



Geraldine Community Board Meeting

Commencing at 7.30pm

on

30 May 2018

Geraldine Library/Service Centre

78 Talbot Street

Geraldine

Timaru District Council

Notice is hereby given that a meeting of the Geraldine Community Board will be held in the meeting room, Geraldine Library/Service Centre, Talbot Street, Geraldine, on Wednesday 30 May 2018, at 7.30pm.

Local Authorities (Members' Interests) Act 1968

Community Board 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.

Bede Carran
Chief Executive

Geraldine Community Board

30 May 2018

Agenda

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Geraldine Community Board
For the Meeting of 30 May 2018

Report for Agenda Item No 7

**Prepared by Joanne Brownie
Council Secretary**

Confirmation of Minutes

Minutes of the 11 April 2018 Geraldine Community Board meeting.

Recommendation

**That the minutes of the Geraldine Community Board meeting held on 11 April 2018,
be confirmed as a true and correct record.**

Timaru District Council

Minutes of the Meeting of the Geraldine Community Board, held in the Peel Forest Café, Peel Forest on Wednesday 11 April 2018 at 7.00pm

Present	Wayne O'Donnell (Chairperson), Clr Kerry Stevens, Janene Adams, Jan Finlayson, Jarrod Marsden and Gavin Oliver
Apology	Jennine Maguire
In Attendance	Clr Paddy O'Reilly (Temuka Community Board) Land Transport Manager (Andrew Dixon), Property Manager (Matt Ambler) and Secretary (Kate Walkinshaw) Members of the Peel Forest Community – Rex Mason, Alan Averis and Peter Skidmore

1. Public Forum

Rex Mason

Mr Rex Mason put in an apology for the Chairman of the Blandswood Residents Association. Mr Mason welcomed the Board to Peel Forest and advised that he had a number of items to go through. He wanted to review some of the issues raised at the previous year's meeting. He discussed concerns around Peel Forest Road edge breaks/tar seal as he believes traffic has tripled since last year, tree roots on South Pithie Road are still an issue, the junction at Blandswood Road, Peel Forest Road and Rangitata Gorge Road where there are tyre marks from vehicles that have come off the road and the pending "drop-out" on Rangitata Gorge Road between Te Wanahu Flat Road and the Peel Forest Motor camp. Mr Mason did note that Fulton Hogan had fixed one of the culverts and done a great job. The Chairman addressed all of the concerns mentioned and confirmed with the Land Transport Manager that the Timaru District Council Land Transport team is investigating and something will be done about the above concerns, particularly the junction at Blandswood Road, seal breaks and the impending drop out.

Mr Mason raised some new concerns pertaining to the Kowhai Stream Ford. There was a heavy rain event of 200mls in February 2018 which caused damage to the ford which in Mr Mason's opinion has put them back 7 or 8 years. It is also a safety issue with numerous vehicles and people becoming stuck and residents not being able to get out when it is flooding. There was a lengthy discussion around the Kowhai Stream ford and ideas to improve the safety and functionality. The residents would like this to be treated as urgent as this is an on-going issue and also a safety issue. Blandswood Residents Association is

willing to work with Environment Canterbury, Department of Conservation and Timaru District Council to come to a permanent solution. There was a suggestion of re-taming the shingle river bed.

Lookout Road Hill also suffered some damage during the February rainfall and has become a safety issue. The road has been reduced to 4WD access only. Mr Mason did mention that he has worked closely with Timaru District Council staff who have done a great job of installing new road signs and installed bollards to reduce traffic. The long term plan for residents is to have this road sealed.

The public toilet in Blandswood is inadequate for the amount of day visitors to the area. Ideally the residents would like to have another toilet installed. Current status is that Timaru District Council provides the cleaning products however there is a question around who should maintain the toilet/s. The Property Manager will talk to his team and look into options for funding of a new toilet through a possible Government Tourist Infrastructure scheme. Mr Mason will provide the numbers from the Department of Conservation to support this. It was noted that Blandswood is considered a 'Gateway' under the Canterbury Waitaha Conservation Management Strategy and this could be worth mentioning in support of the new toilet. The residents and Board agreed that a meeting between the Department of Conservation and Timaru District Council would be beneficial.

Alan Averis

Mr Alan Averis re-iterated the points that Mr Mason made above. His main concern was the Kowhai Stream ford and a permanent fix. He believes that the Councils estimated cost to build a bridge was exorbitant and that there are cheaper alternatives available. His suggestion at the very least was to have a concrete culvert and a footbridge. He advised it is a safety issue as six families now live there permanently.

Peter Skidmore

Mr Peter Skidmore thanked the Board for the opportunity to talk. His main points were the Kowhai Stream ford and road signage. The Kowhai Stream ford is not robust. During the last 16 months it has been out for a total of 18 days due to flooding and damage. This poses a safety risk to residents and visitors to the area as no emergency service vehicles would have access in the case of an emergency and there is no alternative access. Mr Skidmore would like to know if there is a plan to improve the access and safety of this crossing. He also asked if one of the affected parties can be included in Council communications about the ford.

The signage at the corner of Blandswood Road and Lookout Road intersection has been removed. Mr Skidmore advised that he had completed a Timaru District Council "Fix-it Form" in 2017 but there has been no replacement as yet. There is also no signage relating to flooding or road closures. This also poses a safety risk. Mr Skidmore would like to have both of these signs made available for the Blandswood village.

The Board Chairman confirmed with the residents that the Timaru District Council, Department of Conservation and he will meet and discuss the Kowhai Street ford and future planning about the ford. The Group Manager Infrastructure will meet with Environment Canterbury to discuss the lead agency for the matter.

2. Identification of Matters of a Minor Nature

The Board agreed to discuss ANZAC Day commemorations as a matter of a minor nature.

3. Chairman's Report

The Chairperson reported on meetings he had attended and duties he had carried out on behalf of the Board since the last meeting, including Geraldine Vehicle Trust Meeting, Geraldine Combined Sports meetings plus re hub, Go Geraldine Board meeting with Aoraki Tourism, GCVM Club meeting, ANZAC in Action and information evening on chlorination of Geraldine water; discussion with Timaru District Council staff members in regards to land and property issues and roading. Also discussions with Clr Kerry Stevens over numerous topics.

4. Confirmation of Minutes

Proposed Clr Kerry Stevens
Seconded Jan Finlayson

“That the minutes of the Geraldine Community Board meeting held on 7 March 2018, be confirmed as a true and correct record.”

Motion Carried

5. Proposed Land Exchange – Orari Bridge

The Board considered a report from the Property Manager for the proposed land exchange at Orari Bridge. The Property Manager advised that he would need to obtain the land valuation of two respective parcels of land if the report is approved.

Proposed Jarrod Marsden
Seconded Jan Finlayson

“That the Geraldine Community Board recommends to the Policy and Development Committee that the land exchange process be undertaken and authorises the Chief Executive to negotiate and conclude the exchange process with the adjoining owner.”

Motion Carried

6. Geraldine Town Centre Refresh Project Priorities

The Board considered a report from the Transportation Team Leader presenting the refresh project options for the Geraldine Central Business District (CBD) identified by the Stakeholders Group. The purpose of the report is to prioritise the refresh projects and refer to the Infrastructure Committee for approval. The Board discussed the report and prioritised the projects.

The Board also discussed the total budget allowed for the refresh. It was discussed that the original budget to refresh the four town centre CBDs was \$1,000,000. This was reduced to \$600,000 due to tile etching and renewals in the Timaru Central Business District and then allocated based on Ward population. The Board agreed to raise with Council to relook at how the remaining funds are distributed between the town centres. The Board members were of the view that the Geraldine proportional share should be based on the original budget (\$1,000,000) not the remaining budget.

Proposed Janene Adams
Seconded Jan Finlayson

- a “That the Geraldine Community Board confirms a priority listing for the refresh projects as identified in the table below

Description/Scope	Estimated Cost (excl GST)
Reset footpath tiles/pavers to address areas that are hazards	\$15,000 - \$25,000
Litter bin design change	\$20,000 - \$30,000
Bollards design change and install	\$20,000 - \$30,000
Additional Seating	\$5,000 - \$10,000
Street Trees – extending	\$10,000 - \$20,000
Waihi Terrace gateway	\$10,000 - \$20,000

- b That the Geraldine Community Board refers its priority listing of refresh projects to the Infrastructure Committee for approval for implementation.
- c The Geraldine Community Board recommends Council relook at proportional allocation of funds to the Town Centres fairly.”

Motion Carried

7. Consideration Of Minor Nature Matters

The Board considered attendance at the ANZAC Day commemorations. There are four services that the Board can attend in Geraldine, Woodbury, Peel Forest and Rangitata. Cllr Stevens will lay wreaths at all of the services and between the Board members there will be representation at all of the services

8. Board Members' Reports

Board members reported on meetings they had attended and duties they had carried out on behalf of the Board since the last meeting, including:

Geraldine Chlorination information meeting, Go Geraldine meeting, Orari-Temuka-Opihi-Pareora Water Zone Committee meeting, Geraldine Arts Council, Bike Geraldine meeting, Geraldine ANZAC Commemorations trust meeting, Geraldine Combined sports meeting, discussions with a resident over the rugby grounds, consultation with Geraldine High School students about Long Term Plan issues and submissions, and liaised with Timaru District Council staff and the Geraldine Community Board Chairman over several local matters.

The meeting concluded at 9:00pm.

Chairperson

Geraldine Community Board
For the Meeting of 29 May 2018

Report for Agenda Item No 8

Prepared by **Mark Low**
 Corporate Planning Manager/Electoral Officer

Representation Review 2018

Purpose of Report

- 1 The purpose of this report is to introduce the Representation Review process and seek the Community Board's guidance on its favoured option to go forward to a Council workshop on the issue. The Corporate Planning Manager/Electoral Officer and Darryl Griffin of Electionz.com will be in attendance.

Background

- 2 The Local Electoral Act (LEA) 2001 requires all local authorities to review their representation arrangements at least once every six years. The last representation review was completed in 2012 with the next representation review due by August 2018 (see Discussion Document for further details).
- 3 The Council must determine by resolution:
 - the basis of election - whether Councillors (excluding the Mayor) are elected under wards, 'at large' (district wide) or a mixture of both.
 - where wards are to be used, Council must determine the number, boundaries and names of those wards, and the number of members per ward.
 - the structure and membership of any Community Boards that will operate in the district.
- 4 The Council's existing structure is three wards electing nine Councillors, and three Community Boards, electing 16 community board members.

Representation Reviews

- 5 The LEA and the Local Government Act (LGA) 2002 outline a number of key principles that should inform a Representation Review. Specifically, the LEA requires 'fair and effective representation for individuals and communities of interest'¹. The Local Government Act 2002 states that the purpose of this Act is to provide for democratic and effective local government that recognises the diversity of New Zealand

¹ Refer Section 4(1)(a)

communities² and further, to enable democratic local decision-making and action, by, and on behalf of, communities³.

- 6 The Local Government Commission Guidelines identify the following three key steps for representation proposals:
1. determining communities of interest
 2. considering effective representation of communities of interest
 3. considering fair representation of electors.
- 7 The attached Discussion Document details information on Representation Reviews, the previous 2012 review process and options for consideration.

Community Boards

- 8 The representation review must also consider (under section 19J LEA) whether there should be communities and community boards in the district and, if so, their nature and structure. The ‘community of interest’ and ‘effective representation’ criteria are also relevant in determining whether to have any communities and community boards, but the ‘fair representation’ criteria only applies where a subdivision approach is used. Community Boards may represent any sized community desired, but:
- There must be between 4 and 12 members on each board
 - A Board may include appointed members who must be members of the Council and of the Ward (if a district is divided into wards) where the Board is situated.
 - The number of appointed members must be less than half of the total members
 - A community may be subdivided (split) for electoral purposes
 - Each subdivision must elect at least one board member
 - If subdivided, members representing a subdivision must be elected by members of that subdivision. The +/-10% rule and permitted exceptions (e.g. island or isolated communities) do apply where a subdivision approach is used.
 - Boundaries of any community, or subdivision of a community, must coincide with the boundaries of the Statistics New Zealand mesh block areas⁴.

2018 Representation Review

- 9 At a minimum, the 2018 review must include the following:

Task	Timeframe
Determination of an Initial (draft) Proposal for public notice	<ul style="list-style-type: none"> • No earlier than 1 March 2018 • In time for the public notice

² Refer Section 3

³ Refer Section 10

⁴ Local Electoral Act, Section 19W(c)

Public Notice of Initial Proposal	<ul style="list-style-type: none"> • Within 14 days of resolution • No later than 8 September 2018
Submission Period	<ul style="list-style-type: none"> • One month (minimum)
Consider submissions to Initial Proposal	<ul style="list-style-type: none"> • Within 6 weeks of close of submissions
Approve and give public notice of Final Proposal	<ul style="list-style-type: none"> • Within 6 weeks of close of submissions
Final Proposal available for Appeals or Objections	<ul style="list-style-type: none"> • One month after publication • Closes no later than 20 December 2018
Final Proposal	<ul style="list-style-type: none"> • No Appeals or Objections, proposal approved • If Appeals or Objections lodged or if Council decides not to comply with +/- 10% rule, Final Proposal must be forwarded to Local Government Commission no later than 15 January 2019
Local Government Commission determination	<ul style="list-style-type: none"> • Determination provided by 11 April 2019
Appeals to LGC on matter of law	<ul style="list-style-type: none"> • Within 1 month of determination

10 Latest population estimates for Timaru District available for the review are:

Ward	Population (2017 estimate)	No of Councillors per ward	Population per member	Difference from quota	% Difference from quota
Geraldine	5,730	1	5,730	+498	+9.51%
Pleasant Point - Temuka	9,560	2	4,780	-452	-8.64%
Timaru	31,800	6	5,300	+68	+1.30%
	47,090	9	5,232		

11 These are likely to be the population numbers used for the review, and demonstrate that currently Council is within the +/-10% rule.

Timetable

12 The timetable for the review is outlined below:

2018	
28-30 May	Community Board consideration
March to July	Initial Proposal development (including community engagement)
12 June	Council Workshop
26 July	Report for August Council due
7 August	Adoption of Initial (Draft) proposal
18 August	Public Notice of Initial proposal
18 Aug to 18 September	One month consultation period
Week 8-12 October	Council Hearing on submissions and Final proposal developed
20 October	Final proposal via public notice (via Council Noticeboard)
21 November	Appeals/Objections to final proposal due
2019	
15 January	Latest date that Appeals/Objections can be forwarded to the Local Government Commission
11 April	Latest date by which the Local Government Commission can determine Appeals/Objections

Options

13 A Discussion Document (attached as Appendix A) has been prepared for the Board's consideration by Darryl Griffin from electionz.com. This seeks the Board's view on the current Council structure, including Community Boards for Council to consider at a workshop in June.

14 The Discussion Document sets out a number of options for the Board's consideration.

Identification of Relevant Legislation, Council Policy and Plans

Local Electoral Act 2001

Local Government Act 2002

Assessment of Significance

- 15 The decision regarding the process for the representation review is significant under the Council's Significance and Engagement Policy. Consultation is required following LEA requirements which at a minimum requires community input at the initial proposal (draft) stage. The LEA also provides opportunity for appeal of Council's final decision to the Local Government Commission.

Consultation

- 16 Consultation with the public will occur at the release of the Initial Proposal.

Other Considerations

- 17 There are no other considerations relevant to this matter.

Funding Implications

- 18 Funding for the project (e.g. consultation costs) will be taken from the Election Expenses Fund.

Conclusion

- 19 The six yearly Representation Review process is an important opportunity for the Council and community to consider the appropriate representation model for the Timaru District Council for the next six years. It covers the basis of election, and the nature and approach to representation, including consideration of community boards.

Recommendations

- a **That the Community Board receives and notes the report.**
- b **That the Community Board considers their preferred option to be reported back to Council for consideration at their June workshop.**

APPENDIX A: Representation Review Discussion Document (prepared by Darryl Griffin)

What is required?

- 1 Local authorities (both regional and territorial) around the country are required to make decisions about their representation arrangements.
- 2 A district council must determine by resolution whether to have wards or not, whether to elect some councillors by wards and the rest at large; if wards are decided the proposed number of wards; the proposed name and boundary of each ward; and the number of councillors proposed to be elected by the electors of each ward.
- 3 The Local Electoral Act requires all local authorities to undertake a review of its representation arrangements at least every six years. The last time the Timaru District Council did this was in 2012. It is now time to repeat the process.
- 4 Prior to developing an initial proposal and formally consulting with the community about its representation review, the Council will hold a workshop to discuss various options. In addition the Council has also invited comments from the three Community Boards.

Legislative Requirements:

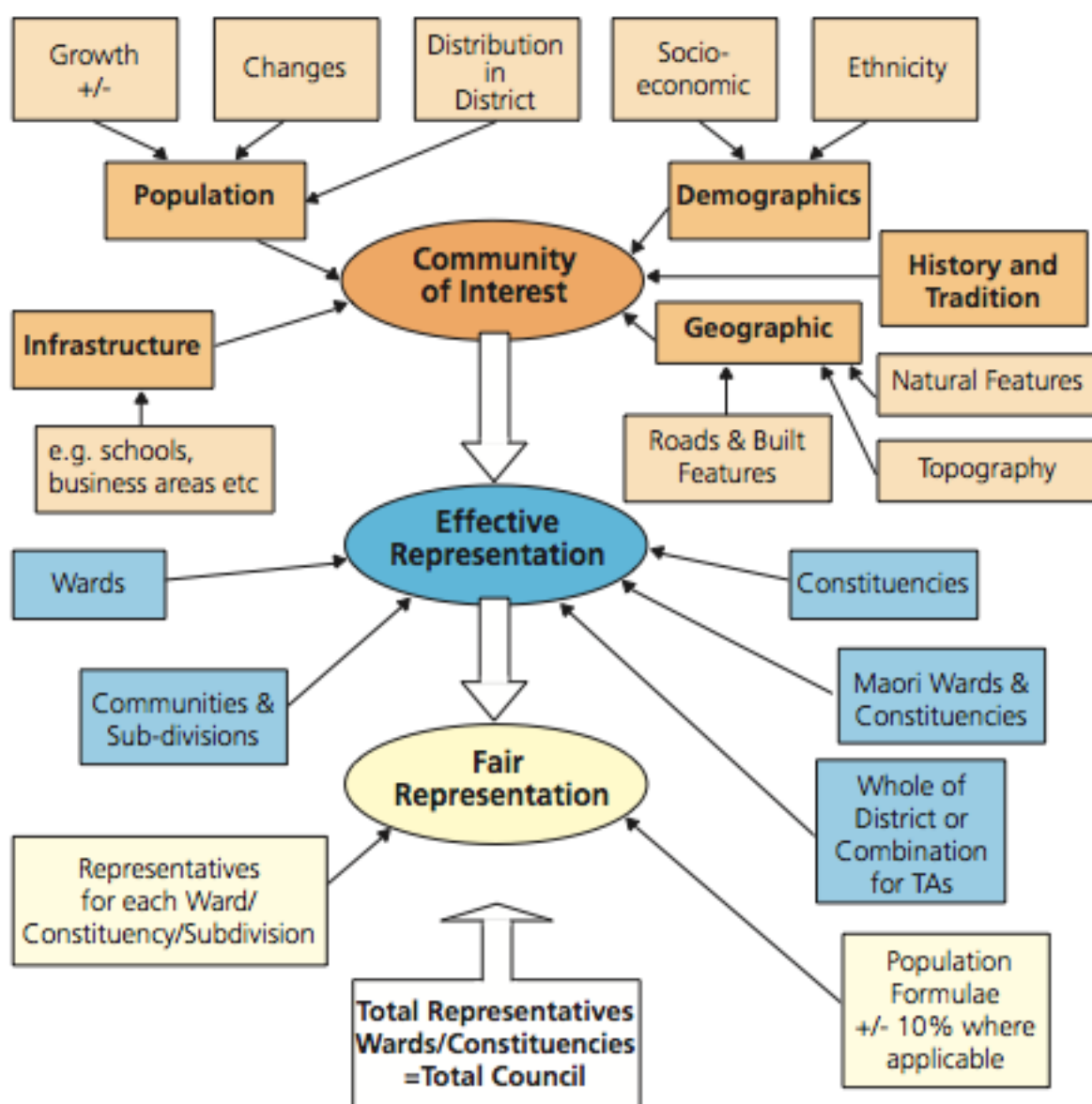
- 5 The legislative requirements are attached as Appendix 1.
- 6 Some amendments were made to the representation review provisions of the *Local Electoral Act 2001* (LEA) in June 2013. The main amendments involved:
 - providing more flexibility for the application of the +/- 10% rule to territorial authority representation arrangements, subject to consideration by the Local Government Commission where arrangements do not comply with the +/- 10% rule;
 - initial representation review proposals are not able to be resolved by councils until 1 March of the year before the year of an election.
 - allowing local authorities to make minor boundary alterations to wards, communities, or subdivisions of local board areas or communities without undertaking a full representation review, subject to consideration by the Local Government Commission (applies to the optional three year review only);
- 7 The first two of the amendments listed above will apply for the first time to local authorities undertaking representation reviews in 2018 (and which did not undertake a review in 2015).

Communities of interest?

- 8 The term “communities of interest” is used in the Local Electoral Act to describe in general terms the sense of community or belonging reinforced by the geography of

the area, the commonality of places to which people go to for their employment, the location of their schools, marae, banks, where they do their shopping and the location of their religious, recreational and major transport facilities etc.

Diagram of key concepts for communities of interest and fair and effective representation:



9 Accreditation: New Zealand Society of Local Government Managers, Code of Good Practice for the Management of Local Authority Elections and Polls 2019, Part 5.

Fair and effective representation

10 The Local Electoral Act also requires “fair and effective representation for individuals and communities”. In carrying out a representation review, local authorities need to

be guided by the principle in the *LEA of "fair and effective representation for individuals and communities"*. Fair representation relates to the number of persons represented per member. The ratio of persons per member in each ward or constituency is required to be within +/-10% of the ratio for the district or region as a whole. This is designed to ensure approximate equality in representation i.e. votes of equal value.

- 11 When determining fair and effective representation the general and Maori constituencies are dealt with separately. The Timaru District Council does not have any Maori Wards.
- 12 Effective representation relates to representation for identified communities of interest. This needs to take account of the nature and locality of those communities of interest and the size, nature and diversity of the district or region as a whole.

Maori Seats

- 13 The Timaru District Council has not established any Maori Wards because currently, based on the number of members and the general and Maori electoral populations, no members can be elected from such wards.

Initial Proposal

- 14 The Council is required to make a decision on its initial proposal and will then advertise it and call for submissions on it at that time. If no submissions are received that is the end of the process and public notice is given. Submissions received must be heard by the Council and after the hearings the Council will consider them and then determine its final proposal. Public notice is given and any appeals received are forwarded to the Local Government Commission who will then hold its own hearings and decide the final details for representation in the region.

Appointment of independent panel or consultants

- 15 The Local Government Commission's guidelines note other considerations in relation to decision-making on representation arrangements. These include the principles of administrative law requiring local authorities to act in accordance with the law, reasonably and fairly. The guidelines also note that local authorities may wish to consider the option of appointing an independent panel or consultants to recommend appropriate representation arrangements for the district or region.
- 16 The benefit of appointing an independent panel or consultants is to avoid concerns about the self-interest of elected members determining the representation arrangements under which they are to be elected. Independent panellists may have specialist knowledge or skills on representation issues or be appointed as representatives of a cross-section of the community. The local authority should

carefully consider an appropriate balance of such skills and interests in making appointments.

- 17 It is important that the local authority, if it appoints such a panel or consultants, makes a commitment to seriously consider their recommendations and, if varying any of these, clearly records the reasons for these variations. The local authority will need to consider reputational risks arising from variations, other than of a minor nature, given its original decision to appoint an independent panel or consultants.
- 18 Timaru District Council used an independent panel for its 2012 representation review.

Regional coordination:

- 19 Another factor which may be considered in relation to the timing of reviews is the desirability of a degree of regional coordination in representation reviews. This is in light of the requirement that, so far as is practicable, regional constituency boundaries coincide with the boundaries of territorial authorities or territorial authority wards. As the Local Government Commission notes in its guidelines, there may also be scope for regional coordination in consultation exercises. This may save costs and also enhance public understanding of the review process. A mechanism to consider regional coordination of reviews is the triennial agreement between local authorities in each region. Staff are aware of the Environment Canterbury's timetable for its representation review.

2012 Decision

- 20 In 2012 the Council established an Independent Panel which presented three options. The Council initially agreed with the first option (10 members elected at large). Following consideration of the views of the community boards the Council revoked its earlier adoption of option 1 and instead resolved, under sections 19H and 19J of the Act, to adopt option 2 (9 members elected from the existing wards) as its Final Proposal.
- 21 The Initial proposal received very strong support with over 800 submissions, with many in favour of the proposal.
- 22 Given the information set out in the documentation received from the Council, the Commission decided that no hearing was required and proceeded to make a determination. Section 19A of the Act provides that a territorial authority shall consist of between 5 and 29 elected members (excluding the mayor). The Council has comprised 10 elected members (excluding the mayor) since 2007. Prior to that and since 1992, the Council had comprised 12 members.
- 23 The Guidelines state that decisions relating to the representation of communities of interest (the political dimension) will need to take account of the extent that distinct geographical communities of interest can be identified, i.e. a physical boundary is able to be defined below the district level for the community of interest. From its

constitution in 1989, Timaru District has been divided into wards. The current three wards have existed since 2007 when the former Pleasant Point and Temuka Wards were combined into one ward.

- 24 Following notification, two appeals against the proposal were received.
- 25 One appeal sought a system whereby there would be a total of 10 members on the Council including the Mayor. If the Mayor was a resident of Timaru Ward that ward would elect four councillors to the Council and the rural ward five councillors. If the Mayor were a resident of a rural ward, the reverse would apply. This arrangement is not permitted by the Local Electoral Act, or by any other legislation applying to local government. Therefore, the Commission could not consider it further.
- 26 The second appeal sought the adoption of the original option 3 (9 members elected from the existing wards and 3 members elected at large). The reasons for the appeal were:
 - a view that reducing the number of councillors to nine would provide less representation for the district than other South Island district councils and two of the four South Island cities;
 - a view that twelve councillors would enable the Council's workload to be better shared;
 - a concern about the total membership of the Council (including the Mayor) being an even number and the prospect of tied votes at council meetings.
- 27 The arrangements chosen by the Council were the clear preference of those participating in the consultation process taking place prior to the Council resolving its representation proposal. These arrangements also received a very high level of support from those making submissions on the Council's initial proposal.
- 28 In respect of the point that reducing the number of councillors to nine would provide less representation for the district than other South Island district councils and two of the four South Island cities, the Commission note that 16 territorial authorities in New Zealand have population to member ratios higher than that which Timaru District would have under the proposed arrangements.
- 29 The Commission also noted that although they do not wish to see councillors' remuneration driving the number of members on councils, they made the observation that while a larger number of councillors might have an impact on the sharing of the collective workload it would result in, on average, each councillor receiving a lower level of remuneration.
- 30 The Commission also observed that 17 territorial authorities and seven regional councils in New Zealand have an even number of members. They were not aware that having an even number of members is a particular issue for those councils, or is an issue that should help determine the total number of members on local authorities. In any case regardless of the total membership of councils, the number of members voting on particular issues will also be determined by the number

actually in attendance at particular meetings or members having a conflict of interest on particular issues.

- 31 The Commission decided to endorse the Council's final proposals in respect of the number of councillors.
- 32 Section 19V of the Act requires that the electors of each ward receive fair representation having regard to the population of the district and of that ward. More specifically, section 19V(2) requires that the population of each ward divided by the number of members to be elected by that ward produces a figure no more than 10% greater or smaller than the population of the district divided by the total number of elected members (the '+/-10% fair representation rule').
- 33 The reduction in the number of councillors to be elected from Timaru Ward means all three wards in the Council's final proposal complied with the '+/-10% rule'.

Communities and community boards

- 34 Section 19J of the Act requires every territorial authority, as part of its review of representation arrangements, to determine whether there should be community boards in the district and, if so, the nature of those communities and the structure of the community boards. The territorial authority must make this determination in light of the principle in section 4 of the Act relating to fair and effective representation for individuals and communities. The particular matters the territorial authority must determine include the number of boards to be constituted, their names and boundaries, the number of elected and appointed members, and whether the boards are to be subdivided for electoral purposes. Section 19W sets out further criteria, as apply to local government reorganisation proposals, for determinations relating to community board reviews as considered appropriate in the circumstances.
- 35 Three community boards (Geraldine, Pleasant Point and Temuka) were constituted in Timaru District in 1989. The Council's proposal was for the three boards to remain in existence with the same membership arrangements. There were no appeals relating to community boards and the Commission decided to endorse this aspect of the Council's proposal.

Commission's Determination

- 36 Under section 19R of the Local Electoral Act 2001, the Commission determined that for the general election of the Timaru District Council to be held on 12 October 2013, the following representation arrangements will apply:

(1) Timaru District, as delineated on SO Plan 18094 deposited with Land Information New Zealand, will be divided into three wards.

(2) Those three wards will be:

- (a) Geraldine Ward, comprising the area delineated on SO Plan 19948 deposited with Land Information New Zealand
 - (b) Pleasant Point-Temuka Ward, comprising the area delineated on SO Plans 19946 and 19949 deposited with Land Information New Zealand
 - (c) Timaru Ward, comprising the area delineated on SO Plan 19947 deposited with Land Information New Zealand.
- (3) The Council will comprise the mayor and 9 councillors elected as follows:
- (a) 1 councillor elected by the electors of Geraldine Ward
 - (b) 2 councillors elected by the electors of Pleasant Point-Temuka Ward
 - (c) 6 councillors elected by the electors of Timaru Ward.
- (4) There will be three communities as follows:
- (a) Geraldine Community, comprising the area of the Geraldine Ward
 - (b) Pleasant Point Community, comprising the area delineated on SO Plan 19946 deposited with Land Information New Zealand
 - (c) Temuka Community, comprising the area delineated on SO Plan 19949 deposited with Land Information New Zealand.
- (5) The membership of each community board will be as follows:
- (a) Geraldine Community Board will comprise six elected members and one member appointed to the community board by the Council representing Geraldine Ward
 - (b) Pleasant Point Community Board will comprise five elected members and two members appointed to the community board by the Council representing Pleasant Point-Temuka Ward
 - (c) Temuka Community Board will comprise five elected members and two members appointed to the community board by the Council representing Pleasant Point-Temuka Ward.

37 As required by sections 19T(b) and 19W(c) of the Local Electoral Act 2001, the boundaries of the above wards and communities coincide with the boundaries of current statistical mesh block areas determined by Statistics New Zealand and used for Parliamentary electoral purposes.

What has changed since 2012?

38 The district has not undergone any major transformation that would indicate the communities of interest have changed so significantly that substantial boundary

changes should occur to the current Wards or that there should be substantial change to the representation arrangements at this time.

Current Position and Possible Changes:

39 The current representation arrangements for Timaru District, calculated using the population estimates as at 30 June 2017 as required, are as follows:

General Wards	General Electoral Population	Number of councillors per ward	Population per councillor	Deviation from district average population per councillor	% deviation from district average population per councillor
Timaru	31,800	6	5,300	68	1.30
Pleasant Point - Temuka	9,560	2	4,780	-452	-8.64
Geraldine	5,730	1	5,730	498	9.52
Total	47,090	9	5,232		

40 All three Wards comply with the legislation. It is noted that both the Pleasant Point/Temuka and Geraldine Wards are getting close to the +/- 10% threshold.

41 In 2012 the deviation from the average for each of these Wards was -7.96 and 5.04 respectively. This was after reducing the number of Councillors from 10 to 9 (the Council had previously elected 10 members (excluding the mayor) since 2007. Prior to that and since 1992, the Council had comprised 12 members).

42 In both of these Wards the growth has been less than in the Timaru Ward and over time, if the growth continued in the same order; the deviation may exceed the 10% threshold. The Draft Growth Strategy however is predicting growth across the District with slightly more growth occurring in the Pleasant Point, Temuka and Geraldine urban and fringe lifestyle areas than the average across the District. This suggests that an element of self correction may occur with the % deviation moving away from the 10% margin rather than towards or exceeding it in the Pleasant Point/Temuka Ward although the situation in Geraldine Ward will get worse and the deviation will exceed the 10% margin.

43 Even though the current Ward arrangements are compliant, the Council should consider the various representation arrangement configurations with increased and

decreased numbers of elected members and should also apply the growth predictions contained in the Draft Growth Strategy being considered at present, to see how this will affect representation in the next decade or two.

What do the current wards look like with an increase to 10 councillors?

Wards	General Electoral Population	Number of councillors per Ward	Population per councillor	Deviation from District average population per councillor	% deviation from District average population per councillor
Timaru	31,800	7	4,543	-166	-3.53
Pleasant Point - Temuka	9,560	2	4,780	71	1.51
Geraldine	5,730	1	5,730	1,021	21.68
Total	47,090	10	4,709		

44 Changing the numbers of elected members from 9 to 10 shifts the Geraldine Ward into the area of non-compliance. A significant boundary change to the Geraldine Ward would be required to make it compliant.

What do the current wards look like with a decrease to 8 councillors?

Wards	General Electoral Population	Number of councillors per Ward	Population per councillor	Deviation from District average population per councillor	% deviation from District average population per councillor
Timaru	31,800	5	6,360	474	8.05
Pleasant Point - Temuka	9,560	2	4,780	-1,106	-18.79
Geraldine	5,730	1	5,730	-156	-2.65
Total	47,090	8	5,886		

45 Changing the numbers of elected members from 9 to 8 shifts the Pleasant Point/Temuka Ward into the area of non-compliance. A significant boundary change to the Pleasant Point/Temuka Ward would be required to make it compliant.

46 While the Council is required to consider the number of Councillors as part of the Representation Review, increasing or decreasing the numbers by one from the current 9 would make one of the current Wards non-compliant.

What about reducing Timaru District to 2 Wards – combining Pleasant Point/Temuka with Geraldine? Is there a community of interest to support this?

Wards	General Electoral Population	Number of councillors per Ward	Population per councillor	Deviation from District average population per councillor	% deviation from District average population per councillor
Timaru	31,800	6	5,300	68	1.30
Pleasant Point – Temuka - Geraldine	15,290	3	5,097	-135	-2.58
Total	47,090	9	5,232		

47 Both Wards comply with the legislation. Does an assessment of ‘communities of interest’ support the amalgamation of the two Wards? Taking a broad view, the whole district will have some affinity with Timaru but are there any commonalities between Pleasant Point, Temuka and Geraldine? The fact that there are community boards representing each of these rural communities suggests otherwise.

48 If the existing Ward structure is well understood by the electors and if the Council is satisfied that the current Ward structure will continue to provide effective representation for distinct communities of interest then there may not be a good governance reason to alter the wards at this time.

49 As noted previously, the Draft Growth Strategy is predicting growth across the District with slightly more growth occurring in the Pleasant Point, Temuka and Geraldine urban and fringe lifestyle areas than the average across the District. This suggests that an element of self correction will occur with the % deviation moving away from the 10% margin rather than towards or exceeding it in the Pleasant Point/Temuka Ward although the situation in Geraldine Ward will get worse and the deviation will exceed the 10% margin.

50 Election of all councillors at large is an option as is some councillors elected at large and some by wards. In 2012 the Council consulted on the following three options:

- Option 1 – 10 members elected at large
- Option 2 – 9 members elected from the existing wards
- Option 3 – 9 members elected from the existing wards and 3 members elected at large.

51 A total of 351 individual responses were received and preferences for the options were as follows:

- Option 1 – 24%
- Option 2 – 55%
- Option 3 – 21%.

52 The majority of people responding preferred the existing Ward structure with 9 Councillors with a minority in favour of elections at large or partially at large.

Community Boards

53 There are currently three community boards, all constituted in 1989, in the Timaru District:

- Geraldine Community – six elected members and one member appointed to the Community Board by the Council representing Geraldine Ward
- Pleasant Point Community - five elected members and two members appointed to the Community Board by the Council representing Pleasant Point-Temuka Ward
- Temuka Community - five elected members and two members appointed to the Community Board by the Council representing Pleasant Point-Temuka Ward.

- Should there be other community boards?
- Are the Geraldine, Pleasant Point and Temuka Community Boards still relevant in the governance of the district? Are the boundaries still appropriate?
- Are the number of members to be elected to the Community Boards and the number to be appointed still appropriate?

54 Again, there has been little change that would indicate that there should be substantial change to the representation arrangements at this time. All three Community Boards are being consulted with and their feedback will be available to assist the Council with its decision-making.

2018 Representation Review Options:

Option 1: Status Quo

55 Considerations:

- All Wards comply with the legislative requirements.
- The growth patterns predicted in the Draft District Growth Strategy indicate that compliance will continue in future years.
- the existing Ward structure is well understood by the electors and the Council is satisfied that the current Ward structure will continue to provide effective representation for distinct communities of interest.
- No significant changes have occurred since 2012 that indicate the Council should be making significant changes to its representation arrangements at this time.

	WARD	Population	Members	Population-Member Ratio	Difference from Quota	% Difference from Quota
Council	Timaru	31,800	6	5,300	68	1.30

	Pleasant Point - Temuka	9,560	2	4,780	-452	-8.64
	Geraldine	5,730	1	5,730	498	9.52
	Total	47,090	9	5,232		

56 What about elections at large or a mix of at large and Wards?

Option 2: Elections at large:

57 Considerations:

- Is this considered good governance for the District?
- Do elections at large meet the fair and effective representation requirements?
- No issues with the “+ or – 10%” rule.
- Mayor and all Councillors elected by the electors of the whole District.
- Can still retain community boards.

	Population	Members	Population-Member Ratio	Difference from Quota	% Difference from Quota
Council	47,090	9	5,232	n/a	n/a

Option 3: Mix of Elections at large and Wards:

58 Considerations:

- Is this considered good governance for the District?
- Does having some elections at large and some by way of Wards meet the fair and effective representation requirements?
- The same issues still occur with the “+ or – 10%” rule. Retaining 9 Councillors in total and both the Pleasant Point/Temuka and Geraldine Wards do not comply with the legislation.
- Mayor and some Councillors are elected by the electors of the whole District whilst others are elected by Wards.
- Can still retain community boards.

Example: 3 Members elected ‘at large’ and 6 members elected by Wards (retaining the existing total number of Councillors at 9).

	WARD	Population	Members	Population-Member Ratio	Difference from Quota	% Difference from Quota
Council	Timaru	31,800	4	7,950	102	1.30
	Pleasant Point - Temuka	9,560	1	9,560	1,712	21.81
	Geraldine	5,730	1	5,730	-2,118	-26.99
	Quota	47,090	6	7,848		
	‘At Large’	(47,090)	3	n/a	n/a	n/a
	Total	47,090	9			

59 Two Wards do not comply with the legislation. The Council consulted on elections at large and elections partially at large in 2012 and the overall response was that the majority of people responding preferred the existing Ward structure with 9 Councillors.

Community Boards

60 The three community boards, all constituted in 1989, in the Timaru District are:

- Geraldine Community – six elected members and one member appointed to the Community Board by the Council representing Geraldine Ward

- Pleasant Point Community - five elected members and two members appointed to the Community Board by the Council representing Pleasant Point-Temuka Ward
- Temuka Community - five elected members and two members appointed to the Community Board by the Council representing Pleasant Point-Temuka Ward.

Darryl Griffin, Electionz.com

Legislative Requirements:

TERRITORIAL AUTHORITIES LEA 2002		
Mayor	To be elected by the electors of the district as a whole.	<i>s19B s 8(2) LG(AC) Act 2009</i>
Membership [Excluding Mayor]	To be not less than five nor more than 29 councillors.	<i>s19A s 8(1) LG(AC) Act</i>
Basis of election	<p>Options of:</p> <ul style="list-style-type: none"> • all councillors elected by wards • some councillors elected by wards and some at large • all councillors elected at large. <p>Each ward must elect at least one councillor, and each councillor representing a ward must be elected by the electors of that ward.</p> <p>If there are no wards, councillors are elected by the electors of the district as a whole.</p>	<i>s19C</i>
Representation	<p>Arrangements must:</p> <ul style="list-style-type: none"> • provide effective representation of communities of interest within the district • if the district is divided into wards, ensure that electors receive fair representation having regard to the +/-10% population rule provided in <i>section 19V(2)</i> <ul style="list-style-type: none"> • ensure that ward boundaries coincide with current statistical mesh block areas • ensure that ward boundaries, as far as practicable, coincide with community boundaries <p><i>Section 19V(3)(a)</i> provides grounds for not complying with the +/-10% rule as set out in <i>section 19V(2)</i>.</p>	<i>s19T, s19V, s19X</i>

	<p>For territorial authorities and communities, these relate to:</p> <ul style="list-style-type: none"> • effective representation for island or isolated communities; • where non-compliance would limit effective representation of communities of interest by dividing a community of interest between wards or subdivisions; • where non-compliance would limit effective representation of communities of interest by uniting within a ward or subdivision two or more communities of interest with few commonalities of interest. <p>All exceptions to the +/-10% rule must be approved by the Local Government Commission. The approval of the Commission is required whether or not appeals or objections are lodged against a territorial authority's decision.</p>	
COMMUNITY BOARDS		
Membership	<p>To be not less than four nor more than 12 members and:</p> <ul style="list-style-type: none"> • must include at least four elected members • may include appointed members who must be members of, and appointed by, the territorial authority for the district in respect of which the community is constituted. <p>The number of appointed members must be less than half the total number of members.</p> <p>If the territorial authority is divided into wards, the appointed members must represent a ward in which the community is situated.</p>	s19F
Basis of election	<p>A community may be subdivided for electoral purposes and, if so, each subdivision must elect at least one member.</p> <p>If the community comprises two or more whole wards of the territorial authority, the members may be elected by the electors of each ward.</p>	s19G

	<p>If the community is not subdivided or divided by wards, then the members must be elected by the electors of the community as a whole.</p> <p>If the community is subdivided, members representing a subdivision must be elected by the electors of that subdivision.</p> <p>If the community is divided by wards, members representing each ward must be elected by the electors of that ward.</p>	
Representation	<p>Arrangements must:</p> <ul style="list-style-type: none"> • provide effective representation of communities of interest within the community and fair representation of electors • have regard to such of the criteria as apply to local government reorganisation under the Local Government Act 2002 as are considered appropriate in the circumstances • with respect to any subdivision, ensure the electors of the subdivision receive fair representation having regard to the +/-10% population rule provided in section 19V(2) • ensure the boundaries of every community and of every subdivision of a community coincide with the boundaries of current statistical mesh block areas <p><i>Section 19V(3)(a)</i> provides grounds for not complying with the +/-10% rule as set out in <i>section 19V(2)</i>.</p> <p>For territorial authorities and communities, these relate to:</p> <ul style="list-style-type: none"> • effective representation for island or isolated communities; • where non-compliance would limit effective representation of communities of interest by dividing a community of interest between wards or subdivisions; • where non-compliance would limit effective representation of communities of interest by uniting within a ward or subdivision two or more communities of interest with few commonalities of interest. 	s19V, s19W, s19X

	<p>All exceptions to the +/-10% rule must be approved by the Local Government Commission. The approval of the Commission is required whether or not appeals or objections are lodged against a territorial authority's decision.</p>	
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Further Legislative Requirements:

Date by	Action	Commentary	Statutory ref
<p>2017 to early 2018</p> <p>Between 1 March 2018 and 25 August 2018 (for full 14 day period prior to public notice)</p>	<p>Obtain the most up-to-date population estimates. Identify a range of possible representation models. Undertake preliminary consultation with the public on options.</p> <p>Territorial authority must determine by resolution:</p> <ul style="list-style-type: none"> • whether councillors are to be elected by the electors of the district as a whole, the electors of two or more wards, or a mixture of both options • if councillors are to be elected by the district as a whole, the proposed number of councillors to be elected • if councillors are to be elected by a mix of wards/at large, the proposed number to be elected by the district as a whole and the proposed number to be elected by two or more wards • if councillors are to be elected by wards, the proposed name and boundaries of each ward, and the number of councillors proposed to be elected by the electors of each ward <p>In making this resolution, territorial authorities must comply with requirements for effective representation of communities of interest and fair representation for electors.</p>	<p>Not legal requirements but recommended as good practice.</p> <p><i>Section 19H</i> is to be read in conjunction with <i>section 19ZH</i> and <i>Schedule 1A</i> in relation to the establishment of Māori wards.</p> <p>Resolutions cannot be passed any earlier than 1 March 2018 (a new legislative requirement) to ensure the use of most up-to-date population estimates and for receipt of poll demands on the electoral system or Māori wards. If a valid poll demand is received, the resolution will have to follow the holding of the poll i.e. after 21 May 2018.</p> <p>Refer to <i>sections 19T, 19V, 19W</i> and the Local Government Commission's guidelines concerning communities of interest and fair and effective representation.</p>	<p><i>s19H,</i> <i>s19J,</i> <i>s19K,</i> <i>s19T,</i> <i>s19V,</i> <i>s19W s19ZH</i> <i>Schedule 1A: cls 1, 2, 5, 6, 7</i></p>

	<p>Territorial authority must also determine by resolution:</p> <ul style="list-style-type: none"> • whether there should be communities and community boards and, if so, the nature of those communities and the structure of community boards including: • how many communities should be constituted • details of any existing communities that should be abolished or united with others • any boundary alterations that may be necessary • whether any communities should be subdivided for electoral purposes or continue to be subdivided • any alterations to existing subdivisions • the number of members of the boards, including those elected and those appointed • whether the members who are to be elected will be elected by: <ul style="list-style-type: none"> - the community as a whole - subdivisions - wards • where there are subdivisions: <ul style="list-style-type: none"> - the names and boundaries of those subdivisions - the number of members for each subdivision. <p>In making this resolution, territorial authorities must comply with requirements for</p>	<p>Refer to <i>section 19J(1)</i>.</p> <p>The community board review process applies to all territorial authorities carrying out reviews, not just those that have community boards. Each territorial authority must, as a part of its representation review, consider whether community boards are necessary to provide fair and effective representation for individuals and communities in its district.</p>	
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	<p>effective representation of communities of interest and fair representation for electors.</p> <p>If local boards have been established for the territorial authority district, the territorial authority must determine by resolution:</p> <ul style="list-style-type: none"> • the proposed number of elected members • if provided for by an Order in Council under s 25 of the <i>Local Government Act 2002</i>, the proposed number of appointed members • whether the elected members will be elected by: <ul style="list-style-type: none"> - the electors of the local board area as a whole - subdivisions of the local board area - wards • where there are subdivisions; <ul style="list-style-type: none"> - the names and boundaries of those subdivisions <p>The number of members for each subdivision</p> <ul style="list-style-type: none"> • where there are wards, the number of members for each ward • the proposed name of any local board <p>Refer to <i>section 19ZH and Schedule 1A</i> with respect to Māori wards.</p> <p>As soon as practicable after passing the resolution, the territorial authority must send a</p>	<p>Refer to <i>section 19H</i></p> <p>The following matters can only be dealt with through the reorganisation process under <i>Schedule 3</i> of the <i>Local Government Act 2002</i>:</p> <ul style="list-style-type: none"> • the establishment, union or abolition of local boards • alteration of the external boundaries of the local board area • whether or not a local board has a chairperson elected by the electors of local board area • whether or not the local board has appointed members. 	<p>s19L</p>
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	<p>copy to:</p> <ul style="list-style-type: none">• Local Government Commission• Surveyor-General• Government Statistician• Remuneration Authority• Regional council.		
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Geraldine Community Board
for the Meeting of 30 May 2018

Report for Agenda Item No 9

Prepared by Andrew Dixon
Land Transport Manager

State Highway 79 Geraldine Potential Relocation

Purpose of Report

1. The purpose of this report is to revisit the proposal to change the route of State Highway 79 (SH79) through the Geraldine urban area, replacing Cox Street with Kennedy and Talbot Streets.

Background

2. The option of relocating SH79 through Geraldine has been considered a number of times in the past.
3. In 2004 a feasibility study report was prepared by Consultants MWH New Zealand Limited. This report outlined the issues, advantages/disadvantages and costs of the potential relocation of SH79 using Kennedy Street and Talbot Street, and returning Cox Street to a local road. This report is still relevant today with the exception of costs that need to be updated to reflect the current market prices. The report is attached for information.
4. This report was considered by the Geraldine Community Board at its meeting on 1 June 2004 and again on 7 September 2004 following input from the Geraldine Advisory Group. The Board supported the SH79 relocation and recommended to Council for funding to meet the required road upgrading to enable the changeover of the state highway.
5. The District Services Committee (now Infrastructure Committee) did not support the funding request for the road upgrades on the basis that it would be funded by the entire district ratepayers, but did approve funding for further consultation with the Geraldine community on the possible SH79 relocation.
6. Further consultation with the Geraldine community on the proposed re-routing of SH79 through Geraldine was held in October 2005. This involved a public meeting

and an open day inviting people to comment on the proposal. The consultation focussed on the following questions:

- Is change to the route needed and why?
 - How are you affected by the current route?
 - What issues must any route recognise or overcome?
 - If an altered route is desirable what route ideas do you have?
7. The outcome of the consultation highlighted that there was substantial satisfaction with the current SH79 route and little support for change. There were some issues with the existing route noted, being the use by heavy vehicles, the Cox/Talbot Streets intersection congestion and safety. Solutions suggested involved a more modest change rather than a significant alteration of the highway route.
8. Following consideration of the community consultation, the Geraldine Community Board at the meeting on 16 November 2005 resolved:

“That it be recommended to the District Services Committee that the Kennedy Street State Highway 79 Potential Relocation Project not proceed ie status quo remain.”

This was endorsed by the District Services Committee at its meeting on 29 November 2005.

Options

9. The Geraldine Community Board has suggested that the potential relocation of SH79 through Geraldine urban area should be revisited again. It has been over 12 years since the proposal was last considered and noted that changes to property ownership, property use, traffic volumes and mix have occurred during this time. In addition with increased traffic, concerns have been raised regarding the traffic safety around the primary school on Cox Street.
10. There are limited practical options for potential relocation of SH79 through Geraldine. The use of Kennedy Street and Talbot Street as previously proposed, remains the desired alternative route. This route is slightly longer in distance being an additional 210 metres.
11. Three options have been identified:
- a. State Highway 79 through Geraldine remains on the present route and therefore no further action is required.
 - b. Engage with the Geraldine community to revisit a potential SH79 alternative route and determine community views and support for the proposal.
 - c. Recommend to Council that SH79 route through Geraldine is changed to Kennedy and Talbot Streets and that funding be allocated for road upgrading and discussions with NZTA be undertaken. The final change of

road designation will require the Special Consultative Procedure process to be used where public submissions are invited. This could be done in conjunction with the next annual plan or Long Term Plan.

12. Cost remains the biggest hurdle for the change in the SH79 route. It is expected that the following upgrade projects would be required:

- i. Kennedy Street will need widening/strengthening and require new kerb and channel and street lighting. Rough order of cost is \$1,000,000
- ii. Two bridges on Kennedy Street require widening or replacement and strengthening to provide sufficient capacity for full High Productivity Motor Vehicles (HPMV) of at least 65 tonnes mass. Rough order of cost \$800,000
- iii. SH79/Kennedy Street intersection realigned to ensure traffic is channelled into Kennedy Street. Rough order of cost \$400,000.

13. In addition Talbot Street would also need to be rehabilitated as the existing road pavement is at the end of its design life. This is planned and included in the draft Long Term Plan.

14. The positive aspects of the potential re-routing of SH79 are improvements in safety with reduced traffic passing the Geraldine Primary School and at the Cox Street/Talbot Street intersection that has both safety and congestion issues.

Identification of Relevant Legislation, Council Policy and Plans

15. Applicable legislation is:

- Local Government Act 1974
- Government Rounding Powers Act 1989
- Land Transport Management Act 2003

16. Relevant Plans and strategies are:

- Timaru District Draft Long Term Plan 2018-28
- Canterbury Regional Transport Plan

Assessment of Significance

17. This matter is not deemed significant under the Council's Significance and Engagement Policy.

Consultation

18. Consultation will be required with the Geraldine community, other stakeholders such as the Road Transport Association, the AA and NZ Transport Agency.

19. Previous community consultation has included public meetings, workshops and "drop in" sessions to encourage views to be presented.

Other Considerations

20. If supported by Council the change in road designation from local road to State Highway may require Council to use the Special Consultative procedure as outlined in the Local Government Act 2002.
21. Any change in the SH79 route would require NZTA support and approval.
22. Some vehicles may continue to use Cox Street even if the State Highway is re-routed. Cox Street will remain the shortest route when travelling through Geraldine and heavy vehicles that pay road user charges based on mileage may choose to continue to use this road. Similarly tourists using GPS systems will be directed down Cox Street if the “shortest route” option is selected.

Funding Implications

23. There is no funding allocation in the draft Long Term Plan for either the investigation/consultation of the potential change in the SH79 route through Geraldine or the upgrades of the roads, intersections and bridges that would be required.
24. The cost of associated capital upgrade projects would be significant. These would require further scoping and estimates prepared and require input from the NZ Transport Agency (NZTA) on expected road, bridge and intersection upgrade requirements. NZTA has been asked to specify these requirements.
25. The upgrading of Kennedy Street and associated bridges and intersections may be eligible for NZTA financial assistance. However this has not been included in the 2018-21 funding allocation programme. The project is also not included in the Canterbury Regional Transport Plan which is a requirement for any NZTA financial assistance. This plan is reviewed again in 2021 and the Kennedy Street upgrade project could be included then.

Conclusion

26. The Geraldine Community Board has requested the reconsideration of the potential re-routing of State Highway 79 through Geraldine urban area. This was previously considered in 2005 and was not supported at that time.
27. Since this time, land use, land ownerships and traffic volumes have changed. In addition, there are some new road safety concerns past the Geraldine Primary School on Cox Street and at the Cox/Talbot Street intersection that may be mitigated if the State Highway is re-routed.
28. There are few options for the re-routing of State Highway 79 through Geraldine and the most feasible option remains the one identified in 2004 being Kennedy and Talbot Streets.
29. Kennedy Street is not at a State Highway standard and would need upgrading. The rough order of cost is \$2.2 million and it is recommended that this be further

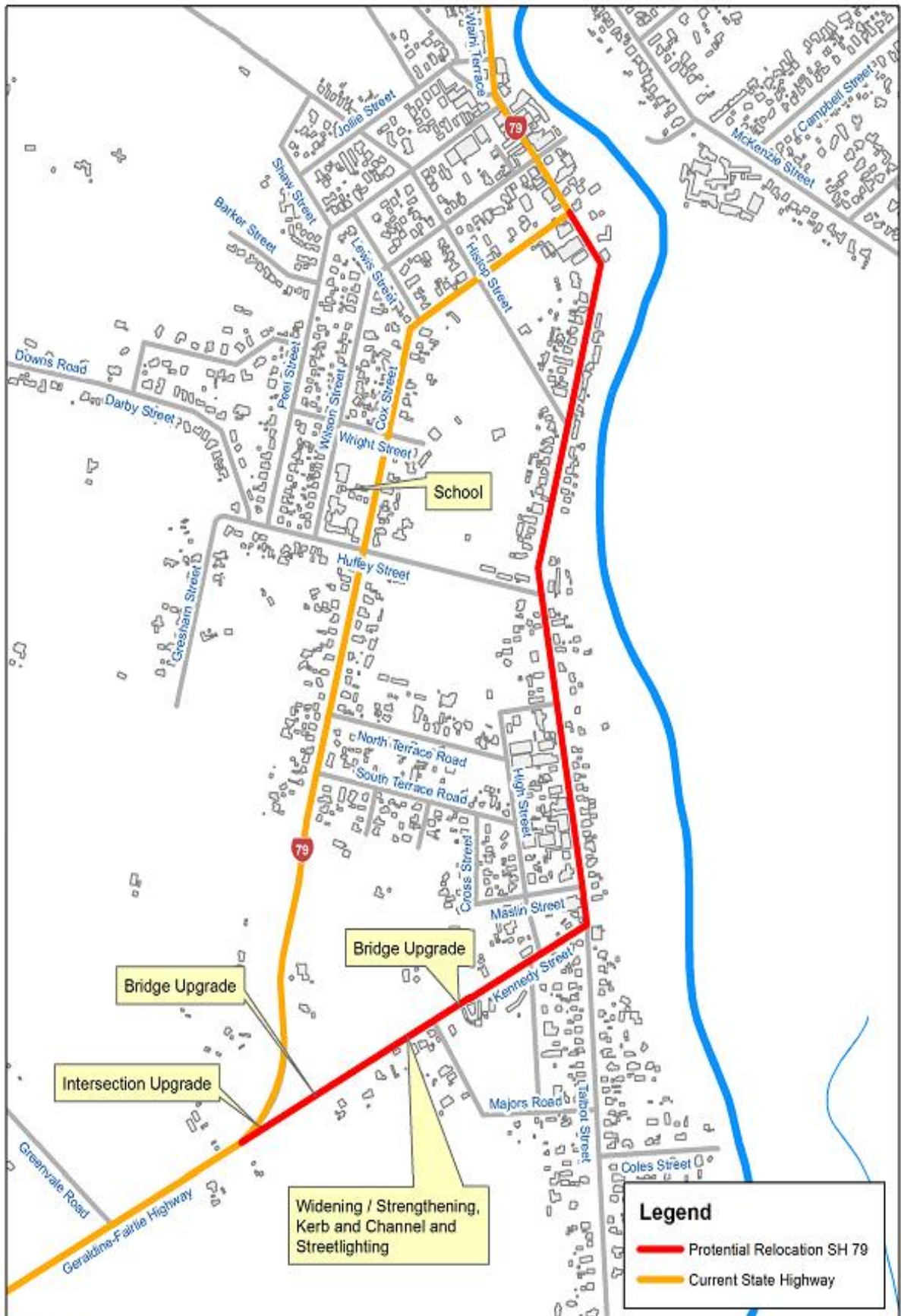
scoped and cost estimates refined, should consultation with the Geraldine Community proceed.

30. NZTA has been informed of the potential re-routing proposal and will be replying indicating support and requirements should re-routing be considered acceptable.

31. It is recommended that further consultation with both the community and stakeholders be undertaken before a final decision is made.

Recommendation

That the Geraldine Community Board confirms its position on whether to proceed with the proposal to investigate the possible re-routing of State Highway 79 through the Geraldine southern urban area.



State Highway 79 Geraldine Potential Relocation

Date: 18/05/2018

Meters

0 100 200 400



Timaru District Council

**SH79 Geraldine Route Option
Feasibility Study Report**

April 2004

This report has been prepared solely for the benefit of Timaru District Council. No liability is accepted by this company or any employee or sub-consultant of this company with respect to its use by any other person.

This disclaimer shall apply notwithstanding that the report may be made available to other persons for an application for permission or approval or to fulfil a legal requirement.

Quality Assurance Statement	
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SH79 Geraldine Route Option Feasibility Study Report	Reviewed by: Andrew Macbeth
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Timaru District Council

SH79 Geraldine Route Option Feasibility Study Report

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- Appendix A:** Site Location Plan
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Executive Summary

Introduction

This study has been prepared as a preliminary investigation for relocating part of SH79 to a new route within Geraldine. This follows the outputs of a consultation process undertaken by Timaru District Council with the local community to develop a strategy for the business and tourist development of Geraldine. The relocation would transfer SH79 from its current Cox Street route to the Talbot/Kennedy Street route.

There are issues with the current SH79 route through Geraldine. They include the potential conflict caused at the Cox/Talbot Street junction with a busy town centre operation and significant turning movement on a state highway, the geometry of the link between SH79 and Kennedy Street, and SH79 passing Geraldine Primary School and a recreational area.

Investigation

The body of this report discusses engineering, operational, and community issues relating to the relocation of SH79. Engineering discussion considers road and junction improvements, bridge upgrades, and utility services. Operational investigation covers crash analysis, traffic volumes, travel time, vehicle operating costs, and non-motorised users. A preliminary economic analysis has been undertaken. Community issues discussed land use and zoning, town centre enhancement and tourism development.

Summary of Findings

Engineering Issues:- Preliminary investigations indicate that two of the three junctions (Cox/Kennedy St. and Cox/Talbot St.) to be altered would be improved in their functionality and safety, and the 3rd junction (Talbot/Kennedy St.) could be altered with minimal adverse effect on its performance. These alterations would remove the conflict of a busy town centre operation and a significant turning movement on a state highway. They would also improve directional clarity for through traffic, especially tourist traffic that is reliant on clear route definition and directional signing.

The majority of the Talbot Street / Kennedy Street route appears to have suitable geometry and alignment to be used as SH79 without requiring significant alterations. The western end of Kennedy Street would need widening and pavement improvements, and the two bridge structures in this length would need to be modified or reconstructed.

Operational Issues: Preliminary investigations show no significant accident problem on the existing route, although the Cox/Talbot Street junction did show a slightly higher accident concentration than the rest of the route, and there visually appears to be a possible conflict at this location. The Talbot Street/Kennedy Street route is marginally longer than the existing Cox Street route and this would expect to reflect a slight dis-benefit for preliminary travel time and VOC calculations.

A number of intangible safety benefits have been identified. These include minimising the SH79 traffic/pedestrian conflict at Cox/Talbot Street junction, removing state highway traffic from the primary school area and from the sharp bend on Cox Street, reducing sign clutter, and improving the Cox/Kennedy Street junction.

Community Issues: The relocation of SH79 will affect a similar number of residential properties beneficially, as it will adversely. However, a number of other community benefits appear to be achievable. These include improvement of the environment of Cox Street, especially around the recreational area at the northern end, and the removal of state highway traffic from passing Geraldine Primary School (providing both safety and community benefits) and recreation areas. Also the improved access for fire and ambulance services, and the opportunity for areas such as the vintage museum and industrial zoned properties on Kennedy Street to benefit from increased passing traffic.

Transit have indicated that they would be likely to contribute toward the cost of the SH79 relocation, providing they have agreement on upgrade standards and intersection layouts.

Table A summarises the likely advantages and disadvantages that may result from the relocation of SH79 to Talbot / Kennedy Street.

Table A: Likely Advantages and Disadvantages of SH79 Relocation

Advantages	Disadvantages
<ul style="list-style-type: none"> • Improved directional clarity for state highway traffic • Removal of town centre operation and SH turning conflict • Improved road environment at primary school • Improved road environment at Cox Street recreational area • Improved access for emergency services • Opportunity to enhance and improve environment at northern end of Cox Street • Improved geometric layout at Cox / Kennedy Street • Improved and safer layout at Cox / Talbot Street 	<ul style="list-style-type: none"> • Economic Analysis (slight dis-benefit) • More traffic on Kennedy Street (may also provide advantages through development opportunities)

Recommendations

This initial investigation into the relocation of SH79 within Geraldine has identified a number of issues that suggest although there might be a slight economic dis-benefit, there appears to be an overall benefit when community and other intangible benefits are considered. This benefit appears sufficient for the project to progress to a more detailed study.

It is recommended that further investigation be undertaken fully exploring and addressing engineering, operational, economic and community issues. This would include a concept design, full economic analysis, and a more detailed understanding of the community issues.

1. Introduction

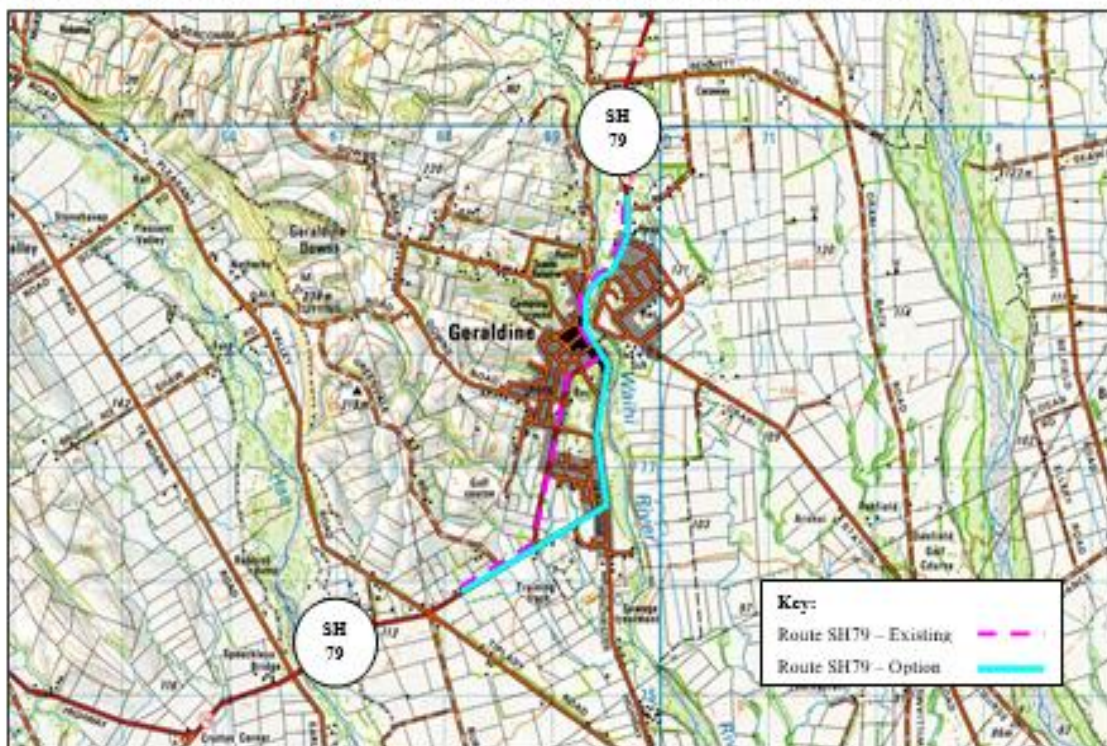
This study has been prepared in response to a request by Timaru District Council to undertake a preliminary investigation into the possibility of relocating part of SH79 to a new route within Geraldine. This follows the outputs of a consultation process undertaken by Timaru District Council with the local community to develop a strategy for the business and tourist development of Geraldine.

Section 4 of the SH79 Rangitata to Fairlie Strategy Study, April 2001¹ identifies the relocation of SH79 in Geraldine as potentially providing benefits to the state highway and to the community.

Refer to Appendix 1 for drawing 002325-24 C01 showing location references and junction concept designs.

1.1 The Site

SH 79 links SH1 at Rangitata to SH8 at Fairlie, passing through Geraldine. Its strategic importance links Christchurch with the central South Island. It is a scenic route and Geraldine is a convenient and popular rest stop by tour coaches and independent travelers heading for Queenstown and other tourist destinations. SH79 also provides the main link for the rural community in this area.



SH79 Route Option Location Plan

¹ Report by Beca Carter

1.2 Summary of Issues

The consultation with the Geraldine community highlighted possible safety and operational benefits, along with town centre development opportunities that could result from the relocation of SH79 from Cox Street to Talbot/Kennedy Street. Obvious problems include:

- the potential conflict caused at the Talbot/Cox Street intersection (Junction 3) with a busy town centre operation and significant turning movement on a state highway road,
- the geometry of the Cox/Kennedy Street intersection (Junction 1) which has a poor link between SH79 and Kennedy Street, and
- the presence of a state highway passing a primary school and a recreational area.



Vehicle confusion at junction

The relocation of SH79 may provide the opportunity to improve pedestrian facilities and parking on Cox Street, and develop a more localised and safer environment.

2. Engineering Issues

2.1 Junction Improvements

Junction 1

This is the junction of Cox Street and Kennedy Street and is located at the southern end of Geraldine. It is characterised by a sweeping left hand curve on the northbound approach to Geraldine. The speed restriction is 100km/h. Kennedy Street follows the natural straight line of SH79, although the exit to Kennedy Street is located further around, although still on the curve, and a dedicated turning lane is provided. Entry onto SH79 is split with northbound traffic entering at the junction on the sweeping curve, and southbound traffic joining on the natural straight line.



Junction 1

Relocation of SH79 onto Kennedy Street would allow the natural straight line of SH79/Kennedy Street to be utilised. This would alter existing turning movements on a high speed bend with restricted visibility. With appropriate signing and carriageway alterations, this new junction layout would most likely be both safer and more functional. The existing SH79 (Cox Street) would intersect with the new SH79 (Kennedy Street) as a standard T-intersection. Consideration may also be given to extending the 70km/h speed restriction further south-west past the Cox Street intersection.

Junction 2

This is the junction of Talbot Street and Kennedy Street and is located on the south eastern side of Geraldine. The current arrangement has Kennedy Street joining Talbot Street at a T-intersection. The junction is not part of the state highways network, although Talbot Street was formerly SH72. The road geometry and condition appears to still be of a high standard. The current speed restriction is 50kph on both roads.

The relocation of SH79 would make this a significant junction, requiring the state highway and significant traffic flow to make a sharp turn at the T-intersection. Possible options for a new junction layout include changing the priority at the junction in favour of the new SH79 flow, or introducing a roundabout at the junction. It is likely that either of these options would require kerb realignments and minor pavement adjustments.



Junction 2 showing 192 Talbot St.

More detailed design would be required to determine whether a new junction layout could be accommodated within the existing road reserve, or whether land acquisition would be required. The District Plan indicates that the property on the corner (at 192 Talbot Street, Lot 4 DP33 – see photo) has a Heritage Order. Further investigation would be needed to understand any implications of this.

Junction 3

This is the junction of Talbot Street and Cox Street and is where SH79 makes a significant turn off the natural straight road at a T-intersection. This junction is located in the centre of Geraldine's CBD, and adjacent to various tourist facilities including shops and public toilets. The speed restriction is 50kph on both roads.

Relocation of SH79 would allow the natural straight line of Talbot Street to be utilised. The turning movements currently undertaken by the majority of vehicles (including tourist coaches and campervans) would be drastically reduced, removing the conflict of a busy town centre operation and a significant turning movement on a state highway. This would help to reduce turning vehicle and pedestrian conflicts, reduce sign clutter and improve directional clarity for through traffic.



Junction 3 showing sign clutter

2.2 Road Improvements

2.2.1 Kennedy Street

Kennedy Street is a minor road and would need various improvement measures, at least over part of its length before it could be declared a state highway. The vertical alignment undulates significantly at the SH79 end, the carriageway is only 6m wide in places, and it is possible that the pavement construction would need to be upgraded to accept the increased traffic volumes and loadings. This would suggest a possible need to effectively construct a new section of road for part of Kennedy Street. This would provide an opportunity to improve other facilities such as footpaths and drainage.



Kennedy Street

It would be prudent to consider extending the 50kph speed restriction further south-west to a point past the intersection with Cox Street, with a transitional 70kph speed restriction in advance of this. This would bring the Cox Street / Kennedy Street within the restricted zone, and would assist safer access to the numerous properties on Kennedy Street.

Bridge Upgrades

Two bridge structures are present on Kennedy Street.

Structure Number 126 is a concrete portal slab in good condition (last inspection 11/03, rating 8). Clear carriageway width on the structure is 6.6m.

Structure Number 127 is a concrete arch slab with numerous cracks but appears sound. (last inspection 11/03, rating 7). Clear carriageway width on the structure is 7.4m.

Whilst both these structures are satisfactory to service the road in its present status, significant works would be required to bring the bridges up to state highway standard. This would include a minimum of widening and parapet reconstruction, and possible total reconstruction. It is assumed that the bridges both comply with necessary loading limits, and only require widening works. A full structural assessment would be required to confirm this is correct.



Structure 126

Utility Services

The seal width on Kennedy Street varies, but is generally 10m from the Talbot Street junction to approximately half way to the Cox Street junction. The seal on the remainder of Kennedy Street reduces to approximately 7.5m. Seal widening of this section to 10m would require an approximate extension of 1.5m on each side. The existing power poles are located more than 1.5m back from the existing seal. It is therefore assumed the new road can be constructed with the power poles located on the south side of Kennedy Street poles retained in their current location. The resulting arrangement would be similar to the eastern end of Kennedy Street with the poles located immediately behind the kerb line. Further investigation and preliminary design would provide more guidance. Likewise, further investigation would determine the presence of other services and any accommodating works required for them.

2.2.2 Talbot Street

Talbot Street previously formed part of SH72, and appears to have suitable geometry and alignment to accommodate the additional traffic as SH79 without significant alterations or improvements being required.

It would appear appropriate to retain the current 50kph speed restriction over the relocation length.



Talbot Street

2.2.3 Cox Street

Cox Street is currently part of SH79, and it would appear to only need minor works to be suitable for use as a local road. Relocation of SH79 would reduce the pressure on the sharp bend near Lewis Street, and would provide the opportunity for this hazard to be managed with traffic calming measures.

As part of the relocation, the installation of traffic calming measures on Cox Street would help to make 'rat running' on this route less attractive. It would also be prudent to consider extending the 50kph speed restriction further south to the intersection with Kennedy Street. This section of the network is a popular walking route and improved pedestrian access along Cox Street to link with the existing footpath on Kennedy Street could be considered as another safety benefit.

3. Operational Issues

3.1 Crash Analysis

A preliminary check of crash statistics over the previous 5 year period (1998-2002) indicate a number of minor crashes occurring at various junctions along the route. Refer to Table 3.1.1 for breakdown. No obvious trend or black spot was apparent, other than a slight concentration of crashes at Junction 3. Further analysis may bring out any trend or common cause. An initial crash plot plan is included in this Section.



Junction 3 pedestrian vehicle conflict

Table 3.1.1 Summary of Crash Statistics

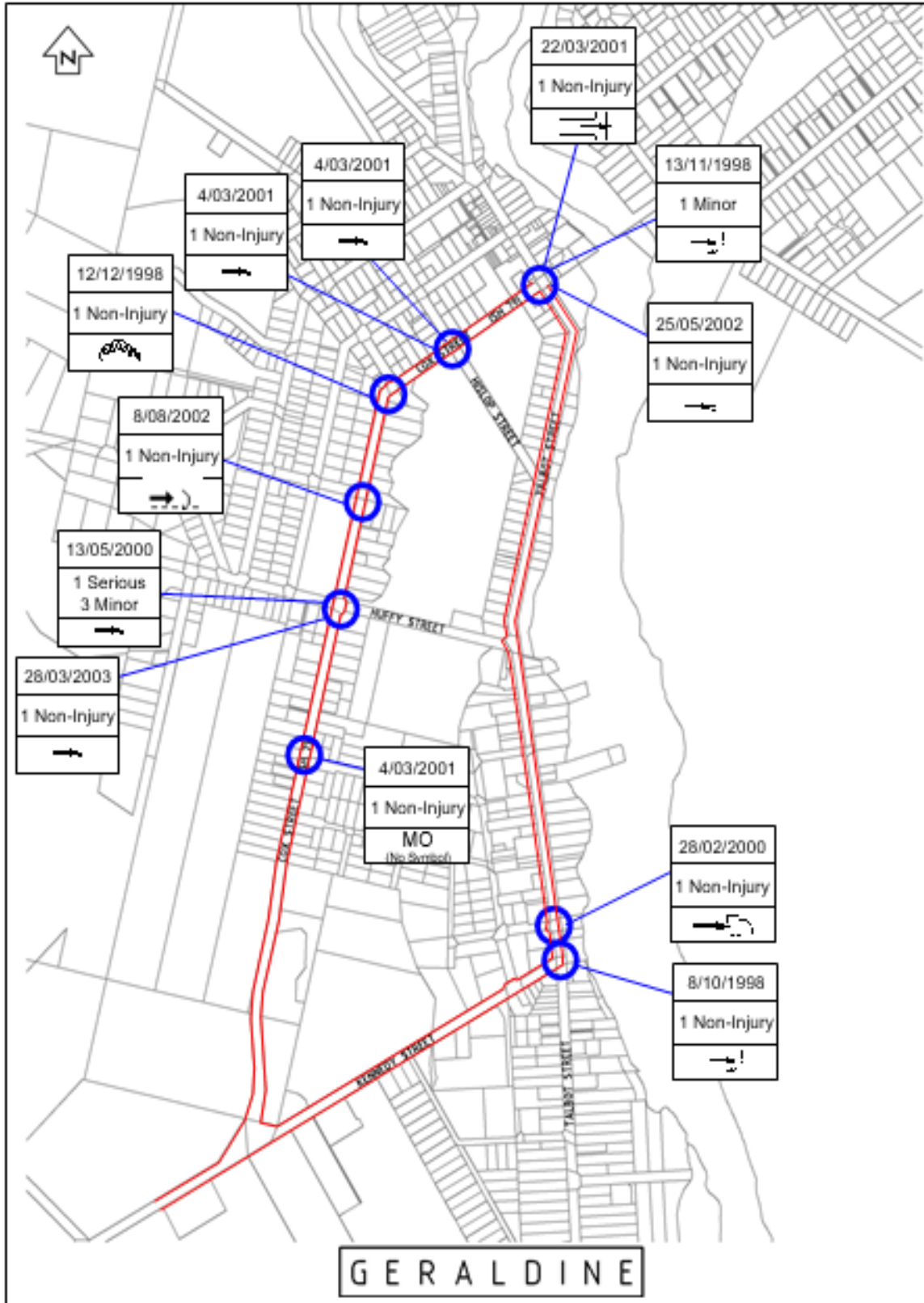
Road	Fatal	Serious	Minor	Non-Injury
Cox Street	0	1	0	7
Talbot Street	0	0	1	3
Kennedy Street	0	0	0	0

3.2 Traffic Volumes

Following a check of traffic volumes both in and around Geraldine, it has been assumed that the rerouting of SH79 would divert approximately 1000 vehicles per day from the existing Cox St. route to the Talbot/Kennedy St route. Table 3.2 indicates the predicted changes in traffic volumes over the route length.

Table 3.2 Traffic Volumes

Road	Existing AADT	Predicted AADT	Percentage Change
Cox Street	2720	1720	- 37%
Talbot Street	2600	3600	+38%
Kennedy Street	320	1320	+313%



Crash Diagram 1998-2002

3.3 Travel Time

The Cox Street route is 2.0km in length, while Talbot and Kennedy Streets are 1.4km and 0.7km respectively, giving a total length of 2.1km. The relocated route would therefore be approximately 100m longer than the existing route.

A series of informal drive throughs indicated a minimal difference in journey time (approx. 15 seconds over 2.5 minute total time) between the 2 routes with the proposed route generally taking longer. More variation was provided through varying traffic conditions and congestion, and this did not favour one route over the other. Should the new junction layouts be installed, this would further improve the journey time of the new route (currently longer JT's) such that the difference would be negligible.

Further study would be required for a full analysis of the effects of journey times.

3.4 Non-motorised Users

No footpaths exist on Kennedy Street. There are currently footpaths on both sides of Talbot Street for the full length. Cox Street has footpaths on both sides from Talbot Street intersection until approximately 500m north of the Kennedy Street intersection. A significant number of pedestrian movements were observed across Cox Street at Junction 3. Cox Street dissects the busy shopping centre and is a popular drop off point for tourist coaches and vans. There is no pedestrian crossing facility to cross Cox Street at this location.



Junction 3 no pedestrian crossing facilities

There are no cyclist facilities on Cox, Talbot or Kennedy Street. Cyclists were observed to be both local traffic and cycle tourists on SH79. It maybe appropriate to retain Cox Street as the preferred route for cyclists. It is slightly shorter, and would separate cyclists from state highway traffic for a short period.

3.5 Vehicle Operating Costs

It would be expected that the slightly longer route length of the relocated SH79 noted in Section 3.2 above would lead to additional VOC, although further calculations would need to be undertaken to substantiate this. Refer to Appendix 2 for Economic Analysis Worksheets.

4. Summary of Community Issues

4.1 Land Use and Zonings

Kennedy Street

Kennedy Street comprises various zonings including rural R1 at the western end, light industrial IND L mid way on both sides, and small pockets of residential RES 1 generally at the eastern end.

The relocation of SH79 would significantly change the character of Kennedy Street from local road to part of a state highway route. The rural zoned properties would be in keeping with the rural properties outside of Geraldine on SH79. The light industrial zoned properties would have the opportunity to be developed and benefit from the increase in passing traffic generated by the state highway relocation.



Kennedy Street

Talbot Street

Talbot Street comprises various zonings including commercial (COM 1) at the northern end, light industrial (IND L) at the southern end on the west side, a small pocket of recreational (REC 1) mid way on the east side, and residential (RES 1) generally on the majority of the route.

This section of Talbot Street was formerly part of SH72, and as such has the capacity and character of a state highway road. The perceived impact of relocating SH79 to this route may therefore not be as significant as on a more minor road such as Kennedy Street.

The residential properties would notice an increase in the level of traffic from existing and this would appear to be a **disbenefit**.

The light industrial zoned properties would have the opportunity to be developed and benefit from the increase in passing traffic generated by the state highway relocation. This includes the Vintage Museum and various motel operations. The Fire Station and Ambulance Service is located on Talbot Street, and the relocation of SH79 would improve emergency access to the SH79 heading south-west of Geraldine.



Fire and Ambulance Service on Talbot Street

Cox Street

Existing land use along the SH79 route of Cox Street is predominantly zoned residential (RES 1), the exceptions being a primary school located mid way along on the west side of Cox Street, a

recreational area towards the northern end on the east side, and commercial (COM 1) zoning at the north end of Cox Street on both sides.

The relocation of SH79 would remove the state highway traffic, including tourist coaches and campervans from the primary school thereby reducing a possible safety related conflict.

A similar benefit could also be obtained at the recreation area, which comprises gardens, playground, baths and a sports oval.

A motor camp is also located here, and the relocation of SH79 may be a slight ~~disbenefit~~ although access could still be provided with little inconvenience either from Cox Street or from ~~Hislop Street~~.



Primary School on Cox Street



Service Centre on Talbot Street

The commercial zoning would be little affected by the relocation other than the possible opportunity to provide pedestrian facilities at Junction 3, thereby better linking the new district council services centre, library and numerous shops to the main shopping area of Talbot Street. Opportunity may also be provided to improve the parking facilities on Cox Street.

4.2 Other Issues

The relocation of SH79 would affect a number of other issues.

Town Centre Enhancement

The northern end of Cox Street can become congested with state highway traffic passing through, tourist vehicles and coaches stopping once they have turned into Cox Street and unloading their passengers, and local pedestrians and tourists crossing Cox Street. This provides a conflict situation with a busy town centre operation and a significant turning movement. This is a main tourist route between Christchurch and the central and southern regions of the South Island, and with tourist numbers expected to increase, the issues and conflicts at this location can be expected to increase as well.



Coach stop on Cox Street

The SH79 relocation would have a significant impact at this location. In addition to the benefits of helping to reduce turning vehicle and pedestrian conflicts, reducing sign clutter and improving directional clarity for through traffic as noted in Section 2.1, the opportunity is provided to improve pedestrian facilities and parking on Cox Street, and develop a more localised and safer environment.

Tourism Development

The relocation of SH79 would provide an opportunity to assist the development of tourism in this area of Geraldine. This may include facilities areas such as the vintage museum on Talbot Street, and industrial zoned properties on Kennedy Street, which would to benefit from increased passing traffic.

The benefits noted within Town Centre Enhancement above regarding the Talbot / Cox Street junction may also provide an opportunity for tourism development in the general area.

5. Economic Evaluation

5.1 Rough Order Cost Estimate

The following rough order cost estimate is based on the information identified to date, and further investigation would enable refinement of this estimate.

Table 5.1 Rough Order Estimate

	Item	Comment	Estimate
1	Modify Junction 1	Realign to T-Intersection	100 000
2	Modify Junction 2	Priority and minor alignment changes	25 000
3	Modify Junction 3	Minor changes	5 000
4	Reconstruct Kennedy St.	250m x 8.5m at west end	70 000
5	Upgrade Bridge Structures	2 bridges on Kennedy St.	120 000
6	Relocate Power Poles	Assume not required	N/A
7	Upgrade Talbot St.	No work required	N/A
8	Traffic Calming to Cox St.	To deter rat running	20 000
9	Signing		10 000
10	Utility Diversions	Assume	50 000
		Total	\$400 000

5.2 Preliminary Benefit Cost Analysis

With limited investigation into actual crashes data we used the typical mid-block prediction model '6.5.4 Urban Mid-Block and Motorway' of the Transfund Project Evaluation Manual (PEM) to make a rough order comparison between the existing route and the proposed route.

It was assumed that the route change would divert 1000 vehicles per day (vpd) from Cox St to the alternative route along Kennedy and Talbot Street. The predicted Crash Rates results are shown in Tables 5.2.1 and 5.2.2 below.

Table 5.2.1 Modelled crash rate of existing route.

Model of existing route								
			Commerolal		Other		Commerolal	Other
	AADT	Length (km)	b ₀	b ₁	b ₀	b ₁	AT	AT
SH 79	2720	1.97	8.71E-06	1.2	1.52E-04	0.88	0.2270	0.3153
Kennedy St	320	0.80	8.71E-06	1.2	1.52E-04	0.88	0.0071	0.0195
Talbot St	2600	1.37	8.71E-06	1.2	1.52E-04	0.88	0.1495	0.2107
							Total	0.3836 0.5455

Table 5.2.2 Modelled crash rate of alternative route.

Model of alternative route								
			Commerolal		Other		Commerolal	Other
	AADT	Length (km)	b ₀	b ₁	b ₀	b ₁	Ar	Ar
SH 79	1720	1.97	8.71E-06	1.2	1.52E-04	0.88	0.1310	0.2107
Kennedy St	1320	0.80	8.71E-06	1.2	1.52E-04	0.88	0.0387	0.0678
Talbot St	3600	1.37	8.71E-06	1.2	1.52E-04	0.88	0.2210	0.2806
Total							0.3906	0.5590

Due to similar traffic volumes and the slightly longer length of the alternative route this analysis shows a small ~~disbenefit~~ by changing to the alternative route. As this is not based on any real data, there are many factors that could substantially influence this result which will need to be investigated further.

This study has made initial calculations into tangible benefits and ~~disbenefits~~. Further study would investigate and quantify intangible benefits, and further explore the community benefits.

Refer to Appendix 2 for Economic Analysis Worksheets.

It maybe possible to implement aspects of the project as separate packages under the Minor Safety Projects category. The upper threshold for this category is \$150 000

6. Conclusions

Engineering Issues

Preliminary investigations indicate that two of the three junctions to be significantly altered would be improved in their functionality and safety, and the 3rd junction (Junction 2) could be altered with minimal adverse effect on its performance. These alterations would remove the conflict of a busy town centre operation and a significant turning movement on a state highway road. They would also improve directional clarity for through traffic, especially tourist traffic that is reliant on clear route definition and directional signing.



Junction 1

The majority of the Talbot Street / Kennedy Street route appears to have suitable geometry and alignment to be used as SH79 without requiring significant alterations. The western end of Kennedy Street to the Cox Street intersection would need widening and pavement improvements, and the 2 bridge structures in this length would need to be modified or reconstructed.

The implications of planning issues need to be fully explored and understood through further study.

Operational Issues

Preliminary investigations show no significant accident problem on the existing route, although Junction 3 did show a slightly higher accident concentration and there appears to be a possible conflict at this location. Site observations did indicate some risk at Junction 3, with substantial and conflicting vehicle and pedestrian movements.

The Talbot Street / Kennedy Street route is marginally longer than the existing Cox Street route and this would be expected to generate a slight dis-benefit for preliminary travel time and VOC calculations.

Community Issues

The relocation of SH79 will affect a similar number of residential properties beneficially, as it will adversely. However, a number of other community benefits appear to be achievable. These include improvement of the environment at the northern end of Cox Street, and the removal of state highway traffic from the primary school and recreation areas. Also the improved access for fire and ambulance services, and the opportunity for areas such as the vintage museum and industrial zoned properties on Kennedy Street to benefit from increased passing traffic.



Vintage Museum on Talbot Street

Table 6.1 summarises the likely advantages and disadvantages that may result from the relocation of SH79 to Talbot / Kennedy Street.

Table 6.1 Likely Advantages and Disadvantages of SH79 Relocation

Advantages	Disadvantages
<ul style="list-style-type: none"> • Improved directional clarity for state highway traffic • Removal of town centre operation and SH turning conflict • Improved road environment at primary school • Improved road environment at Cox Street recreational area • Improved access for emergency services • Opportunity to enhance and improve environment at northern end of Cox Street • Improved geometric layout at Cox / Kennedy Street • Improved and safer layout at Cox / Talbot Street 	<ul style="list-style-type: none"> • Economic Analysis (slight dis-benefit) • More traffic on Kennedy Street (may also provide advantages through development opportunities)

Transit Liaison

Transit have advised that they would be likely to contribute towards the cost of the relocation of this section of SH79, probably by way of providing Minor Safety Works funding towards improvement works at the intersections at either end of the relocation.

This funding would be subject to an understanding of the total project and estimates, and agreement to the upgrading standard for Kennedy Street, the intersections, and any other works involved in the relocation.

In addition, the final decision on contribution (and ultimately, adoption of the new route) would be subject to the approval of the Transit Board.

7. Recommendations

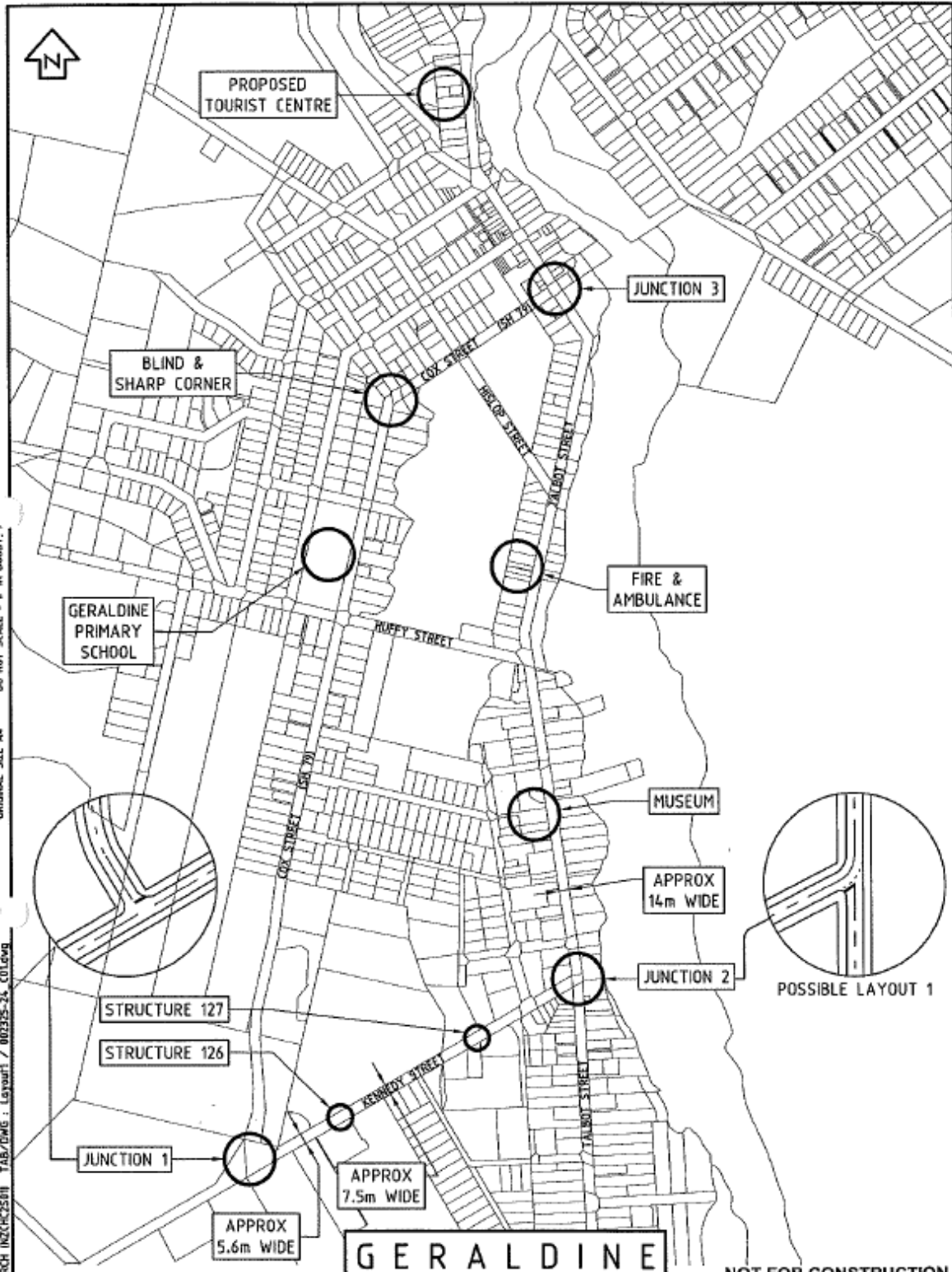
This initial investigation into the relocation of SH79 within Geraldine has identified a number of issues that suggest although there might be a slight economic dis-benefit, there may be a possible overall benefit when community and other intangible benefits are considered. This benefit appears sufficient for the project to progress to a more detailed study.

It is recommended that further investigation be undertaken fully exploring and addressing engineering, operational, economic and community issues. This would include a concept design, full economic analysis, and a more detailed understanding of the community issues.

It is also recommended that Transit be consulted throughout the design phases of this project, and that their agreement be obtained at each stage. Transit have indicated that they would be likely to contribute toward the cost of the SH79 relocation, providing they have agreement on upgrade standards and intersection layouts.




Appendix A:
Site Location Plan



ORIGINAL SIZE A4 DO NOT SCALE - F IN COURT.
 SERVER: CHRISTCHURCH INZCH2501 TAB/DWG: Layout1 / 002325-24_C01.dwg

SCALES: N.T.S		
DESIGNED	INT	DATE
S.HITCHELL		12.03
DRAWN	G. HOMAN	12.03
CHECKED	S.HITCHELL	12.03
APPROVED	S.HITCHELL	12.03


GERALDINE ROUTE OPTION
FEASIBILITY STUDY
 DISTRICT COUNCIL
SITE LAYOUT PLAN

NOT FOR CONSTRUCTION
FOR CONSULTATION
 Date Stamp: 18.12.2003
 Job No: 002325-24 Sheet No: C01 Rev: B


P:\2300\01 002325\24-Geraldine Route Option Feasibility Study\Cad\002325-24_C01.dwg



Appendix B

Economic Analysis Worksheets

**GENERAL ROADING IMPROVEMENT WORKS:
SUMMARY OF ANALYSIS OF CHOSEN OPTION**
WORKSHEET 1

Project Name:	<u>Geraldine Route Study</u>	Base Date:	<u>1 July 2002</u>
Location:	<u>SH79 RP09/5.65 to 15/2.00 and Kennedy/Talbot</u>	Time Zero:	<u>1 July 2003</u>
Date:	<u>5 May 2004</u>	Submitted By:	<u>Andrew McDonald</u>
Office or Organisation:	<u>MWH New Zealand Ltd</u>	Checked By:	<u>Paul Kane</u>

1 Description of the Problem Through traffic interacting with local traffic causing crashes and delays

2 Do Minimum - Description Maintain existing route **Cost \$** \$41,863 **A**

3 Option - Description Reroute SH79 along Kennedy St and Talbot St. Traffic calming to existing SH79/Cox St **Cost \$** \$405,913 **B**

4 Programming Information

Earliest Start Date	<u>1 October 2004</u>	Land Designation Req	<u>Yes/ No</u>
Construction Period-Months	<u>2 Months</u>	EIR Required	<u>Yes/ No</u>
Other Statutory/Regulatory Requiremen	<u>None</u>		

5 Road and Traffic Data

Traffic Vol AADT	<u>1000</u>	Existing Traffic Speed	<u>50.0</u> km/h <small>(<i>surv/est</i>)</small>
Traffic Growth Rate	<u>2.0</u> %	Predicted Traffic Speed	<u>55.0</u> km/h
Existing Roughness Count	<u>70</u> NAASRA		
Predicted Roughness Count	<u>70</u> NAASRA		
Length of Job Before Improvements	<u>1.970</u> km		
Length of Job After Improvements	<u>2.180</u> km		

6 Economic Appraisal Data

Travel Time Cost savings:	\$ <u>-\$14,142</u> C x Update Factor ^{TT}	<u>1.00</u> = \$ <u>-\$14,142</u> W
VOC savings:	\$ <u>-\$119,293</u> D x Update Factor ^{VOC}	<u>1.00</u> = \$ <u>-\$119,293</u> Y
Accident Cost savings:	\$ <u>-\$25,485</u> E x Update Factor ^{AC}	<u>1.00</u> = \$ <u>-\$25,485</u> Z

$$\text{B/C Ratio} = \frac{\text{W} + \text{Y} + \text{Z}}{\text{A} - \text{B}} = \frac{\text{BENEFITS}}{\text{COSTS}} = \frac{-14142 + -119293 + -25485}{405913 - 41863} = \boxed{-0.4}$$

$$\text{FYRR} = \frac{\text{1st Year BENEFITS}}{\text{COSTS}} = \frac{[(-14142 + -119293)/10.07 + -25485/7.07] \times 0.91}{405913 - 41863} = \boxed{-4\%}$$

7 Intangible Factors _____

8 Iwi Effects: does the work impact on Iwi economic or cultural activities? Yes/ No
If yes state how: _____

9 Action Recommended by Analyst: Proceed With Project / Put On Hold / Abandon Project

10 Action Recommended by Controlling Authority: Approved / Modified
Date: _____

**GENERAL ROADING IMPROVEMENT WORKS:
DO MINIMUM****WORKSHEET 3****1 Annual Maintenance Costs**

$$\text{Total} = \underline{\$1,000} \times 9.52 = \underline{\$9,520} \quad (\text{a})$$

2 Periodic Maintenance Costs (including heavy maintenance required prior to reseals)

Periodic Maintenance will be required in the following years:

Year	Type of Maintenance	Amount	SPPWF	PV
2	Reseal	\$25,000	0.8264	\$20,661
12	Reseal	\$25,000	0.3186	\$7,966
20	Reseal	\$25,000	0.1486	\$3,716
Total				\$32,343 (b)

$$(\text{a}) + (\text{b}) = \text{TOTAL A}^* \quad \underline{\$41,863}$$

Total A is the cost of the Do Minimum
Transfer TOTAL A to Position \$ _____ A on Worksheet 1

- * If the do minimum involves capital expenditure then add the PV of this expenditure to (a) + (b) to get the total cost of the do minimum.

Pavement Maintenance Cost Data (indicate whether assessed or actual):

Pavement maintenance costs for the site over last 3 years	Yr 1	
	Yr 2	
	Yr 3	
Pavement maintenance costs for the site this year		
Assessed future pavement maintenance costs		

**GENERAL ROADING IMPROVEMENT WORKS:
COSTS OF THE OPTION**
WORKSHEET 4
1 Costs of the Proposed Option

1.1 Cost of works as per attached estimate sheets
 $\underline{\$400,000} \times 0.91 = \underline{\$364,000}$ (a)

1.2 Estimated PV of maintenance costs in year 1 = $\underline{\$1,000}$ (b)

1.3 Estimated PV of annual maintenance following completion of works
 $\underline{\$1,000} \times 8.57 = \underline{\$8,570}$ (c)

1.4 Estimated PV of periodic maintenance including second coat seal

Year	Type of Maintenance	Amount \$	SPPWF	PV
2	Reseal	\$25,000	0.8264	\$20,661
12	Reseal	\$25,000	0.3186	\$7,966
20	Reseal	\$25,000	0.1486	\$3,716
			Total	\$32,343 (d)

(a) + (b) + (c) + (d) = **TOTAL B** $\underline{\$405,913}$

TOTAL B is the cost of the option
 Transfer TOTAL B to Position \$ _____ B on Worksheet 1

Notes:

**GENERAL ROADING IMPROVEMENT WORKS:
TRAVEL TIME SAVINGS**
WORKSHEET 5

List:

Road Type Urban ArterialAADT (or the traffic volumes affected by the improvement) 1000**1 Annual Travel Time Costs for the Do Minimum**

$$= \frac{\text{AADT} \times \text{length in km} \times 365 \times \text{TC}}{\text{Speed in km/h}}$$

$$= \frac{1000 \times 1.970 \times 365 \times 16.27}{50} = \underline{\underline{\$233,979}} \quad (\text{a})$$

2 Annual Travel Time Costs for the Option being considered

$$= \frac{\text{AADT} \times \text{length in km} \times 365 \times \text{TC}}{\text{Speed in km/h}}$$

$$= \frac{1000 \times 2.180 \times 365 \times 16.27}{55} = \underline{\underline{\$235,383}} \quad (\text{b})$$

3 Total travel time savings are (a-b) x DF =

$$= (233979 - 235383) \times \underline{\underline{10.07}} = \text{TOTAL C } \underline{\underline{(\$14,142)}} \quad (\text{a})$$

Total C is the travel time savings of the option

Transfer TOTAL C to Position \$ _____ C on Worksheet I

**GENERAL ROADING IMPROVEMENT WORKS:
VEHICLE OPERATING COSTS**
WORKSHEET 6

- 1 List Values for: AADT 1000 (or the traffic volume affected by the improvement);
Traffic Growth 2.00 %; and
Road Type Urban

	Do Minimum	Option
Length of job in km	L ^M = 1.97	L ^P = 2.18
NAASRA counts	70	70
Roughness Cost (CR) in cents/km	CR ^M = 0.0	CR ^P = 0.0
Vehicle Speeds	50	55
Gradient	0.00%	0.00%
Base Cost (CB) in cents/km	CB ^M = 19.6	CB ^P = 19.2

Use these values in the formulae to calculate (a) and (b).

- 2 Annual vehicle operating costs for the Do Minimum

$$= \frac{L^M \times (CR^M + CB^M) \times AADT \times 365}{100}$$

$$= \frac{1.97 \times (0.0 + 19.6) \times 1000 \times 365}{100} = \underline{\$140,934} \quad (a)$$

- 3 Annual vehicle operating costs for the Option

$$= \frac{L^P \times (CR^P + CB^P) \times AADT \times 365}{100}$$

$$= \frac{2.18 \times (0.0 + 19.2) \times 1000 \times 365}{100} = \underline{\$152,774} \quad (b)$$

- 4 The VOC Savings are calculated as:

$$= (a - b) \times DF$$

$$= (140934 - 152774) \times 10.07 = \text{TOTAL D } \underline{-\$119,293}$$

Transfer TOTAL D to Position \$ _____ D on Worksheet 1

Notes:

ACCIDENT COSTS

WORKSHEET 7

Movement Category:	ALL	Posted Speed Limit:	50	Traffic Growth Rate (%):	2.0%
Do Min Mean Speed:	50	Option Mean Speed:	55		

DO MINIMUM:	Injury Severity			Non-Injury
	Fatal	Serious	Minor	
1 No of Years of TARs	5			
2 No of Reported Accidents over Period	0	1	1	9
3 Fatal / Serious Severity Adjustment (Table A6.6)	0.1	0.9		
4 No of Reported Accidents Adjusted by Severity	0.1	0.9	1	9
5 Accidents per Year (4 / 1)	0.02	0.18	0.2	1.8
6 Adjustment Factor (Table A6.1(a))	0.90			
7 Adjusted Accidents Per Year (5 x 6)	0.018	0.162	0.180	1.620
8 Under-Reporting Factors (Table A6.8)	1.0	1.6	2.5	7.5
9 Total Estimated Accidents per Year (7 x 8)	0.018	0.2592	0.45	12.15
10 Accident Cost, 100 km/h Speed Limit (Table A6.9)	3,400,000	380,000	23,000	2,200
11 Accident Cost, 50 km/h Speed Limit (Table A6.9)	2,900,000	320,000	19,000	1,400
12 Mean Speed Adjustment - (Do Min Mean Speed - 50)/50	0.00			
13 Cost per Accident - 11 + (12 x (10 - 11))	2,900,000	320,000	19,000	1,400
14 Accident Cost per Year (9 x 13)	52,200	82,944	8,550	17,010
15 Total Cost of Accidents per Year	160,704			

OPTION:

16 Percentage Accident Reduction	0.0%	0.0%	0.0%	0.0%
17 Predicted Accidents per Year (steps 9 and 16)	0.0180	0.2592	0.4500	12.1500
18 Accident Cost, 100 km/h Speed Limit (Table A6.9)	3,400,000	380,000	23,000	2,200
19 Accident Cost, 50 km/h Speed Limit (Table A6.9)	2,900,000	320,000	19,000	1,400
20 Mean Speed Adjustment - (Option Mean Speed - 50)/50	0.10			
21 Cost per Accident - 19 + (20 x (18 - 19))	2,950,000	326,000	19,400	1,480
22 Accident Cost per Year (17 x 21)	53,100	84,499	8,730	17,982
23 Total Cost of Accidents per Year	164,311			

24 Accident Cost Savings = (23 - 15) x DF = \$ -25,485 TOTAL E

Transfer TOTAL E to position 5 _____ E on Worksheet 1.

Note: Discount Factor, DF = 7.07

Discount Factors (DF) for different growth rates and speed limits for Years 2 to 25 inclusive

Speed Limit	Percent Traffic Growth Rate									
	0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	
50 and 60 km/h	6.31	6.69	7.07	7.44	7.82	8.19	8.57	8.95	9.32	
70km/h and above	7.82	8.19	8.57	8.95	9.32	9.70	10.07	10.45	10.83	

Growth	V<70	V=70 or more
0.0%	6.31	7.82
0.5%	6.69	8.19
1.0%	7.07	8.57
1.5%	7.44	8.95
2.0%	7.82	9.32
2.5%	8.19	9.70
3.0%	8.57	10.07
3.5%	8.95	10.45
4.0%	9.32	10.83

Table A6.1(c)

Growth	V<70	V=70 or more
0.0%	0.83	0.95
1.0%	0.86	0.98
2.0%	0.90	1.02
3.0%	0.93	1.06
4.0%	0.96	1.10
5.0%	0.99	1.14
6.0%	1.03	1.17
7.0%	1.06	1.21



Appendix C

Timaru District Council Brief



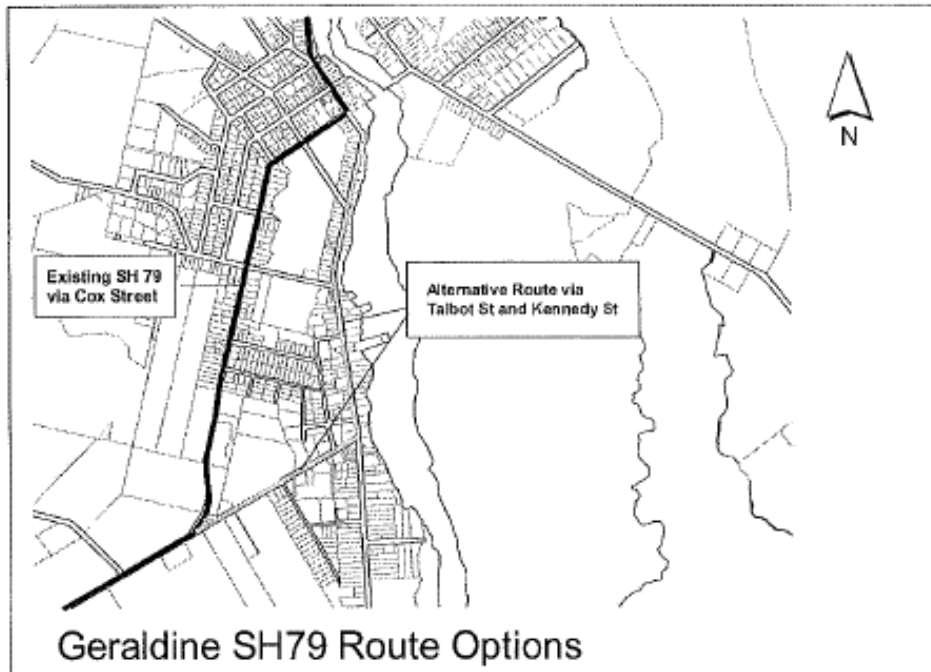
TIMARU DISTRICT COUNCIL

**STATE HIGHWAY 79 - GERALDINE
ROUTE OPTION FEASIBILITY STUDY**

BRIEF FOR PROFESSIONAL SERVICES

SCOPE OF STUDY

State Highway 79 runs from State Highway 1 at Rangitata to Fairlie. This study deals with the section within Geraldine between the CBD and the southern limit of the town.



The alternative route for SH79 has been suggested previously and there is general awareness of it amongst the Geraldine community. The Transit NZ 2001 SH79 Strategy Study (page 32) made mention of it and the 2002 State Highways Review have deferred a decision on any relocation until this study is completed.

STUDY PROGRAMME

Stage One

- Preliminary investigation and draft report at a conceptual level
- Overview of engineering and operational issues including preliminary benefit/cost analysis, summary of community issues
- Completion of Draft Report - 19 December 2003

Stage Two

- Comments from Timaru District Council by mid February 2004
- Completion of final report - 27 February 2004

COMPONENTS OF STUDY

1 Overview of Engineering Issues

In this section, the engineering issues shall be considered and a preliminary benefit/cost analysis undertaken based on indicative costs. It will include a PFR covering:

- Junction Improvements
- Carriageway Improvements
- Bridge Upgrades
- Utilities incl. streetlighting

This section shall identify broadly what physical works would be required for the alternative route to be suitable as a State Highway.

2 Operational Issues

This section of the report shall address:

- Safety related issues.
- Travel Time
- Non-motorised users
- Vehicle operating costs

3 Summary of Community Issues

This section of the report shall address:

- Benefits other than the tangible roading benefits.
- Potential land uses and zonings
- Potential for improvements to local roading and parking layouts
- Disadvantages

Cost estimates for any non-SH plans/concepts are not required.

ISSUES IDENTIFIED TO DATE

The following is a list of issues identified to date

- Effects on residents
- Effect on other activities on the route eg school, businesses
- Existing tourist attractions on routes and potential/suitability for further development
- Effect on parking and accesses
- Removal of need for large signs in CBD
- Cox Street – potential for parking/pedestrian precinct
- Provision for tour coaches

REFERENCES

- Geraldine Land Use and Transportation Study
- Transit NZ 2001 SH79 Strategy Study
- Transit NZ 2002 State Highways Review
- Timaru District Council District Plan

REPORTING AND COMMUNICATIONS

The Council contact is Brian Ward extn 8111.

The following information will be available from the TDC or Transit NZ at no cost.

- Traffic 7 day classifier counts
- Aerial photos and access to GIS databases (TDC)
- Any other relevant documents

SKILLS REQUIRED

- Road and Traffic engineering
- Planning and property management

CONDITIONS OF ENGAGEMENT

Unless amended by this brief, the 'Conditions of Contract for Consultancy Services' (ACENZ, ALGENZ, TNZ) document shall apply to this project.

16 April 2003