

---

# Geraldine Transport Strategy - Public Feedback Assessment

**Prepared for:** Timaru District Council  
**Job Number:** TDC J024  
**Revision:** A  
**Issue Date:** 15 January 2021  
**Prepared by:** Ravindu Fernando, Senior Transportation Engineer  
**Reviewed by:** Stephen Carruthers, Associate Transportation Planner

---

## 1. Introduction

Timaru District Council (TDC) commissioned Abley to prepare a transport strategy for Geraldine in October 2018. Following the completion of the draft strategy in June 2019, the Geraldine Community Board approved the strategy for public consultation. Accordingly, the draft Geraldine Transport Strategy was open for public consultation between 9 November and 29 November 2020.

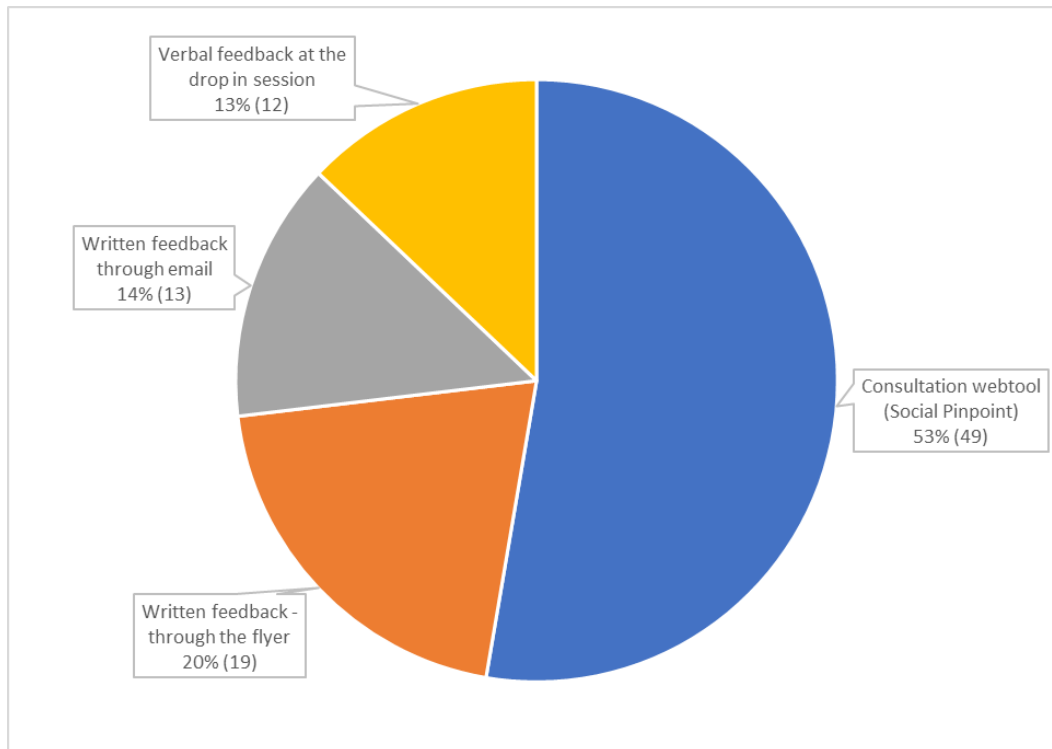
Public feedback was gathered through the following mediums:

- A consultation webtool that was accessible through the TDC website
- Two community drop-in sessions held on 10 November and 24 November 2020
- Emails directed to TDC
- Physical written feedback posted to TDC or submitted in person to the Geraldine library.

This report summarises the public feedback and aims to identify the key themes to inform future transport investments in Geraldine and to finalise the transport Strategy.

## 2. Summary of public feedback

A total of 93 responses were received through all consultation mediums. The number of responses received through each medium is shown in **Figure 2.1**. There were several instances where a single person had provided feedback through multiple mediums, particularly several members of the public who attended the community drop-in sessions had also provided written feedback. For the purpose counting the number of responses and preparing the key statistics noted under Section 2.1, multiple responses by a single person through different mediums have been considered as one response. Similarly, in determining the number of responses received through each medium (as shown in **Figure 2.1**), written feedback has been given priority over verbal feedback, i.e., if the same person provided verbal feedback at a drop-in session and then written feedback, this has been counted as written feedback.



**Figure 2.1** Mediums of receiving public feedback

The key statistics of the most commented on elements of the transport strategy are outlined in Section 2.1. Section 2.2 provides a more detailed summary of the public feedback and highlights the key reasons for supporting or opposing the key elements of the transport strategy.

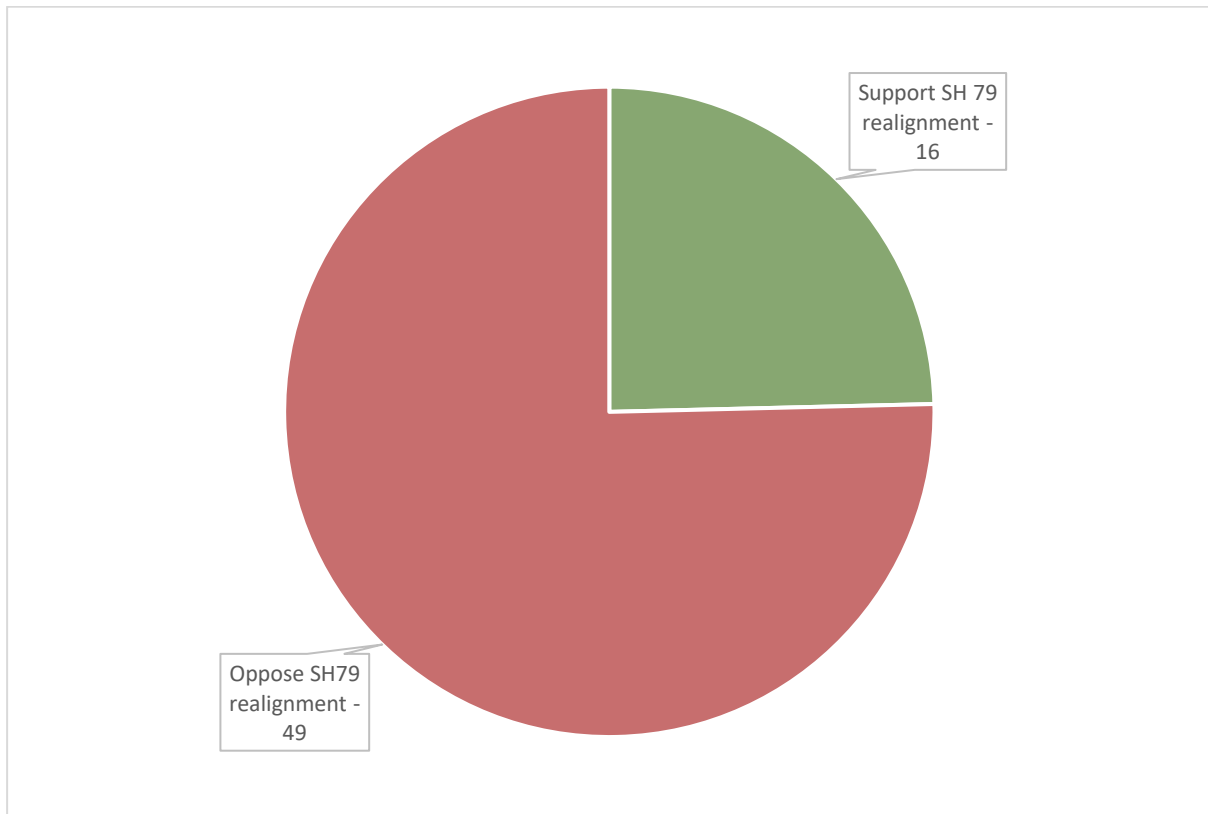
## 2.1 Key statistics

The proposals that were most commented on by the public include:

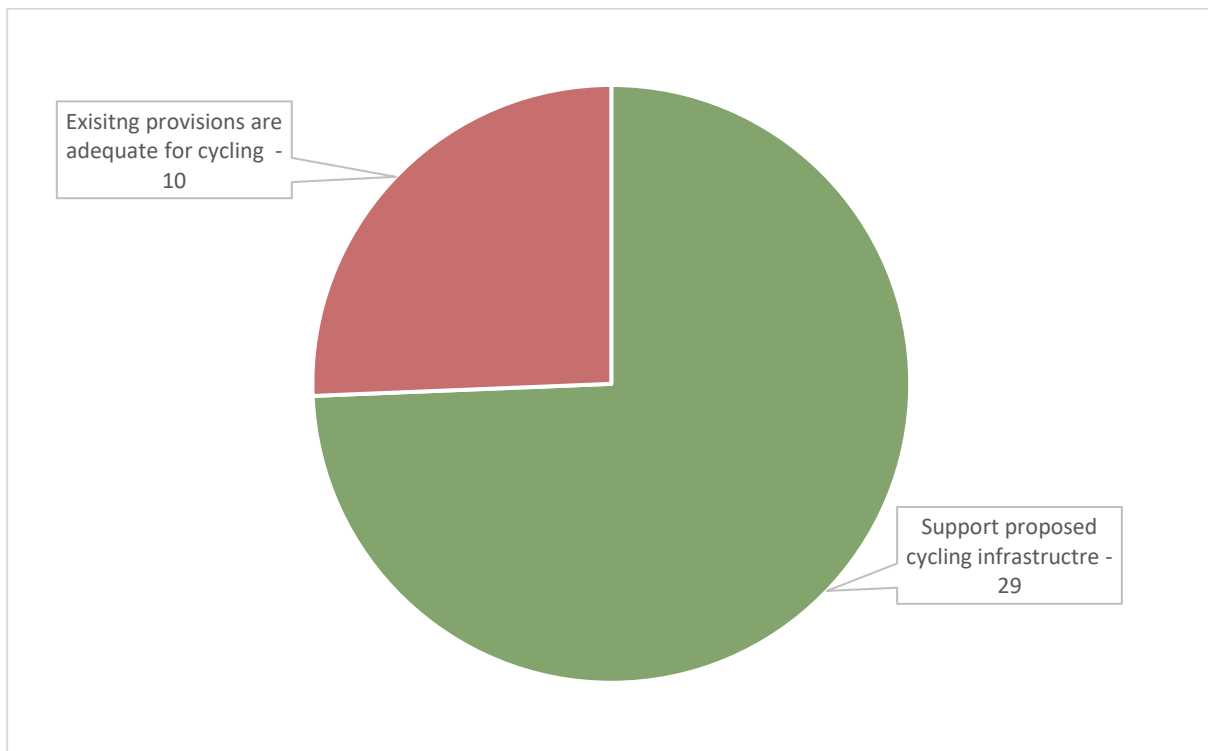
- State highway 79 realignment through Talbot Street and Kennedy Street
- Cycling infrastructure
- Speed limit reduction within Geraldine town centre

The number of respondents that supported and opposed these proposals are shown in **Figure 2.2** to **Figure 2.4**.

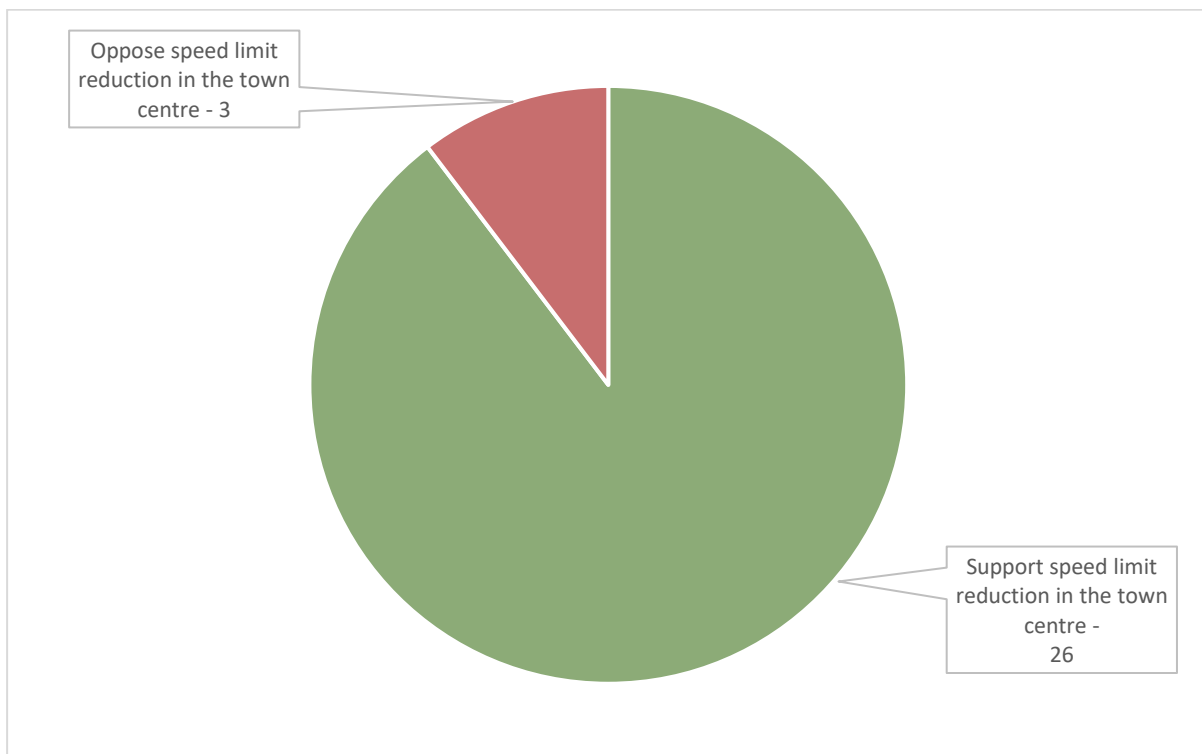
It is important to note that a response has been considered as for or against a proposal if that proposal has been specifically mentioned or commented on in the responses. Six respondents stated that they support the transport strategy, but no specific comments were made regarding the improvements or changes proposed through the strategy. The following statistics exclude these six respondents.



**Figure 2.2** Public feedback on proposed SH79 realignment



**Figure 2.3** Public feedback on proposed cycling infrastructure improvements



**Figure 2.4** Public feedback on proposed speed limit reduction in the Geraldine town centre

## 2.2 Public feedback – detailed summary

This section provides a detailed summary of the public feedback including the reasons for supporting or opposing specific proposals in the strategy and any further suggestions made to improve the existing transport environment in Geraldine. **Table 2.1** outlines the comments on specific transport improvements or changes proposed through the Geraldine Transport Strategy and also briefly outlines Abley’s recommendation on each matter. **Table 2.2** outlines more generic feedback that do not directly relate to the improvements or changes recommended in the transport strategy.

A number noted next to a comment indicate the approximate number of respondents who shared similar comments.

**Table 2.1** Public feedback on the improvements or changes proposed through the transport strategy.

Theme	Public Feedback	
<p><b>Parking</b></p>	<p><u>Existing provisions are sufficient</u></p> <ul style="list-style-type: none"> <li>Existing parking is sufficient – “we all need to be educated to walk more instead of trying to park right outside our destination.”</li> <li>Provision of more parking need to be considered only after an independent study.</li> </ul>	<p><u>More parking is needed</u></p> <ul style="list-style-type: none"> <li>Kennedy park should be considered for Parking. This can be used by workers, leaving the on-street parking to visitors. Parking on Kennedy Park would also be useful if the proposed Waihi River Trail goes ahead. - 6</li> <li>The currently empty land adjacent to the RSA building should be used to form a formal car park. – 3</li> <li>More angled parking could be provided on Hislop Street. – 3</li> <li>Residents want to park immediately outside where they want to go. The ability to do so should be retained. -2</li> <li>Council should consider leasing private land in the town for parking. - 2</li> <li>Parking that specifically caters for oversized vehicles, campervans, and motorhomes etc needs to be provided in the town.</li> <li>Lack of public parking in the core of the town centre, particularly during busy weekends where there is a surge in visitors.</li> <li>Off street public car parks needs to be provided in the town centre.</li> <li>The proposed Geraldine Nature and Sculpture walking trail is expected to make Geraldine a destination rather than the stop by location that it largely is currently. Provision of parking at either end of the trail needs to be considered.</li> <li>Roadside vegetation on Talbot Street should be removed in favour of more parking.</li> </ul>
	<p><b>Recommendation</b> – It is recommended that a comprehensive parking study is undertaken as noted in the strategy. This will provide better understanding of the level of overall parking occupancy as well as the differences between short term and long term parking (relative proportions, where long term parking is currently more concentrated). Council will then be better informed to respond to the comments received through consultation.</p>	

Cycling	<u>Support proposed cycling facilities</u>	<u>Existing provisions are adequate for cycling</u>
	<ul style="list-style-type: none"> <li>• Car parking needs to be appropriately managed where cycle lanes are proposed. Cycle lanes adjacent to parked cars are not generally favoured by cyclists due to door opening issues. If on street parking is to be retained on Talbot Street, an alternative cycle route needs to be considered at least for the section between Peel Street and Wilson Street. - <b>2</b></li> <li>• Strongly support providing a cycle facility extending north up to Woodbury Road. - <b>3</b></li> <li>• More cycling facilities should be provided on the non-shopping centre side of Geraldine's Waihi River.</li> <li>• Proposed cycle network should include the rest homes/ villages to encourage use of mobile scooters on these tracks making a safer and dedicated shared (with bikes) access into the town centre.</li> <li>• A dual signage of bike and mobility scooter would be desirable on shared paths.</li> <li>• The cost involved in providing more walking and cycling infrastructure is a worthwhile investment as the flow on effect of potentially reducing health care costs is invaluable.</li> <li>• Extending the cycling network further north up to the Upper Orari Bridge would be useful as this will provide good connectivity between the town centre and the river cycling trails. - <b>2</b></li> <li>• Wilson Street is suitable for providing cycling facilities if Cox Street is to be retained as the SH. - <b>3</b></li> <li>• There is reasonable walking demand between town and Woodbury Road along SH79. The proposed connection between the town centre and Woodbury Road should be a shared path with acceptable separation from the traffic lanes.</li> <li>• Extending the proposed cycleway north of the town up to the Woodbury village should be considered.</li> <li>• Along with cycle parking, consider providing mobility scooter parking as well. This will encourage more older people coming into the town, as they are unlikely to walk all the way from retirement homes etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Car dominance is not an issue and is inevitable due to the elderly population - elderly population choose to live in a rural town as it is convenient for them to drive wherever they want. - <b>3</b></li> <li>• Streets are wide enough for those who want to cycle to do so without the safety being compromised. Hence no need for cycle lanes at the expense of space for vehicles. - <b>4</b></li> <li>• People mostly drive for work and other essential matters, hence driving is a priority, providing for cycling should not compromise this. -<b>2</b></li> <li>• Cycle lanes should be provided off road, without affecting the road space.</li> <li>• There is minimal demand for cycling. The school only has a few bikes parked, presumably only a small number of students bike to school. - <b>3</b></li> <li>• Cox Street cycle facilities may discourage vehicles that currently park there and ultimately could mean the tourists would not stop by in Geraldine.</li> <li>• A key issue with cycle lanes is that car parks have to be taken off. This can be detrimental to the local businesses.</li> <li>• Few cyclists have been injured and no fatalities recorded on Geraldine roads, so there is no reason to change anything in the centre of town.</li> <li>• Aging population in the town centre, those who cannot drive will not be able to cycle either.</li> <li>• If a reduced speed limit is implemented within the town centre, there is less need for dedicated cycling spaces such as cycle lanes.</li> </ul>

- Geraldine-Woodbury-Pleasant Valley-Geraldine loop is popular among recreational cyclists. To support this route, cycle lanes or at least wide shoulders are suggested on SH79 up to Pleasant Valley Road. -2
- Walking and cycling improvements are very important to the community, these need to be addressed through a separate strategy and implementations should be fast tracked.
- An off-road route through the domain, cemetery and connecting to High Street is suggested. This will improve connectivity between residents to the south of the township and the town centre.
- Need to accommodate cyclists at the Kennedy/Cox intersection. Lots of cyclists use Cox St.
- Consider widening road for cyclists at Kenney St / Majors Rd intersection.

**Recommendations:** In general, there is a strong support for providing better walking and cycling infrastructure in Geraldine as proposed through the transport strategy. Cycling infrastructure is recommended to be established in the medium term as outlined within the strategy. However, if the proposed SH realignment will not be proceeded (note that there is a strong community opposition for this, discussed in detail in subsequent sections), the proposed cycling infrastructure on Cox Street will need to be revisited. Whilst there is some opposition to providing dedicated cycling infrastructure, the cited concerns are highly generic (such as loss of on street parking, lack of demand to warrant cycling infrastructure, wide roads being suitable to be shared by all modes without dedicated infrastructure etc.) as opposed to specific issues to Geraldine. The suggestions to connect to retirement homes and extend cycle routes into the rural areas should be considered by Council as an amendment to the cycle network.

**Walking**

Support proposed walking facilities

Existing provisions are adequate for walking/ proposed improvements are not fit for purpose

- The existing walking trail past the netball courts and through the cemetery should be extended through to North and South Terrace and through the industrial area, so there will be good walking connection between the residential areas south of the town and the town centre.
- Facilities provided along the walking network should consider appropriately providing for mobility equipment, at least for sections where high use of mobility equipment is identified. - 2
- Walking network should extent to cover the rest homes and the retirement villages. - 2

- Maintaining existing facilities to a sufficient standard should be a higher priority than establishing new facilities. – 2
- Use zebra crossings, then there is no confusion. "Polite" crossings can be confusing to tourists to NZ and there is usually a significant number of overseas drivers passing through Geraldine.
- Raised platforms can result in pain for older people with back pains, arthritis etc. (those in vehicles). Consider providing zebra crossings.

- Existing footpath provisions are poor, ex. only on one side of the road, poorly maintained etc. – **3**
- Extend the footpath along SH79 further north up to Bennett Road.
- More recreational walking around Geraldine Downs.
- Crime Prevention Through Environmental Design (CPTED) needs to be well thought of in establishing proposed walking and cycling improvements.
- Consideration should be given to providing footpaths along SH79 to the north of town up to Woodbury Road and South up to Kennedy Street.
- New footpath on south side of McKenzie St - **2**
- Further locations that should be investigated for suitability of pedestrian crossings
  - Cox Street opposite the public toilets - **3**
  - Wilson Street opposite Geraldine butchery
  - Peel Street opposite the community centre
  - Talbot Street opposite the Westpac
  - On SH 79 near Rauka Puka Store – with two retirement villages close by, elderly people are finding it difficult to cross the road. Vehcile speeds north of the bridge around this location is also largely non-compliant.
- The proposed Geraldine Nature and Sculpture walking trail will have several short sections which will be along roads. It is important that walking infrastructure proposed through the transport strategy supports this trail.

- Riverside walk being shared by pedestrians and cyclists create a risk for pedestrians, particularly the old. This space should be restricted to walking.

**Recommendations:** Almost all the comments received were in support of the providing more walking infrastructure. It is recommended that the proposed walking infrastructure is implemented in the short term as noted in the transport strategy. The key difference between zebra crossings and courtesy crossings is that pedestrians have priority at a zebra crossing and drivers have priority at any courtesy crossings. As such zebra crossings generally have more onerous requirements such as more advance visibility. Whether use of zebra crossings is acceptable at the proposed location will need to be determined at the design stages. The suggestions to connect to retirement homes should be considered by Council as an amendment to the walking network.

Support speed limit reductions

Existing speed limits are acceptable



<p><b>Speed management in the town centre</b></p>	<ul style="list-style-type: none"> <li>• Lower speed on the northern end should be extended up to Mackenzie Street.</li> <li>• Talbot Street should be made a pedestrian only space between Wilson Street and Cox Street.</li> <li>• Existing operating speeds are greater than the posted speed limits, particularly on the outskirts of the town.</li> <li>• Providing better walking/ cycling can be pointless without addressing the issues with vehicles, like parking and particularly high speeds.</li> <li>• Extend the 30km/h speed further north up to the Waihi River Bridge.</li> <li>• Extend the 50km/h on Kennedy Street up to the SH79 intersection. -3</li> <li>• Extend the 50km/h limit on Talbot Street further south up to Black and White motel.</li> <li>• Reduce speed on Cox Street to 50km/h at least up to Kennedy Street.</li> <li>• Consider installing a permanent speed camera.</li> <li>• More traffic calming measures such as landscaping needs to be provided.</li> <li>• Speed bumps should be provided on Hislop Street.</li> <li>• Lower speed limits should be accompanied by speed calming measures.</li> <li>• Reevaluate location of the 50/100 km/h speed limit threshold upon entering the town from the south on Cox St. Suggest a speed limit buffer of 80kmh. - 2</li> </ul>	<ul style="list-style-type: none"> <li>• Speed is self-regulated. When the town centre is busy vehicles travel slower. Lower speed limit would be an unnecessary burden during off – peak times. – 3</li> </ul>
<p><b>Recommendations:</b> The proposed speed limit reductions within the core of the town centre are well supported by the community. It is recommended that the speed limit reduction proceeds to a more detailed proposal for formal consultation and implemented in the short to medium term. It is also recommended that TDC considers the other proposed speed limit reductions by the community, in particular on Kennedy Street where multiple respondents have suggested a reduced speed limit along with traffic calming measures and enforcement.</p>		
<p><b>Upper Orari Bridge</b></p>	<p><u>Bridge needs to be two laned</u></p> <ul style="list-style-type: none"> <li>• A new bridge if provided should include a separated walking cycling facility as this forms a part of the connection between the town and the Peel forest. – 2</li> <li>• This is the first one-way bridge encountered by tourists from Christchurch to Mackenzie country. Unfamiliarity of tourists on how to use a one-way bridge creates safety and efficiency issues.</li> </ul>	<p><u>Existing bridge is acceptable</u></p>

- The bridge is too long to function as a one-way bridge. The passing bay in the middle of the bridge results in more people than the bay can accommodate entering the bridge in the wrong way.
- Upper Orari bridge being one-way results in traffic platooning, resulting in congestion within the town centre as they approach the town centre.

**Recommendations:** All feedback was in support of two laning the Upper Orari Bridge. It is recommended that TDC progresses with the necessary discussions with Waka Kotahi to upgrade the existing bridge/ provide a new bridge.

**SH 79 realignment**

Support SH 79 realignment

- Speeding traffic is a major issue on Cox Street past the primary school, swimming pool, domain and kid playground. Cycling in these areas too is dangerous. – **5**
- The proposal can only be supported if a proper analysis shows an acceptable cost/ benefit.

Oppose SH79 realignment

- Domain, swimming pool, Berry Barn complex, toilets and plenty of parking encourage drivers to stop by in Geraldine. If drivers were to travel through Talbot Street the lack of amenities mean they are likely to drive through, without stopping in Geraldine. Geraldine is unlikely to develop as a destination by itself, hence catering for pass by tourists should remain a priority. – **32**
- Primary school entrance to Cox Street should not warrant reduction of traffic on Cox Street. A solution would be to close the Cox Street entrance to the school. Cox Street entrance to the primary school is a secondary entrance, the main entrance has been moved to Wilsons Street years ago. Formalised student pick up/ drop off parking can be provided on Wilson Street to get primary school children off Cox Street. - **14**
- Talbot Street/ Cox Street intersection performance issues can be solved by reversing priority, i.e., by right turners having priority over northbound through traffic. - **10**
- Kennedy Street at its current form is very narrow, with two very narrow bridges. SH79/ Kennedy Street intersection is confusing and dangerous with even the current low traffic volumes on Kennedy Street. Kennedy Street widening/ improvements can be extremely costly. - **7**
- Diverting traffic from Cox Street to Kennedy Street shifts the problem to elsewhere rather than solving it. There are established residential areas along Kennedy Street. Children bike and walk along Kennedy Street. Diverting traffic on to Kennedy Street is likely to result in new issues. - **11**

- There are also historical places/ trust listed buildings the corner of Kennedy Street and Talbot St limiting options for widening that road. - **3**
- There is also a large subdivision in Majors Road just off Kennedy Street called “Baybury Views” with 33 sections currently for sale. Increased residential access should be a reason for not making Kennedy Street a SH. - **6**
- Proposed new SH alignment is a detour, i.e., longer than the existing. People who are familiar would still use the current road, causing confusion and failing to achieve the desired purpose.
- The new Barkers access, Verde access all being closed to a busy intersection contributes to the congestion as well as safety issues (anecdotal evidence of high number of near misses) at the Cox Street/ Talbot Street intersection. The congestion issue to some extent can be solved through some changes to the access arrangement to these sites. The congestion itself does not warrant a realignment of SH 79. - **5**
- Both the Ambulance and Fire Brigade exit onto Talbot Street. Increased vehicles along south Talbot Street and potential congestion as a result can affect these activities. – **5**
- Proposed SH route has a more rural adjacent land use when compared to the existing SH through Cox Street. This can be a contributing factor for more speeding within the Geraldine township bounds.
- If turning to Cox Street at Talbot Street/ Cox Street is banned/ discouraged, this can encourage rat running among people who are familiar of the locality, example, through Wilson Street, Peel Street., which may result in a whole suite of other issues.
- The key activities on Cox Street, such as the primary school, domain and swimming pool have been cited as foot traffic generating sensitive activities and this has been considered a rationale to reduce the traffic volumes on Cox Street. However, this safety risk is not evidenced through crash records.
- Two streams on Kennedy Street regularly flood. Widening the bridges and ensuring the streams will not flood the SH route will be a significant cost in a hydrology perspective. – **4**

		<ul style="list-style-type: none"> <li>• Congestion at Cox/Talbot Street and Kennedy St/SH79 are short lived, rarely an issue. Can be mitigated through temporary control measures during the peak times of the year. Congestion itself should not warrant a SH realignment – 6</li> <li>• With two streams passing across, Kennedy Street is built on swampy grounds, will not be suitable for high volumes of traffic.</li> </ul>
<p><b>Recommendations:</b> There is a very strong opposition towards the proposed SH realignment. The reasons cited in opposition to the proposal in our view are largely valid and robust. It is recommended that TDC reconsider the need for realigning SH 79 through Talbot Street and Kennedy Street and investigate alternative options for addressing the identified issues.</p>		
<p><b>New bridge connection</b></p>	<p><u>Support new bridge connection</u></p>	<p><u>Oppose new bridge connection</u></p>
	<ul style="list-style-type: none"> <li>• Should go a step further and ensure that quality roading connection between the bridge and the Orari Station Road is considered at the planning stage of any development on the land between the River and the Orari Station Road.</li> <li>• If this is provided as a vehicular bridge, in the long term, it can be used to divert heavy vehicles arriving from the south out of the core town centre.</li> </ul>	<ul style="list-style-type: none"> <li>• Doubtful if the anticipated growth will be of such scale to warrant the need of a new bridge.</li> <li>• In support of this being a walking and cycling bridge, but this should not be for vehicles. This can be a bottleneck and can result in potential safety issues, as the dominant movement will be right turn off the bridge towards the town. Adverse effects will be more pronounced if the SH realignment is progressed.</li> <li>• Not too far from the existing footbridge. Bridge should be all users including vehicles, but should be located further south, opposite to Huffy Street. - 3</li> </ul>
<p><b>Recommendations:</b> It is recommended that the wider implications are considered in detail prior to this proposal proceeding. The key matters to consider are the proposed location of the bridge and whether the bridge should allow for vehicles or not. However, as noted in the strategy it is anticipated that the bridge would be a requirement from the developer through consent, rather than being provided by Council. The resource consent process will enable Council an opportunity to input into the design.</p>		

Table 2.2 Generic public feedback

Theme	Comments
	<p><b>Our Ref:</b> Abley Geraldine Transport Strategy Public Feedback Summary - 20210113</p> <p><b>Date:</b> 15 January 2021</p>

Congestion	<ul style="list-style-type: none"> <li>• Congestion on Peel Street in both directions as vehicles entering the supermarket give way to pedestrians crossing the access to enter the supermarket.</li> <li>• With the possibility of a new petrol station on Waihi Terrace there are concerns of congestion on the corner by the RSA where there is already blind queuing when traffic turns into Peel Street. – <b>2</b></li> <li>• In relative terms, congestion is not an issue in Geraldine. – <b>2</b></li> <li>• Right turn into Mackenzie Street is an issue as through vehicles cannot go past a vehicle waiting to turn.</li> <li>• SH route should be diverted completely out of Geraldine if congestion needs to be solved. – <b>5</b></li> </ul>
Heavy vehicles	<ul style="list-style-type: none"> <li>• Heavy vehicles should be diverted out of the Geraldine township. Suggestion for a heavy vehicle bypass - Orari Back Road, Coach Road and Tiplady Road. – <b>8</b></li> <li>• The proposed SH realignment should instead be a heavy bypass of the town centre.</li> <li>• Rat running of heavy vehicles can be an issue. – e.g., Trucks and tractors going through Hislop St come out on Mundell</li> </ul>
Public transport	<ul style="list-style-type: none"> <li>• Local taxi service would be useful.</li> <li>• Need regular PT services to Timaru. Important now that rural banks are closing.</li> <li>• Public transport options, e.g., ride sharing, shuttle services etc. should be considered.</li> </ul>
Woodbury	<ul style="list-style-type: none"> <li>• Suggestion for new facilities along Burdon Road connecting the village to Waihi River, which is popular with locals for swimming. Suggestion for new facility connecting Woodbury and Geraldine.</li> <li>• Better walking facilities are needed within the village. – <b>2</b></li> <li>• Current speed limit of 70km/h through the village, specially through school and Domain is too high. Consider 50km/h. - <b>2</b></li> </ul>
Asset management	<ul style="list-style-type: none"> <li>• Footpath on Peel Street opposite the supermarket has a lot of wear and tear. - 2 elderly people have fallen due to its unevenness.</li> <li>• The surface of the footbridge from Kennedy Park to Wilson Street can be slippery on icy days. Consideration need to be given for non-slip surfacing.</li> <li>• Lichen on footpaths is an issue in most parts of the town. - <b>4</b></li> <li>• Recent repairs to the seal leading into Kennedy Park is of poor quality. The loose stones a hazard for bikes, walkers, and mobility vehicles.</li> <li>• Footpath materials not providing adequate skid resistance during winter. – <b>5</b></li> </ul>
Other	<ul style="list-style-type: none"> <li>• Better way finding at entrance to town, where to park etc. – <b>3</b></li> <li>• Consider making Kennedy Street/ SH79 intersection stop controlled (existing Give-Way)</li> <li>• Make Hislop Street from Talbot Street to Cox Street one-way - Traffic would enter from Cox and exit onto Talbot Street. – Provide good walking connection from here to pools/ Domain.</li> </ul>

- 
- Majors Road – too narrow with a blind corner. A residential subdivision has recently been approved which will increase the traffic volumes. Needs safety improvements.
  - More facilities are required for horse riding.
  - Talbot Street/ Cox Street is a very tight corner, requiring large vehicles turning into Talbot St to swing into the opposite lane at times.
  - Oversized vehicles parked in front of the old ANZ building blocks visibility when turning from Peel Street.
  - There is no need for significant improvements at Tiplady Road/ Coach Road intersection upgrade. Removal of vegetation and providing better sightlines should help improve safety.
  - More EV charging – will encourage visitors to spend more time in town - **3**
-

This document has been produced for the sole use of our client. Any use of this document by a third party is without liability and you should seek independent traffic and transportation advice. © Abley Limited 2020 No part of this document may be copied without the written consent of either our client or Abley Ltd. Please refer to <https://www.abley.com/output-terms-and-conditions-1-1/> for our output terms and conditions.