits within the Timaru District - 2023



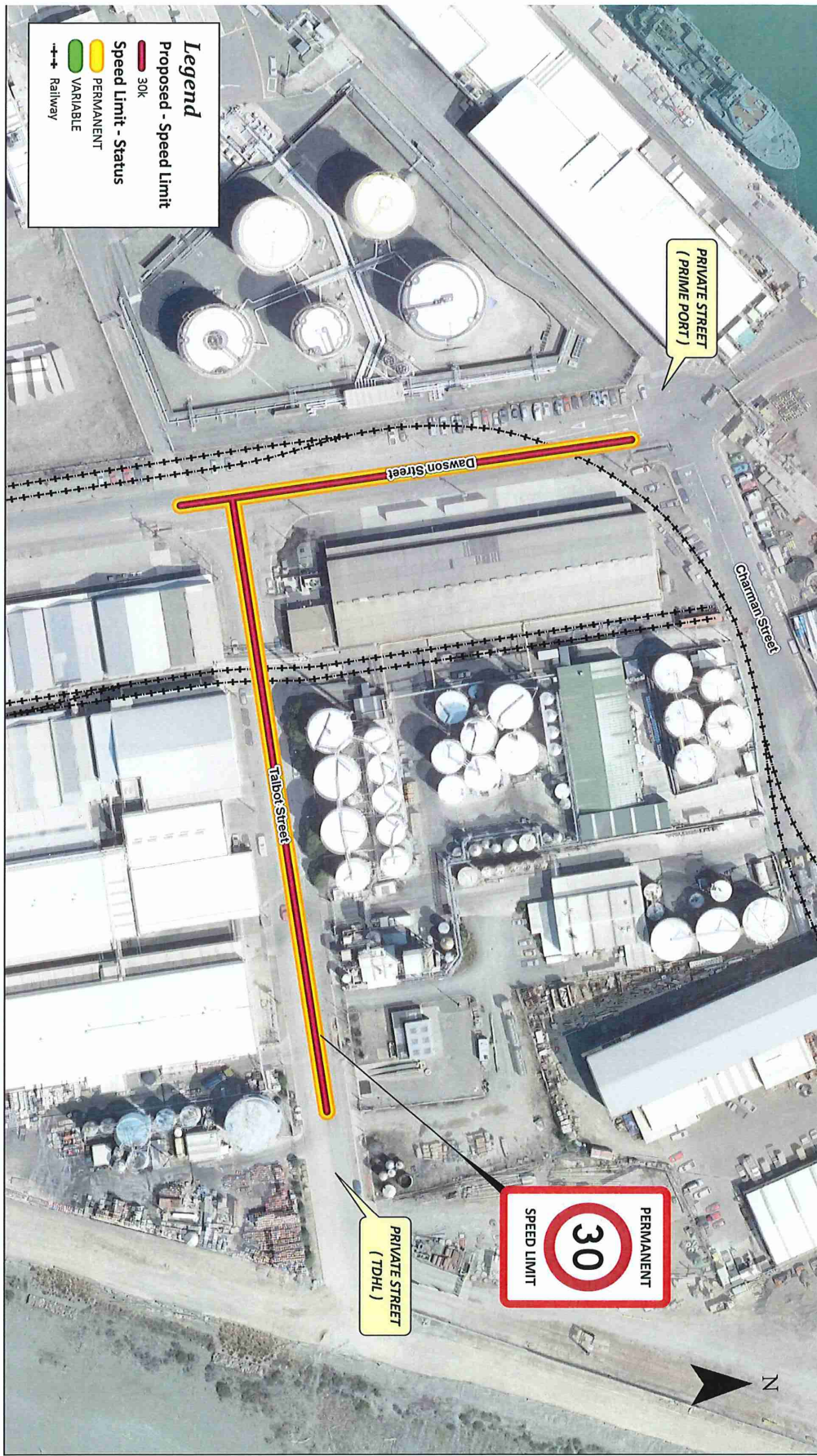
Date Printed: 24/08/2023



" Butlers Road " - PLEASANT POINT



Proposed Speed Limit within the Timaru District - 2023



Legend

Proposed - Speed Limit
 30K

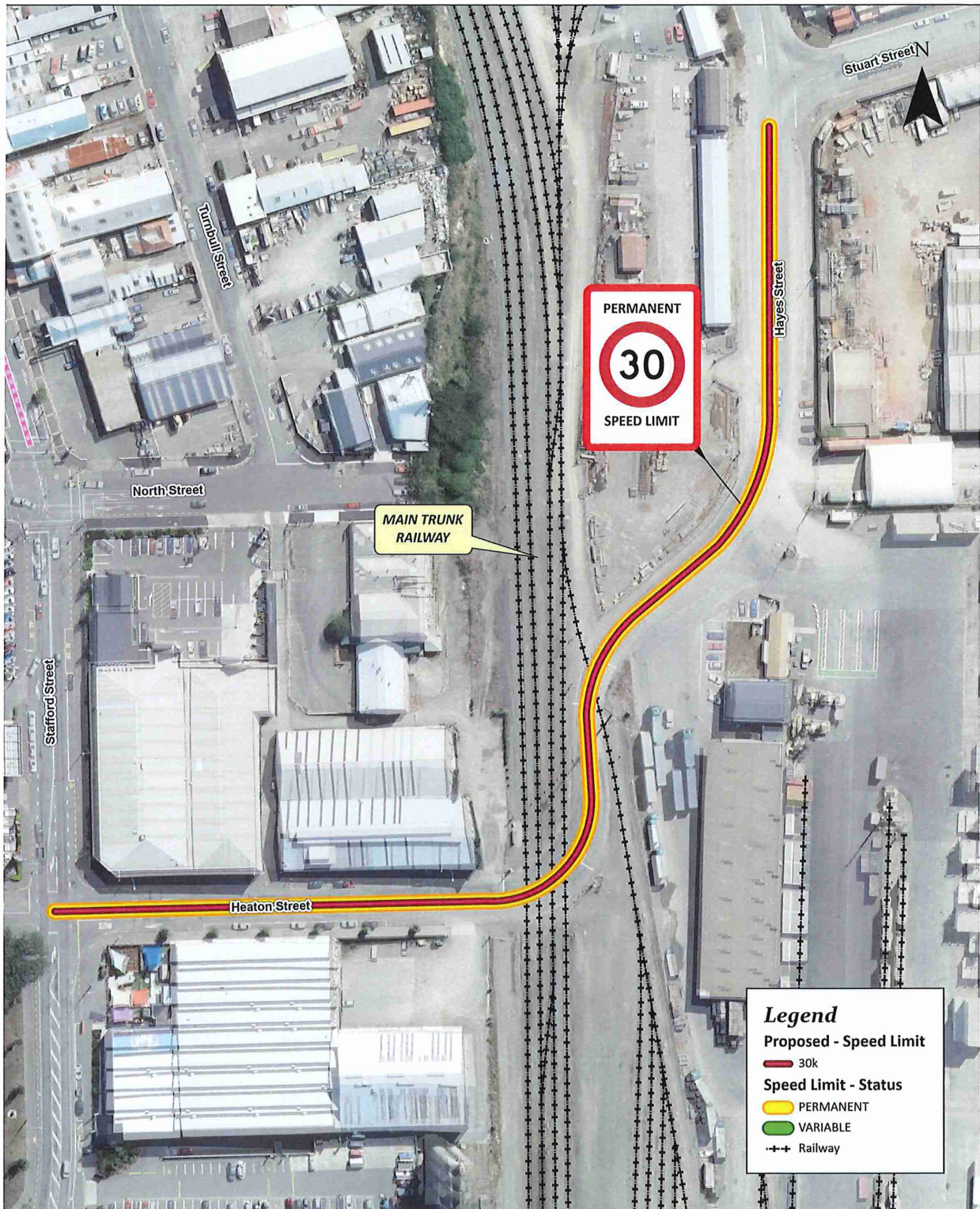
Speed Limit - Status
 PERMANENT
 VARIABLE
 Railway

Date Printed: 24/08/2023
 0 0.04 0.07 0.15 Kilometers

" Dawson Street & Talbot Street " - TIMARU



Proposed Speed Limits within the Timaru District - 2023



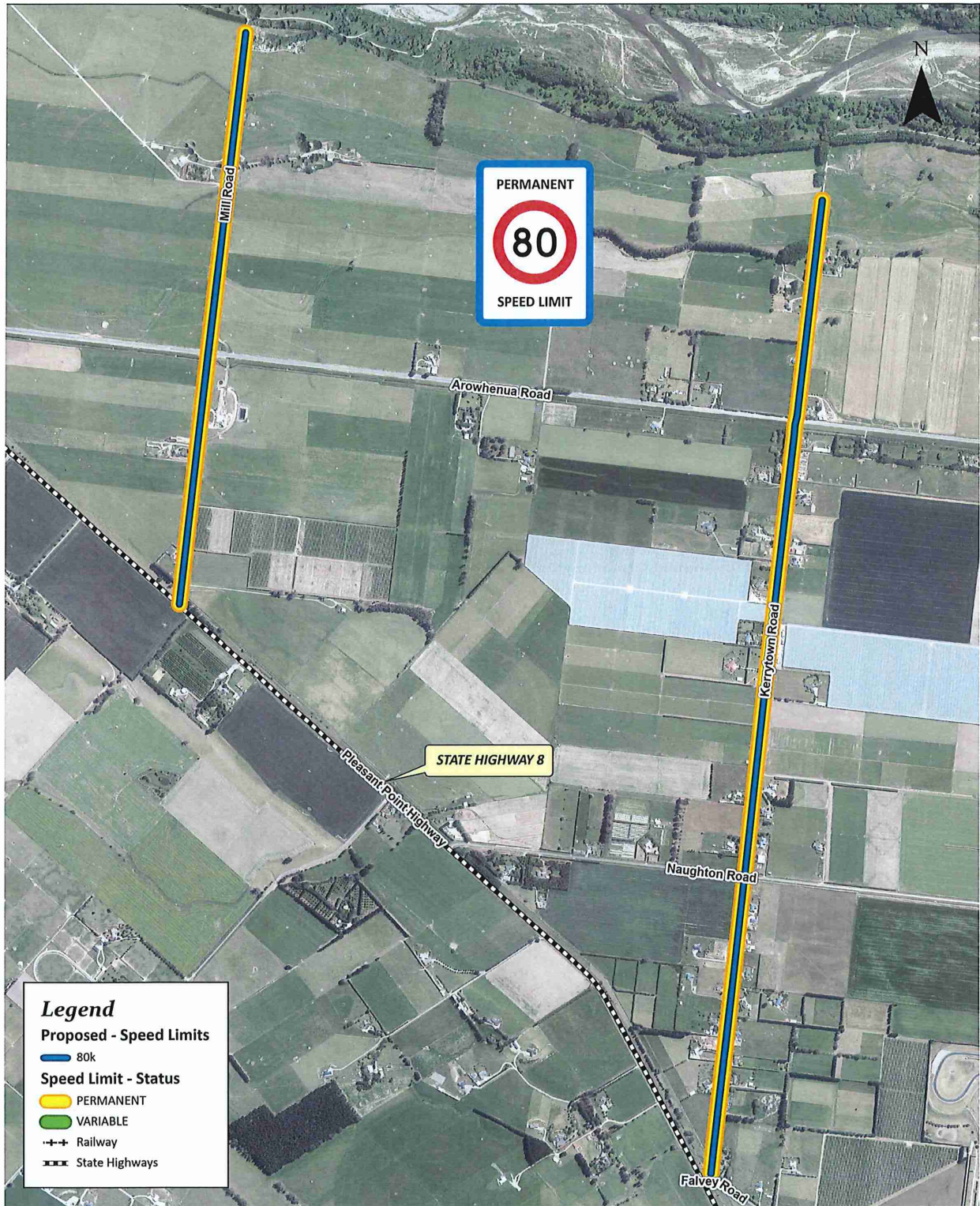
Date Printed: 24/08/2023

0 0.02 0.04 0.09 Kilometers

" Heaton Street & Hayes Street " - TIMARU



Proposed Speed Limits within the Timaru District - 2023



Legend

Proposed - Speed Limits

- 80k

Speed Limit - Status

- PERMANENT
- VARIABLE
- Railway
- State Highways

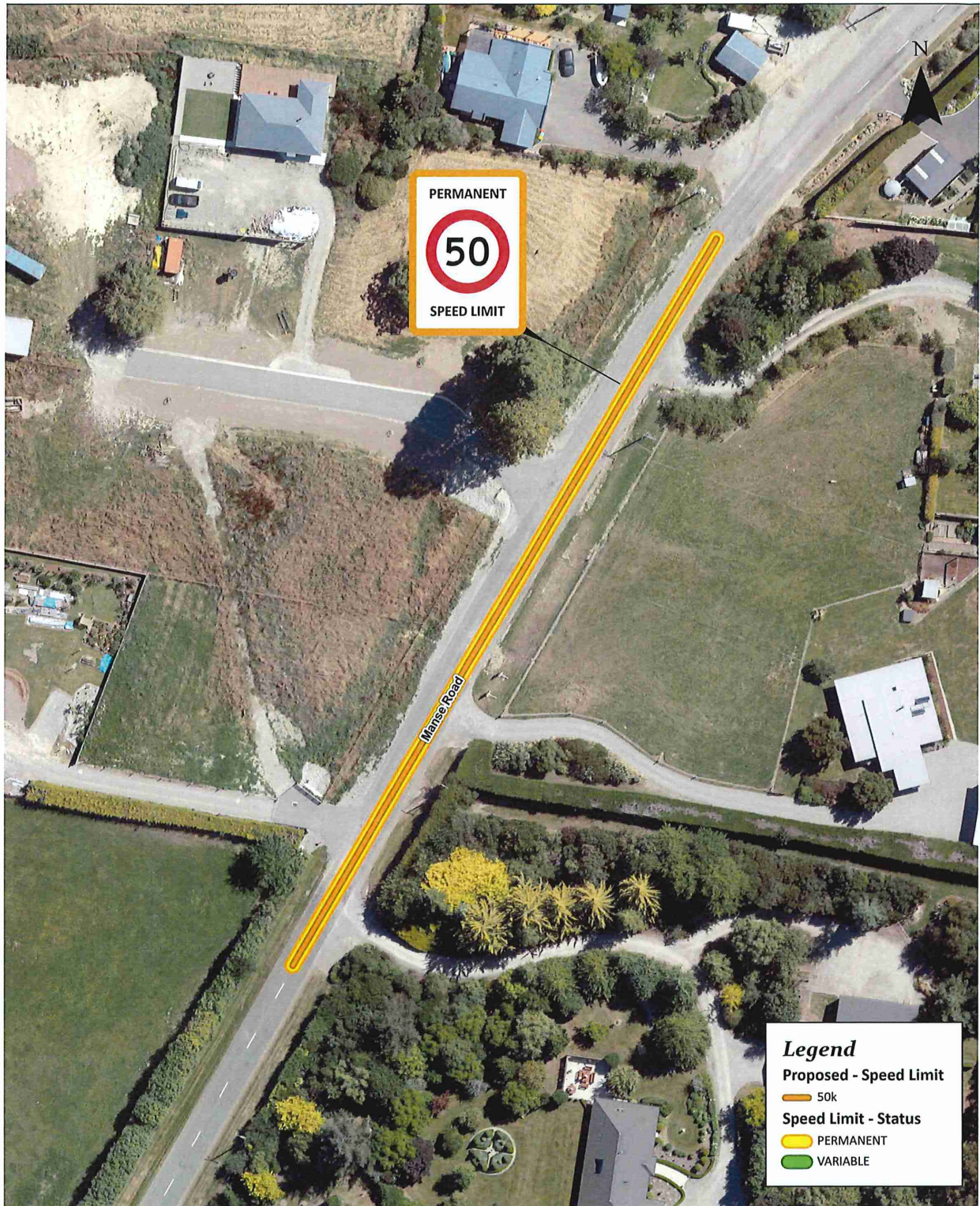
Date Printed: 24/08/2023

0 0.25 0.5 1 Kilometers

" Kerrytown Road & Mill Road "
- PLEASANT POINT



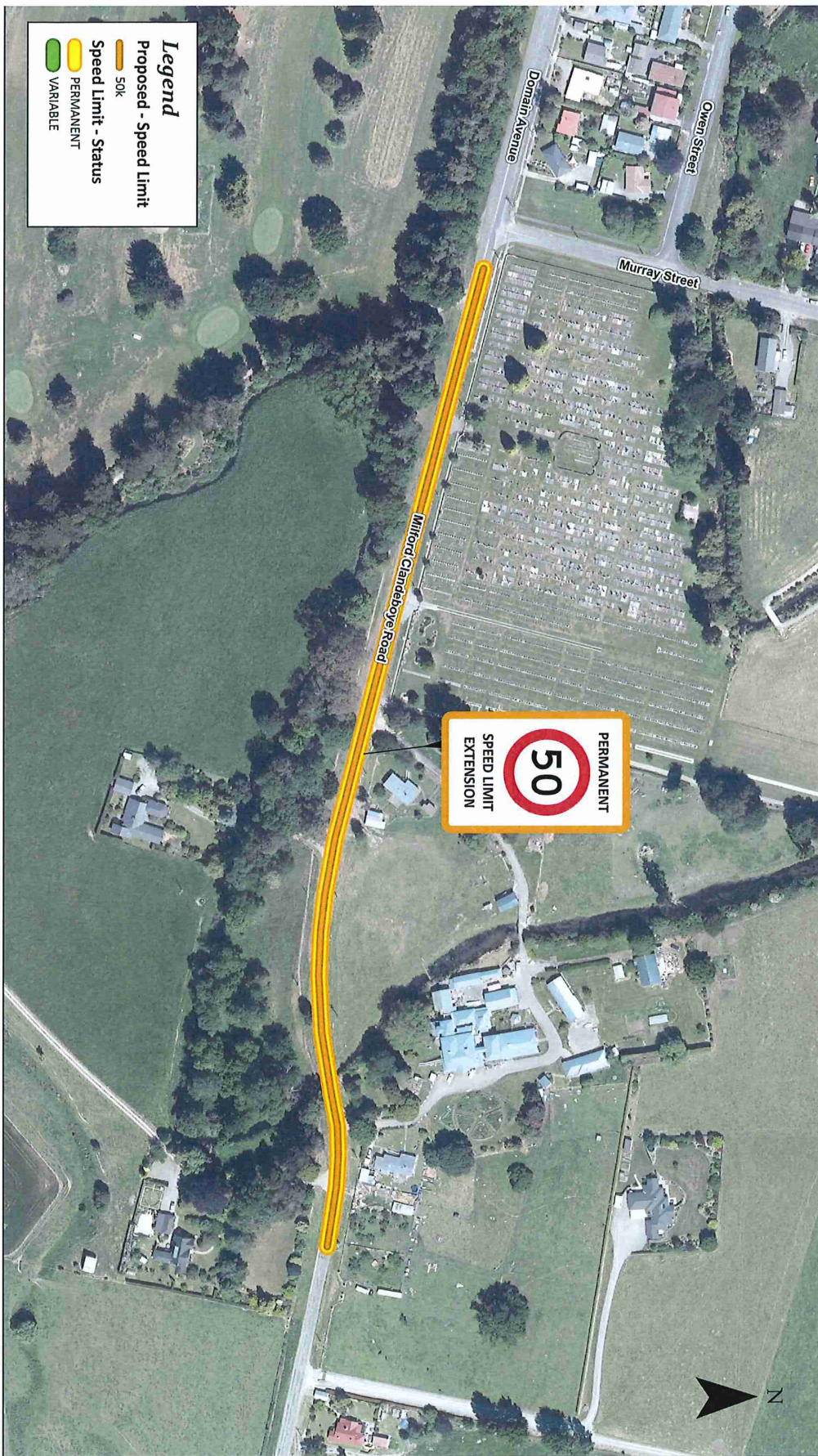
Proposed Speed Limits within the Timaru District - 2023



Date Printed: 24/08/2023

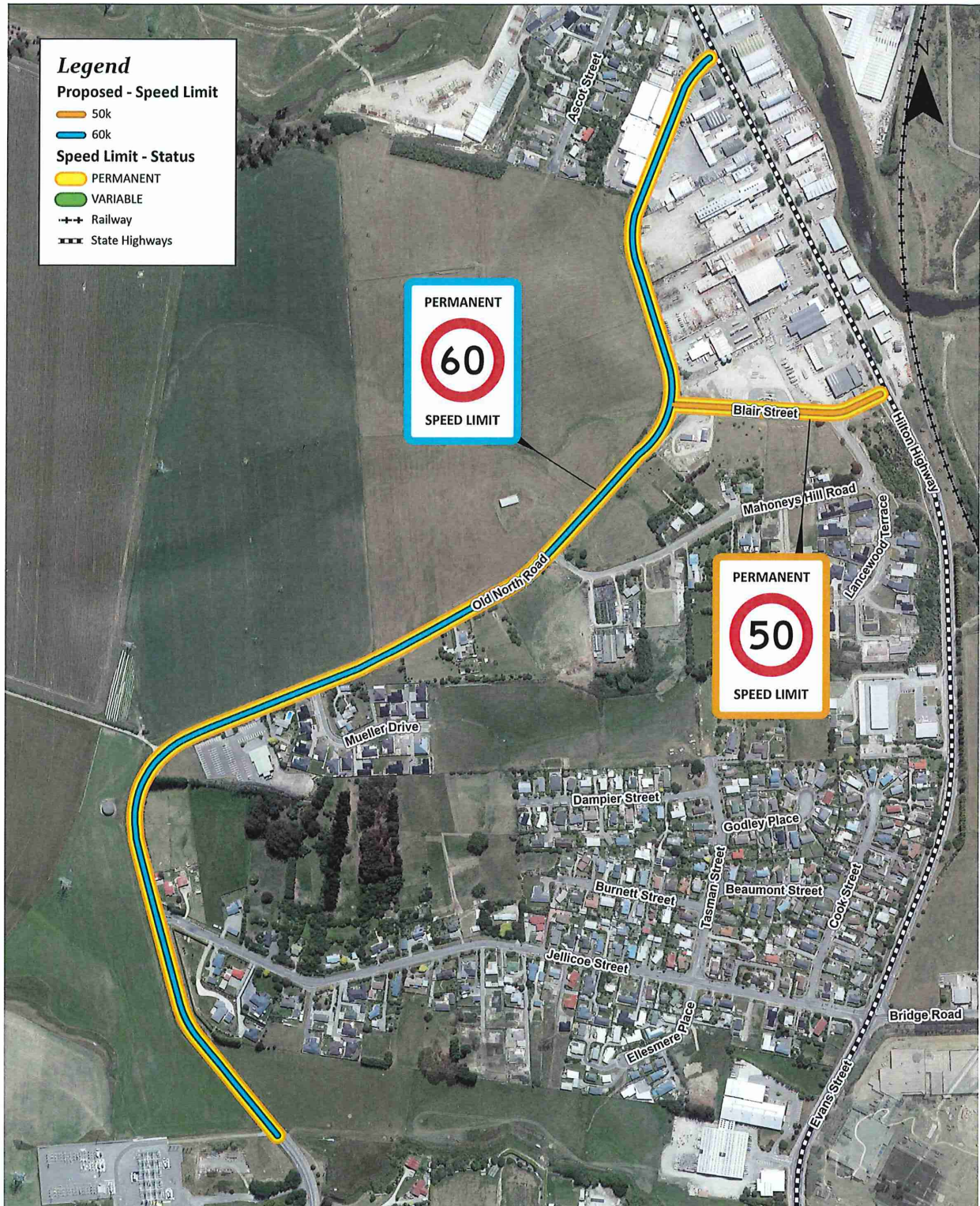
0 0.01 0.03 0.05 Kilometers

" Manse Road " - PLEASANT POINT





Proposed Speed Limits within the Timaru District - 2023



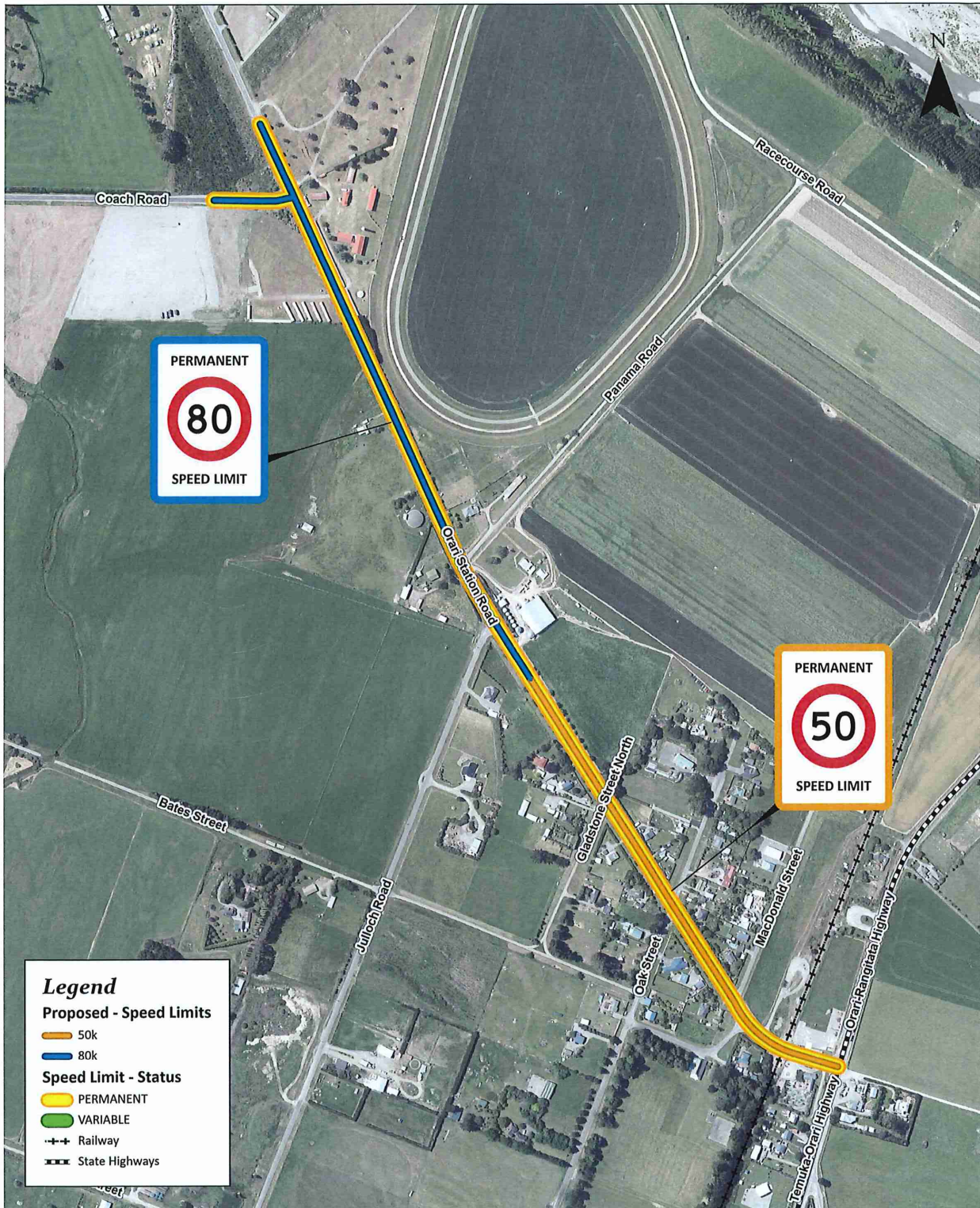
Date Printed: 24/08/2023

0 0.1 0.2 0.4 Kilometers

" Old North Road & Blair Street "
- TIMARU

TIMARU Land Transport Connecting Our Community
 DISTRICT COUNCIL Te Kaunhera ā-Rohē o Te Tihi o Maru

Proposed Speed Limits within the Timaru District - 2023

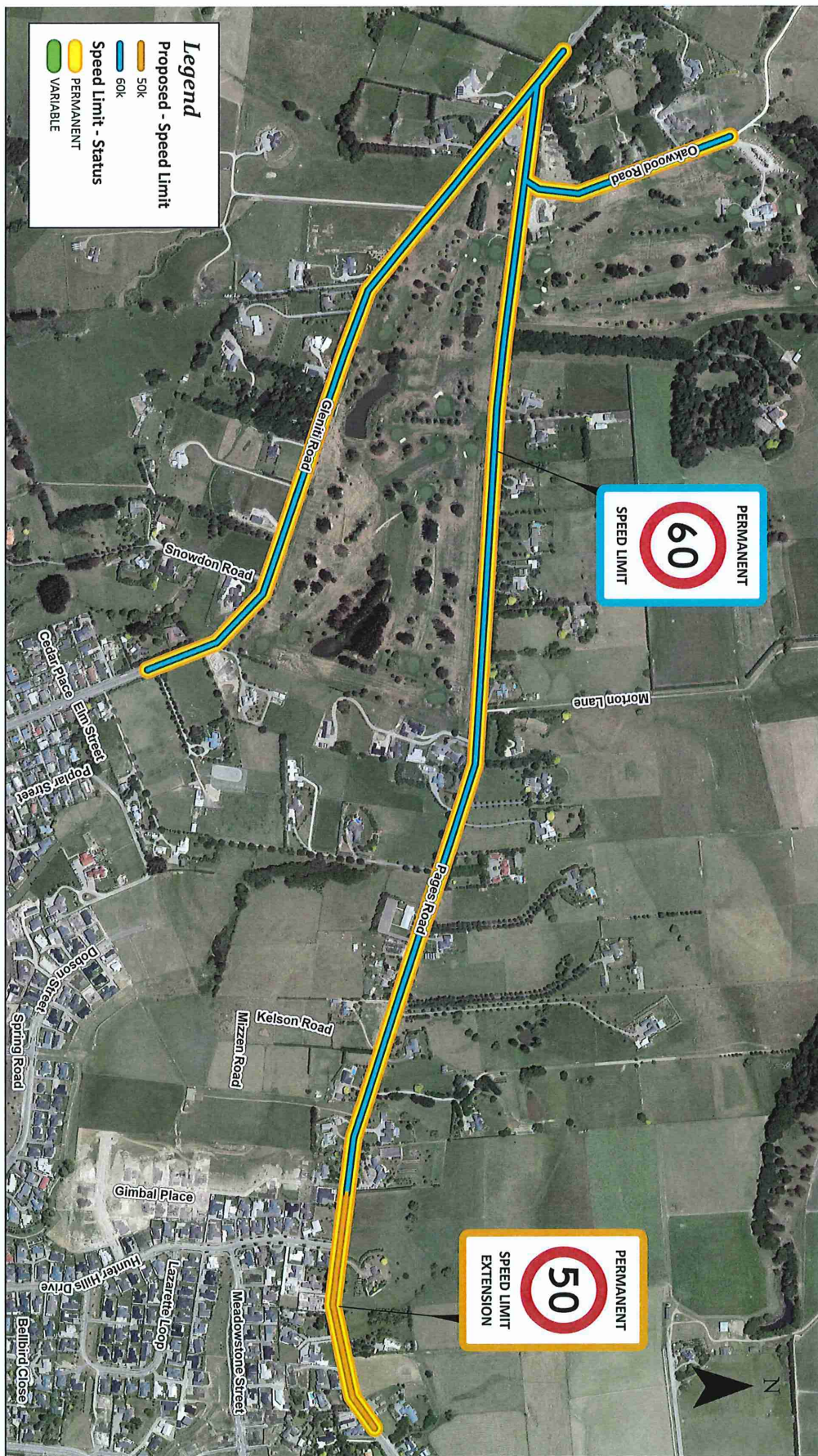


Date Printed: 24/08/2023

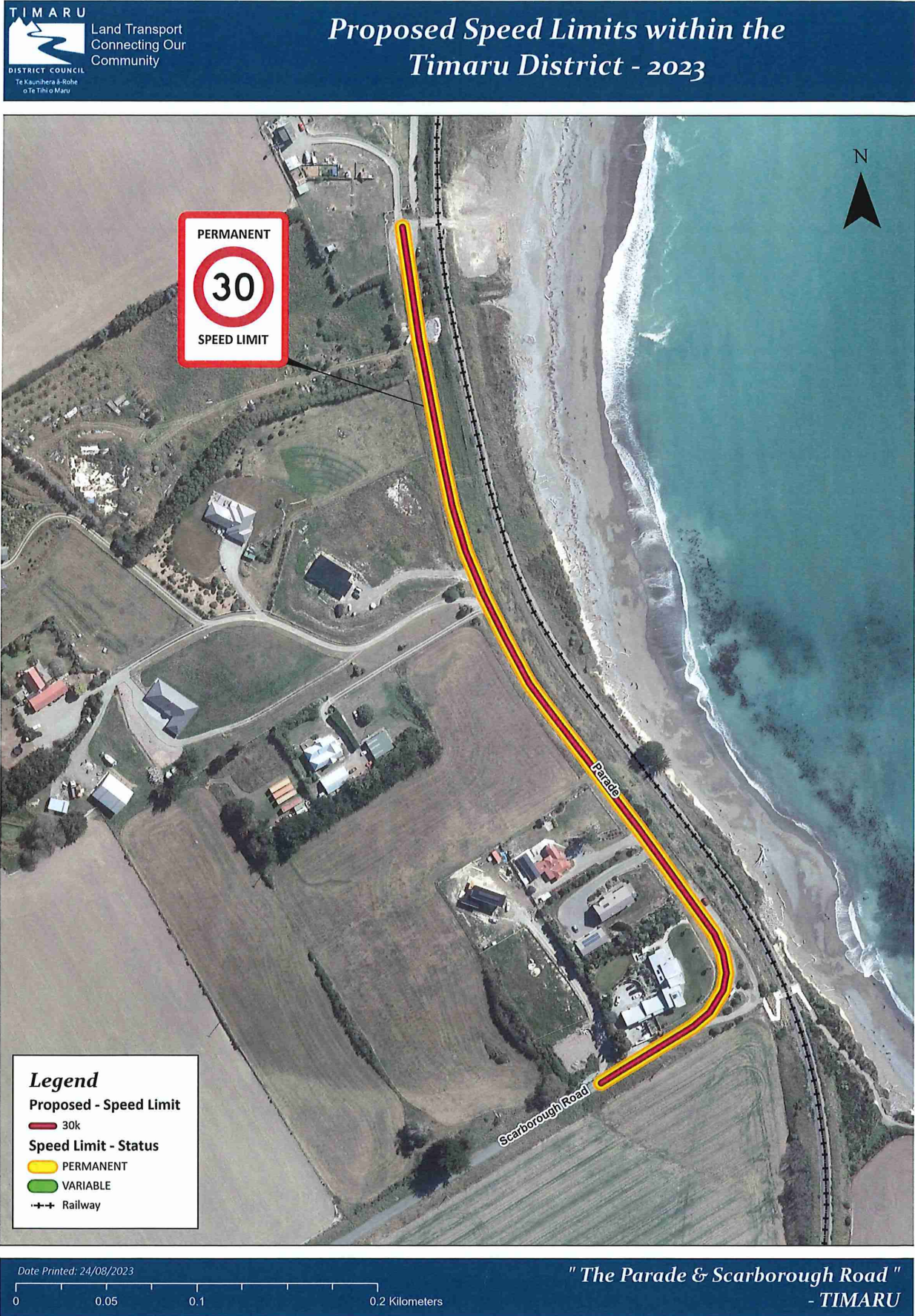
0 0.1 0.2 0.4 Kilometers

" Orari Station Road "

Proposed Speed Limit & Extension within the Timaru District - 2023

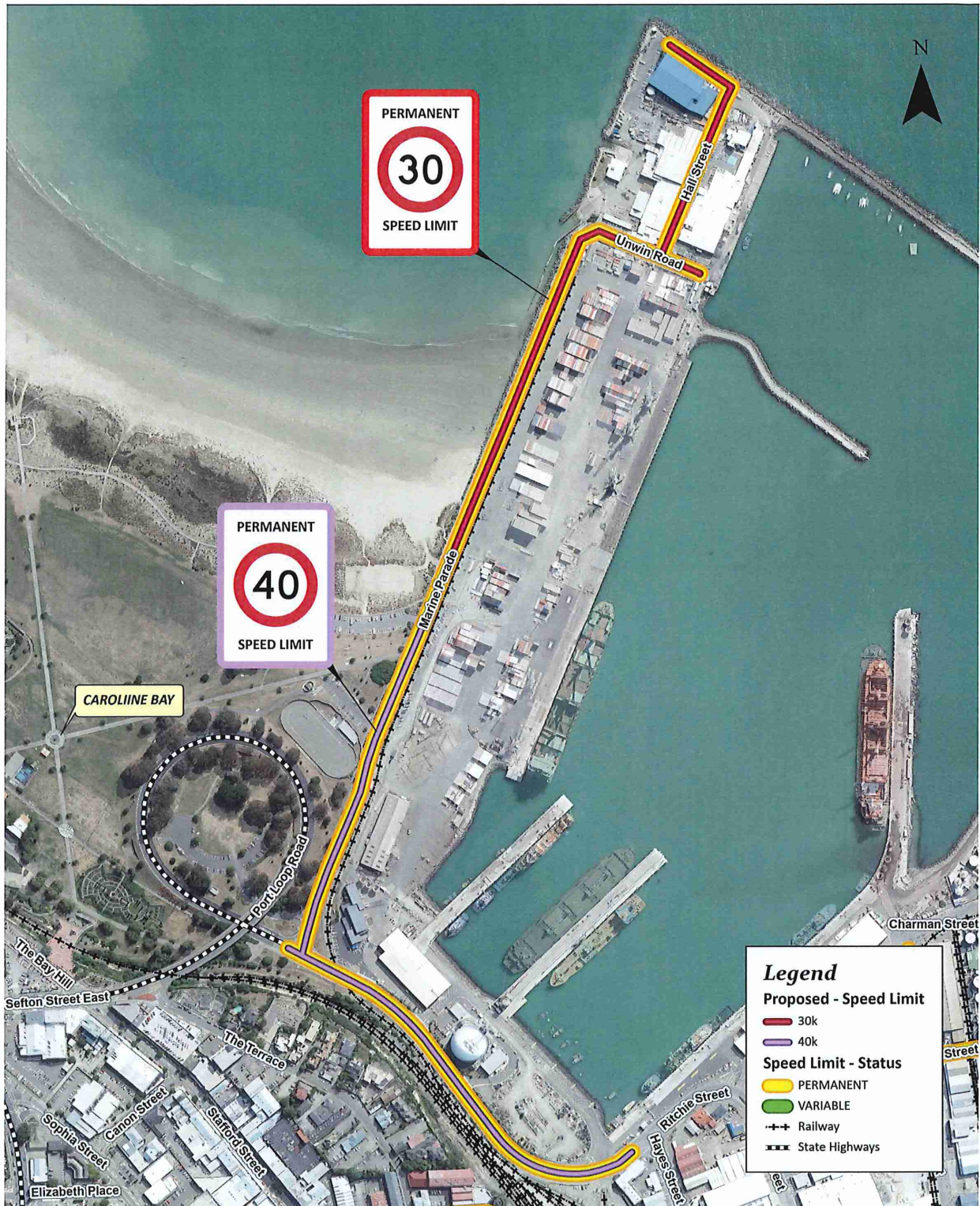


"Pages Road & Gleniti Road" - TIMARU





Proposed Speed Limits within the Timaru District - 2023



Date Printed: 24/08/2023

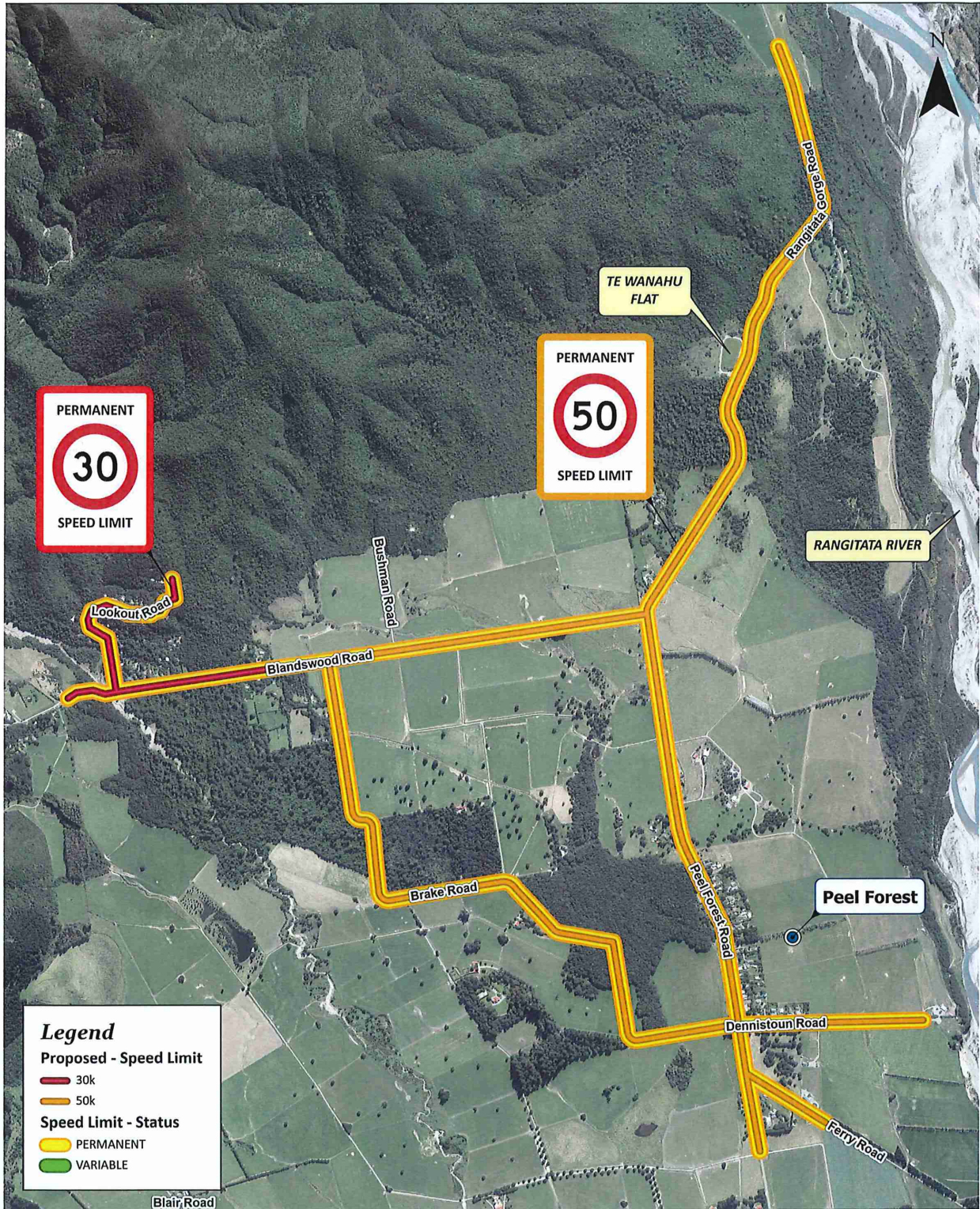
0 0.07 0.15 0.3 Kilometers

" Port Loop Road, Marine Parade, Unwin Road & Hall Road" - TIMARU



Land Transport
Connecting Our
Community

Proposed Speed Limits within the Timaru District - 2023

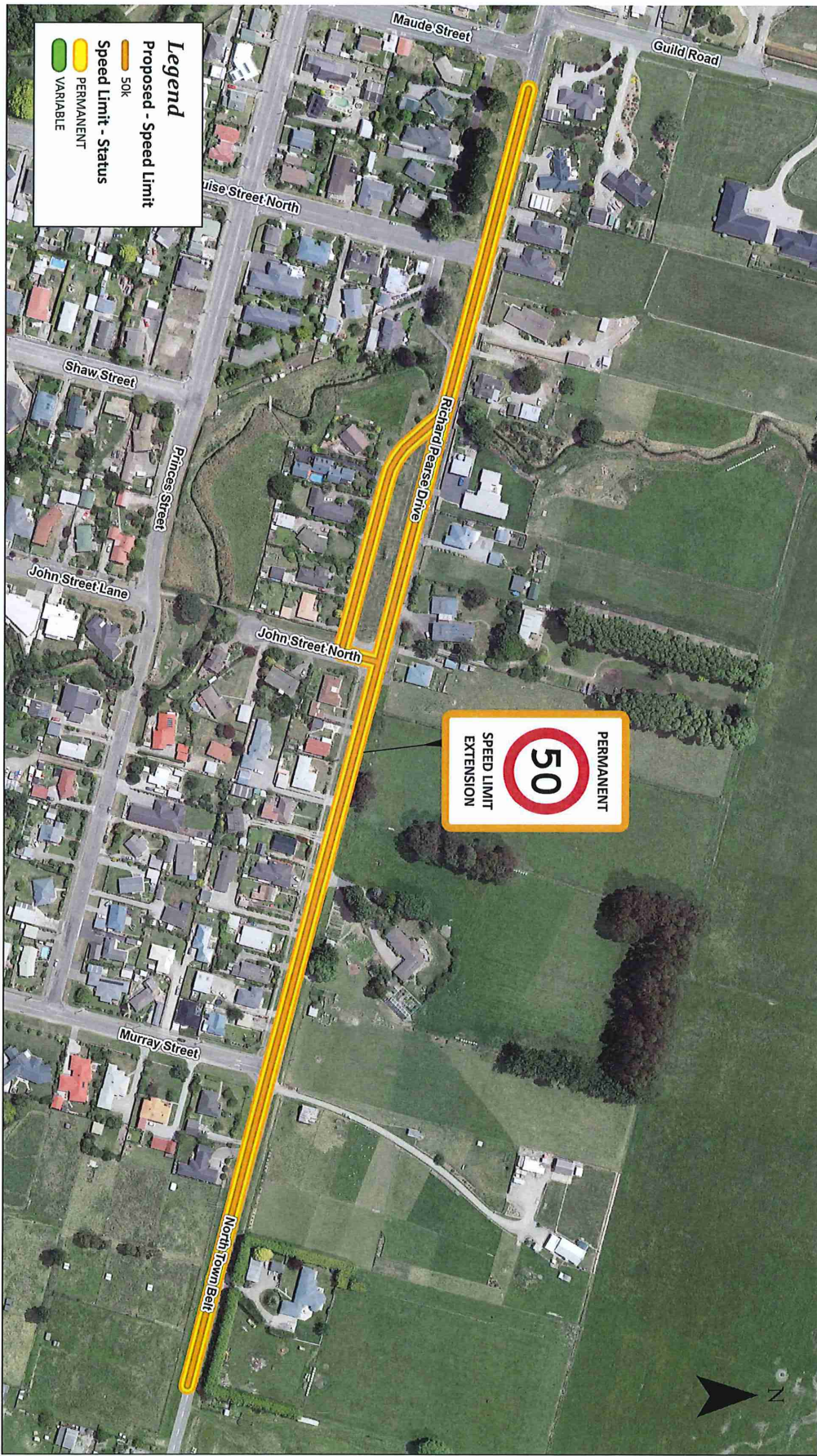


Date Printed: 24/08/2023

0 0.35 0.7 1.4 Kilometers

" Rangitata Gorge Road, Blandwood & Peel Forest "

Proposed Speed Limit Extension within the Timaru District - 2023

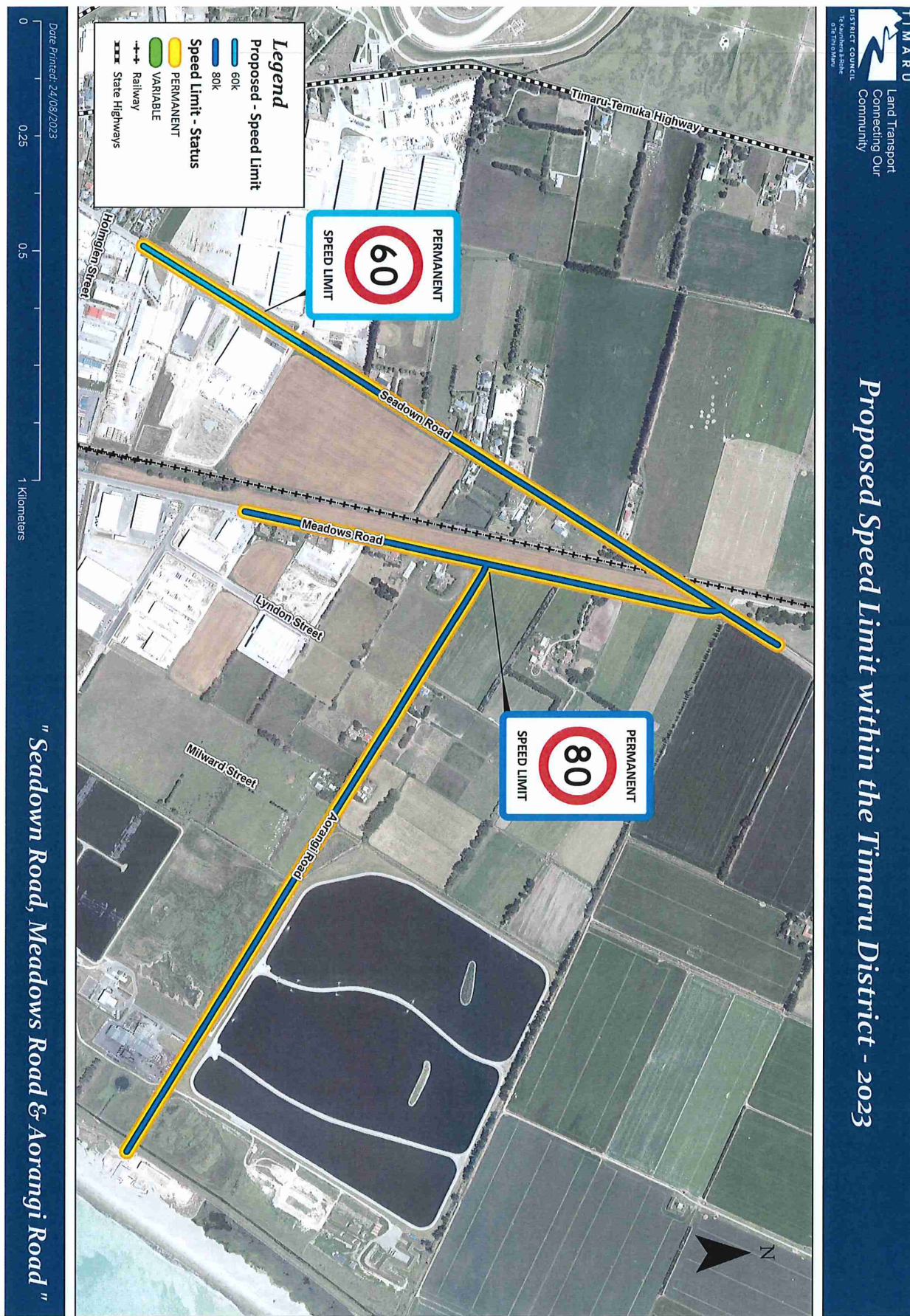


Date Printed: 24/09/2023

0 0.07 0.15 0.3 Kilometers

" Richard Pearse Drive - TEMUKA "

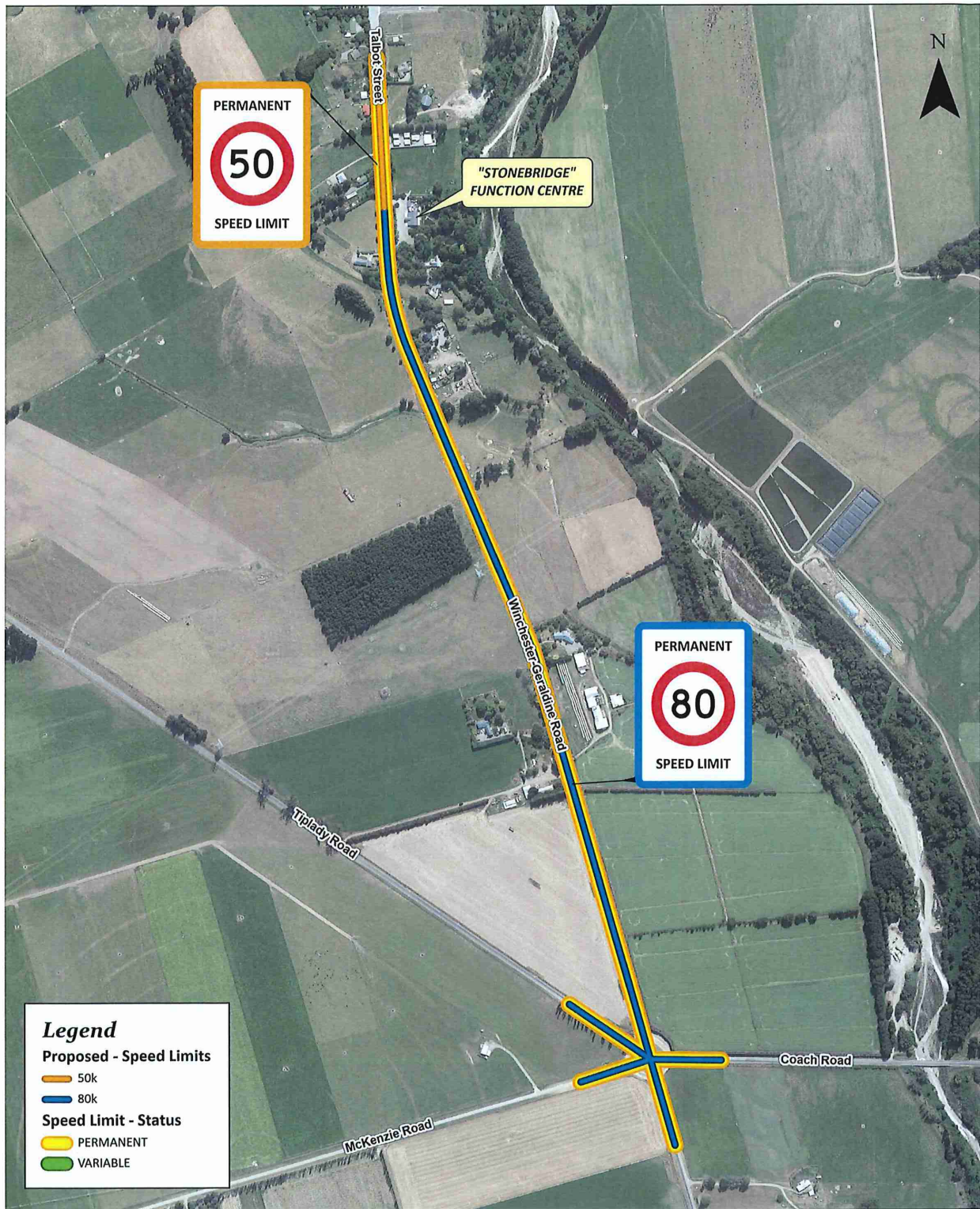




Proposed Speed Limit within the Timaru District - 2023



Proposed Speed Limits within the Timaru District - 2023



Legend

Proposed - Speed Limits

- 50k
- 80k

Speed Limit - Status

- PERMANENT
- VARIABLE

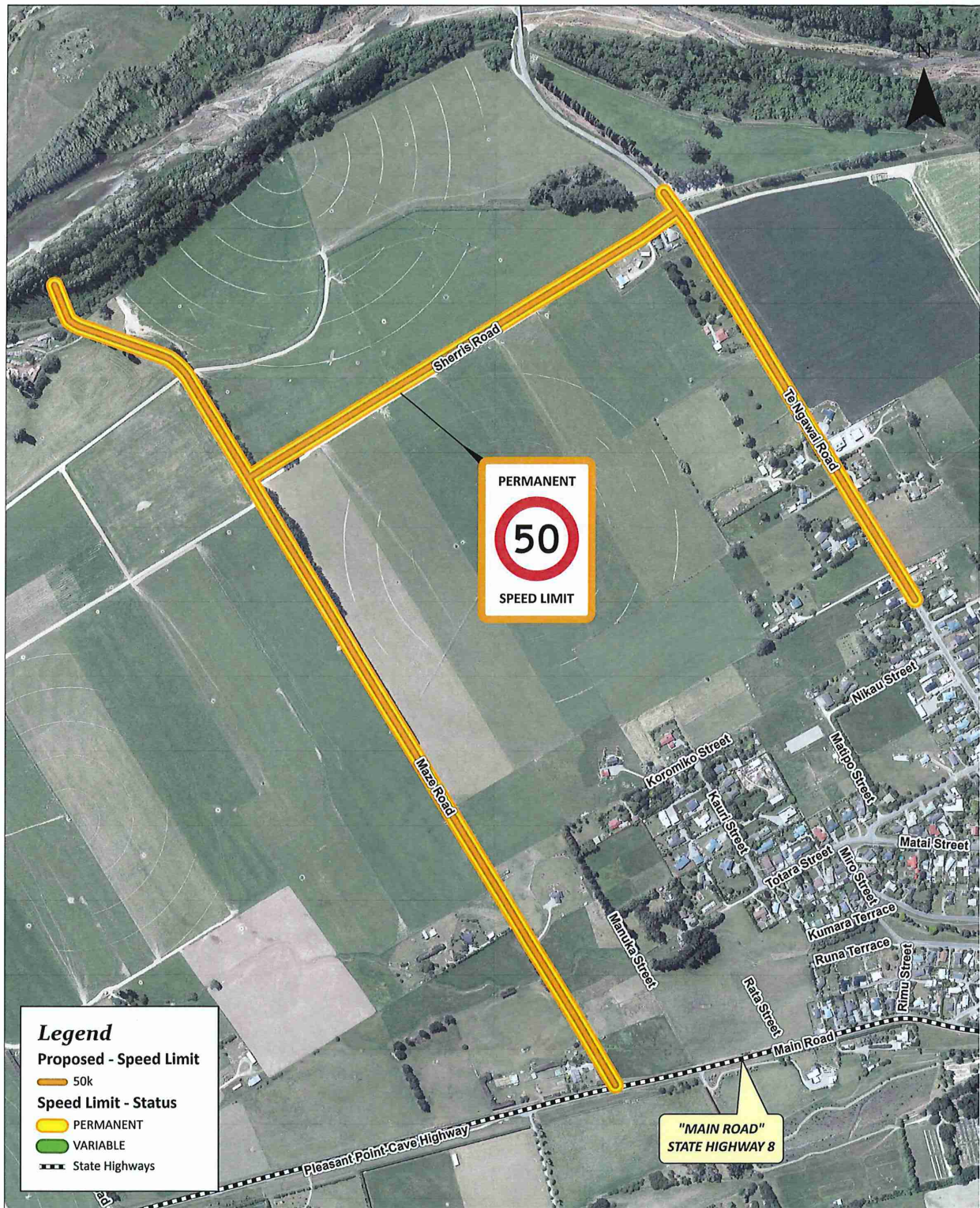
Date Printed: 24/08/2023

0 0.13 0.25 0.5 Kilometers

" Talbot Street & Route 72 - GERALDINE "



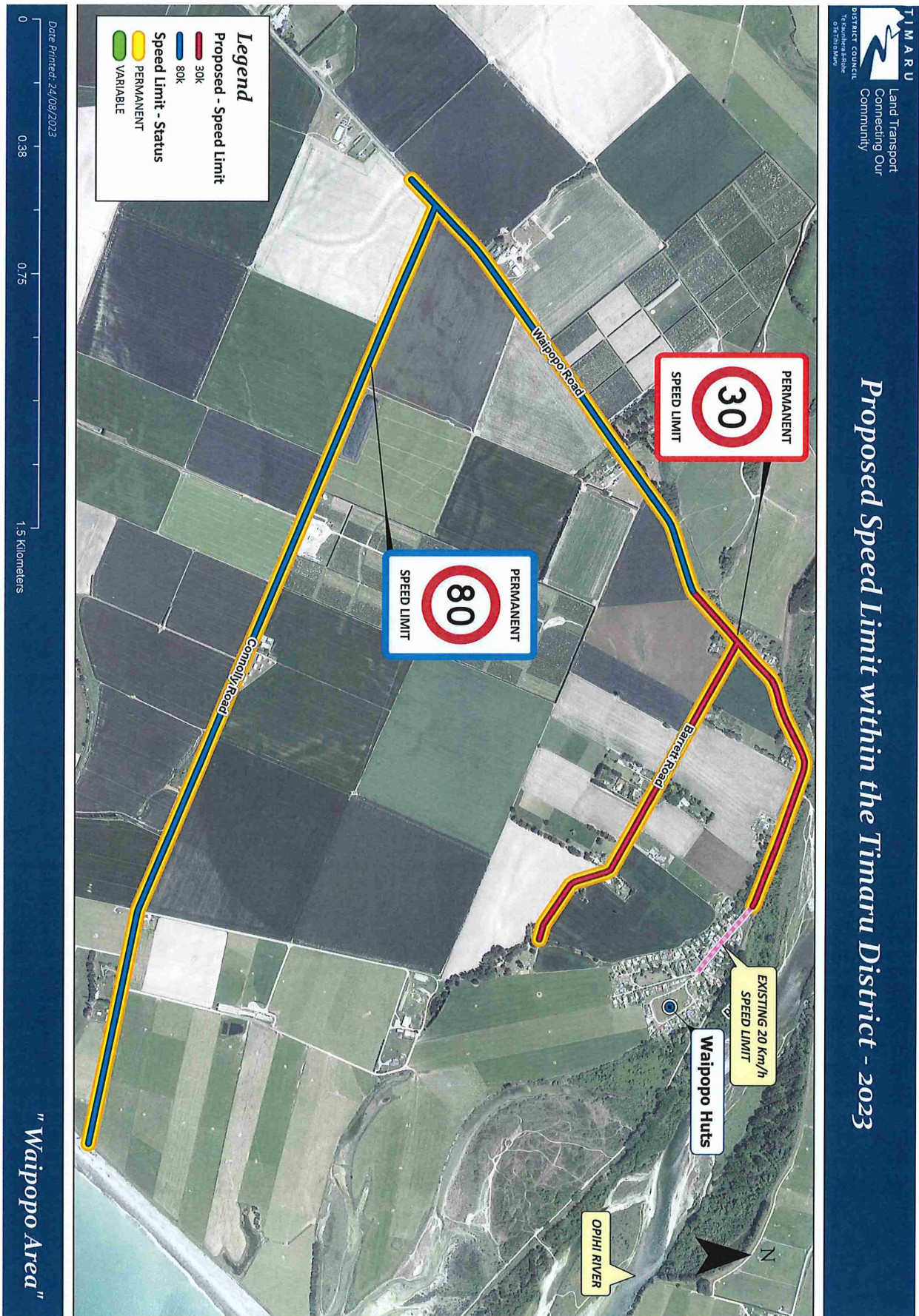
Proposed Speed Limits within the Timaru District - 2023



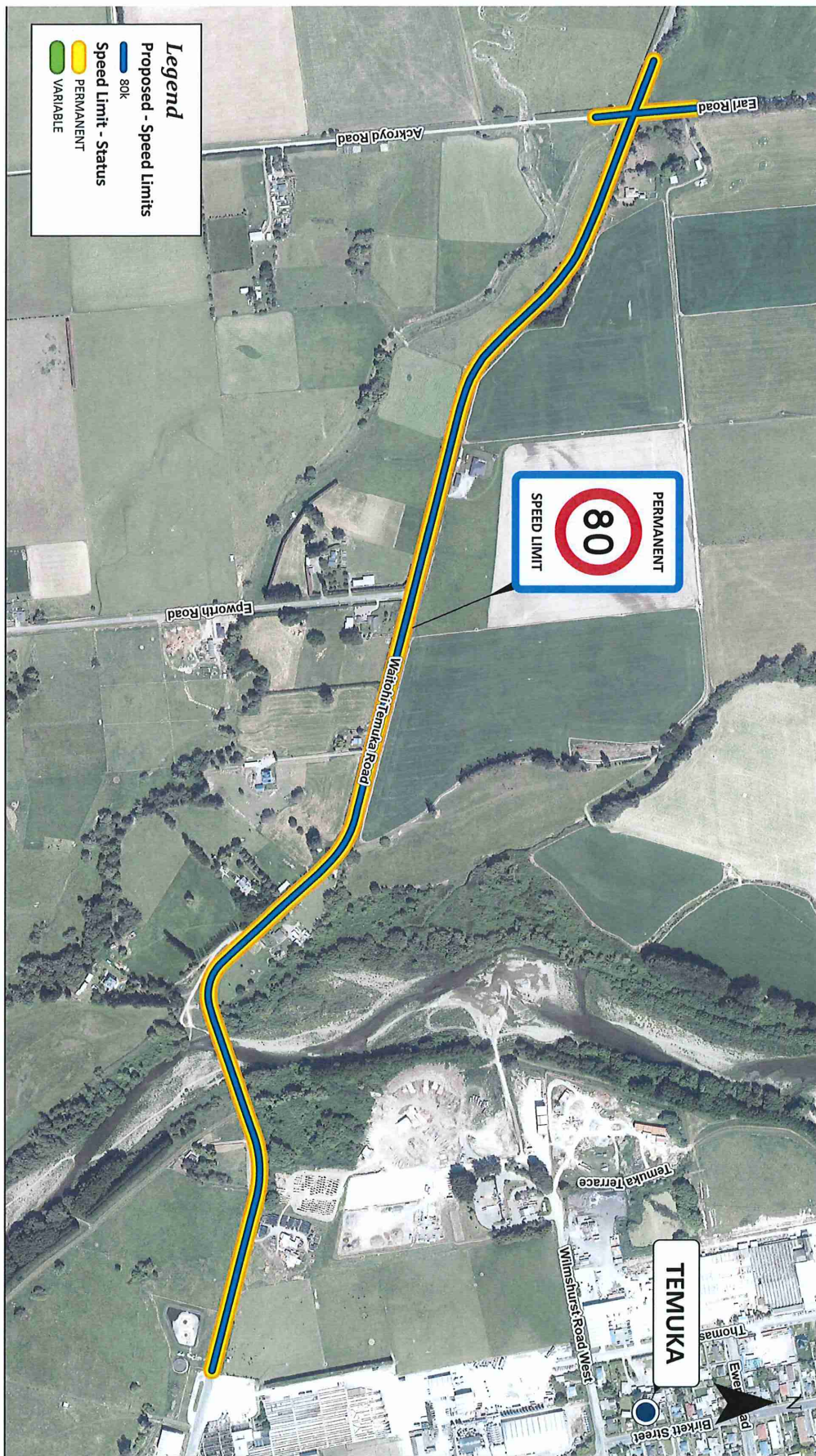
Date Printed: 20/09/2023

0 0.13 0.25 0.5 Kilometers

"Te Ngawai Road, Sherris Road & Maze Road"
- PLEASANT POINT

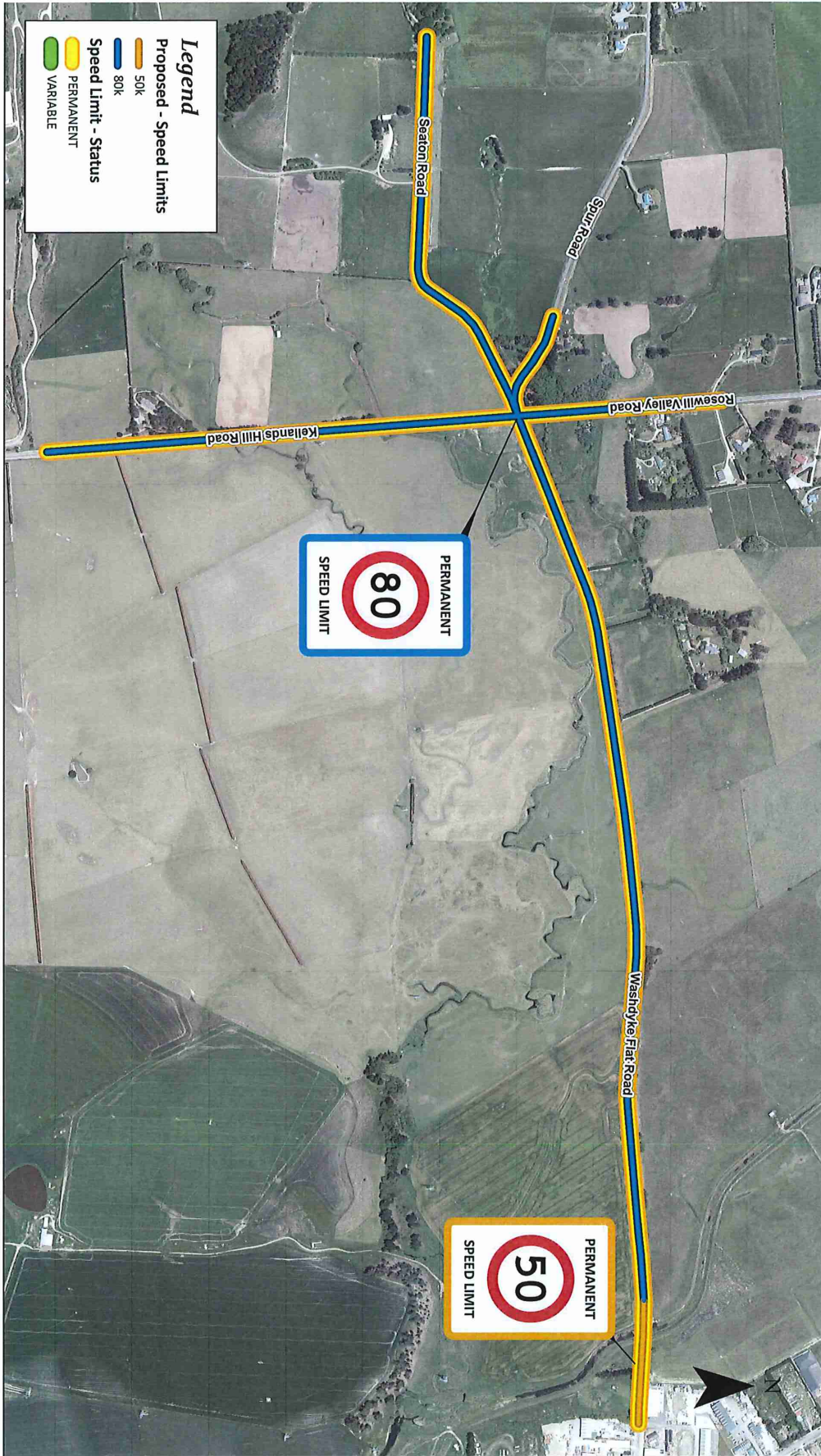


Proposed Speed Limits within the Timaru District - 2023

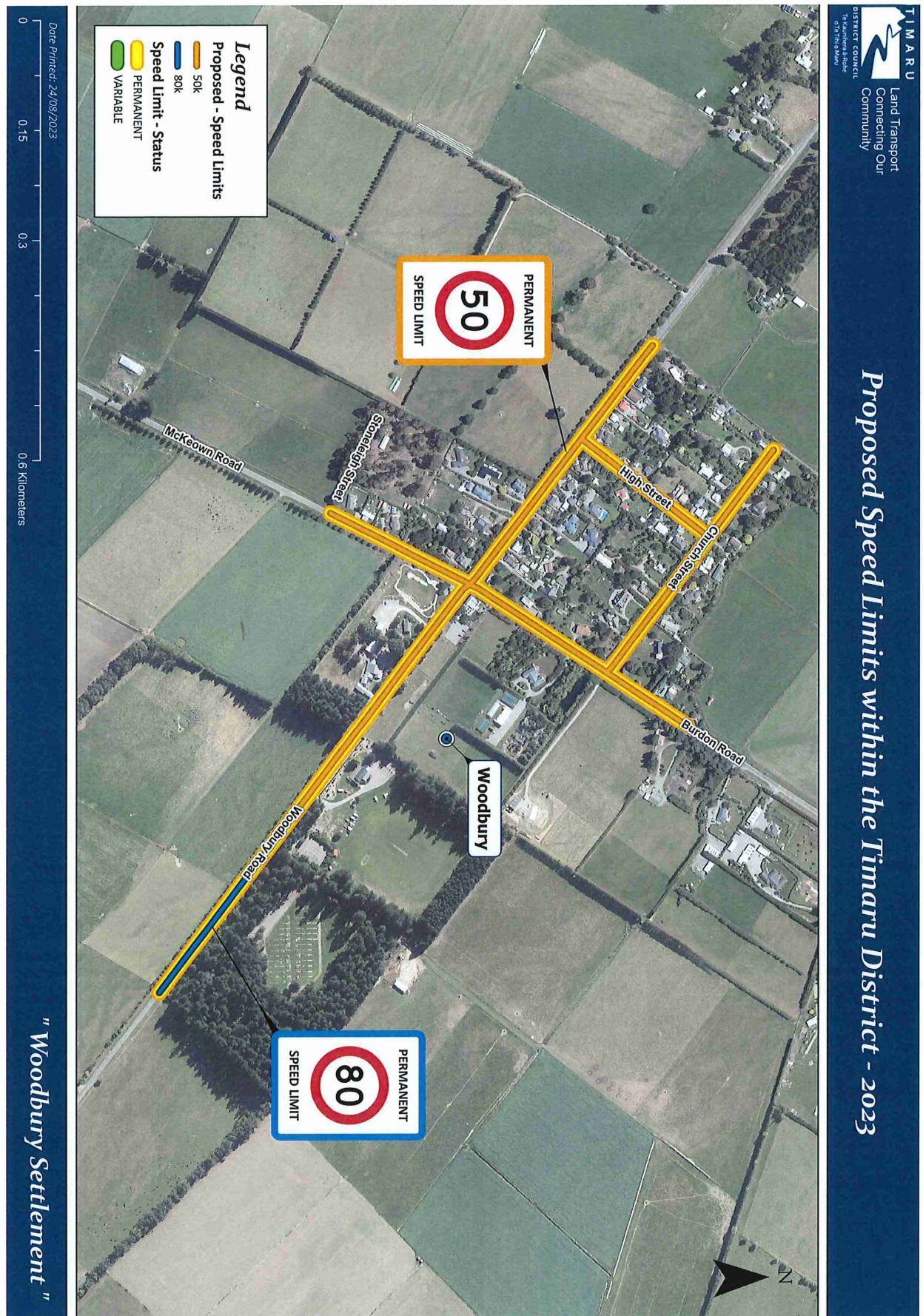


" Waitohi Temuka Road - TEMUKA "

Proposed Speed Limit within the Timaru District - 2023



" Washdyke Flat Road, Rosewill Valley Road, Kellands Hill Road & Seaton Road "



7.4 Infrastructure Key Project Updates for Second Quarter 2023/24

Author: Andrew Dixon, Group Manager Infrastructure

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Committee receives and note the Progress Reports for Key Infrastructure Projects.

Purpose of Report

- 1 To update the Committee on the progress of Key Infrastructure Projects.








Assessment of Significance

- 2 This matter is of low significance in terms of Council's Significance and Engagement Policy. It is a regular progress report on the progress of key infrastructure projects approved in the Long Term Plan 2021-31.

Discussion

- 3 There will be a number of significant infrastructure projects progressing and being completed in the 23023-24 year. Updates for the second quarter of the financial year are detailed in attachments 1 to 7. The key projects are:
 - Road Renewal and Improvement Programme (Attachment 1)
 - Redruth Landfill Cells (Attachment 2)
 - Downlands – Te Ana Wai Reservoir Covers (Attachment 3)
 - Opihi River Pipeline Renewal (Attachment 4)
 - Pareora Pipeline Update (Attachment 5)
 - City Town Project (Attachment 6)
 - CPlay – Playground Update (Attachment 7)

Attachments

1. Road Renewal and Improvement Programme Progress Report November 2023 [↓](#) 
2. Redruth Landfill Cell 3.5 and Gas Flare - Progress Report [↓](#) 
3. Downlands - Te Ana Wai Water Covers - Progress Report [↓](#) 
4. Opihi Pipeline - Progress Report [↓](#) 
5. Pareora Pipeline Renewal - Progress Report [↓](#) 
6. City Town - Progress Report [↓](#) 
7. CPlay Playground - Progress Report October 2023 [↓](#) 

KEY PROJECT

Road Renewal and Improvement Programme

Progress report – November 2023



OVERVIEW

The Road Rehabilitation Programme is generally part of Contract 2494 with Fulton Hogan. The CAPEX figures are made up of funding under low cost low risk program, Road to Zero Programme, seal extensions, capital improvements and road rehabilitations. Projects updates are shown below.

Location	Type of work	Length	Status	Procurement
Construction underway				
District Wide	Road Resurfacing	Multiple sites	95% Complete for the season	Resurfacing Contract 2522
Unsealed Road Wearing Courses	Multiple Rural Roads	15km	Wearing Courses on unsealed roads to reinstate required level of service 50% complete	Contract 2494
South Street	Bridge Replacement	1 Bridge	70% complete	Contract 2617
District Wide	Road layout and safety improvements		Partially Complete	Various
Levels Plain Road	Road Rehabilitation	1200m	95% Complete – Shoulders to finish	Contract 2494
Woodbury Road	Road Rehabilitation	2 km	95% Complete – Shoulders to finish	Contract 2494
Waitohi Pleasant Point Road	Road Rehabilitation	1.5 km	75% Complete	Contract 2494
Park Lane	Road Rehabilitation	Wai-iti to June Street	10% Complete	Contract 2494

Gleniti Road – New Kerb and Channel



PROJECT TEAM

Project Sponsor: Andrew Dixon - Project Manager: Susannah Ratahi

\$17.8M

Total 2023/24 Annual Plan Budget

\$4.7M

Spent to Date (as of September 2023)

50%

Completed (as of October 2023)

KEY PROJECT

Road Renewal and Improvement Programme

Progress report – November 2023



Hassall Street and Harper Street Roundabout



Park Lane – Road Rehabilitation



KEY PROJECT

Road Renewal and Improvement Programme

Progress report – November 2023



Pages Road Resurfacing



Levels Plain Road – Road Rehabilitation



KEY PROJECT

Road Renewal and Improvement Programme

Progress report – November 2023



Ewen Road – Night Works



Ewen Road - Construction



KEY PROJECT

Road Renewal and Improvement Programme

Progress report – November 2023



Completed				
Orton Rangiatata Mouth Road	Traction Seal Back	260m	Completed	Contract 2494
Elizabeth Street, Cave	Kerb and Channel Upgrade opposite shop and public toilet	100m	Completed	Beeby Construction
Unsealed Road Wearing Courses	Multiple Rural Roads	15km	Wearing Courses on unsealed roads to reinstate required level of service	Contract 2494
Ewen Road and Factory Road	Structural Asphalt Resurfacing	2 Sites	Completed	Contract 2522
Fraser Street, Temuka	Kerb and Channel footpath and pavement	100m	Completed	Contract 2494
Collins Street Timaru	Cul-de-sac head	100m	Complete	Paul Smith
Planned				
Pages Road - Combined Project with Stormwater and Sewer Renewal	Kerb and Channel and Pavement upgrade	500m	Design underway – 2022-23 Project – On hold for Drainage and Water resourcing	Open Tender
Coastal Connections, Port Timaru	Installing new shared path between Port Loop Road and Coastal Track off Stuart Street		Detailed design underway, following Waka Kotahi Sign off and local engagement construction will be underway	Contract 2494
Selwyn Street and Wai-iti Road	Traffic Signals Upgrade	1	Controller parts procurement underway	Contract 2504
Timaru Transport Choices Package	Safer Schools, micromobility, walkable neighbourhoods	1	Concept Design for projects underway, further information to come when status of Crown funding is known.	Multiple
Barker Street Geraldine	Kerb and channel installation		Design underway	Quoted Works
Mahoneys Hill Road, Timaru	Stage two kerb and channel installation		Design underway	Quoted Works
Blair Street Timaru	Kerb and channel installation		Design underway	Contract 2504
Port Loop Road	Road Rehabilitation and shared path		Final design underway, working with Drainage and Water as a combined renewals package	Contract 2494
Shere Street	Stage 2 of kerb and channel installation		Design underway	Quoted Works

KEY PROJECT

Road Renewal and Improvement Programme

Progress report – November 2023



Waitohi Pleasant Point Road – Road Rehabilitation



Woodbury Road – Road Rehabilitation



KEY PROJECT

Redruth Landfill Cell 3.5 and Gas Flare and Cell 2.1/2.2 LFG & Capping Works 2022/23



BACKGROUND

Contract 2551 – Redruth Landfill Cell 3.5 – The construction of new landfill cells is on-going and are constructed on a needs basis. At the current rate of cell utilisation, the new cell will be required in late 2023.

Contract 2596 – Redruth Landfill Gas Flare – Supply and Installation – To supply and commission a NES Air Quality (NESAQ) compliant enclosed landfill gas (LFG) flare at Redruth Landfill.

Contract 2612 – Cell 2.1 / 2.2 LFG & Capping Works 2022/2023 - The landfill gas and capping works is constructed when cells are completed. The filling of landfill cells 2.1 and 2.2 are now complete and landfill gas collection system installation and capping works are required.

OVERVIEW

Contract 2551 – Redruth Landfill Cell 3.5 – Rooney Earthmoving Ltd

Contract 2596 – Redruth Landfill Gas Flare – Windsor Engineering Ltd

Contract 2612 - Cell 2.1 / 2.2 LFG & Capping Works 2022/2023 – Paul Smith Earthmoving Ltd

PROJECT UPDATE

Redruth Landfill Cell 3.5

At present they have completed 100% of the Contract work. The site has been handed over to EnviroNZ. Some kerbside domestic waste is being used to create a “fluff layer” within the new cell. Also contaminated asbestos waste is being deposited under controlled conditions within the new cell.

Redruth Landfill Gas Flare

The NES Air Quality (NESAQ) compliant enclosed landfill gas (LFG) flare has been delivered and installed at our Redruth Landfill site. It was commissioned and operational in early October 2023. Telemetry equipment is being installed to allow remote access to landfill gas volumes / concentrations

Cell 2.1 / 2.2 LFG & Capping Works 2022/2023

As at the end of August 2023 the contract was 100% complete.

KEY PROJECT

Redruth Landfill Cell 3.5 and Gas Flare

Progress report



PROJECT TIMELINE

Redruth Landfill Cell 3.5

Contract works were completed by the end of May 2023 however Rooney Earthmoving Ltd were awarded additional works, as a Variation to this Contract, to construct a second Nitrifying Trickling Filter at the stormwater retention pond located in stage 1 of the Redruth Landfill north of the SC Sustainable Trust ECO Centre. This Variation is 100% complete and is operational.

Redruth Landfill Gas Flare

Estimate delivery time is 18 to 22 weeks from placement of purchase order therefore late December 2022 to late January 2023. Actually arrived on-site 29 March 2023. Commissioning delayed due to power supply / transformer capacity issues.

PROJECT TEAM

Project Sponsor: Andrew Dixon – **Project Lead:** David Hooke – **Project Support:** Tonkin & Taylor

PROJECT FINANCIALS

Contract 2551 – Redruth Landfill Cell 3.5

The Contract award sum was for \$1,178,791.50. The approved budget was for \$3.03M.

Contract 2596 – Redruth Landfill Gas Flare

The Contact award sum was for \$325,000 plus additional works estimated at \$75,000. The approved budget was for \$700,000.



Redruth Landfill Cell 3.5 and Gas Flare

KEY PROJECT

Downlands – Te Ana Wai Reservoir Covers



BACKGROUND

This contract is for the design, construction, and commissioning of one cover positioned above each storage pond (two covers total), that covers the free water surfaces and protects the ponds reducing the ingress of contaminants and reduces algal concentrations.

PROJECT UPDATE

This contract was put out for Tender on 29 June 2023 nationwide as this is specialised work and there are no local contractors with the technical skills.

Two tenders were received, and we are now evaluating these and doing due diligence.

PROJECT TIMELINE

- Contract put out for tender – 29 June 2023
- Tender evaluation and due diligence in progress as at 5 September

PROJECT TEAM

Project Sponsor: Andrew Dixon – **Project Lead:** Nick Houston – **Project Support:**

PROJECT FINANCIALS

Opihi Pipeline Renewal

Progress report – Issue 3 – October 2023



BACKGROUND

A Water Supply pipe crossing the Opihi River was installed around 1982 as part of the Downlands Scheme Upgrade at Waitohi. This pipe failed for the 4th time in June 2022. It was decided to replace the entire pipeline across the river.

Downstream consumers on the Downlands Scheme have been on a precautionary boil water notice until the new pipe crossing is commissioned.

OVERVIEW

Contract 2594 – Opihi River Watermain Renewal – Downlands Water Scheme - \$706,153.56

Contract awarded to Rooney Earthmoving Limited in May 2023.

All resource consents were granted 30 March 2023.

RECENT PROGRESS

Earthworks and site preparations took place April 2023 on the banks. Riverbed works are now complete. Opihi Pipeline is commissioned and currently feeding the Downlands scheme with water, the precautionary boil water notice has been lifted.

All stop bank reinstatements and above groundworks have been completed. Vegetation planting has been completed and hydro-seeding has taken place. Poplar trees rods have struck and grass has started growing around the site. The native plants have established well and are looking good.

Ecan have visited the site and advise it is compliant. They have commended this construction site in regards to river works.

Practical completion certificate will be issued with the Final claim to be processed for end October 2023.

PROJECT TEAM

Project Manager: Jake Esterhuysen

PROJECT FINANCIALS

This project is entirely funded from the Drainage and Water Downlands Scheme Renewals Budget. This budget comes from rates funded depreciation collected from scheme users.

PROJECT RISKS

ECOLOGICAL – Fish management has been completed with the end of river diversion works and has been very successful.

\$778,045.40
Spent to date

100% Design
100% Construction
Completed

Page 1 / 2

Opihi Pipeline Renewal

Progress report – Issue 3 – October 2023



PROJECT PHOTOS



Pareora Pipeline Renewal

Progress report – Issue 15 – October 2023



BACKGROUND

The Pareora pipeline, installed in the 1930s, is a critical pipeline that conveys raw water from Pareora River intake to the Claremont water treatment plant and reservoir. This source provides approximately 60% of water consumed annually in the Timaru Urban Water Supply.

The renewal of the pipeline will ensure continuity of the Timaru Water Urban Supply and minimise water loss.

OVERVIEW

Approximately 37km of pipeline is being replaced from Lindisfarne to the Claremont water treatment plant (WTP). The Pareora pipeline renewal was approved in the 2021-2031 Long Term Plan, and comprised three contract work packages, two of which were completed in 2022, these being:

Contract 2468 – Pareora Pipeline Renewal Section 1 (Lindisfarne to Pareora Gorge Road) – Completed in late 2021.

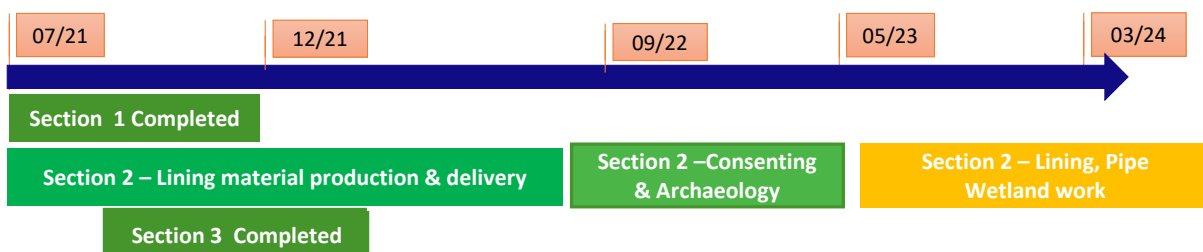
Contract 2470 – Pareora Pipeline Renewal Section 3 (Pareora Gorge Road to Claremont WTP) – Completed in March 2022.

The current work is Contract 2469 – Pareora Pipeline Renewal Section 2 - through the Lower Pareora Gorge. Work on this section was delayed in 2022 due to consenting and archaeological issues and supply chain delays associated with COVID-19. This section is now in the construction phase.

RECENT PROGRESS

Contract 2469 – The pipeline remains operational to the east of the slip zone. The Wetlands Stage near the west end on the works has been completed. Works were to have commenced on the eastern end of the project area, avoiding the technically challenging Gorge section during the winter months. However, due to a national shortage of suitably qualified contractors, resources have been diverted to work on an urgent watermain upgrade on Port Loop Road. This decision was made considering the time sensitivity of the Port Loop Road project in conjunction with higher rainfall this winter making for challenging ground conditions for contractors and the landowner with their lambing operations. The expected completion date of this project has been revised to May 2024.

TIMELINE



\$14.7M
Total 2021-2031 LTP Budget

\$14.4M
Spent 1 Jul 2021– 30 March 2023

100% Design
90% Construction Completed

Pareora Pipeline Renewal

Progress report – Issue 15 – October 2023



PROJECT TEAM

Project Sponsor: Andrew Dixon - **Project Lead:** Grant Hall - **Project Manager:** David Hooke

PROJECT FINANCIALS

The project is funded by loan, within the Urban Water Supply budget. The loan in turn will be financed by urban water supply ratepayers via the Uniform Annual Charge for urban water.

Total LTP 2021-2031 Budget - \$14.7M

2021/2022 Budget - \$11.6M

2022/2023 Budget - \$3.1M

Due to some delays, there is a carry over with additional funds allocated in the Drainage and Water Unit 2023/2024 Capital Budget, bringing the total projected Budget to \$15M.

PROJECT RISKS

WEATHER & GROUND CONDITIONS – We are dealing with ground conditions prone to slips. These factors may make access and working conditions unsuitable in wet weather which could cause project delays.

RESOURCING – Some constraints on contractor availability. This is being managed but has caused some progress delays.

PROJECT PHOTOS



*Contract 2469– Pareora Pipeline Renewal Section 2
Pipeworks through the Wetlands section*



CITYTOWN PROJECT STATUS UPDATE

MEETING DATE: 18th October 2023
TO: CityTown Steering Group
FROM: Troy Titheridge (Development Liaison Officer)
 Brad Dolan (Project Manager)
STATUS: Final
DATE: 13th October 2023

PURPOSE

The paper provides an update on the progress of the Quick Enhancement Projects (Tranche 4), Private Sector Partnerships (Tranche 6) & South Stafford Civic Development (Tranche 9). It also seeks Steering Group support to proceed with Strathallan Corner as the location for the Christmas Tree.

RECOMMENDATIONS

It is recommended that the Steering Group:

- **Note** the Tranche updates.
- **Support** the proposal for Strathallan Corner to be the site for the CityTown Christmas Tree.

BACKGROUND

The Timaru District Council has set aside a capital budget of \$34.6 million for the Long Term Plan 2021-2031 to revitalise the Timaru city centre. To manage this investment, the Council established the Timaru CityTown programme, which oversees the allocation of funds, infrastructure renewals, and private-sector partnerships. The program will also manage any public and private sector dependencies.

The CityTown Steering Group supported (May 2023) the new CityTown programme organisational structure to deliver the 12-month programme ahead. This organisational structure comprises several Tranche's of work that respective Project Managers are leading in the CityTown Team.

The paper provides an update on the projects underway and seeks Steering Group support to place the CityTown Christmas Tree on Strathallan Corner. In addition to this, a draft of the dashboard reporting is provided. This is the first trial of the dashboard reporting applied to Steering Group Tranche updates which shows the status, budget and tracking of each project. Your feedback is welcome on this reporting concept.

QUICK ENHANCEMENTS

BACKGROUND

Tranche 4 – Quick Enhancement Projects is delivering several 'quick win' projects to help enhance the inner city and demonstrate to the public the CityTown programme is delivering tangible and visible projects on the ground while building confidence and momentum in the CityTown programme.

The Steering Group resolved to proceed with 7 quick enhancement projects. These are:

1. Inner city decorative lighting





2. Slippery tile coating
3. Christmas Tree
4. Inner city custodian/maintenance person.
5. Beautification Plantings
6. WayFinding Signage
7. Outdoor Digital Kiosk

UPDATE

Since the last Quick Enhancement update was provided in May, several CityTown Enhancement Projects have been completed or are currently underway. They are as follows:

1. **The Angel Light stanchion poles** have had their 5 yearly maintenance review completed with some repairs. This will allow for the Angels for Christmas to be placed along Stafford Street. A future paper will seek the Steering Group's input and consideration on a variety of decorative lighting options. These decorative lighting options will be a permanent fixture and will not require decommissioning annually.
2. **A non-slip tile application** was applied outside The Oxford restaurant on July 25th and received positive feedback. As a result, the treatment was then applied outside the Timaru Library on September 5th. It has been planned to apply the non-slip coating along the tiles on Stafford Street between George Street and Church/Strathallan intersection in mid-November.
3. **The Christmas Tree** has arrived in the country, and two locations for the tree have been assessed. These locations are The Piazza and Strathallan Corner. A further portion of this paper will seek Steering Group's support to pursue the Strathallan Corner location after considering the Pros/Cons of each location.
4. **Inner city custodian** - A land transport coordinator role has been filled to liaise and coordinate maintenance and upkeep of street furniture with contractors.
5. **Beautification plantings** were completed on the 26th of June. These plants are indigenous and resilient enough to withstand the harsh Winter conditions. With \$11,407 already spent, we are considering new beautification projects with the remaining \$100,000 budget. Potential plans involve restoring some of the low bollards around the tree pits to prevent vehicles from taking shortcuts and causing damage to the area. Additionally, we are considering the creation of an oasis and a seating parklet outside the former Mocha Café.
6. **Wayfinding signage** concepts have been developed and will be refined further regarding colour palette, visual contrast, material, size, location, and compliance. These signage concepts are in the appendices below, and your feedback is welcome.
7. **The Outdoor Digital Kiosk** resource consent was approved in August. We are working with our contractor to finalise a start date for excavation. As it is a busy period for roading contractors, we have faced some delays in confirming the date. Nevertheless, we have already created content for the kiosk, which includes various interactive options like games, swiping through slides and pictures of art gallery works, museum items, and CBD points of interest.

STRATHALLAN CORNER FOR CHRISTMAS TREE CONSIDERATION

The CityTown programme has considered two locations for the placement of the Christmas Tree and is recommending the placement be at Strathallan Corner. The current installation date is set for November 21st.

Background





Two locations were initially suggested for the new CityTown Christmas tree. These locations were The Piazza and Strathallan Corner.

In May, the Steering Group supported Strathallan Corner as being the preferred location for the Christmas Tree, however, suggestions of the Piazza being an ideal location have since evolved in discussions. As a result of two locations being suggested, an engineering assessment was completed for The Piazza and Strathallan Corner to ascertain which location can accommodate the Christmas Tree and identify any safety risks associated with the tree's size and weight.

During the assessment, several key issues and considerations were taken into account, and as a result, Strathallan Corner was selected as the preferred option. These factors included wind exposure, the weight of the tree, and the inability of the Piazza to support a point-load of 5 tonnes unless the tree was positioned closer to the road and obstructed by palm trees and street furniture. Additionally, the Piazza was separated from the CBD by a State Highway and did not align with CityTown's objective of activating the inner city. Strathallan Corner was chosen due to its central location, proximity to a power source, sheltered position, and ability to enhance the inner city's vibrancy and complement the Christmas Parade and Night Market festivities.

As a result of this assessment, engagement with CBD Group, and the Pros/Cons analysis of both locations, Strathallan Corner has emerged as the most ideal and applicable location for the CityTown Christmas Tree.

PRIVATE SECTOR PARTNERSHIPS

UPDATE

- Establishing an Enabling Environment**
- In early October, the Private Sector Partnerships team held a meeting with local professionals to go over the feedback they provided on what rules, regulations, or process improvements should be considered by the Council. The professionals expressed a common interest in process improvement, consistency in the framework, and communication.
 - The meeting yielded a significant result - the recommended changes and suggestions from the focus group can be implemented by improving communication about the existing rules and regulations. The interpretation gap between the rules and their context and understanding will be reduced. These improvements are expected to be translated into tangible parameters and incorporated into the inner-city guidelines.
 - Feedback and outcomes of the session are being collated which will be incorporated into a document to be presented to the CityTown programme team.
 - The CBD Geotech peer review is nearing completion. The outcomes of this report are likely to have a widespread impact on this group and the appetite and ability to invest. Reference to the potential positive impacts of this report will need to be incorporated within the guidelines.
 - Support and endorsement of this Geotech work is critical to gain traction internally at Council within the Planning, Building, Policy, and Regulatory teams.
 - Aligning with the aspirations of the professional group, the next step is to refine the scope and content of the guideline(s) which will be presented to the CityTown Programme Team and Group Manager Infrastructure for consideration prior to proceeding as a final recommendation.
- Identifying Opportunities**
- The first draft of the interactive ArcGIS CBD opportunities platform has been received on October 10th. This has been pre-populated with the information we have gathered over recent weeks from a variety of public and private sources. Work will continue through October to refine the platform. This will be a critical tool in establishing a data base of knowledge to empower & steer private investors.





SOUTH STAFFORD CIVIC DEVELOPMENT

UPDATE

- Scoping of all inputs of the desired development is underway. Elements under consideration include;
 - Street Scaping
 - Civic Green space
 - Level of infrastructure renewal
 - Traffic priority functions
 - Woolcombe intersection
 - Leveraging off existing industrial character for inner city dwelling options.
 - Functional public spaces available for events.
- At the end of October, reports on the status and capacity of the infrastructure baseline will be issued. These reports will help to align the renewal priorities in the South Stafford area. Any upgrades or renewals to the infrastructure will need to be coordinated with the Theatre development, to ensure that work is executed efficiently, and schedules are aligned. The priority work will be to complete the civils, followed by paving and streetscape work.
- Detailed streetscape and civic design scope are yet to be finalised (in concept stage).
- Consent for the demolition of 101 & 107 Stafford opposite the Theatre has been issued. This presents an opportunity for further green and/or civic space. Engagement with TDHL is imminent to ascertain their aspirations for this area and how it could complement CityTown themes and spaces.
- A Project Plan is currently being drafted to determine the procurement plan for the design team, QS, & other specialists to aid in investment and business case development.
- Strategic Review workshops have been held with the management team. The outcomes are being evaluated and will aid in critical thinking of where Sth Stafford sits in terms of achieving City Town strategic themes.

APPENDICES

1. QUICK WIN DASHBOARD REPORTING (DRAFT)
2. WAYFINDING SIGNAGE CONCEPTS
3. PROS/CONS ANALYSIS OF THE PIAZZA AND STRATHALLAN CORNER



City Town Programme Dashboard – Tranche 4 - Enhancement Project

Draft Print

To fast track simple, value add projects and initiatives that can immediately benefit the community.



Outdoor Digital Signage: The Land Transport Unit Roading Technician is coordinating a time & date with the contractor for excavation to commence. Responsibility of this project has been handed over to the roading corridor technician as the subject matter expert in traffic management, approval & contractor engagement. In terms of tasks and milestones, a resource consent for the digital kiosk was accepted in September & content has been created ready for kiosk commissioning. Additionally, positive progress has been made in engaging the preferred contractor across excavation, traffic management, electrical installation. Overall, the digital kiosk project is on track for final installation by December.

Christmas Tree: Celebrations Group have confirmed the tree has arrived, & an installation date of November 21st has been confirmed. Celebrations Group have begun conversations with hire companies for the equipment required to do the job. Council's engineer has been engaged to ascertain the viability of Strathallan Corner site for tree locale. In terms of tasks and milestones, a resource consent for the Christmas Tree is currently being drafted, this will be required as the inner city is a Historic Heritage Area under the District Plan. Finalisation of location is imminent. Additionally, we have requested Netcon to have an observation and supporting role for the tree installation & the supply & operation of equipment. Overall, the Christmas Tree is on schedule for installation by 21st November.

Wayfinding Signage: A meeting with DI Hay from Venture Tamaru Bill Steans and Selma Kurac on the concept Wayfinding signage for deliberation has been rescheduled to later in October. There is a need to review palettes & material options of the signage.

Beautification Plantings: The Land Transport Coordinator has arranged to have the low bollards/barriers reinstated alongside a tree pit outside the Tamaru Sewing Centre. In addition to this, we are exploring how to utilise the remaining budget allocated of approx \$89k to spend toward other uplift projects in the inner city. These include a parklet/greenery seating, & removable collar for the poster poles to enable easier cleaning. In terms of tasks and milestones, the Land Transport Coordinator will engage the contractor to reinstated the bollard barriers & supply quotes for the poster pole collars. These projects are on track for delivery by December.

Temporary Coating for Slippery Tiles: The Roading Officer in the Land Transport Unit has coordinated with Council contractor a time and date for the next phase of the non-slip tile treatment to be applied along Stafford Street - from George up to Church/Strathallan intersection. Responsibilities of this project lies with the following: Hadlee and Brunton will be coordinating the Traffic Management Ranger Specialist Coatings will be applying the tile treatment, & Troy Titheridge will be undertaking comms and engagement with the businesses once a date is locked in. Throughout this project, positive progress and response to the non-slip tile treatment has been received which has been beneficial in the continuation of this project.

City Centre Decorative Lighting: Signify Lighting have supplied 3 quotes on different lighting options to explore for the inner city. These quotes are \$65k for standard white lighting, \$197k for RGB colour changing lighting, \$80k for in ground up lighting of Bay Hill trees. In terms of tasks and milestones, the sourcing of additional quotes was required to obtain a robust cost analysis to ensure CityTown achieves best cost efficiencies. Additionally, the stanchion poles & catenary wires have undergone their 5 yearly maintenance review & after some necessary repairs, it is anticipated these will be ready to go for the Angels mid-November & prior to the Christmas Parade on 3rd December.

Custodian for Inner City maintenance: A new position of Land Transport Coordinator has been filled. The scope of this role is to liaise with contractors to provide any maintenance of street furniture and Council assets to enhance the visual amenity of the inner city. At present, utilising existing contractors is the methodology for this, and or contract amendments to accommodate increased scope to maintain the inner city. This role includes coordinating with contractors for Angel lighting, tree pits, planter box planting, maintenance & assisting with Christmas Tree contractor coordination.

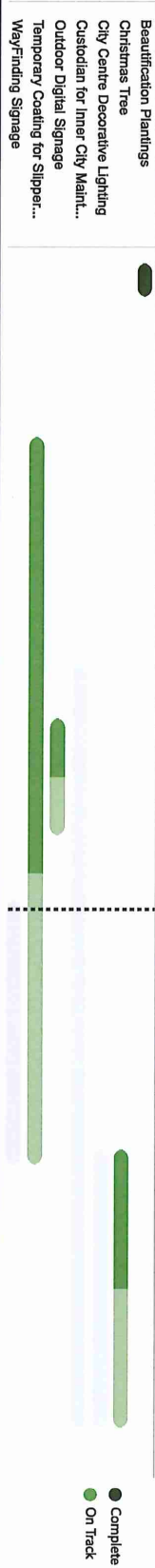
Stakeholder Update

No stakeholder update to provide for the month of October. However positive response for Strathallan Corner from CBD Group for the Christmas Tree, positive commentary on the Viewfinder on the Piazza were received.

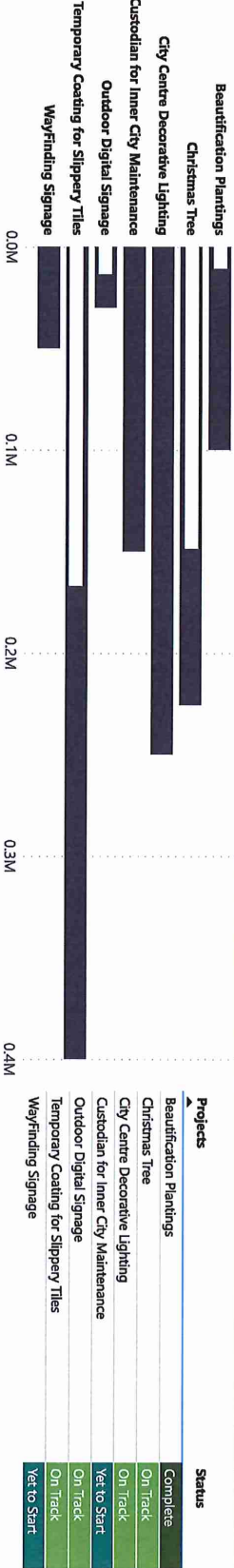
City Town Programme Dashboard – Tranche 4 - Enhancement Project

Draft Print

Timeline

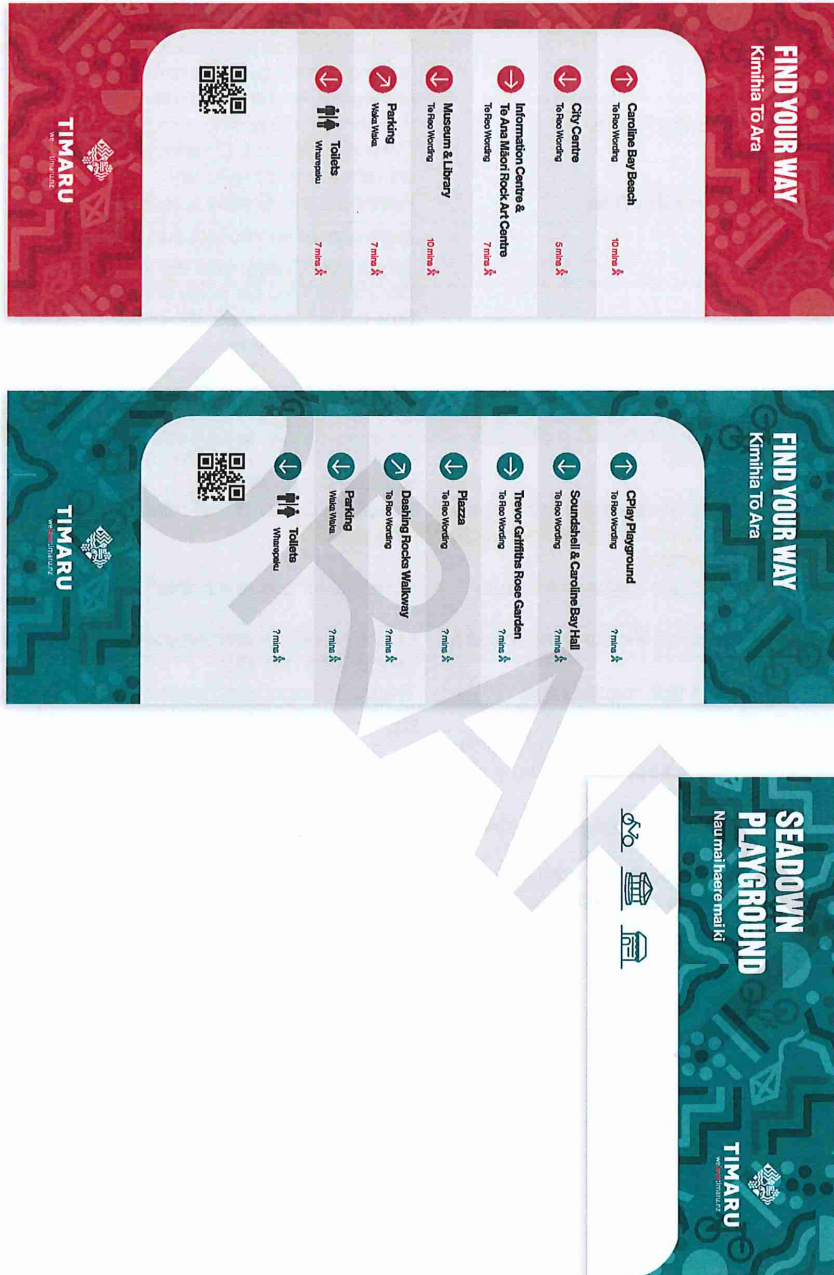


Detailed Tranche expense



Top Five Risk

Risk	Description	Risk Rating	Likelihood	Consequence	Mitigation
Temporary coating for Slippery Tiles	Tile treatment is ineffective.	Major	Possible	Major	Ensure testing of the non-slip treatment beforehand is carried out.
City Centre decorative lighting	Lights are not long life, cheap and tacky	Major	Possible	Medium	Ensure the preferred lighting supplier is one who has robust product testing or has demonstrated their product is of a reputable quality.
Christmas Tree	Piazza Deck can no longer proceed as location for tree.	Major	Possible	Medium	Ensure engineering assessments of Strathallan Corner has taken place to ensure all checks and balances are crossed off.
Wayfinding	Colour pallets is not visible to low and vision impaired	Medium	Possible	Major	Ensure low and blind vision New Zealand are liaised with on the Teal colour scheme to mitigate the complaints which also came about with the Metro Chch buses.
Outdoor Digital Signage	Excavation does not commence by end of October	Medium	Possible	Medium	Ensure Fulton Hogan confirm and stick to an excavation date.
Beautification Plantings	Plants dying, not visually appealing	Medium	Expected	Medium	Ensure plants are protected with barriers to stop vehicles driving over them at exposed areas. Ensure plants are drought tolerant and hardy.
Custodian for inner city maintenance	Custodian does not do their job	Minor	Unlikely	Medium	Utilising existing contractors who specialise in maintenance, repairs etc under existing contracts.



Option C



CHRISTMAS TREE PROS/CONS OF PIAZZA VS STRATHALLAN CORNER

PROS OF:	PIAZZA	STRATHALLAN CORNER
	Nice view.	Central location meets CityTown objectives of <i>“strengthening our community’s sense of pride and belonging”</i> , and <i>“reinforcing retail activities”</i>
	Draws people to the Piazza.	Enhances CBD activity complementing the Christmas Market, Christmas Parade, Cruise ship arrivals see it immediately.
	More room to view the Tree.	Power source directly adjacent.
		Assessment shows location is feasible.
		Strathallan Corner was the location for the Christmas Tree for many years historically, and thus having the tree at Strathallan Corner restores this feature.
		More CCTV and Security cameras at the intersection and outside businesses.
CONS OF:	PIAZZA	STRATHALLAN CORNER
	Detached from CBD.	Potential distraction to motorists (albeit it is a signalised intersection).
	WSP Engineering Assessment has identified the Piazza deck is not designed for weight of (5.2Ton) in this location.	Resource Consent (but relatively straight forward)
	Separated by a State Highway and busy traffic.	Potential for public mischief
	Focuses attention on Piazza as opposed to CBD.	Limited room for anyone else on grass area unless off to the side.
	Exposed to wind, (will require wind assessment, and resource consent).	Traffic management requirements. A Portion of Strathallan Street will have to be closed.
	Street furniture, Palm Trees and Lightpoles interferes with Christmas tree being a stand-out feature.	
	Power source further away, more extension cables.	
	Less CCTV and Security Cameras. Higher risk of vandalism as seen with Piazza Lifts, darker at night.	



KEY PROJECT

The CPlay Project

Progress report – 30 June 2023



OVERVIEW

The CPlay Project is a community-led initiative to upgrade the Caroline Bay Playground. Council has donated just over a million towards the project, is providing support throughout the project’s lifecycle and will be taking ownership and maintaining the facility when the project is complete.

The design has focused towards being inclusive, meaningful (relating to Timaru’s history), challenging and fun. The Project aims to get families active, bring people together and attract visitors to spend in the Timaru District.



- Progress:-
 - Playground has reached Practical Completion, with installation of equipment by PGC and surface finishes by Numat concluded
 - Our Safety Auditor has completed her final inspection and issued her report. There are no major safety issues to address. There are a small number of minor details she has recommended we attend to before allowing the public full access
 - A Blessing ceremony led by local Iwi was held on Saturday 4th November
 - An official opening ceremony is planned for Saturday 10th December
 - Over the first 2-3 weeks of November there will be some additional works to ‘complete’ the playground, such as seating, tables, shade, drinking fountains, electric BBQs.

PROJECT TEAM

Project Sponsor: CPlay Committee

Project Manager: Graham Ward

\$3.16M	\$2.39M	\$1.33M
Funds at Hand	Spent to Date	Council Contribution

KEY PROJECT

The CPlay Project

Progress report – - 30 June 2023



THE COUNCIL'S ROLE

The Council is the project's largest contributor and is helping with drainage issues, funding applications, accounting, liability, and procurement.



Fun facts from) about laying the playground surfacing for Cplay:

- 21 weeks onsite 5 men on average.**
- 3530 man hours.**
- 9019 litres of resin.**
- 850 m2 of turf.**
- 72350kg of recycled shock rubber.**
- 37600kg of tpv topcoat rubber.**
- Over 1800 m3 of spoil removed from site.**
- 350m3 of cement stabilized gravel for mounds.**
- 250m3 of aggregate gravel for other base prep .**



7.5 Upgrade of Kowhai Stream Road Crossing, Blandswood Road

Author: Adam Ward, Transport Assets Engineer
Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

1. That the Infrastructure Committee approve the upgrade of the Kowhai Stream crossing on Blandswood Road, Peel Forest through the installation of a single traffic lane multicell culvert structure.

Purpose of Report

- 1 To consider options for upgrading the Kowhai Stream Crossing on Blandswood Road, Peel Forest, and endorse a preferred option.

Assessment of Significance

- 2 This project is of low significance in accordance with the Council's Significance and Engagement Policy given it is an approved project in the Annual Plan and there is a low number of the community affected. However, it should be noted that there is community interest in this project, particularly by residents of the Blandswood Settlement on the western side of Kowhai Stream that are directly affected by the stream access.

Background

- 3 Blandswood Road crosses through the Kowhai Stream. The existing crossing of the Stream is currently a single lane formed gravel 'ford'. This ford provides sole road access for approximately 10 properties on the western side of Kowhai Stream.
- 4 Prior to 1984 there was a timber bridge at this location, however this was washed out during a flood event that occurred that year and has not been replaced.
- 5 Kowhai Stream is a dynamic waterway and transitions from low flow to flood conditions in a very short period of time, resulting in the ford becoming unpassable and cutting road access to the Blandswood Settlement.
- 6 The existing gravel ford requires significant maintenance after high flow events to restore access. This usually coincides with contractor resource being unavailable as they are tied up with recovery works on other parts of the network. It can potentially take several days to attend to the Blandswood crossing.
- 7 Even relatively low rain events can result in the gravel ford becoming degraded to the point where it is only suitable for 4WD vehicles.
- 8 Recently large service and postal vehicles have refused to use the ford to access properties at Blandswood Settlement in all conditions, sighting Health and Safety risks. There have been times where refuse collection vehicles have not been able to traverse the ford. It is also likely that emergency services vehicles will not be able to access the settlement during low flow conditions.

Discussion

- 9 Customer requests have been received regularly for maintenance of the ford, diverting staff and contractor resource from other maintenance activities.
- 10 In line with broader macro climate change factors, rainfall data for the Kowhai Stream upper catchment shows a trend in increasing frequency and intensity of heavy rain events. Over a 50-year span of available rainfall data, 6 of the top 10 years with the highest average daily rainfall have occurred since 2013, with 2022 having the highest average daily rainfall for the entire 50-year period.
- 11 The trend of increasing frequency and intensity of heavy rain fall events will result in the ford becoming impassable more often, with closures lasting longer. There will also be longer wait times for repairs to be completed, and increased maintenance costs in the future.
- 12 Residents from Blandswood Settlement have frequently requested that the ford be upgraded to allow improved access for all vehicles including cars. These requests have been supported by the Geraldine Community Board. A formal submission was made to the Land Transport Unit in 2017, signed by 21 residents.

Options and Preferred Option

- 13 There are four options available for consideration:
- 14 Option 1 is to continue to maintain the existing gravel ford. This is the lowest cost option. Current maintenance costs are in the order of \$6,000 annually, with additional stream works required after particularly heavy rain events. As noted above, it is expected that ongoing maintenance costs will increase significantly in the future. This option provides no level of service increase and is not preferred.
- 15 Option 2 is to upgrade the gravel ford to a single traffic lane concrete ford. A concrete ford would provide an improved running surface across the stream, making it easier for service vehicles to cross. It would however still become impassable in moderate flow conditions, and therefore not provide much of an improvement in access reliability. There would still be ongoing maintenance and stream works required. The estimated cost to construct a concrete ford is \$230,000 and is not preferred given the minor level of service improvement and ongoing maintenance costs.
- 16 Option 3 is a single traffic lane multicell culvert structure. This would be a series of low, wide box culverts designed to maximise flow area, and minimise disruption to the stream's natural hydrology. There is also a reduction in the environmental effects caused by vehicles driving through a flowing water channel. During normal conditions flow will pass under the culverts, any significant high flows will wash over the structure. The culverts would be sized to pass a 1:20 year flood event. With the active gravel bedding of the river, it will be critical that ongoing maintenance is considered, and blockages are prevented. The estimated construction cost is \$330,000. This option is considered the best compromise between level of service increase versus cost of construction. This is the preferred option.
- 17 Option 4 is to construct a new single lane vehicle bridge. This option provides the highest level of service improvement (it could be designed to cope with a 1:100 flood event) but at significant cost. Due to the road and stop bank geometry significant approach works would be required to enable this option. The estimated construction cost is over \$1 million. Given the high cost and relatively low traffic volumes this option is not considered good value for money.

Consultation

- 18 This crossing upgrade would be welcomed by the Blandswood community and is included in the Council Annual Plan and Long Term Plan.
- 19 Initial consultation has been carried out with Environment Canterbury, who in principle support the preferred option. Further engagement would be required with other key stakeholders including Department of Conservation, Arowhenua, and Central South Island Fish and Game.

Relevant Legislation, Council Policy and Plans

- 20 Local Government Act 2002
- 21 Land Transport Management Act 2013
- 22 Land Transport Act 1998



Financial and Funding Implications

- 23 There is currently insufficient Waka Kotahi funding available to carry out this crossing upgrade. Officers have put in a funding application for additional Maintenance and Renewal funding assistance from Waka Kotahi for the current financial year, to meet existing Council approved Annual Plan budgets. If additional funding is not available from Waka Kotahi, then the preferred option will be constructed in the 2024/25 financial year pending Long Term Plan 2024-34 approval.

Other Considerations

- 24 A resource consent from Environment Canterbury may be required to undertake this improvement work within the stream bed.

Attachments

1. **Replacement for Blandswood Road Bridge Submission from Residents Landowners Visitors Kowhai Stream Blandswood -2017** [↓](#) 
2. **Blandswood Road - Kowhai Stream Crossing** [↓](#) 

Suzy Ratahi/Adam Ward: LTU

109498



Dear Timaru District Council

re Submission from Residents, handovers
and Visitors who have to
cross the Kowhai Stream at
Brandswood.

Please accept and consider this submission

On behalf of the signatories

Peter Sidmore

10 March 2017

1/7

SUBMISSION TO THE TIMARU DISTRICT COUNCIL

From Residents and Landowners at the cul-de-sac end of Blandswood Road, west of the Kowhai Stream.

Brief description of submission: We seek a safe and permanent replacement for the Blandswood Road bridge across the Kowhai Stream that was destroyed by rising riverbed shingle due to the 1986 flood.

Reasons for this submission:

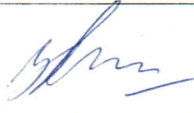
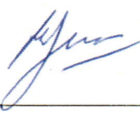

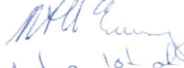



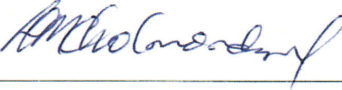
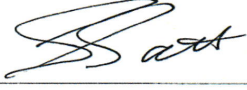
- On a dry day the present ford across the Kowhai Stream cannot be crossed by some road vehicles because it is too steep and it is unsafe for others due to restricted visibility because of the 2 metre high stop-bank.
- With heavy rainfall the ford becomes impassable.
- Recently NZ Rural Post and Contact-Rockgas Timaru have refused to cross the ford and deliver to these properties.
- Land subdivision and increasing numbers of residents in this area have created a pressing need for a safe and reliable all weather access.
- Visitors and residents are suffering vehicle damage to the undersides of their cars.
- There is potential for increased traffic coming to and from the Lodge at the end of the road.
- It is considered probable that emergency vehicles will not be able to get past the ford.
- When the ford is closed due to heavy rain, a crossing on foot is unsafe and often not possible.
- The current situation where road users rely on a volunteer resident using his own machinery to keep the ford open is inappropriate and unsustainable.
- There is no alternative road access to this section of Blandswood Road.

Brief Background History: A fatal flash flood in 1975 demonstrated the destructive water flows possible from this usually calm stream. A timber bridge was re-installed after the 1975 flood and a diversion was cut in 1982 to change the direction of the Kowhai Stream upstream of the bridge. The stream bed was not adequately maintained and the bridge was buried under riverbed shingle in the 1986 flood. A shingle based ford has become the default crossing of the Kowhai stream following the bridge loss 20 years ago. A stop-bank which raised the approach to and exit from the ford was built on the east side of the Kowhai Stream. Also, deepening of the ford to improve the direction of river-flow and protect the stop-bank has exacerbated the problems of access. The shingle road west of the ford is in poor condition. This area is a sign-posted flood zone and has been previously studied by engineer R J Hall. It is included in his thesis which looks at assessment of natural hazards and engineered hazard reduction.

draft submission to the TDC seeking a replacement for the Blandswood Road bridge destroyed in the Kowhai Stream flood of 1986 -
Updated and Printed Friday 3rd February 2017

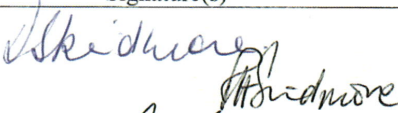
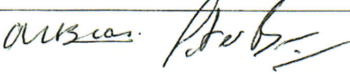
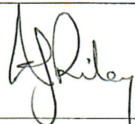
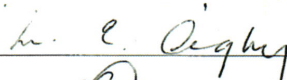

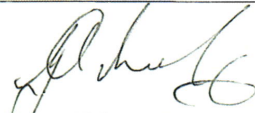
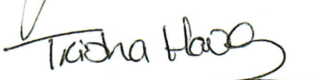

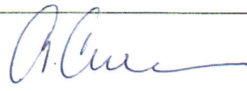
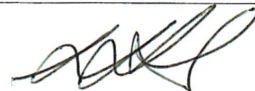
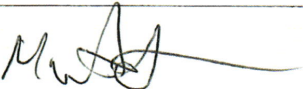
2/7

Signatures of residents and landowners on Blandswood Road west of the Kowhai Stream in support of this submission to the Timaru District Council seeking a safe and permanent replacement for the Blandswood Road bridge across the Kowhai Stream that was destroyed by rising riverbed shingle due to the 1986 flood.

Address	Signature(s)	Date
225 Blandswood Road Peel Forest Wendy Averis		18-2-17
Robyn Lee 11 Waipara St Christchurch Visitor (Family)	RA Lee	18.2.17
Lynda Taylor 338 The Lake Road, ROS Irene Lecturer visitor/family		18 2.17
Rebecca Lee 11 Waipara St Christchurch visitor/family		18/2/17
NORLEEN McEWING 2/66 CHURCH ST TIMARU	 what a lot of fun we had with the bridge that was there years ago.	18-2-17
Dave McEwing 43 King St Pareora.		18-2-17
Vivke McEwing 43 King St Pareora		18/02/17
Nichola de Garnham 22a Malby Ave Timaru		18/2/17.
V 227 Blandswood Rd Regular Visitor Helen Cholmondeley		20/2/17
228 Blandswood Road Peel Forest RD 228		4/3/2017.

4/3

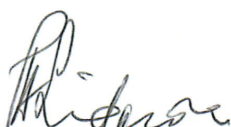
Signatures of residents and landowners on Blandswood Road west of the Kowhai Stream in support of this submission to the Timaru District Council seeking a safe and permanent replacement for the Blandswood Road bridge across the Kowhai Stream that was destroyed by rising riverbed shingle due to the 1986 flood.

Address	Signature(s)	Date
PH + DS SKIDMORE 213 BLANDSWOOD RD		04/02/17 4/2/17
Ali Peter Chris- miriam - Lydia 219 Blandswood Rd		4-2-17
JULIE RILEY 204 BLANDSWOOD RD		4-2-17
Margaret Digby 220 Blandswood Rd		6.2.17
Steve Deans 211 Blandswood Rd		08-02-17
Graff Ackerley 223 Blandswood Road		9/2/17
TRISHA HANLEY 206 Blandswood Rd,		10/2/17
Mark Jones 206 Blandswood Rd		10/2/17
ALIA AVERIS 227 Blandswood Rd		15/2/17
MATT SEARLES 211 Blandswood Rd		23-02-17
MATT SEARLES 211 BLANDSWOOD RD		23/02/17

5/7

A record of our problems with the Ford on Blandswood Road
where it crosses the Kowhai Stream.

1. Unable to travel to Christchurch because the eastern side of the ford had scoured due to overnight rainfall. Mr Rex Mason kindly agreed to bring his digger to the ford and restore the stream bed allowing me to cross, later than scheduled.
2. In December 2016 we were notified by NZ Rural Post (Mr Mike Whyatt) that mail delivery to the west side of the Kowhai would stop because the driver refused to cross the ford as it was considered too dangerous. NZ has offered to re-establish delivery when a bridge is in place.
3. A relative came to visit but was unable to get his campervan- bus across the ford because of the steep approach. He and his wife stayed at the Temuka camping ground.
4. We narrowly avoided a head-on collision with motor bikes travelling over the stop-bank from east to west. The motor bikes were not visible while we were crossing the stream and were met at the top of the stop-bank. Clearly they were unaware we were also using the road, which is a narrow one-way sealed section to the top of the bank.
5. A recent warrant of fitness check on the Nissan Primera commented on the damage being done to the underside of the vehicle by crossing shingle – this is the only riverbed crossing being attempted by this car.
6. In February 2017, the driver for bottled gas refused to cross the ford (it has been fine and the water level is low at around 50m). His boss from Timaru Rockgas inspected the ford and visited us at 213 Blandswood Road to confirm the decision not to deliver quoting health and safety at the ford as a reason.



Peter & Di Skidmore

213 Blandswood Road

3rd February 2017

6/7



The Kowhai Stream Bridge

In 1946

Alan Avenis is pictured on the Right

attached to Submission to TDC
10 March 2017

7/7



8 Consideration of Urgent Business Items

9 Consideration of Minor Nature Matters

10 Exclusion of the Public**Recommendation**

That the public be excluded from the following parts of the proceedings of this meeting on the grounds under section 48 of the Local Government Official Information and Meetings Act 1987 as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
11.1 - Pareora Dam Update	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	To protect a person's privacy, including the privacy of deceased persons

11 Public Excluded Reports

11.1 Pareora Dam Update

12 Readmittance of the Public