

Timaru District Council

Geraldine Transport Strategy

Adopted 20 July 2021



Timaru District Council

Geraldine Transport Strategy

Development of this document

Date	Status
October 2018	TDC commissioned a transport strategy study for Geraldine
May 2019	A workshop was held with 17 representatives of the local community to discuss Geraldine's transport problems and agree the vision and objectives
June 2019	The draft transport strategy was endorsed by the Geraldine Community Board for public consultation
November 2020	consultation was open for public feedback
March 2021	A workshop with the Geraldine Community Board to discuss all the community feedback and to agree the changes to the draft transport strategy
July 2021	The strategy was finalised and issued to Geraldine Community Board for recommendation to full Council
20 July 2021	The strategy was adopted by Council's Infrastructure Committee.

Executive Summary

Geraldine is located midway along the Inland Scenic Route between Christchurch and Queenstown. This presents an opportunity for Geraldine to maximise the economic opportunities from passing through tourists. The local economy is also founded on the agricultural industry which relies on an efficient transport system for the import and export of its products.

The transport system is therefore pivotal to the success of Geraldine. To extract the most from the transport system, Timaru District Council engaged Abley to develop a transport strategy that is built on an understanding of the local context, problems and the desires of the local community.

Development of the strategy

- The strategy was developed by working closely with local community representatives and through public consultation to develop a strategy that is owned by the Geraldine community. The process of developing the strategy is summarised below:
- October 2018 - council commissioned a transport strategy for Geraldine
- May 2019 - A workshop was held with 17 representatives of the local community to discuss Geraldine's transport problems and agree the vision and objectives
- June 2019 – the draft transport strategy was endorsed by the Geraldine Community Board for public consultation
- 9 November and 29 November 2020 – consultation was open for public feedback. A total of 93 responses were received, and provided strong direction on the realignment of SH79, cycling infrastructure and speed limit changes
- 24 March 2021 – workshop with the Geraldine Community Board to discuss all the community feedback and to agree the changes to the draft transport strategy
- July 2021 – the final strategy was issued to Geraldine Community Board for recommendation to full Council.

Strategic context

The primary problem is that Geraldine's transport system is focused on providing for the private motor vehicle. The roads are wide which allow for high travel speeds, and a high supply of parking. This means that walking and cycling are not well provided for and are generally not well used by the community. The urban environment is focused on moving people (in cars) through the space, rather than spending time in the place. The car dominated nature of Geraldine has led to a high expectation of being able to drive straight to a destination, and park outside. However, this problem is typical for small rural towns in New Zealand.

To help address these problems a strategic vision and set of objectives have been developed to help guide the future development of the transport system.

Strategic vision for Geraldine's transport system

The Geraldine transport system provides safe access for all types of travel, and promotes economic growth by enabling tourism and freight.

Objectives of Geraldine's transport strategy

- **Safe** – a transport system where there are no deaths or serious injuries
- **Access to all types of travel** – a transport system that provides a range of options to move around the town
- **Tourism** – a transport system that encourages visitors to spend time and money in Geraldine
- **Freight** – a transport system that enables efficient movement of freight

The priority transport network

The transport strategy defines a priority network for walking, cycling and vehicles as part of the road hierarchy. A priority network is where a mode is encouraged by either improving the facilities along the route to make it safer, faster or easier, or to discourage the use of other modes by making it slower or less convenient.

Walking network

The walking network has been developed to connect residential areas to the high school, primary school, town centre, domain and aged care homes. It also integrates with the recreational routes to provide pedestrians a range of route options around Geraldine.

In planning the walking network, we have considered the needs for everyone from young school children including those on scooters through to the elderly including those on mobility scooters.

The network aims to avoid busy traffic routes and to provide an improved level of service for the wide range of users and to assist with crossing the road.

Cycling network

The cycling network has been developed to connect residential areas to the high school, primary school, town centre and domain. It also connects into recreational routes along the Waihi River, in Geraldine Downs and through to Woodbury.

In planning the cycling network, we have considered the needs for everyone from young school children to confident riders who will cycle long distances on the road.

The network aims to avoid busy traffic routes and to provide an improved level of service for the wide range of users by providing as much separation from traffic as possible.

Vehicle network

In the short and medium term, the vehicle network will remain largely the same except for intersection improvements at Cox Street / Talbot Street, speed limit changes and planning for future parking needs.

In the long term, consideration will be given to whether the state highway route moves from Cox Street to Talbot Street to simplify the network and the Cox / Talbot Street intersection.

The investment programme

An investment programme has been developed to achieve the strategic vision and priority networks for Geraldine. The programme contains walking, cycling and vehicle network improvements. The interventions are phased over the short (0 – 3 years), medium (4 – 10 years) and long term (11 – 30 years) to ensure that interventions are delivered at the right time, and that the programme is affordable for the Timaru District Council.

Short-term priorities:

- An upgraded walking and cycling connection between the Geraldine Primary School and the Geraldine High School, including an upgraded environment through Kennedy Park and working with the schools to develop travel plans.
- An investigation of the Cox / Talbot Street intersection including pedestrian access to identify short- and medium-term improvements.
- A review of speed limits with the intention to lower the speed limit through the shopping area and consideration of speed limits in other areas.
- Development of the Geraldine Parking Management Plan to better understand the needs, deficiencies and potential improvements within the context of the Timaru District Parking Strategy.

Medium-term priorities:

- Cross-town walking improvements on Hislop and Huffey Streets, raised pedestrian platforms in the shopping area on Pine Street, Peel Street and Wilson Street, and improved connections to aged care facilities.
- Cycling improvements on Hislop, George, Jollie and Tripp Streets. Cycle warning signage on the Waihi River Bridge.
- A shared walking and cycling path through the Domain.
- Implement the Geraldine Parking Management Plan, and provide large vehicle parking on Hislop and Pine Streets.
- Implement the medium-term recommendations from the Cox / Talbot Street intersection investigation.
- Ongoing monitoring of network performance to inform the long-term priorities.

Long-term priorities:

- Cycling improvements on Talbot Street through the commercial area to Connolly Street.
- State highway diversion from Cox Street to Talbot and Kennedy Streets, including intersection improvements.
- Provide additional capacity on the Upper Orari River Bridge.

The investment programme will continue to evolve in response to changes in strategic direction, available funding through both Council and Waka Kotahi and changes in the local environment.

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1. Introduction

Geraldine is a township of approximately 2,700 people in the Timaru District. Although the population is small, with modest growth, the town is on a busy tourist route between Christchurch and Queenstown which is experiencing increasing traffic volumes. This presents an opportunity for Geraldine to maximise the economic opportunities from passing through tourists. The local economy is also founded on the agricultural industry which relies on an efficient transport system for the import and export of its products.

The transport system is therefore pivotal to the success of Geraldine. To extract the most from the transport system, Timaru District Council (TDC) engaged Abley to develop a transport strategy (the strategy) that is built on an understanding of the local context, problems and the desires of the local community. The strategy identifies a range of interventions over the short (0 – 3yrs), medium (4 – 10yrs) and long term (11 – 30yrs) that will see the fulfilment of the strategy and ultimately a more prosperous Geraldine.

1.1 Development of the strategy

The strategy has been developed through close engagement with local community representatives and through public consultation to develop a strategy that is owned by the Geraldine community. The process of developing the strategy is summarised below:

- October 2018 - TDC commissioned a transport strategy study for Geraldine
- May 2019 - a workshop was held with 17 representatives of the local community to discuss Geraldine's transport problems and agree the vision and objectives
- June 2019 – the draft transport strategy was endorsed by the Geraldine Community Board for public consultation
- 9 November and 29 November 2020 – consultation was open for public feedback
- 24 March 2021 – a workshop with the Geraldine Community Board to discuss all the community feedback and to agree the changes to the draft transport strategy
- July 2021 – the strategy was finalised and issued to Geraldine Community Board for recommendation to full Council

1.2 Changes during the development of strategy

The strategy has been developed over a couple years from late 2018 to 2021, as described above. During this time, a couple significant events have occurred:

- COVID-19 – the global pandemic has had a significant impact on tourism and travel. With a closed border, New Zealand has experienced a significant decrease in international visitors, however, there have been increases in domestic travel¹. As at May 2021, the borders are opening to some countries and over time that will increase. It is therefore reasonable to still consider the tourist experience in Geraldine, particularly in the medium to long term.

COVID-19 has also impacted where people work. The lockdowns in 2020 resulted in working from home for a lot of people, and that has continued for some after lockdown. However, the nature of employment in Geraldine with limited office-based work means this is unlikely to have had a significant impact on travel behaviours.

- Climate change emergency – In December 2020, the New Zealand Government declared a climate change emergency. Transport is acknowledged as one of the larger contributors to global warming. Investment in transport should therefore consider the impact on climate change. The investment recommended in this

¹ [Airbnb data reveals massive increase in New Zealand domestic travel bookings | Newshub](#)

strategy is largely focused on active modes and will therefore positively influence travel choices and have a positive effect on transport emissions in Geraldine.

- Changes in strategy and statistics – some strategic documents and data sources have been updated during the strategy development. Where possible these changes have been incorporated into the final strategy.

2. Strategic context

The strategy has been developed within the context of existing national, regional and local strategic documents. These documents have been reviewed to identify the key themes that should influence the development of the strategy. The following sections identifies the relevant documents and highlights the key priorities.

2.1 National strategy

The **Government Policy Statement for Land Transport 2021²** (GPS) sets out the Government's 10-year strategic direction and informs how the National Land Transport Fund is to be invested. The four strategic priorities are:

- **Safety** – developing a transport system where no-one is killed or seriously injured.

The primary focus of this priority is to develop a transport system that advances New Zealand's vision that no-one is killed or seriously injured while travelling. New Zealand roads will be made substantially safer.

- **Better travel options** – providing people with better transport options to access social and economic opportunities.

The primary focus of this priority is to improve people's transport choices in getting to places where they live, work and play, and to make sure our cities and towns have transport networks that are fit for purpose and fit for the future.

- **Climate change** – developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access.

Investment decisions will support the rapid transition to a low carbon transport system, and contribute to a resilient transport sector that reduces harmful emissions, giving effect to the emissions reduction target the Climate Change Commission recommended to Cabinet until emissions budgets are released in 2021.

- **Improving freight connections** – improving freight connections for economic development.

Well-designed transport corridors with efficient, reliable and resilient connections will support productive economic activity.

These priorities define a clear direction that is focused on safety and providing for efficient and environmentally friendly modes of transport. This direction should be reflected in the strategy.

2.2 Regional strategy

The **Canterbury Regional Land Transport Plan 2015 – 2025^{3,4}** (revised June 2018) identifies the issues and challenges that are facing the region, and takes into account the direction of the GPS, to identify the following priority investment areas:

- **Safety** - improving road safety for all users.
- **Accessibility** - maintaining and enhancing accessibility, providing transport options.
- **Condition and suitability of assets** - network security.
- **Travel reliability** - managing private household vehicle traffic growth.
- **Resilience** - network security and earthquake recovery.
- **Environmental impact** - managing the environmental impacts of transport, use of the transport system has implications for the population's health.

² [Government Policy Statement on land transport 2021/22-2030/31](#)

³ Note the Regional Land Transport Plan 2021 – 2024 is now out for consultation

⁴ <https://www.ecan.govt.nz/document/download?uri=3439094>

Based on the priority investment areas, the following outcomes are sought for the Canterbury region.

An accessible, affordable, integrated, safe, resilient and sustainable transport system that:

- supports the safe, efficient and effective movement of people and goods by the most appropriate mode (including road, rail, sea, air);
- is responsive and supports population change and economic development, including freight and tourism growth;
- minimises the consequences of disruptive events;
- supports convenient and connected transport options to support mobility and access;
- reduces the likelihood and extent of death and serious injury;
- is the result of co-ordinated transport and land use planning and infrastructure investment;
- fully incorporates sustainability issues, including environmental sustainability, into transport planning decisions;
- ensures transport makes a positive contribution to the health of Cantabrians; and
- represents good value-for-money.

The **Canterbury Regional Policy Statement 2013⁵** (Revised October 2020) identifies the resource management issues facing the region and set objectives, policies and methods to address the issues and guide their management. Of relevance to the Geraldine Transport Strategy is the consideration of land use and infrastructure.

Two key relevant objectives are as follows:

- A safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, which:
 - supports a consolidated and sustainable urban form;
 - avoids, remedies or mitigates the adverse effects of transport use and its provision;
 - provides an acceptable level of accessibility; and,
 - is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.
- In relation to the integration of land use and regionally significant infrastructure:
 - to recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA.
 - to achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:
 - development does not result in adverse effects on the operation, use and development of regionally significant infrastructure.
 - adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.
 - there is increased sustainability, efficiency and liveability.

The regional strategic direction reflects the national direction emphasising the importance of safety, efficiency, environmental impact, integrated transportation and land use and the provision of travel options.

⁵ <https://www.ecan.govt.nz/document/download/?uri=3122551>

2.3 Local strategy

The **Timaru District Growth Management Strategy 2045⁶** (2018) identifies Geraldine as one of the region's growth areas, although the growth is relatively modest. It is anticipated that most of the growth until 2045 can be accommodated through vacant and infill opportunities around the town centre, and some new rural residential areas on the periphery of the town at Cascade Place and Main North Road. New residential areas are proposed on Connolly Street and Orari Station Road. Ten hectares of industrial rezoning at Tiplady has been identified to cater for industrial growth.

The strategic direction for transport is *to promote an effective, efficient and safe transport system that integrates with land use and growth, and promotes community prosperity through improving connectivity and accessibility.*

The strategy identifies the following issues for transport in the region:

- Maintenance and suitability of roads;
- Managing increased traffic flow and movement;
- Responding proactively to our aging population influencing the demand for cycling, walking and public transport;
- Identifying and implementing road run-off contaminate treatment and discharge management;
- Recognising and providing for the implications of the District's strategic transport infrastructure (State Highways, the Rail network, Port of Timaru and Timaru Airport) and ensuring that this infrastructure can grow and develop especially where needed to match demands in freight needs; and,
- Promoting a consolidated urban form which improves the access, transport choices, and connectivity of the community to areas of employment, community facilities and shops.

The **Timaru District Council Transportation Vision⁷** (2006) states the transport vision as *we will provide a Transport System that promotes Community Prosperity.*

The strategy identifies the following issues:

- Disproportionate and increasing number of elderly people in the community (a need to provide mobility options);
- Growth in population, particularly in Geraldine, placing pressure on local and collector roads;
- Low income compared to NZ averages, however, low unemployment;
- Growth of dairy, farming and forestry industries have an impact on the transportation network;
- To facilitate economic growth, freight movements must be efficient between local centres, farms, other service industries and to sea and rail ports;
- Increasing tourist numbers;
- Timaru airport is a key strategic transport asset for the region; and,
- Safety is a key aspect for achieving sustainability.

The **Timaru District Active Transport Strategy⁸** (2018 refresh) seeks *for active transport in the Timaru District to be accessible, safe, and enjoyable for all.* The vision is supported by two objectives:

- Develop a safe, accessible, sustainable and integrated network for active transport; and,
- Educate and encourage residents and visitors to choose active transport for active and healthy lifestyles.

⁶ https://www.timaru.govt.nz/data/assets/pdf_file/0003/204375/Growth-Management-Strategy-Adopted-Low-Resolution-08052018.pdf

⁷ https://www.timaru.govt.nz/data/assets/pdf_file/0015/20490/486801-Final_-_Timaru_District_Council_Transportation_Vision_-_September_2006.pdf

⁸ https://www.timaru.govt.nz/data/assets/pdf_file/0019/20476/760969-Final_-_Timaru_District_Active_Transport_Strategy_-_July_2011.pdf

The strategy identifies key initiatives for Geraldine. The highest priority is for walking and cycling facilities along State highway 79 and Talbot Street. The existing facilities are primarily to the north west end of the town.

The **Off-Road Walking and Biking Strategy 2012 to 2032**⁹ (2012) identifies that Geraldine has 3.5km of off-road track and that the future provision will be 13.7km.

The local strategic documents focus more on issues of an aging population, the importance of the transport network for tourism and freight while also referencing safety, efficiency and transport options.

2.4 Summary

There are consistent themes through the national and regional strategic documents that focus on safety, access, efficiency, integration between land use and transport, providing for active modes and reducing the environmental impact of the transport system. Meanwhile, the local strategic documents acknowledge the local issues such as a small and aging population and noting the importance of tourism and providing for efficient movement of freight through the transport system. These themes are considered in Section 5 in developing the vision and objectives for the strategy.

⁹ https://www.timaru.govt.nz/data/assets/pdf_file/0017/46250/Off-Road-Walking-and-Biking-Strategy-2012-2032.pdf

3. Understanding Geraldine

This section summarises the key demographics, land use and transport data to form an understanding of Geraldine and inform the strategy.

3.1 Geraldine township and the surrounding area

The strategy focuses the Geraldine township, however, it is recognised that there is a strong interplay between the Geraldine township and the surrounding areas and communities¹⁰.

Generally, the surrounding areas have a younger population with higher incomes than the Geraldine township. It is where a lot of the economic prosperity of the area is generated through farming and agriculture, and where many of the freight trips travel to and from.

For clarity, the figures discussed in the following sections relate to the Geraldine township, and not the surrounding areas.

3.2 Demographic and economic context

The population of Geraldine is 2,706¹¹, contributing 5% to the Timaru District population of 46,296. The median age in Geraldine is 48.6 years old and 28.8% of Geraldine's population is over 65 years old. By way of comparison the New Zealand medium age is 37.4 years old and 15.1% is over 65 years old. This demonstrates that Geraldine has a particularly old population, which may influence mode choice and the accessibility requirements of the transport system.

The unemployment rate in Geraldine is 1.9% (4% nationally) and key occupational groups are labourers, managers, professionals, technicians and trade workers. Although unemployment is low, the income for people over 15 is only \$27,400 compared to \$31,800 nationally.

The major industry in the Timaru District is agriculture which includes farming (crops, dairy, cattle and sheep), and associated manufacturing, services and food processing industries. Dairy farming is predominantly in the north-west of the Timaru District near Temuka, Clandeboye and the Rangitata river. Forestry is another industry in the district, and is concentrated to the west of Geraldine. These industries rely on an efficient transportation of export products to the port or to manufacturing locations such as dairy factories. Heavy vehicles influence road maintenance regimes and also have a significant impact when they travel through urban areas due to air pollution, noise and vibration.

3.3 Future development of Geraldine

The Timaru District Council's Growth Management Strategy (GMS) anticipates only modest growth, as shown in **Figure 3.1**. There is a reasonable upward trend until 2033, and then growth is relatively stagnant through to 2048. Between 2018 and 2048 there is an anticipated 136 extra households, equating to 12.6% growth over 30 years.

¹⁰ The Census area is Orari

¹¹ 2018 Census data sourced from Stats.govt.nz

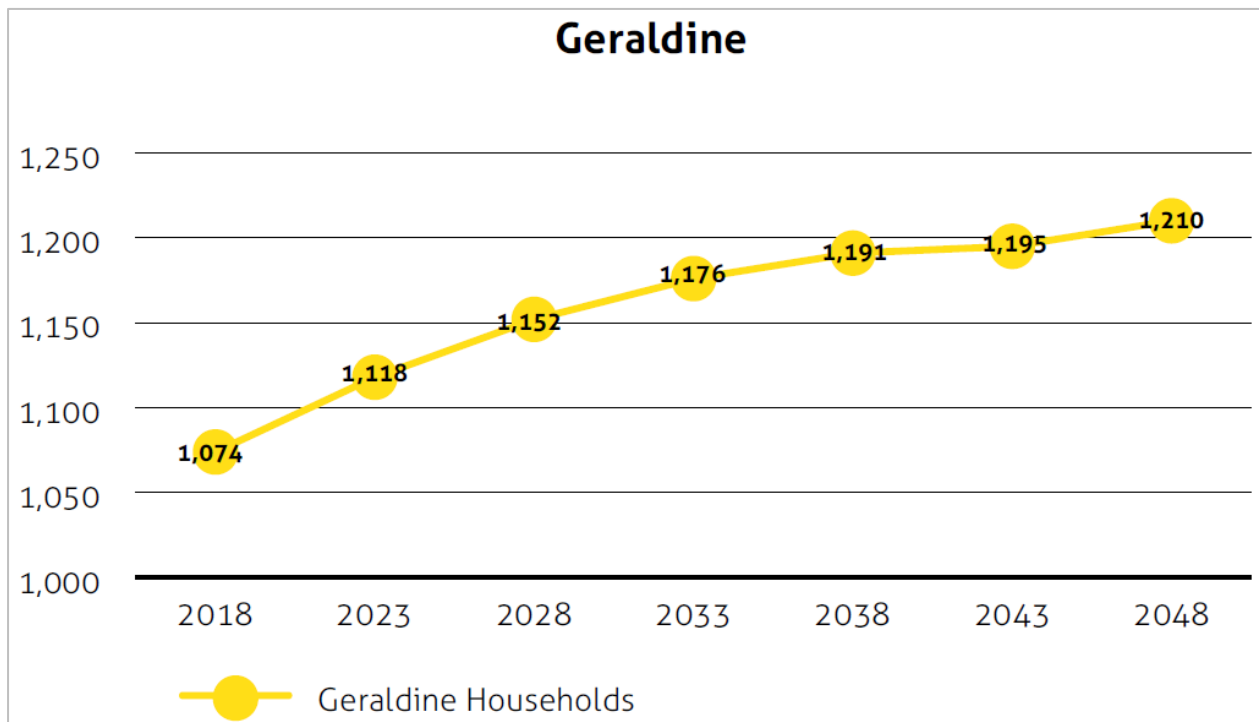


Figure 3.1 Geraldine household growth forecast

The GMS primarily expects new residential development to occur as infill development up until 2028, and then as greenfield development from 2028 to 2045. It is expected to be located, as shown in **Figure 3.2**, to the east and southeast of the town centre, at Cascade Place, south side of Orari Station, Templer Street, Strawberry Place and Connolly Street (McKenzie Village). Development is also expected to the west of the town centre at Geraldine Downs, Main North Road East and Hislop Street beyond 2028.

The GMS does not anticipate the need for any additional commercial activity in the town centre, but expects some redevelopment of the current sites. Industrial development is anticipated around Majors Road, and is provided for at the corner of Tiplady Road and Winchester-Geraldine Road.

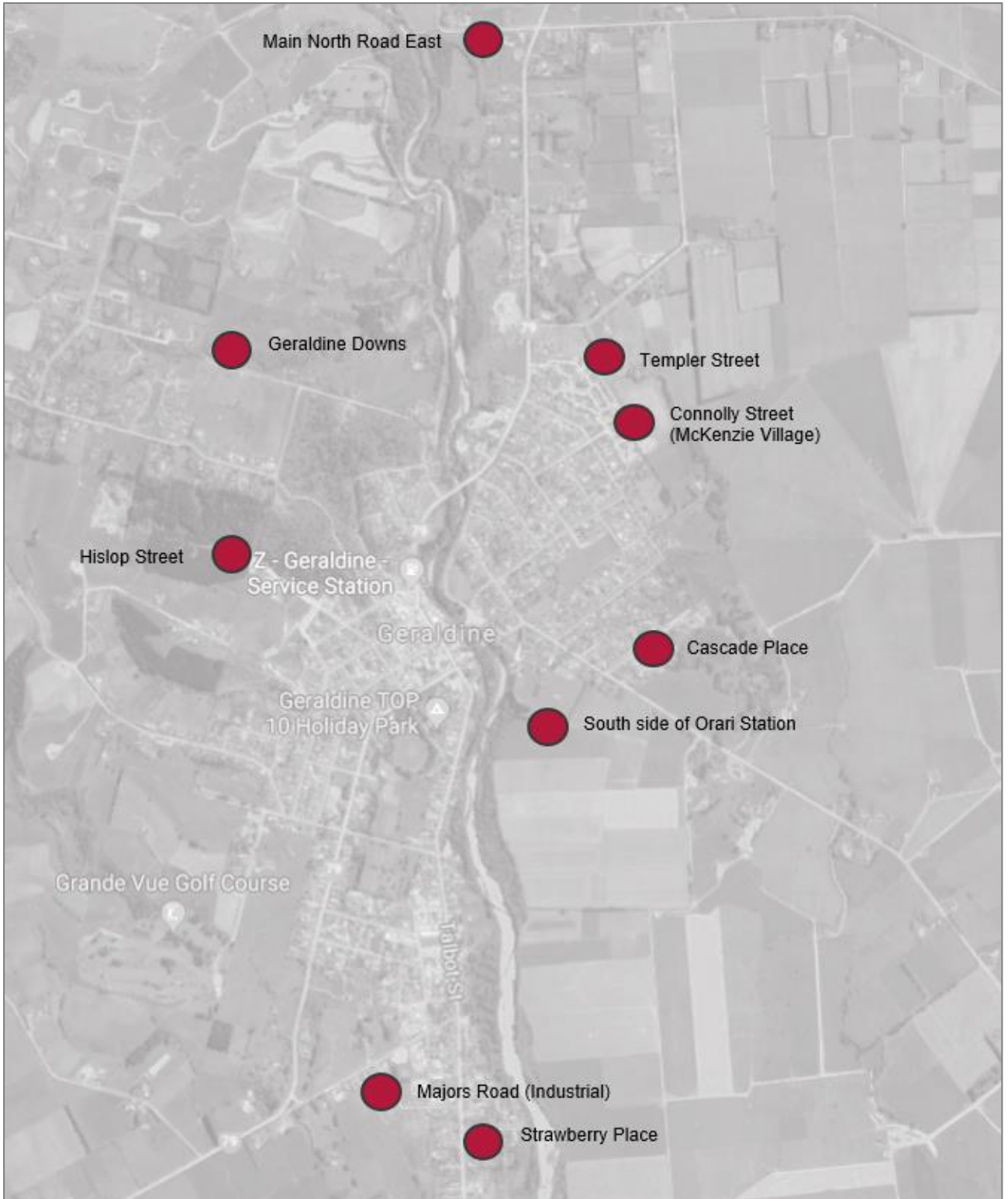


Figure 3.2 Location of development

3.4 Tourist movements

Geraldine is positioned on the scenic inland route (SH72-79) connecting tourists from the Christchurch International Airport through to Tekapo, Mount Cook, Wanaka and Queenstown. Consequently, Geraldine has a high number of free independent travellers and also large tourist buses (such as Intercity and Atomic Shuttles). It is situated as a break stop between these locations.

Tourists present an economic opportunity for Geraldine, but also place pressure on public infrastructure such as parking and public toilets (on Cox Street).

The key tourist season, based on the increased traffic profile, is over the summer from January through March.

3.5 Travel to work

Vehicle ownership in Geraldine is high, with 12% of houses with access to 3 or more vehicles¹². Approximately 5% of households have no vehicle, 46% have one vehicle and 36% have two vehicles.

Most people drive to work (75.4%¹³), while 9.7% either walk or jog and 3.5% cycle. There are no public transport options available.

3.6 Traffic volumes

State highway Annual Average Daily Traffic Volumes are collected by the NZ Transport Agency¹⁴ on Cox Street just north of Lewis Street. **Figure 3.3** shows a gradual increase in traffic volumes between 2014 and 2018 of 11%, roughly a 3% increase per year which is generally in line with national vehicle travel trends¹⁵. The proportion of heavy vehicles is 5.6%, which compared to other State highways is relatively low. However, the proportion at the Upper Orari Bridge on SH79 is 10.3%, indicating that additional heavy vehicles are generated from Geraldine itself and from Talbot Street.

In 2018, Google maps changed their route algorithm at the request of the Geraldine community. Previously, northbound motorists approaching Geraldine were directed west along Tiplady Road and Coach Road towards SH1. However, now the route directs motorists through Geraldine on SH79. The effects of this changed have not yet been picked up in the traffic volumes. There may also be an impact on the crash numbers at the intersection of Tiplady Road and Winchester-Geraldine Road.

¹² 2013 Census data sourced from Stats.govt.nz (note collected n 2018)

¹³ 2018 Census

¹⁴ <https://www.nzta.govt.nz/resources/state-highway-traffic-volumes/>

¹⁵ Based on Road VKT collect by the Ministry of Transport <https://www.transport.govt.nz/resources/tmif/transport-volume/tv001/>

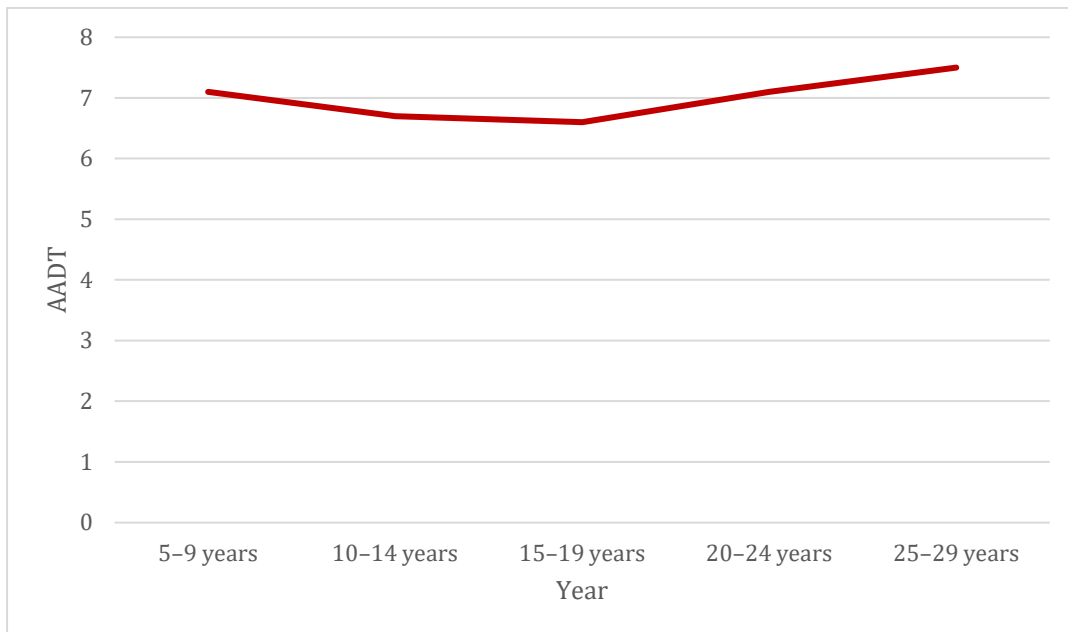


Figure 3.3 SH79 (north of Lewis St) annual traffic volumes

Figure 3.4 illustrates that peak traffic demand is experienced between 2 - 3pm. There is also a significant variation across the months of the year. The highest traffic volumes are experienced during the summer months between January and March, and the lowest volumes are experienced during winter in July.

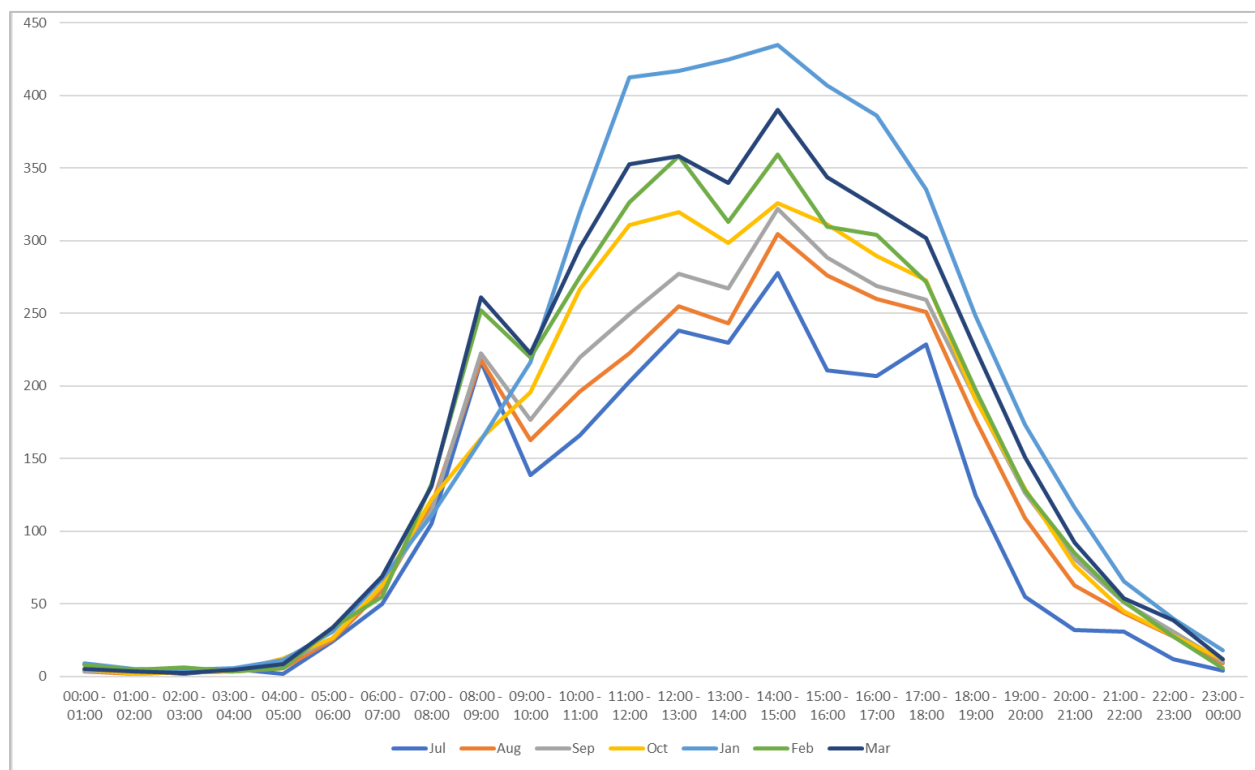


Figure 3.4 SH79 (north of Lewis St) hourly and monthly variations (July 17 – March 18)

Figure 3.5 illustrates that future traffic volumes forecasts¹⁶ in 2044/45 on SH79 are predicted to reach nearly 10,000 vehicles per day (vpd) during the peak summer season, dropping to just over 6,000 vpd during the winter months. This equates to an approximate 100% increase in traffic between seasons. By 2027/28, the increase of traffic is approximately 30%.

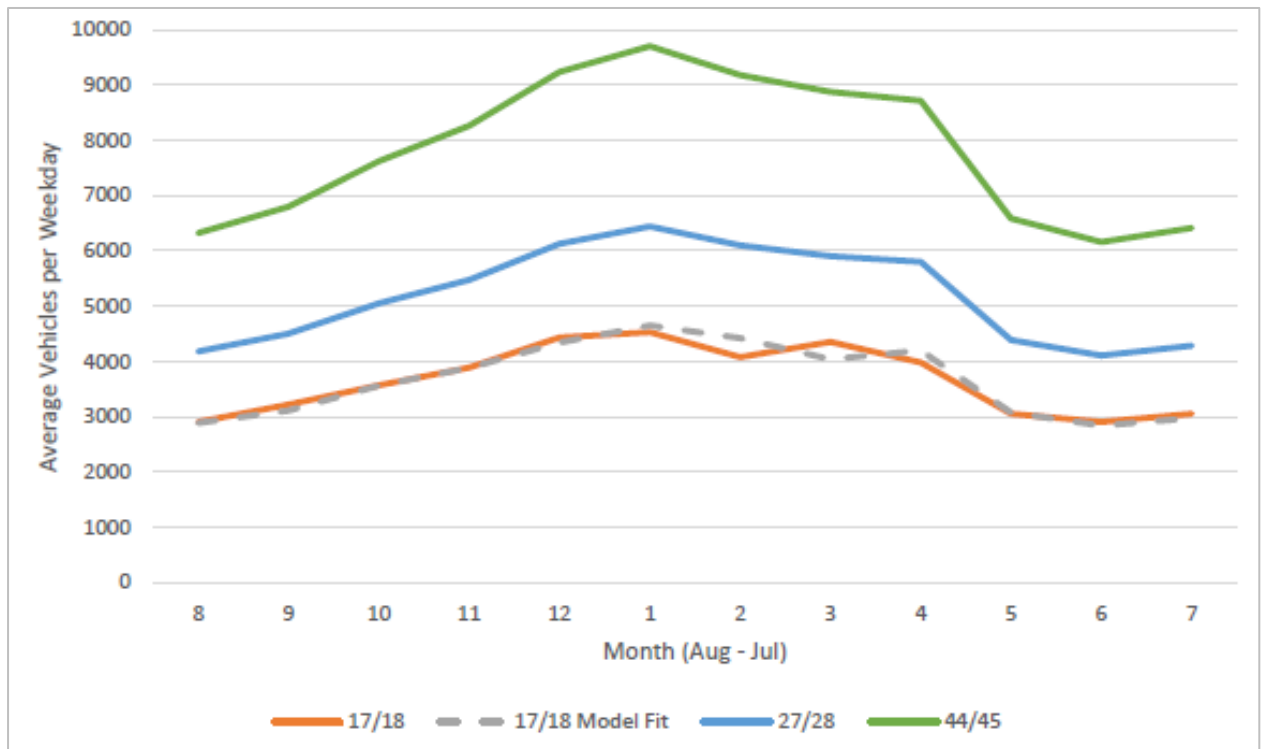


Figure 3.5 SH79 (north of Lewis St) modelled future traffic volumes

3.7 Intersection performance

The State highway routing analysis¹⁷ reviewed the level of service of the key intersections in Geraldine. Figure 3.6 identifies the overall level of service (on a scale of A to F) for each intersection based on a weighted average of delay per vehicle for all approaches.

The analysis identified that most intersections are performing well, with a level of service A (0 – 9 seconds of delay) or B (10 – 15 seconds of delay). However, by the 2045 future modelled year, both Talbot Street / Wilson Street and Talbot Street / Cox Street intersections decrease in performance to a level of service C (16 – 25 of delay).

A level of service C is generally considered to be an acceptable level of delay but justifies a closer look at the individual movements to identify the cause of the delay. Section 4.1 identifies the level of service for each individual movement, and more clearly shows the turning manoeuvres that suffer delay.

¹⁶ Generated from the Geraldine Transport Paramics Model, reported in SH79 Routing and Upper Orari Bridge Options Analysis, Abley 2018

¹⁷ SH79 Rerouting and Upper Orari Bridge Option Analysis, Abley, 2018

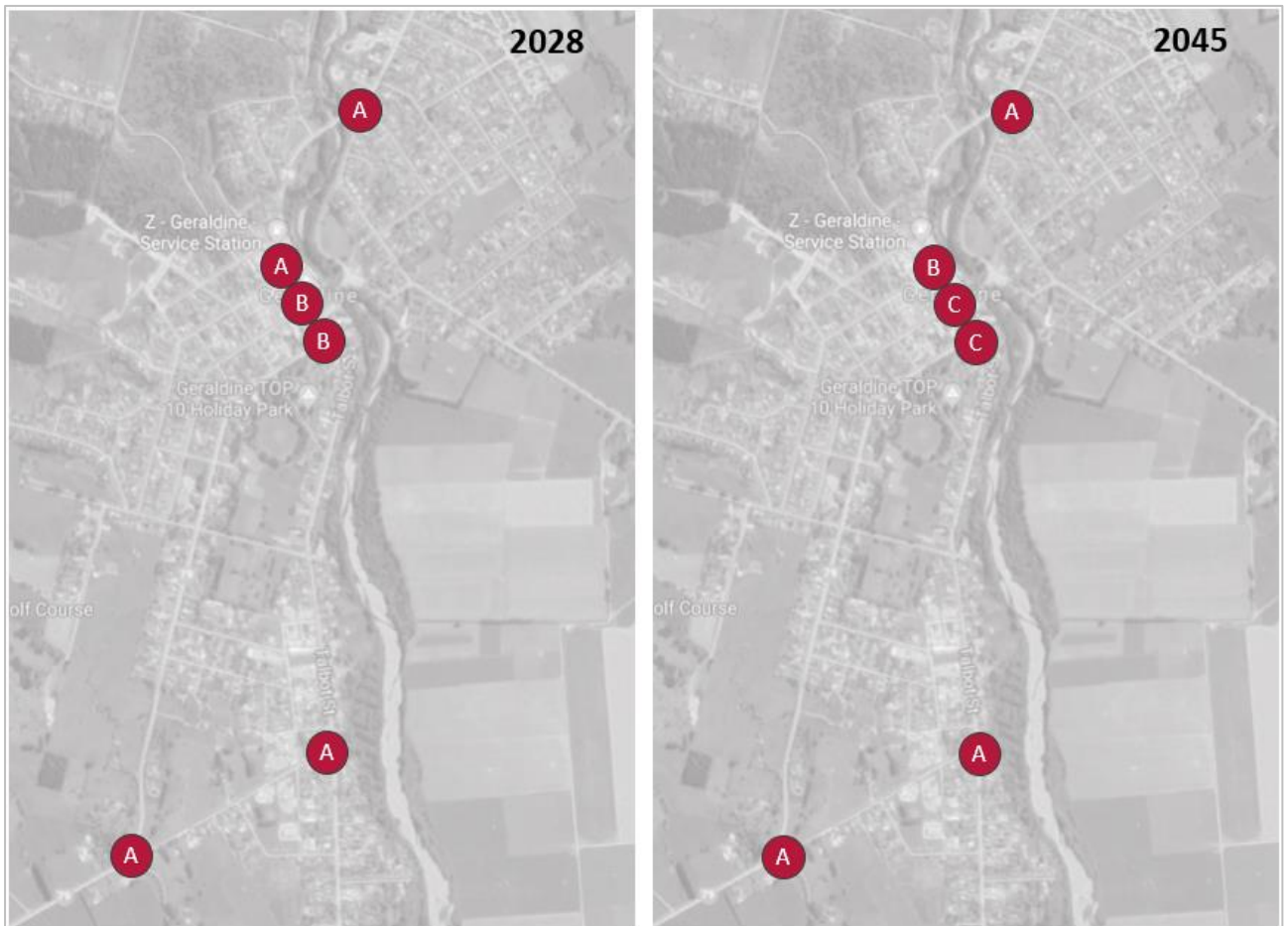


Figure 3.6 Intersection level of service

3.8 Walking and cycling

There are no on-street cycle facilities in Geraldine, however, most streets contain wide traffic lanes and shoulders where parking is often not used, providing space for cyclists. Although it is noted that the presence of large/heavy vehicles on the State highway may make riding uncomfortable.

There is an off-road shared walking and cycling path through Pekapeka Gully and Riddells Reserve, and Ribbonwood Road circuit. The TDC Off-Road Walking and Biking Strategy (2012-2032) identifies an additional 13.7km of tracks in Geraldine and also connections between the rural townships in the District. Most of the extensions are along the river edge.

Most streets have wide footpaths on at least one side of the street, with the exception of some residential streets where no footpaths are provided. The main shopping street has wide footpaths on both sides of the street and has a couple of crossing opportunities via pedestrian crossings.

TDC's Active Transport Strategy (refreshed in 2018) prioritises a number of interventions in Geraldine demonstrated by **Figure 3.7** and the details of the projects are described in **Table 3.1**.

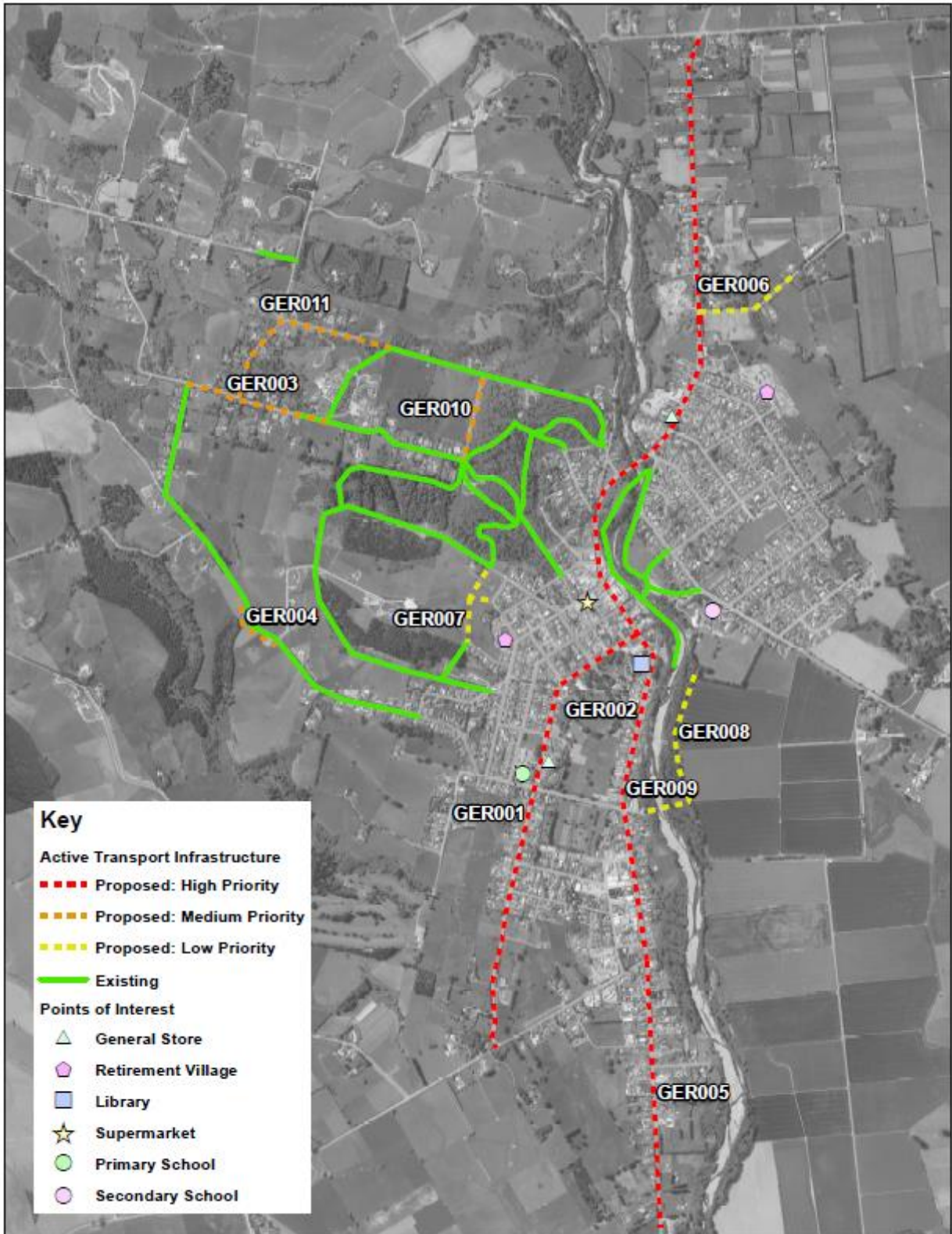


Figure 3.7 Geraldine walking and cycling recommendations

Table 3.1 Geraldine walking and cycling projects

	Description	Priority	Cost
GER001	Cycle lanes on SH 79 from Woodbury Road to Kennedy Street and installation of cyclist warning signage at Waihi Bridge.	High	\$\$
GER002	On-road cycle lanes on Talbot Street (Inland Scenic Route 72) from Cox Street (SH79) to Kennedy Street.	High	\$
GER003	Pedestrian facility on one side of Pye Road extending from existing footpath at Ribbonwood Rise subdivision to Downs Road (500m).	Medium	\$\$
GER004	Pedestrian facility along Downs Road sub-station (including the 200m section).	Medium	\$\$
GER005	Footpaths or shared path on Lower Talbot Street to link to urban expansion and Strawberry Place, Black and White Motel and Stonebridge function centre).	High	\$\$
GER006	Facility on Templer Street	Low	\$
GER007	Barker Street to Hislop Street and Shaw Street connection – predominantly recreational facility.	Low	\$
GER008	River path on eastern side to cater for increased residential development	Low	\$\$
GER009	River crossing connecting GER008 to Talbot Street	Low	\$\$\$
GER010	Path on Davies Street.	Medium	\$
GER011	Facility on Ribbonwood Road.	Medium	\$
GER012	New footpaths in urban Geraldine area to be constructed over time, in order of precedence.	High	\$\$
GER013	Pedestrian facilities at intersections	High	\$\$

Cost key: \$>\$50,000 \$\$ \$50,000 << \$150,000 \$\$\$ > \$150,000

3.9 Public transport services

There are no public transport services within Geraldine, except for a community bus that provides scheduled return trips between Geraldine and Timaru/Temuka each Tuesday. The service is provided by volunteer drivers, and costs \$15 for a round trip. With buses leaving Geraldine at 9:30am and returning from Timaru at 2:30pm, they are unlikely to be providing a service for commuters. The service also provides connections to other destinations around the district on-demand, on a pay-for-hire basis.

Geraldine also has a companion driving service called Here4u Ltd providing personal pick up and drop off services. The service is targeted at the elderly population with disability pass parking, and a walker frame available on request.

Geraldine does not have its own taxi service, however, Timaru Taxis Limited does provide tour options from Timaru to Pleasant Point and Geraldine.

3.10 Speed limits

The speed limit in Geraldine in urban areas is 50km/hr past schools and through the town centre. To the north, the speed limit is 80 km/hr on the periphery of the town before changing to 100km/hr into the rural area. To the south, on both Geraldine-Fairlie Highway and Winchester Geraldine Road, the speed changes from 50km/hr to 100km/hr at the edge of the town. Kennedy Street is 70km/hr at the western end and 50km/hr through the residential section.

3.11 Parking

On-street parking is freely provided in Geraldine. Time restrictions apply in the town centre and range from P10, P30, P60 and P120 as far as Hislop Street to the south and Peel Street to the north. Outside of the shopping street there are no parking restrictions.

Public off-street parking is provided on Cox Street and Peel Street which is free and available all day.

Timaru District Council provides parking exemptions for drivers over the age of 80. In Geraldine, the exemption allows over 80's to stay for twice the time restriction.

There is current no parking plan or strategy that informs the provision and management of parking in Geraldine.

3.12 Safety

Geraldine's crash record was extracted from the NZ Transport Agency's Crash Analysis System for 2008-2019.

The following bullet points provide a summary of the key statistics:

- A total of 128 crashes were recorded (between four and 16 crashes per year over the 12-year period)
- No fatal crashes have been recorded
- A total of 12 serious injury crashes and 28 minor injury crashes have been recorded
- 115 of the crashes only involved one or more vehicles (five serious crashes)
 - One crash involved a pedestrian (serious crash)
 - Five crashes involved a cyclist (three were serious crashes)
 - Seven crashes involved a motorbike/moped (three were serious crashes)
- The predominant crash type is loss of control (both on straight road segments and while turning) followed by crashes at cross-road intersections between vehicles travelling in perpendicular directions
- 56% of crashes were in 50km/hr zones, 8% were in 80km/hr zones, and 36% in 100 km/hr zones
- 12 crashes involved drivers holding foreign licences and four crashes involved rental vehicles. Three of the crashes involved a rental car as well as a driver holding a foreign licence. Accordingly, a total of 12 crashes were identified as being related to tourists
- A particular area of concern was identified at the intersection of Winchester Geraldine Road, McKenzie Road, Tiplady Road and Coach Road where 22 of the 106 crashes occurred. Six of these involved tourists, one cyclist and one motorcyclist. No crashes have been recorded since January 2018, and the intersection has recently been upgraded to a roundabout

It is encouraging that there are no fatalities and very few crashes involving pedestrians, cyclists or motorists. The most significant safety concern to address is at Winchester Geraldine / Tiplady Road intersection which has been addressed through an infrastructure improvement.

The Upper Orari River Bridge was assessed separately. A search of the period between 2008 and 2018, plus the records available for 2019 on SH79 between Orari Back Road and Geraldine-Arundel Road found a total of 34 crashes. Twenty-six of these crashes (one serious injury crash, four minor injury crashes and 21 non-injury crashes) occurred at the bridge or on the approaches to the bridge. Of the remaining eight crashes, five (one serious injury and four non-injury crashes) occurred at the SH79/ Geraldine-Arundel Road intersection and three (all non-injury crashes) at the SH79/ Orari Back Road intersection.

3.13 Road classification

The One Network Road Classification (ONRC) is a classification system of all roads into eight levels based on how busy they are and their connection to important destinations. It informs how the roads are managed and operated. The ONRC identifies Cox Street and Talbot Street as Arterial Roads (4th most strategically important classification), these are the highest classification in the Geraldine area. There are several secondary collectors and access roads shown in [Figure 3.8](#).

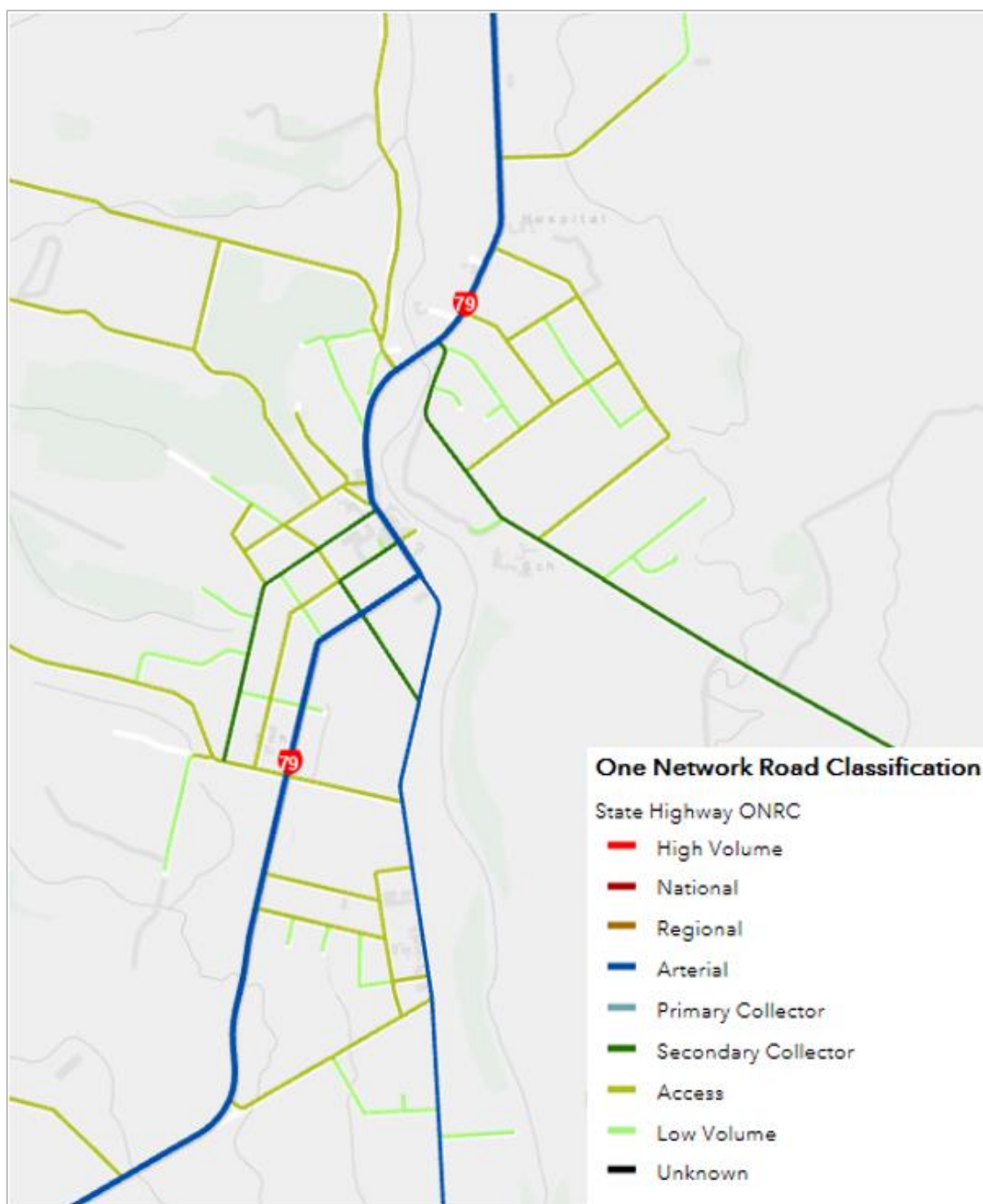


Figure 3.8 One Network Road Classification

4. Problems with the transport system

The *Understanding Geraldine* section gives some insight into the problems that Geraldine's transport system and its users face. The primary problem is that the transport system is set up for the private motor vehicle. The roads are wide which allow for high travel speeds, and a high supply of parking. This means that walking and cycling are not well provided for and are generally not well used by the community. The urban environment is focused on moving people (in cars) through the space, rather than spending time in the place. The car dominated nature of the town has led to a high expectation of being able to drive straight to a destination, and park outside. However, this problem is typical for small rural towns in New Zealand.

Geraldine's aging population has an impact on the infrastructure requirements. Members of the community may no longer be willing or able to drive, and will rely on good pedestrian connections that also provide for mobility scooters. Consideration needs to be given to the smoothness of the footpath, crossing widths, and for pedestrians with mobility, visual and hearing impairments.

A workshop to discuss Geraldine's transport problems was held with representatives of the local community in May 2019 and was attended by 17 representatives from Timaru District Council, Geraldine Community Board, AA, NZ Fire Service, Four Peaks Plaza, NZ Transport Agency, Parkside and Go Geraldine. The workshop attendees were asked to identify and map all the problems that they were aware of relating to the transport system. A full list of the problems is contained within in Appendix A, and are discussed below.

4.1 Network problems

Two intersections were highlighted as a problem. The first is the intersection of Cox Street and Talbot Street shown in **Figure 4.1**. This is where the arterial route travelling south through town splits in two. State highway 79 is sign posted down Cox Street and provides the main route through to Tekapo and beyond. Talbot Street is the main route through to Winchester and Timaru. The t-intersection is controlled by a give way on Cox Street, and has a pedestrian crossing in close proximity on Talbot Street. It is also a busy area with public toilets, coach parking, Barkers and access into Café Verde nearby. The turning traffic into Cox Street, and the other activities in the area, can produce some congestion during peak visitor periods.



Figure 4.1 Cox Street and Talbot Street intersection

The second intersection is at the southern approach to Geraldine, where SH79 intersects with Kennedy Street shown in **Figure 4.2**¹⁸. It is a t-intersection on a long left-hand curve, and contains a short one-way lane from Kennedy Street onto SH79 that acts as a slip lane. The complicated geometry and constrained sight lines create a potentially unsafe environment particularly for unfamiliar drivers.



Figure 4.2 SH79 and Kennedy Street intersection

Modelling of intersection performance

Section 3.7 identifies that overall intersection performance is expected to be acceptable out until 2045¹⁹, however, some individual movements at the intersections suffer a poor and deteriorating level of service.

The diagrams in **Figure 4.3** to **Figure 4.6** identify the movements that have a level of service C or worse (more than 15 seconds of delay per vehicle). In 2028 the following movements were identified with poor performance:

- The right turn from McKenzie Street onto SH79,
- the right turn from Talbot Street into Peel Street; and,
- several movements at the intersection of Talbot Street and Wilson Street (and all movements from the northern approach of Wilson Street).

By 2045 the performance of these intersections deteriorated, and the following additional movements experienced a level of C or worse:

- The right turn from SH79 into McKenzie Street,
- the left turn from Peel Street into Talbot Street; and,
- almost all turning movements at the Wilson Street and Talbot Street intersection.

¹⁸ Source: Google maps

¹⁹ SH79 Rerouting and Upper Orari Bridge Option Analysis, Abley, 2018

In 2045 three movements at the intersection of Talbot Street and Cox Street experience a level of service C, none of these movements experience anything worse than a B in 2028.

These results indicate that there are no serious performance issues in the short to medium term, however, investigation will be required in the medium term to either provide protection or capacity for the turning movements, or to provide alternatives to turning movements at these locations in the long term.



Figure 4.3 SH79 / McKenzie Street intersection performance

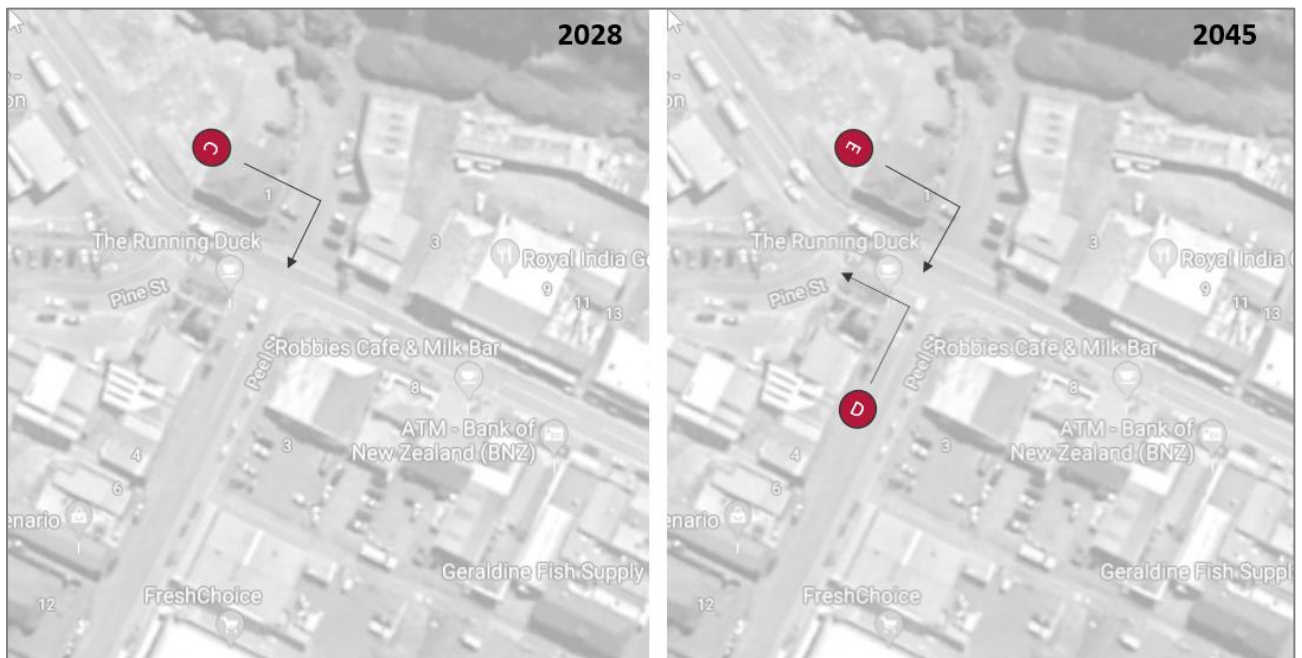


Figure 4.4 Talbot Street / Peel Street intersection performance

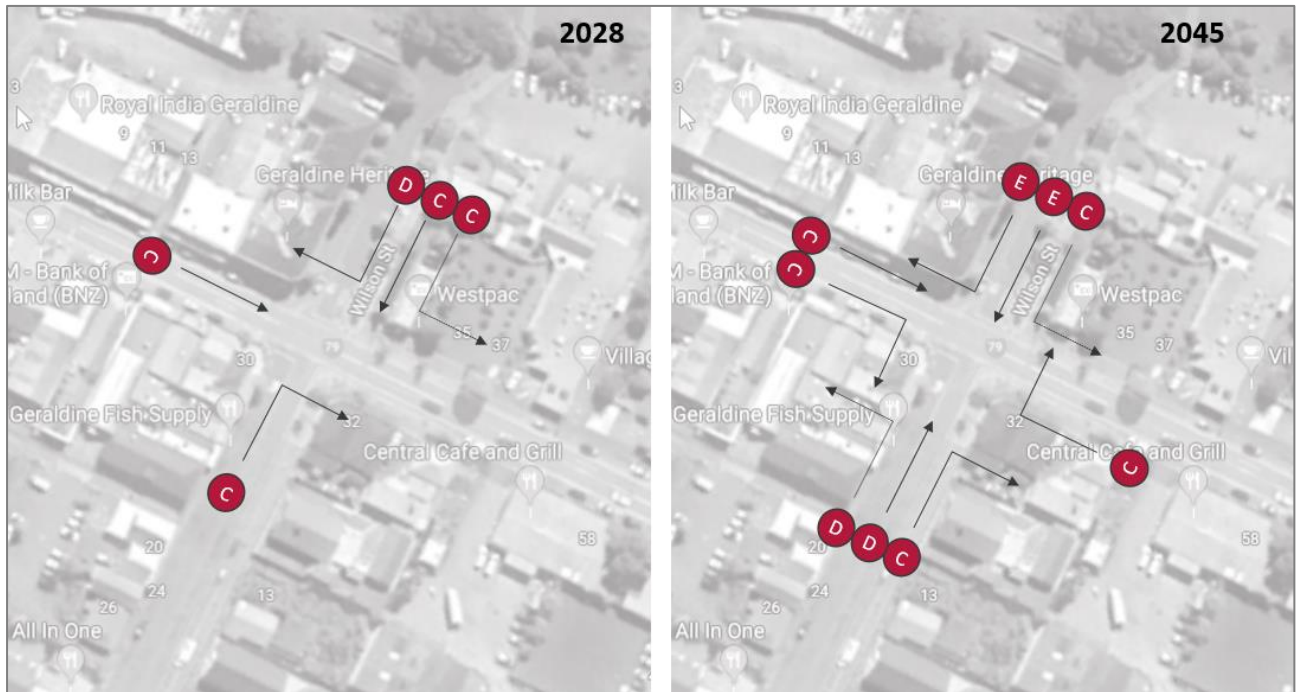


Figure 4.5 Talbot Street / Wilson Street intersection performance



Figure 4.6 Talbot Street / Cox Street intersection performance

Upper Orari River Bridge

The one-way Orari River Bridge on SH79 to the north of Geraldine, shown in [Figure 4.7](#), has long been a point of contention with the local community. At the northern end there is a t-intersection on a left-hand curve where SH79 diverts right onto the Rangitata-Orari Bridge Highway, and the Inland Scenic Route (72) carries on straight through. The bridge is the first one-way bridge that international visitors will experience when flying into Christchurch and driving south to Queenstown, and can therefore cause some confusion for unfamiliar drivers. The local Fire Chief commented that it is the location of a high number of crashes (supported by the crash record in section 3.12). The one-way bridge, at approximately 270m long, creates delays at busy times especially with unfamiliar drivers. This acts to bunch up traffic just before entering Geraldine, resulting in platoons of traffic arriving at once in the town centre. The bridge's narrow width also does not provide for cyclists, which is a growing mode along the Inland Scenic Route.



Figure 4.7 Upper Orari River Bridge

Speed limits

Speed limits and vehicle speeds were also raised as a problem. The road network, with its wide traffic lanes, encourages high speeds. This was particularly raised as a problem for people attempting to walk across the road in various locations such as the primary school, domain and swimming pool. The effects of traffic, such as vehicle noise, was also raised but not at a specific location.

Parking

Parking was a strong theme in the workshop. There is a strong expectation that free parking is provided close to all destinations. It was noted that parking is not well provided for large vehicles including campervans, trucks and vehicles towing boats which often stop in Geraldine.

The lack of all-day employee parking was also raised as a problem, as was the parking access to Café Verde and a lack of parking near the swimming pool. It was commented that parked vehicles limited visibility for people attempting to cross the road.

Time restrictions are currently in place along Talbot Street, Cox Street (between Talbot and Helsop Street), Wilson and Peel Streets (northern half of the block between Talbot and Helsop Street). The remainder of the town has no time restrictions and is available for all day parking. There are also free off-street all-day car parks on Peel Street and Cox Street. That means that all day parking is available within 130 metres of the main shopping street. Indicatively there is plenty of on-street capacity in this area, however, this should be confirmed with a parking study. It is suggested that the perceived problem does not justify significant investment, until confirmed through the parking study.

4.2 Cycling problems

It was acknowledged that there are no on-street cycling facilities, and that there is a need to provide urban cycle routes. The lack of safe connections to the recreational cycle routes that are located just out of town and along the riverside was also discussed. Outside of the workshop, it was identified that the Waihi River bridge just north of the township does not safely provide for cyclists heading northbound.

4.3 Walking problems

The aging population of Geraldine was noted as a factor that impacts on the quality of footpaths that are required. Uneven and narrow footpaths make it tricky for the less able. It was also noted that there is a greater need to provide for mobility scooters for the elderly and for scooters for the younger generations.

Cox Street was raised several times as an impediment for pedestrians, particularly attempting to access the public toilets, the domain and the swimming pool. Vehicle speeds and the wide roads also make crossing the road as a pedestrian more difficult.

Schools

The safety around schools was identified as a problem, particularly the Geraldine Primary School, which has its main entrance onto Cox Street. This is the State highway route, although there is a pedestrian crossing over Cox Street. The other streets around the primary school, such as Wilson Street, are all very wide and do not provide dedicated protected walking facilities for children. **Figure 4.8**²⁰ illustrates the wide crossing width for pedestrians, and the absence of dropped kerbs and pedestrian refuges²¹.



Figure 4.8 Wilson Street primary school access

The pedestrian access to Geraldine High School through Kennedy Park and over the river was also identified as an area for improvement.

4.4 Amenity problems

Talbot Street has a place function as the main shopping street, but also a movement function as part of the State highway route through town. These competing outcomes sometimes mean that it achieves neither of these functions well.

4.5 Mapping the problems

Figure 4.9 shows the location of the specific problems discussed above. Some problems, such as speed limits apply to the whole area and are not located on the map. The Orari River Bridge is also not shown on the map but is located 5.2km to the north of location 7.

²⁰ Source: Google maps

²¹ This intersection has received upgrade to a roundabout in 2021

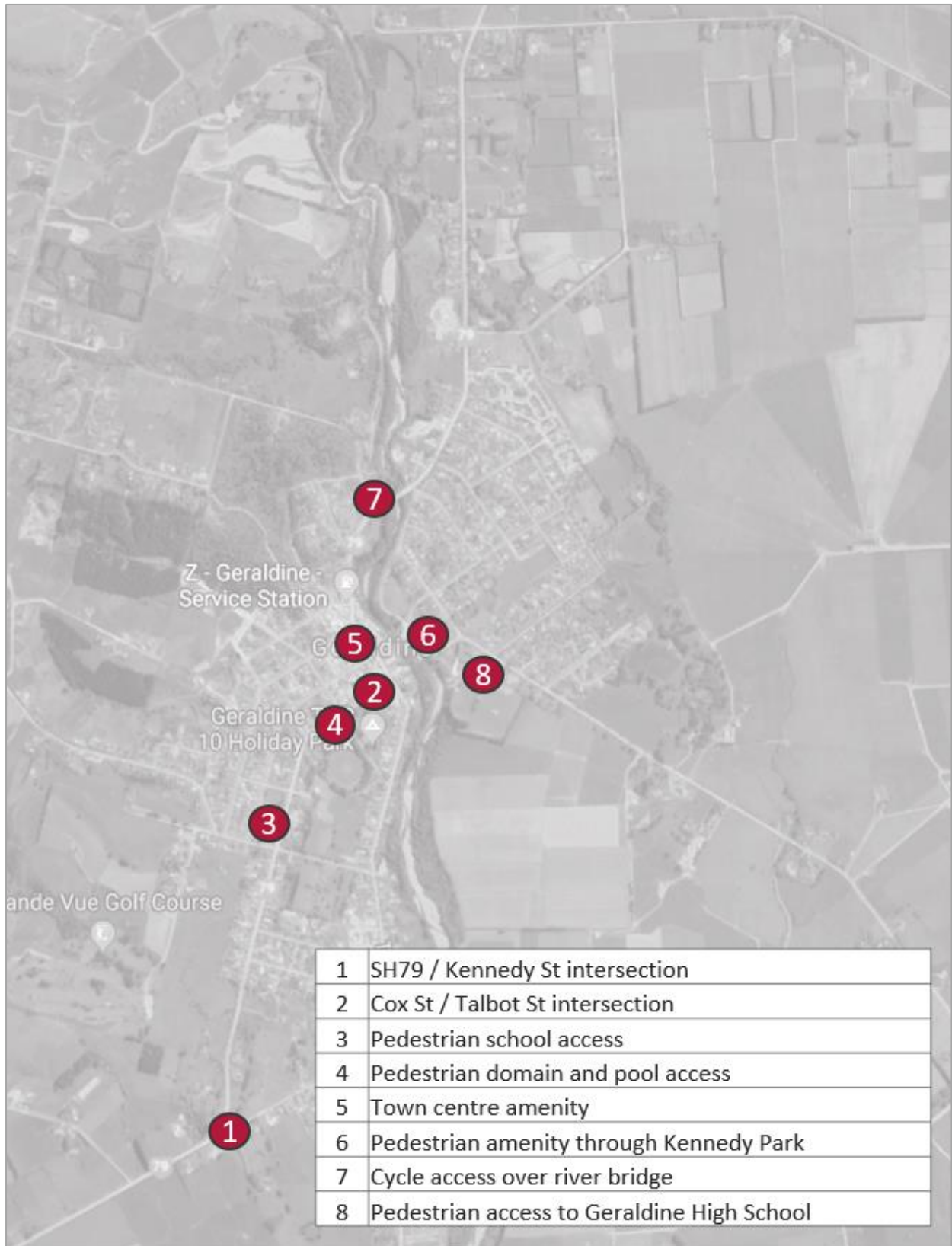


Figure 4.9 Location of transport problems

5. Vision and objectives

The vision sets the scene for the transport strategy and outlines what the transport system should achieve. By setting the vision and comparing the current performance of the transport system, improvements can be identified.

Chapter 2 describes the strategic context from the national, regional and local documents. The strategic themes from these documents should flow down and inform the vision and objectives for this strategy.

The strategic themes to inform the vision include:

- safety
- access
- efficiency
- integration between land use and transport
- providing for active modes
- reducing the environmental impact of the transport system
- providing for tourism
- providing for efficient movement of freight

The themes were tabled at the stakeholder workshop to understand which themes the community representatives felt were most important. Each workshop participant was given four votes that could be used in any way across the eight themes. **Figure 5.1** shows the results of the voting process, and that the top four themes were providing for tourism, safety, providing for active modes and efficient movement of freight. Notably, efficiency and access were considered lower priorities. This makes sense in the local context where there is very little congestion, and aligns to the problems discussion.

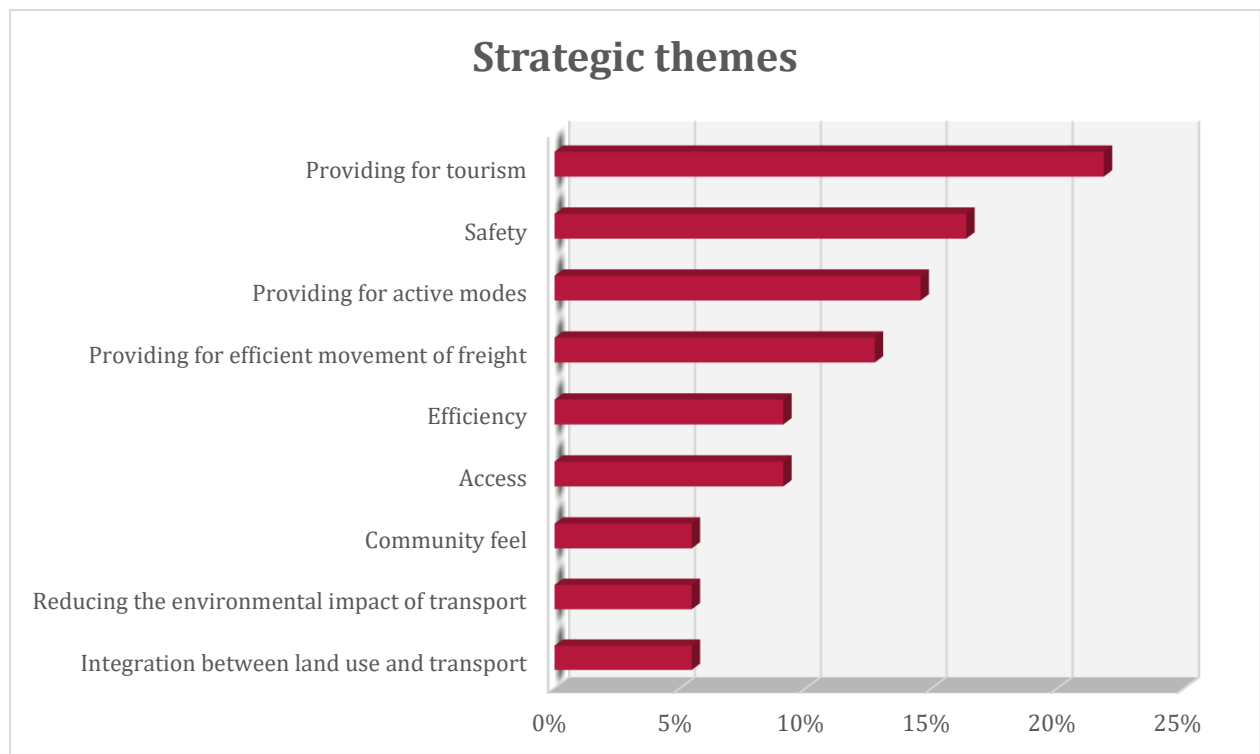


Figure 5.1 Community prioritisation of strategic themes

The vision and objectives were developed based on the review of the relevant strategic document, and the feedback received through the workshop.

Strategic vision for Geraldine's transport system

The Geraldine transport system provides safe access for all types of travel, and promotes economic growth by enabling tourism and freight.

Objectives are brief statements that set out the intended goals that will help achieve the vision. Four objectives have been identified to align with the elements of the vision.

Objectives of Geraldine's transport strategy

Safe – a transport system where there are no deaths or serious injuries

Nobody should expect to be injured or lose their life from using the transport system. The crash record in Geraldine demonstrates there has been a relatively low level of harm on the transport network (no fatalities in over 11 years). Keeping safety as the first objective is to ensure that this continues, and is a focus of any future development.

Access to all types of travel – a transport system that provides a range of options to move around the town

The aim is to provide access to better travel options, specifically walking and cycling. These forms of travel are good for the individual and good for the community. Walking and cycling can be encouraged by providing better infrastructure.

Tourism – a transport system that encourages visitors to spend time and money in Geraldine

Tourism is a key part of the Geraldine economy. Being along the Inland Scenic Route provides a great opportunity to grow this segment of the economy. This can be achieved by encouraging tourists driving through Geraldine, to stop and spend time and money. This can be achieved through offering services and facilities, and being an attractive place to spend time.

Freight – a transport system that enables efficient movement of freight

Agriculture and manufacturing are the cornerstone of the local economy. These industries rely on efficient supply chains, including through urban areas.

6. Draft options and programme development

6.1 Road hierarchy and priority routes

To achieve the vision and objectives, a useful starting point to determine the improvements is to identify the priority routes for each mode of transport, together referred to as the road hierarchy. A priority route is where a mode is encouraged by either improving the facilities along the route to make it safer, faster or easier, or to discourage the use of another mode of transport by making it slower or less convenient.

The available modes of transport in Geraldine are walking, cycling and vehicular (cars and freight)²². The draft road hierarchy was identified for the preferred long term outcome, and is shown in **Figure 6.1**. It is noted that this would require a change to the One Network Road Classification.

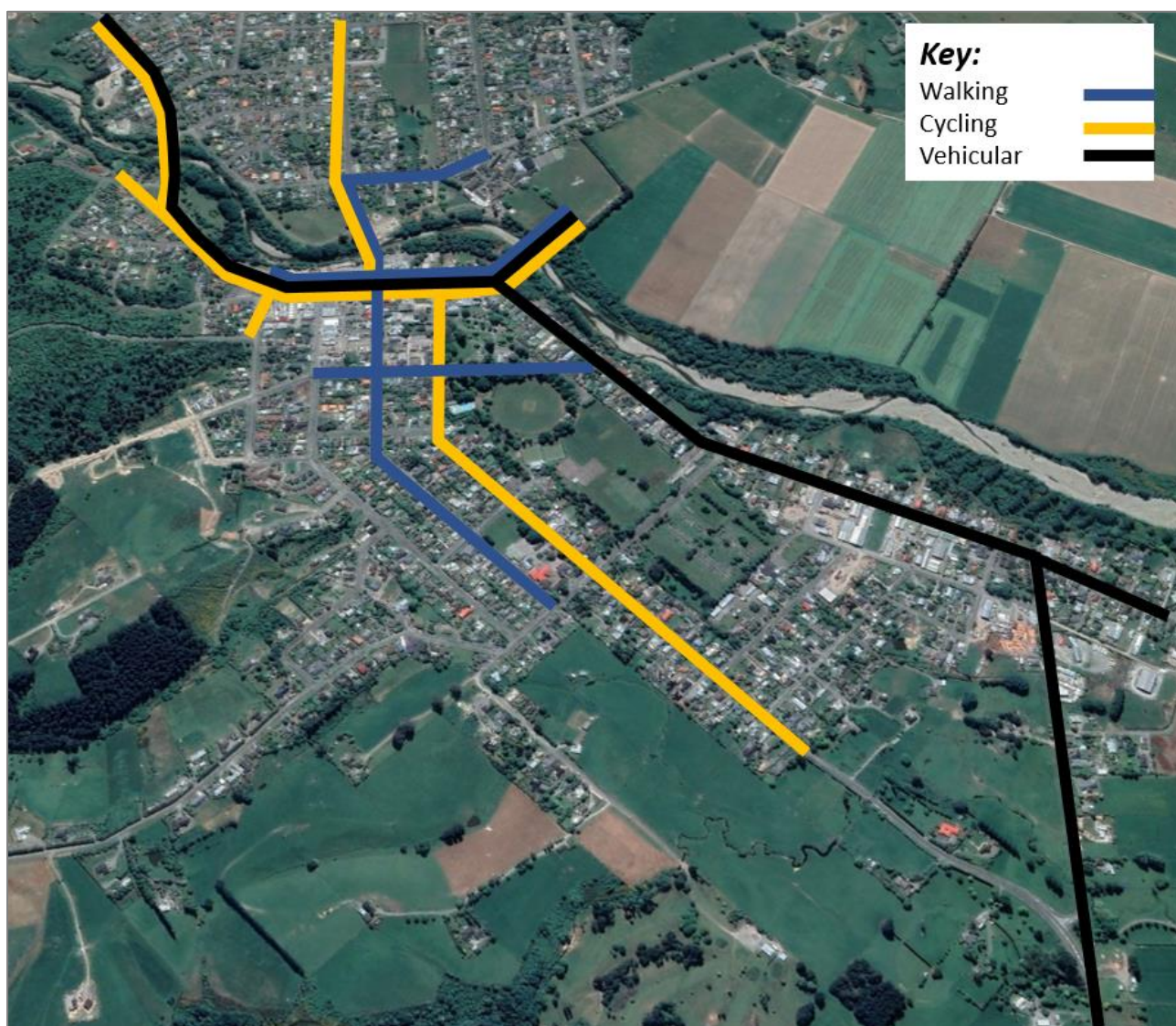


Figure 6.1 Draft road hierarchy

²² There is no public transport in Geraldine

The walking route has been identified to link the primary school and the high school through the centre of town via the pedestrian bridge over the Waihi River. This has been selected as the preferred route as it takes school children away from the main traffic streets to improve safety. It is also the most direct route through town, and doubles as access to the main shopping and employment area. The east-west routes are along Talbot Street, the main shopping street, and along Hislop Street to connect the domain and swimming pool to the walking route.

The primary change for the vehicle network is to make Talbot Street and Kennedy Street the main north-south vehicle route through Geraldine. This will:

- bring all through traffic onto one route through town
- allow for Cox Street to be prioritised for other purposes
- move the main traffic route away from sensitive areas such as the primary school, the domain and swimming pool where there is a lot of pedestrian activity and associated parking
- enables the two problem intersections, SH79/Kennedy Street and Talbot/Cox Street, to be redesigned to provide for safer and more efficient movements
- be a better match with the land use, as there is more commercial and industrial activity off Talbot Street, whereas Cox Street is primarily residential

Moving the vehicle priority route to Talbot Street means that Cox Street can be prioritised for cyclists. This is consistent with the Timaru District Council Active Travel Strategy. The main cycle route has been extended through Kennedy Park to provide better facilities for high school students to cycle to school and to connect the northern and southern ends of the town over the Waihi River. The cycle route continues along George Street to link in the northern residential areas. There are also some small offshoots to connect into the recreational cycle tracks.

In the future it is anticipated that there will be a secondary bridge over the Waihi River linking from Talbot Street to a development to the south of Orari Station Road. It is likely that the connection would be required as part of the development of the site, and may not be a cost for the Council. The form of the bridge, whether it provides for just walking and cycling or vehicles as well, will be determined when the area is developed.

Maps and tables describing the draft walking, cycling and vehicle network improvements are contained in Appendix C. The improvements are summarised in the following sections.

6.2 Walking improvements

The priority walking route requires intersection improvements to upgrade pedestrian facilities. At some intersections there are no dropped kerbs, very few tactile pavers and there are very wide crossing widths without any protection for pedestrians. It is also recommended that attention is given to the four intersections that surround the primary school, and improving the north-south connection through the town. Consideration should be given to the smoothness of footpath surfaces through asset management planning to better provide for the elderly and use of scooters.

6.3 Cycling improvements

There are currently no dedicated on-road cycle facilities in Geraldine. The priority network is consistent with the earlier Timaru District Council Active Transport Strategy, however, it also links into recreational routes, and connects the High School and the northern and southern ends of town with better facilities to encourage greater uptake of cycling.

The type of cycle facility will be determined in the concept design phase. It will seek to provide as much separation between cyclists and general traffic, while balancing the need to retain vehicle movements and providing parking. The cost of the facility will also play a role in determining what is provided.

6.4 Network improvements

Parking

Parking was a common theme at the stakeholder workshop, specifically the availability of all-day employee parking, and parking for larger vehicles passing through town such as cars with caravans or boats.

It has been determined that there is not enough information on parking availability or demand to make specific recommendations. Rather the next step is a parking study to gather information on parking so that informed decisions can be made.

Speed limits

A central area lower speed limit is recommended to improve the safety for all users, and to improve the amenity of the shopping area for locals and tourists. It contributes to changing the priority of the area from a vehicle dominated area to a people focused area. The pedestrian platforms recommended on the side streets of Talbot Street also contribute to reducing the speed environment.

A speed limit of either 30 or 40km/hr is recommended. The extents of the speed limit would be confirmed through the speed setting process, and is subject to public consultation.

Intersection performance

Intersection performance is forecast to be at acceptable levels of service until 2045. It is recommended that the performance is assessed again in the medium term to confirm the forecast performance and to determine whether any interventions are required in the long term.

State highway route

The State highway route (79) bisects Geraldine. It is strategically important as a main tourist route, and significantly contributes to the local economy. However, at the same time it is detrimental to the place value of the main shopping street. At the southern end of Geraldine's shopping street, State highway 79 turns into Cox Street and Talbot Street continues as an arterial route providing access to Winchester, Temuka and Timaru. It is proposed to move the State highway onto Talbot Street to have just one major arterial through the township. This includes an upgrade of Kennedy Street to connect SH79 to Talbot Street. A key outcome is to reduce the turning movements from Talbot Street into Cox Street for traffic following the State highway to Wanaka or Queenstown. This is seen as a congestion point during peak periods.

Upper Orari River Bridge

The community has also discussed increasing the capacity of the one-way Upper-Orari River Bridge to provide one lane in each direction. This would also provide an opportunity to provide for improved pedestrian and cycling connection, where currently there is none. Abley assessed two options to improve the capacity of the bridge with the use of a SIDRA transport model²³. One option was to signalise the bridge, the other to provide an extra one-way bridge to provide for traffic in each direction (as the current bridge has significant remaining design life).

The option to increase the capacity with an additional one-way bridge means that there would be no delay at the bridge location, and would remove the safety risk. A high level BCR assessment indicates that the increased bridge capacity would have an approximate BCR of 2.7 and is therefore a viable long-term investment, however, it is a Waka Kotahi asset and subject to their prioritisation and funding.

²³ SH79 Rerouting and Upper Orari Bridge Option Analysis, Abley, 2018

7. Public consultation

The draft Geraldine Transport Strategy was endorsed by the Geraldine Community Board in June 2019. The strategy was open for public consultation between 9 November and 29 November 2020. The consultation brochure is included in **Appendix D**.

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.

A total of 93 responses were received through all consultation mediums. A copy of the public feedback summary is included in **Appendix E**.

The consultation feedback covered a range of issues, however, there were three particularly strong themes, which were:

- Strong opposition to the State highway 79 realignment through Talbot Street and Kennedy Street (75% opposed). A key reason is that there does not appear to be a big problem now, and that this route would take passing through tourists away from amenities such as the Domain, swimming pool, Berry Barn complex and public tourists and may mean that they do not stop in Geraldine at all. A strong theme was also that the Primary School entrance should be moved to Wilson Street to remove the conflict on Cox Street, and that Kennedy Street has a number of deficiencies.
- Strong support for the proposed cycling infrastructure (74% supportive)
- Strong support for speed limit reduction within Geraldine town centre (90% supportive) and requests for supporting traffic calming features, speed enforcement cameras and extensions of the proposed speed limit area

Other relevant points included:

- Requests for more parking (Kennedy Park, at the RSA site, Hislop Street, for oversized vehicles, in the town centre and for off-street parking).
- Requests for an extension of the cycle network to Woodbury Road, Woodbury township, the Upper Orari Bridge and a Geraldine-Woodbury-Pleasant Valley-Geraldine cycle loop. Desire for connections into the recreational routes including alongside the Waihi River and through the Domain and to aged care homes. It is noted that there was also opposition to cycle facilities noting that there isn't currently much demand, the streets are wide enough for cycling, the aging population and that lower speed limits would help cyclists.
- Requests for the walking network to connect to aged care facilities and to provide for mobility scooters. Requests for additional pedestrian crossing locations (Cox Street, Wilson Street, Peel Street, Talbot Street, at the Rauka Puka Store). Requests for footpath extensions, footpaths on both sides of the road, better maintenance (rather than adding new facilities) and providing zebra crossing rather than courtesy crossings.
- Strong support for additional capacity at the Upper Orari River Bridge.

7.1 Refinements of the strategy

The public consultation was analysed and presented to the Geraldine Community Board on 24 March 2021 and resulted in the following changes to the strategy. Notes from the Community Board meeting are in **Appendix G**.

Vehicle network

It was agreed that the realignment of the State highway from Cox Street to Talbot Street should not proceed at least in the short or medium term. An investigation is recommended to look at short to medium term improvements that can be made to the Cox / Talbot Street intersection to address poor performance including for pedestrians. It is recommended that the intersection is monitored, and if or when congestion at the intersection

has an adverse impact on Talbot or Cox Street (in terms of amenity, pedestrian safety or accessibility, or access to parking) then the long term option of realigning the State highway via Kennedy Street could be reconsidered.

This change is consistent with the feedback that was received through consultation. Therefore, the vehicle priority network will remain as it is with Cox Street and Talbot Street as priority routes.

Cycle network

Due to the change in the vehicle network (retaining Cox Street as a State highway) it was considered that it is not appropriate to retain the cycle priority route on Cox Street. It is therefore moved across to Wilson Street and aligns with the pedestrian network. This also enables the opportunity to consider shared paths between the primary and secondary school.

It was also agreed to develop an off-road shared path through the domain to provide connectivity to the southern residential area. This links across Hislop Street to connect into the North – South route.

Pedestrian network

A strong piece of feedback from the consultation was that the pedestrian network should connect to the three retirement homes (Waihi Lodge Care Centre, Geraldine Retirement Village, Mackenzie Lifestyle Village) and should extend further to the south on Talbot Street. The changes also include an off-road shared path and pedestrian path through the domain and cemetery and linking across Talbot Street into the river side walking track. This also required a connection across Huffey Street to link into the north-south routes. It was also agreed that improved crossing facilities were required at:

- Mackenzie Street
- Huffey Street (between the cemetery and domain)
- Peel Street (near the supermarket)
- SH79 (near the Rauka Puka Store)
- Cox Street (near the public toilets)

Speed limits

Speed limit changes were strongly supported through the community consultation and by the Geraldine Community Board. It was agreed that consideration of speed limit changes should cover all of Geraldine. However, it was noted that there are changes coming in how speed limits are set and changed. The new process needs to be fully understood before a commitment can be made on how speed limit changes are approached, and when. However, it is still expected to commence in the short term.

Parking

It was agreed that not enough is known about parking in Geraldine to make any proposals. It was agreed to undertake a parking study. Since the Community Board meeting TDC has commenced the development of a Timaru Parking Strategy. This will provide the high-level direction for parking management across the district. The strategy expects that a Parking Management Plan is developed for areas of particular interest. It is recommended that a Parking management Plan is developed for Geraldine. This would include capturing the information assumed in the parking study.

Second Waihi River bridge

The second bridge crossing from Talbot Street into the South side of Orari Station Road has been removed from all of the priority networks as it is unclear whether this will be required. It would be associated with a new development rather than led by the Council.

8. The road hierarchy

The road hierarchy was updated and finalised following public consultation and the workshop with the Geraldine Community Board shown at the end of this chapter. The road hierarchy defines where each mode is prioritised in Geraldine and informs the investment programme described in section 9.

Walking network

The walking network has been developed to connect residential areas to the high school, primary school, town centre, domain and aged care homes. It also integrates with the recreational routes to provide pedestrians a range of route options around Geraldine.

In planning the walking network, we have considered the needs for everyone from young school children including those on scooters through to the elderly including those on mobility scooters.

The network aims to avoid busy traffic routes and to provide an improved level of service for the wide range of users and to assist with crossing the road.

The walking priority network includes:

North-south routes

- Wilson Street (from Geraldine Primary School)
- George Street
- Talbot Street / McKenzie Street (SH79)

East-west routes

- Huffey Street
- Hislop Street
- McKenzie Street (to Geraldine High School)

Connections to aged care facilities

- Connolly Street
- Jollie/Shaw Street
- Talbot Street / McKenzie Street (SH79)

Improved pedestrian crossing locations

- Mackenzie Street
- Huffey Street (between the cemetery and domain)
- Peel Street (near the supermarket)
- SH79 (near the Rauka Puka Store)
- Cox Street (near the public toilets)

Cycling network

The cycling network has been developed to connect residential areas to the high school, primary school, town centre and domain. It also connects into recreational routes along the Waihi River, in Geraldine Downs and through to Woodbury.

In planning the cycling network, we have considered the needs for everyone from young school children to confident riders who will cycle long distances on the road.

The network aims to avoid busy traffic routes and to provide an improved level of service for the wide range of users by providing as much separation from traffic as possible.

The cycling priority network includes:

North-south routes

- Wilson Street (from Geraldine Primary School)
- George Street
- Talbot Street / McKenzie Street (SH79)
- Through the Domain and High Street

East-west routes

- Hislop Street
- McKenzie Street (to Geraldine High School)

Connections to recreational routes

- Jollie Street
- Tripp Street

Vehicle network

In the short and medium term, the vehicle network will remain largely the same except for intersection improvements at Cox Street / Talbot Street, speed limit changes and planning for future parking needs.

Priority routes include:

- Cox Street
- Talbot Street
- McKenzie Street/Waihi Terrace

In the long term, consideration will be given to whether the state highway route moves from Cox Street to Talbot Street to simplify the network and the Cox / Talbot Street intersection.

Priority routes include:

- Talbot Street
- McKenzie Street/Waihi Terrace

9. The investment programme

The investment programme has been developed to achieve the vision and form the priority networks over a 30 year period, phased into short term (0 – 3yrs), medium term (3 – 10yrs) and long term (10 – 30yrs) periods.

In summary:

- The focus in the short term is on further studies to ensure that evidence based decisions are made in the medium to long term.
- The walking and cycling improvements are mostly phased to be delivered in the short-to-medium term.
- The vehicle network improvements are mostly phased to be delivered in the long term apart from lower cost options such as a speed limit reductions and parking improvements.

The projects within the programme have been sorted by mode within the short, medium and long term tables on the following pages.

The tables also identify the lead agency for each of the projects. Most of the projects have been allocated to Timaru District Council as the owner and operator of the local road network. However, Waka Kotahi are allocated projects that are on the State highway as they own and operate the State highway network. The delivery of those projects will require the support, endorsement and funding from Waka Kotahi to proceed. While they have been involved in the development of the strategy, no commitment has been made to the delivery of the projects that have been allocated to them.

9.1 Investment programme assessment

An assessment of the investment programme is contained in **Appendix D**. The options are assessed against the objectives of the strategy, and broad assessment criteria commonly used in a business case (feasibility, value for money, social and environmental impact and stakeholder impact) and an indicative timing.

The programme has the strongest alignment to the safe and access objectives across walking, cycling and network improvements and in each delivery phase. The tourism objective is achieved relatively well particular for improvements around the town centre, however, the freight objective is only achieved from the network improvements and mostly in the long term programme.

There is a good alignment against the assessment criteria, scoring either a high or medium alignment in the short and medium term. There is some poor alignment in the long term for the state highway realignment as there are concerns around the feasibility, value for money and stakeholder impact. However, that is why the project is in the long term, for these issues to be resolved.

Short-term priorities

- An upgraded walking and cycling connection between the Geraldine Primary School and the Geraldine High School, including an upgraded environment through Kennedy Park and working with the schools to develop travel plans.
- An investigation of the Cox / Talbot Street intersection including pedestrian access to identify short- and medium-term improvements.
- A review of speed limits with the intention to lower the speed limit through the shopping area and consideration of speed limits in other areas.
- Development of the Geraldine Parking Management Plan to better understand the needs, deficiencies and potential improvements within the context of the Timaru District Parking Strategy.

Table 9.1 Short term improvements programme

Short term improvements						
Priority network	Project ID	Location	Description	Issue	Lead agency	Next step
Walking	W001	Geraldine Primary School to Geraldine High School pedestrian upgrade	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge islands, review of footpath width and surface quality Improvements are at St/Huffey St/Wright St around the primary school, Lewis St/Wilson St, Wilson St/Hislop St, Wilson St/Talbot St, Mckenzie St/George St, Mckenzie St/Campbell St	Poor location and quality of dropped kerbs, large unprotected crossing distances, narrows and poor quality footpaths	TDC	Detailed design
Walking	W002	Huffey Street, Peel Street, SH79, Cox Street, McKenzie Street	Provision of improved pedestrian crossing points	Poor crossing facilities lead to crossing being uncomfortable and less safe	TDC	Detail design

Walking & cycling	CW001	Kennedy Park connection	Investigate improved shared path and lighting through Kennedy Park	Poor environment for pedestrians and cyclists to share the space and unattractive location that may make people feel unsafe	TDC	Investigation
Walking & cycling	CW002	Non specific	Develop school travel plans with Geraldine Primary and High Schools	To encourage mode shift to sustainable modes of travel	TDC	Engagement and planning
Cycling	C001	Geraldine Primary School to Geraldine High School cycling upgrade	Improved cycle facilities to provide space and separation from general traffic. Solution to be confirmed in concept design Wilson Street from Huffey Street to Talbot Street, McKenzie Street from Kennedy Park to the High School	No cycle protection or separation from traffic	TDC	Concept design
Vehicle	N001	Cox / Talbot Street intersection	Investigate the intersection to better provide for turning movements and pedestrian access	Intersection is designed under current priorities Requires better connection between public facilities and Barkers/Verde for pedestrians	Waka Kotahi	Investigation
	N002	Focus on central shopping area + other areas TBC	Establish a lower speed limit area in the central shopping area	Current speed limit prioritises vehicle movement through the shopping street	Waka Kotahi	Investigation and consultation
	N003	Central shopping area, industrial areas and	Develop a Geraldine Parking Management Plan to better understand the needs, deficiencies and potential improvements within	A lack of understanding of parking supply and demand in the central shopping area	TDC	Study

		adjacent residential areas	the context of the Timaru District Parking Strategy.			
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Medium-term priorities

- Cross-town walking improvements on Hislop and Huffey Streets, raised pedestrian platforms in the shopping area on Pine Street, Peel Street and Wilson Street, and improved connections to aged care facilities.
- Cycling improvements on Hislop, George, Jollie and Tripp Streets. Cycle warning signage on the Waihi River Bridge.
- A shared walking and cycling path through the Domain.
- Implement the Geraldine Parking Management Plan, and provide large vehicle parking on Hislop and Pine Streets.
- Implement the medium-term recommendations from the Cox / Talbot Street intersection investigation.
- Ongoing monitoring of network performance to inform the long-term priorities.

Table 9.2 Medium term improvements programme

Medium term improvements					
Priority network	Project ID	Location	Description	Issue	Lead agency
Walking	W003	Hislop Street cross town pedestrian connection	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge islands. A pedestrian crossing over Cox Street Links into Domain route and north-south routes	Poor pedestrian access across town to the domain and swimming pool	TDC/Waka Kotahi
	W004	Talbot Street from Kennedy Street to Waihi Place	Raised pedestrian platforms on Pine St, Peel St, Wilson St	Current priority is for cars, this transfers some priority to pedestrians and also acts to slow vehicle speeds	TDC/Waka Kotahi
	W005	Pedestrian connections to Waihi Lodge Care Centre	Provide improved pedestrian connection to retirement home and aged care facilities, providing	Poor level of service for elderly crossing the road and walking into town	TDC

	W006	Pedestrian connections to Geraldine Retirement Village	dropped kerbs, crossing locations and better level of service on the footpath		
	W007	Connections to McKenzie lifestyle village			
	W008	Huffey Street cross town pedestrian upgrades	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge islands and level of service improvements	Poor pedestrian access across town between north-south routes	TDC
Walking and cycling	CW002	Domain Shared path	An off-road walking and cycling route	Lack of connection from residential areas to main north-south routes	TDC
Cycling	C003	Jollie Street (Rangitata Orari Bridge Highway to Totara Street), and Tripp Street (to Bridge Street)	Improved provision for cyclists to connect to recreational routes	No cycle protection or connectivity to recreational routes	TDC
	C004	George Street (from McKenzie Street to Connolly Street)	Improved provision for cyclists	No cycle protection	TDC
	C005	Waihi River Bridge	Cycle warning signage	Limited space for cyclists causing a safety risk	Waka Kotahi
	C006	Hislop Street	Improved provision for cyclists connecting the shared path to the north-south route	No cycle protection	TDC/Waka Kotahi
Vehicle	N004	Hislop Street and Pine Street	Provide large vehicle parking for northbound and southbound traffic	Current parking in central area doesn't not provide for long vehicles such as cars towing a boat. This	TDC

				will include signage for wayfinding	
	N005	Implement recommendations from the Parking Management Plan	TBC following the Parking Management Plan		
	N006	Implement findings from investigation Cox/Talbot Street	TBC following the investigation		
	N007	Whole network	Reassess the performance of the network to determine when improvements are required	Intersection performance is forecast to deteriorate in 2045	TDC/Waka Kotahi

Long-term priorities

- Cycling improvements on Talbot Street through the commercial area to Connolly Street.
- State highway diversion from Cox Street to Talbot and Kennedy Streets, including intersection improvements.
- Provide additional capacity on the Upper Orari River Bridge.

Table 9.3 Long term improvements programme

Long term improvements					
Priority network	Project ID	Location	Description	Issue	Lead agency
Cycling	C002	Talbot Street (from edge of commercial area to Connolly Street)	Improved provision for cyclists	No cycle protection	Waka Kotahi/TDC

Vehicle	N008	State highway diversion via Kennedy Street	Redirect SH traffic from Cox Street onto Talbot Street, includes reclassification of Cox Street to a local street	Minor congestion issues at Cox / Talbot Street may get worse in the future. The need for this project is to be monitored overtime	Waka Kotahi/TDC
	N009	Upper Orari River Bridge	Provide an additional lane bridge to increase capacity and improve safety	The current one-way bridge creates some congestion and a high crash record	Waka Kotahi

10. Conclusion

A programme of interventions has been identified that will enable the achievement of the strategic vision, that is:

The Geraldine transport system provides safe access for all types of travel, and promotes economic growth by enabling tourism and freight.

The vision can be achieved by prioritising a route for each mode of transport, and improving the infrastructure to ensure that each mode safe and efficient. These improvements must be made with a strong consideration of the impact on the place value of Geraldine to ensure that it continues to be a popular place for tourists to visit.

Following the approval of the strategy, individual interventions will require agreement with stakeholder and delivery partners, their own funding approvals, design and costing, and public consultation before delivery.

Appendix A

Workshop notes - transport problems



Problems identified in the workshop

It is dangerous crossing the main road with cars/vans parked on the street

Conflict along the central street between the movement function of the State highway and the place function of the shopping street

Traffic noise and safety concerns throughout town

Safety concerns at the entrance to the primary school

School children crossing either way from the river

Camber of the road at Z petrol station

All day parking availability concerns

Kennedy street – optical illusion, 70km/hr. Open road sign then giveaway, non-local very dangerous.

No cycle lanes on Highway

Not enough parking for boats and trucks

No parking for the pool

Intersection of Highway 79 and Cox Street

Danger to students and families having to cross the road to primary school, traffic is moving to fast

Problems with walking/mobility scooter/scooter amenity

Need better cycling routes for urban cycling and also safe links to allow cyclists to get out of town to leisure routes.

Need dedicated parking for campers/large vehicles outside main street, Kennedy Park or Nislop Street.

Want a stop sign at corner of Talbot and Cox Street beside subway to give right of way to SH79

Parking concerns outside AOK clothing -> get rid of 2

In summer lots of people park on both sides of Cox Street to use the domain playground and swimming pool and find it hard to cross the road.

People crossing from Cox Street carpark across to toilets is currently difficult due to the speed of traffic

Heavy vehicles parking in street to drop off to supermarket.

Exiting from Café Verde carpark for car cars to get out on congested intersection

Don't want any less parking in CBD for Talbot Street, Wilson Street or Peels street

Templer Street to Woodbury Road drainage problems

The one-way bridge at Orari bridge impacts the flow of traffic through town. There is big congestion during holiday and accidents have occurred on this bridge as well

Appendix B Workshop notes - improvement options





Ideas proposed in the workshop

At the intersection of Talbot/Cox Street, remove the pedestrian crossing from the intersection and add two new mid-block crossings either side.

Cycling hierarchy is required, routes and links need to be provided.

Pedestrian (footpath) hierarchy required

Use the whole Timaru District Council Cox/Hillsop street property for car parking

Require State Highway Pedestrian crossing points.

Geraldine to Winchester track and trail link on top of the stopbank

New bridge link between Mackenzie Street and Talbot Street

Close the gate at the primary school on Cox Street

Use Kennedy Park as car parking

Reduce the speed limit to 30km/hr in the town centre

SH79 single lane bridge upgrade. Upgrading with signals and two-lanes.

New marked parking for camper vans and cars towing boats near the CBD but off Talbot Street.

Remove 2 carparks directly outside AOK Clothing

Improved public transport system building on community trust, perhaps using an 'on demand' system.

Public transport from Geraldine to Timaru via Temuka for commuters.

Traffic calming and speed management, 30km/hr zone from Z energy to the 1st block on Cox Street for Talbot Street.

Need central all-day free carparking for workers

Changing route of SH79 to continue down Talbot Street and turn at Kennedy rather than Cox Street.

Exiting Café Verde carpark is hard, maybe open up land at the rear to exit through the village inn carpark.

Traffic down Talbot Street is turning into Cox Street (right-turn) has right of way.



Stop sign outside at east of Talbot Street outside subway

Future high-school bus parking off McKenzie Street instead of Kenny Park side parking

Crossing opportunity for pedestrians between river walk heading to Talbot Street

SH79 Talbot/Cox Street, SH doesn't have priority at the intersection whereas Cox does.

Transport mode conflicts on SH79 Talbot Street commercial area. Pedestrians, cyclists, crossing points, HCVS, agricultural vehicles all conflict, introduce a slow 30km area here.

At the SH79/Route 72 intersection, the SH doesn't have priority.

SH79 Upper Orari Bridge is one-way, longer term this needs two-lanes. This is on NZTA's radar but is still 10+ years away from the planning stage.

Explore use of the plantings, speed controls, ledges etc, to influence traffic noise, safety, general ambience

Examine the potential to use traffic restrictions to influence safety, noise and movements everywhere.

Move the main entrance to the primary school to make it safer.

Speed limit reduction from Mackenzie St Road Bridge through past school (40km/hr)

Open up pine street to public parking, at present 2 businesses use it as own private carparks

A network of high quality main thoroughfare footpaths connecting main suburbs with the CBD, schools, rest homes and early childhood centres.



Appendix C Draft programme



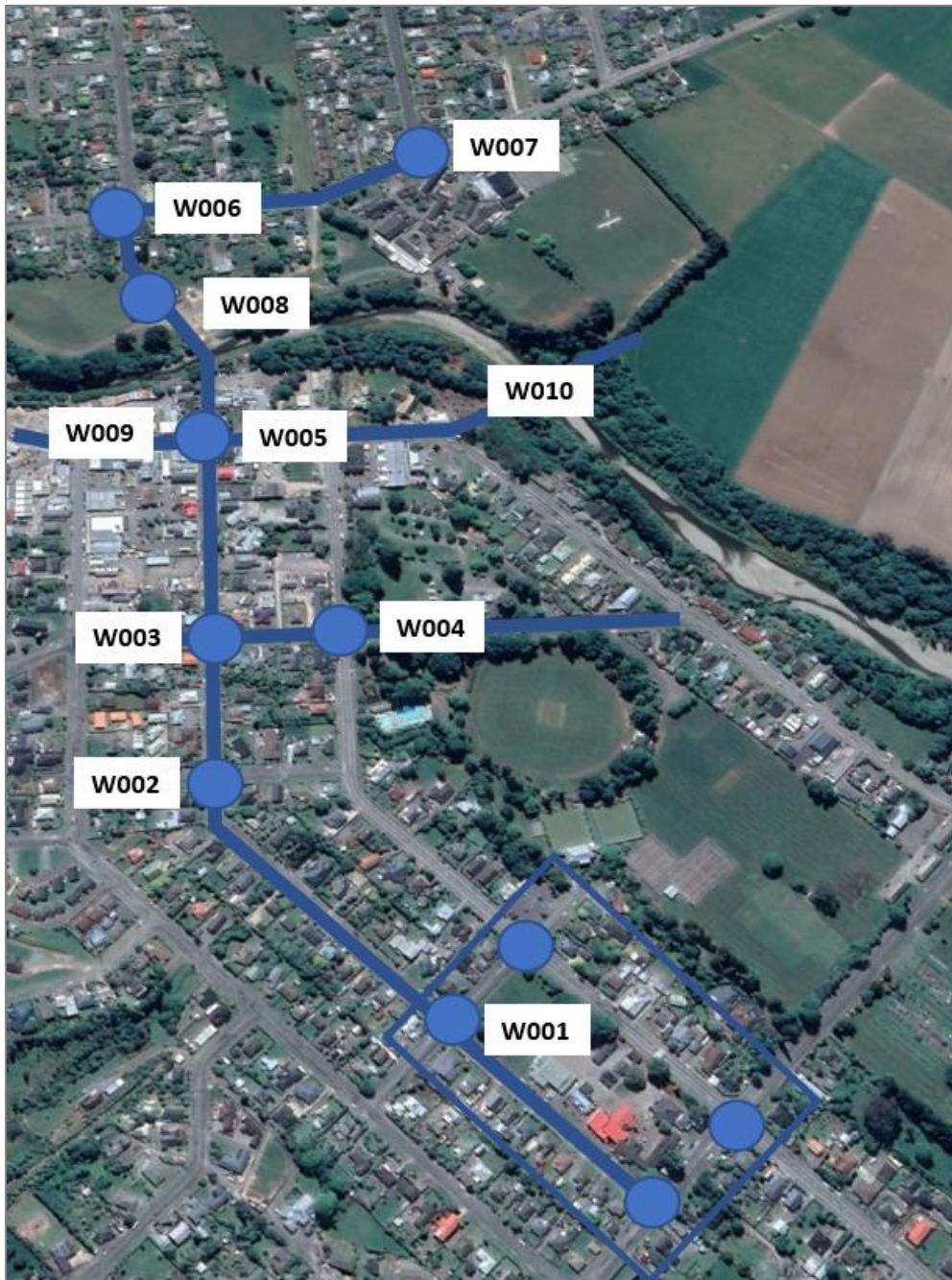


Figure C1. Draft walking improvements maps



Table C1. Draft walking improvements table

Walking improvements			
Project ID	Location	Description	Issue
W001	Geraldine Primary School Pedestrian Upgrade (Cox St/Wilson St/Huffey St/Wright St)	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge islands	Poor pedestrian access to the primary school
W002	Lewis St/Wilson St	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge islands	Poor pedestrian access to the primary school
W003	Wilson St/Hislop St	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge islands	Poor pedestrian access to the primary school
W004	Cox St/Hislop St	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge islands. A pedestrian crossing	Poor pedestrian access to the domain and swimming pool
W005	Wilson St/Talbot St	Improved pedestrian crossing, and traffic calming	Poor north south connection through shopping street
W006	Mckenzie St/George St	Improved pedestrian crossing and access to Kennedy Park	Poor north south connection
W007	Mckenzie St/Campbell St	Improved pedestrian access to the High School	Poor pedestrian connection to the High School
W008	Kennedy Park pedestrian connection	Improved footpath and lighting	Poor pedestrian connection
W009	Talbot Street	Raised pedestrian platforms on Pine St, Peel St, Wilson St	Current priority is for cars, this transfers some priority to pedestrians and also acts to slow vehicle speeds
W010	Talbot Street to Orari Station Road	A proposed future bridge connection to a development area (may be walk, cycle and vehicle)	Provide additional capacity over Waihi River (likely to be required from developer - no



			cost for the Council)
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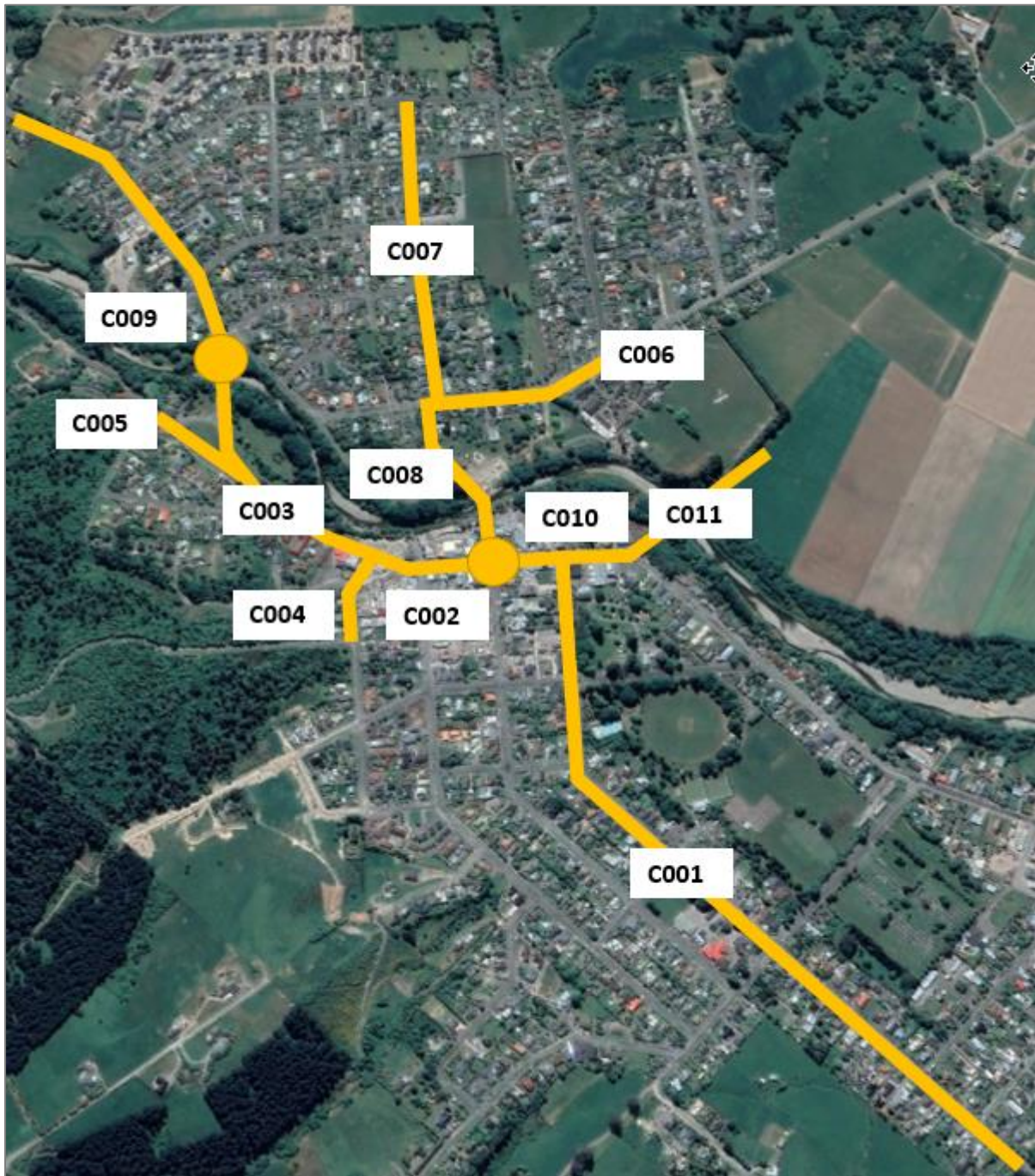


Figure C2. Draft cycling improvement maps



Table C2. Draft cycling improvements table

Cycling improvements			
Project ID	Location	Description	Issue
C001	Cox St (from beginning of the residential area in the south to Talbot Street)	On-street cycle lanes	No cycle protection
C002	Talbot Street (from Cox Street to Rangitata Orari Bridge Highway)	On-street cycle lanes	No cycle protection
C003	Rangitata Orari Bridge Highway (From Talbot Street to Woodbury Street)	On-street cycle lanes	No cycle protection
C004	Jollie Street (Rangitata Orari Bridge Highway to Totara Street)	On-street cycle lanes to connect on-street routes to recreational routes	No cycle protection or connectivity to recreational routes
C005	Tripp Street (to Bridge Street)	On-street cycle lanes to connect on-street routes to recreational routes	No cycle protection or connectivity to recreational routes
C006	McKenzie Street (from Kennedy Park to the High School)	On-street cycle lanes	No cycle protection to the High School
C007	George Street (from McKenzie Street to Connolly Street)	On-street cycle lanes	No cycle protection
C008	Kennedy Park	Off-street cycle lane, lighting, signage	No cycle facilities
C009	Waihi River Bridge	Cycle warning signage	Limited space for cyclists causing a safety risk
C010	Wilson Street (at intersection with Talbot Street)	Cycle parking and crossing facilities	No cycle facilities to safely cross Talbot Street, and no parking in the central area
C011	Talbot Street to Orari Station Road	A proposed future bridge connection to a development area (may be walk, cycle and vehicle)	Provide additional capacity over Waihi River (likely to be required from developer - no cost for the Council)

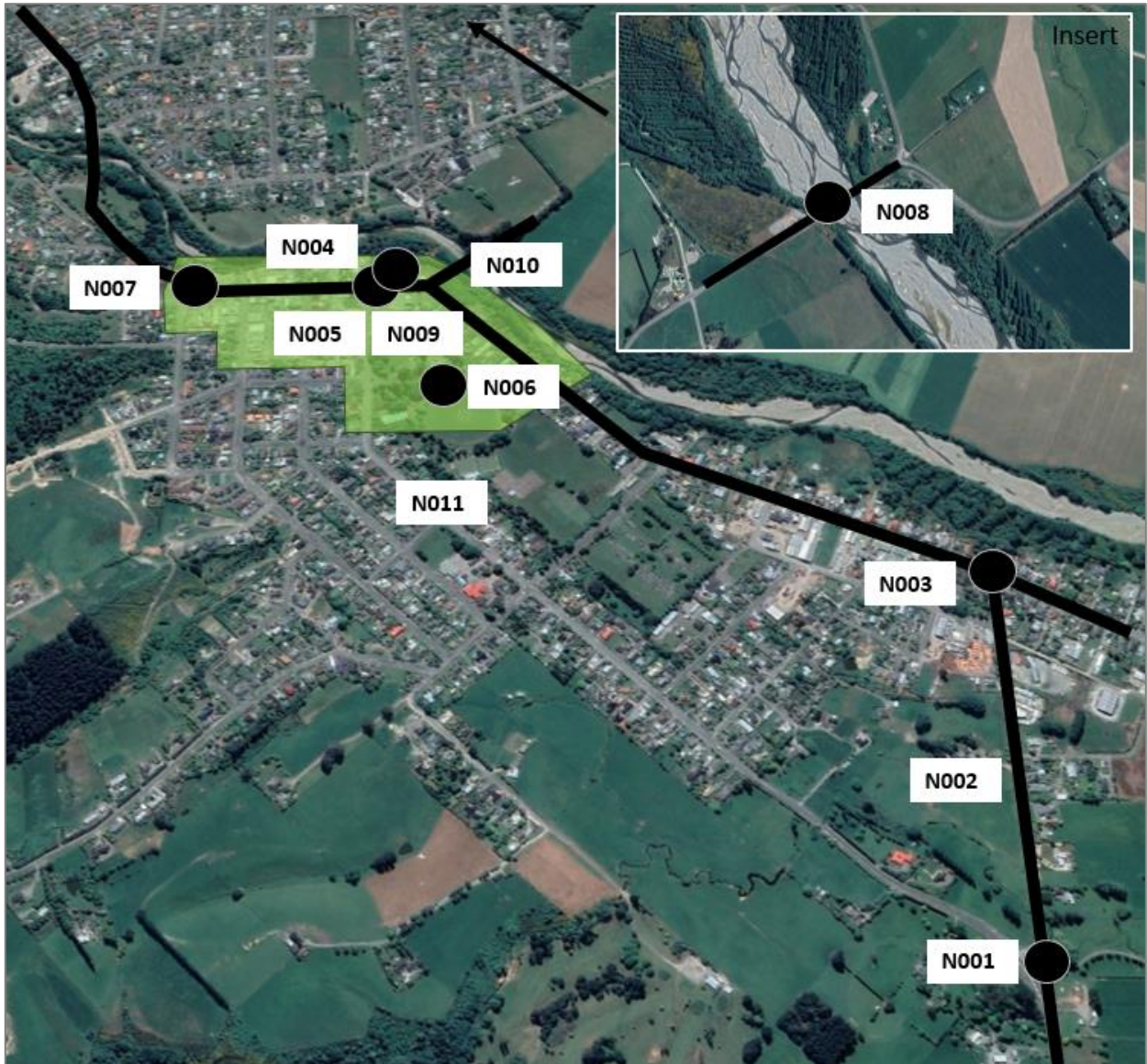


Figure C3. Draft network improvements map



Table C3. Draft network improvements table

Network improvements			
Project ID	Location	Description	Issue
N001	Kennedy / Cox Street intersection	To design the main SH route through Kennedy Street rather than onto Cox Street. Requires intersection upgrade to a proper t-intersection	The change in road hierarchy requires SH traffic to travel along Kennedy Street. Intersection form does not provide for this
N002	Kennedy Street upgrade	Upgrade and widen Kennedy Street to provide for SH traffic	Kennedy Street is only local road quality and is not fit for SH traffic
N003	Kennedy / Talbot Street intersection	Upgrade the intersection to provide for higher turning movements from the new SH route	The intersection is not designed for the additional traffic flow down Kennedy Street
N004	Cox / Talbot Street intersection	Upgrade intersection to provide for the new priority for straight through traffic	Intersection is designed under current priorities, may need to disincentivise traffic travelling down Cox Street
N005	Central shopping area	Establish a lower speed limit area in the central shopping area	Current speed limit prioritises vehicle movement through the shopping street
N006	Hislop Street	Provide large vehicle parking (northbound)	Current parking in central area doesn't not provide for long vehicles such as cars towing a boat
N007	Rangitata Orari Bridge Highway	Provide large vehicle parking (southbound)	Current parking in central area doesn't not provide for long vehicles such as cars towing a boat
N008	Upper Orari River Bridge	Provide an additional lane bridge to increase capacity and safety	The current one-way bridge creates some congestion and a high crash record



N009	Central shopping area	A parking study to better understand the needs, deficiencies and potential improvements.	A lack of understanding of parking supply and demand in the central shopping area
N010	Talbot Street to Orari Station Road	A proposed future bridge connection to a development area (may be walk, cycle and vehicle)	Provide additional capacity over Waihi River (likely to be required from developer - no cost for the Council)
N011	Whole network	Reassess the performance of the network to determine when improvements are required	Intersection performance is forecast to deteriorate in 2045



Appendix D Programme assessment



Short term improvements				Objectives				Assessment criteria				Implementation (term)		
Project ID	Location	Description	Issue	Safe	Access	Tourism	Freight	Feasibility	Value for money	Social & environmental impact	Stakeholder impact	Short	Medium	Long
W001	Geraldine Primary School to Geraldine High School pedestrian upgrade	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge islands, review of footpath width and surface quality Improvements are at St/Huffey St/Wright St around the primary school, Lewis St/Wilson St, Wilson St/Hislop St, Wilson St/Talbot St, Mckenzie St/George St, Mckenzie St/Campbell St	Poor location and quality of dropped kerbs, large unprotected crossing distances, narrows and poor quality footpaths	Y	Y							Y		
W002	Huffey Street, Peel Street, SH79, Cox Street, McKenzie Street	Provision of improved pedestrian crossing points	Poor crossing facilities lead to crossing being uncomfortable and less safe	Y	Y	Y						Y		
CW001	Kennedy Park connection	Investigate improved shared path and lighting through Kennedy Park	Poor environment for pedestrians and cyclists to share the space and unattractive location that may make people feel unsafe	Y	Y							Y		
CW002	Non specific	Develop school travel plans with Geraldine Primary and High Schools	To encourage mode shift to sustainable modes of travel	Y	Y							Y		
C001	Geraldine Primary School to Geraldine High School cycling upgrade	Improved cycle facilities to provide space and separation from general traffic. Solution to be confirmed in concept design Wilson Street from Huffey Street to Talbot Street, McKenzie Street from Kennedy Park to the High School	No cycle protection or separation from traffic	Y	Y							Y		

N001	Cox / Talbot Street intersection	Investigate the intersection to better provide for turning movements and pedestrian access	Intersection is designed under current priorities Requires better connection between public facilities and Barkers/Verde for pedestrians	Y	Y	Y	Y							
N002	Focus on central shopping area + other areas TBC	Establish a lower speed limit area in the central shopping area	Current speed limit prioritises vehicle movement through the shopping street	Y	Y	Y							Y	
N003	Central shopping area, industrial areas and adjacent residential areas	Develop a Geraldine Parking Management Plan to better understand the needs, deficiencies and potential improvements within the context of the Timaru District Parking Strategy.	A lack of understanding of parking supply and demand in the central shopping area	Y	Y	Y	Y						Y	

Key
High alignment with criteria
Medium alignment with criteria
Poor alignment
Y = Yes

Medium term improvements				Objectives				Assessment criteria				Implementation (term)		
Project ID	Location	Description	Issue	Safe	Access	Tourism	Freight	Feasibility	Value for money	Social & environmental impact	Stakeholder impact	Short	Medium	Long
W003	Hislop Street cross town pedestrian connection	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge islands. A pedestrian crossing over Cox Street Links into Domain route and north-south routes	Poor pedestrian access across town to the domain and swimming pool	Y	Y	Y							Y	
W004	Talbot Street from Kennedy Street to Waihi Place	Raised pedestrian platforms on Pine St, Peel St, Wilson St	Current priority is for cars, this transfers some priority to pedestrians and also acts to slow vehicle speeds	Y	Y	Y							Y	
W005	Pedestrian connections to Waihi Lodge Care Centre	Provide improved pedestrian connection to retirement home and aged care facilities, providing dropped kerbs, crossing locations and better level of service on the footpath	Poor level of service for elderly crossing the road and walking into town	Y	Y								Y	
W006	Pedestrian connections to Geraldine Retirement Village	Improved cycle facilities to provide space and separation from general traffic. Solution to be confirmed in concept design Wilson Street from Huffey Street to Talbot Street, McKenzie Street from Kennedy Park to the High School	No cycle protection or separation from traffic	Y	Y								Y	
W007	Connections to McKenzie lifestyle village	Investigate the intersection to better provide for turning movements and pedestrian access	Intersection is designed under current priorities Requires better connection between public facilities and Barkers/Verde for pedestrians	Y	Y								Y	
W008	Huffey Street cross town pedestrian upgrades	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge	Poor pedestrian access across town between	Y	Y								Y	

		islands and level of service improvements	north-south routes										
CW002	Domain Shared path	An off-road walking and cycling route	Lack of connection from residential areas to main north-south routes	Y	Y	Y							Y
C003	Jollie Street (Rangitata Orari Bridge Highway to Totara Street), and Tripp Street (to Bridge Street)	Improved provision for cyclists to connect to recreational routes	No cycle protection or connectivity to recreational routes	Y	Y	Y							Y
C004	George Street (from McKenzie Street to Connolly Street)	Improved provision for cyclists	No cycle protection	Y	Y								Y
C005	Waihi River Bridge	Cycle warning signage	Limited space for cyclists causing a safety risk	Y	Y	Y							Y
C006	Hislop Street	Improved provision for cyclists connecting the shared path to the north-south route	No cycle protection	Y	Y								Y
N004	Hislop Street and Pine Street	Provide large vehicle parking for northbound and southbound traffic	Current parking in central area doesn't not provide for long vehicles such as cars towing a boat. This will include signage for wayfinding	Y	Y		Y						Y
N005	Implement recommendations from the Parking Management Plan	TBC following the Parking Management Plan		Y	Y	Y	Y						Y
N006	Implement findings from investigation Cox/Talbot Street	TBC following the investigation		Y	Y	Y	Y						Y
N007	Whole network	Reassess the performance of the network to determine when improvements are required	Intersection performance is forecast to deteriorate in 2045	Y	Y	Y	Y						Y

Long term improvements				Objectives				Assessment criteria				Implementation (term)		
Project ID	Location	Description	Issue	Safe	Access	Tourism	Freight	Feasibility	Value for money	Social & environmental impact	Stakeholder impact	Short	Medium	Long
C002	Talbot Street (from edge of commercial area to Connolly Street)	Improved provision for cyclists	No cycle protection	Y	Y	Y								Y
N008	State highway diversion via Kennedy Street	Redirect SH traffic from Cox Street onto Talbot Street, includes reclassification of Cox Street to a local street	Minor congestion issues at Cox / Talbot Street may get worse in the future. The need for this project is to be monitored overtime	Y	Y	Y	Y							Y
N009	Upper Orari River Bridge	Provide an additional lane bridge to increase capacity and improve safety	The current one-way bridge creates some congestion and a high crash record	Y	Y	Y	Y							Y

Appendix E Geraldine Transport Strategy consultation brochure





Submissions made to Council will be included in reports available to Council, media and the public. Prepared, Council is legally required to make all written and electronic submissions available to the public, including the name and contact details of the submitter, subject to the provisions of the Local Government Official Information and Access Act 2007. If you believe there are compelling reasons why your contact details or submission should be kept confidential, please contact us.

How to have your say

Go online:
Go to www.timaru.govt.nz/gtsconsultation
View the proposed projects and provide your feedback using the tool and form provided.
Email:
Email your ideas to gtsconsultation@timaru.govt.nz

Post or deliver:
If you can't do it online, please fill in the form below and post it back to us for free!
Freepost Authority Number 95136
Geraldine Transport Strategy
Timaru District Council
PO Box 522
Timaru 7940

or drop it into the Council offices at:
78 Talbot Street, Geraldine
All feedback must be received by 5pm, Sunday 29th November.

Your details

Name	Phone (landline or mobile)
Organisation (if applicable)	Email address
Postal address	

- Do you support the vision and the key objectives for the Geraldine's transport system identified in the Transport Strategy? If not, please tell us what you would change.
- Do you agree with the key transport problems in Geraldine identified in the Transport Strategy? If not, please tell us what you would change.
- Are there other significant transport problems in Geraldine not identified in the Transport Strategy? If so, please tell us what they are.
- Do you support the priority routes for each mode shown in the maps above? If not, please tell us what element you disagree with and when you would change it.
- Do you support the package of improvements identified for each mode?*
- Do you have any other feedback on the Geraldine Transport Strategy? Note the full Transport Strategy can be accessed at www.timaru.govt.nz/gtsconsultation

* Further details on the reasoning behind the chosen priority routes is provided in the Geraldine Transport Strategy report, that can be accessed at www.timaru.govt.nz/gtsconsultation
* Details on individual infrastructure improvement projects are provided in the online consultation tool, which can be accessed at www.timaru.govt.nz/gtsconsultation. Your comments on individual improvement projects are shared through the online consultation tool. It is possible to provide written feedback on individual projects. Please email gtsconsultation@timaru.govt.nz with the improvement project, feedback, or your comment.

**GERALDINE
TRANSPORT STRATEGY**



Why are we doing this?

Geraldine is on a busy tourist route between Christchurch and Queenstown and is experiencing increasing traffic volumes. This presents an opportunity for Geraldine to maximise the economic opportunities from passing through tourists. The economy is also founded on the agricultural industry which relies on an efficient transport system for the import and export of its products. The transport system in Geraldine currently has a heavy focus on personal car use.

However, with an increasing global focus on sustainable transport and an aging population in Geraldine that is likely to rely on modes other than personal vehicles, there is a growing need to better provide for walking and cycling. The transport system is therefore pivotal to the success of Geraldine. To extract the most from the transport system for the people of Geraldine and its visitors, the Timaru District Council (TDC) is developing a 30-year transport strategy to guide investment in the transport system.

What is the vision for Geraldine?

The strategic vision for Geraldine's transport system is to provide safe access for all types of travel and promote economic growth by enabling tourism and freight. This is described further through the four objectives:

Safe	Access to all types of travel	Tourism	Freight
A transport system where there are no deaths or serious injuries	A transport system that provides a range of options to move around the town	A transport system that encourages visitors to spend time and money in Geraldine	A transport system that enables efficient movement of freight

GERALDINE TRANSPORT STRATEGY

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What are the problems in Geraldine?

- Walking and cycling accessibility**
Lack of connectivity and crossing points between residential areas and the key locations such as the schools, the domain, and the swimming pool
- Quality of pedestrian facilities**
Narrow and uneven footpaths that are unsafe/inconvenient, particularly for the increasing aging population
- Unsafe/ poor performing intersections**
Congestion at Talbot Street/ Cox Street intersection and the confusing layout and safety concerns at Kennedy Street/ SH79 intersection
- State Highway 79 Routing**
SH traffic being led along Cox Street where there are sensitive land uses and high pedestrian activity. Also contributes to the congestion at Talbot Street/ Cox Street intersection
- Parking**
Lack of parking for over dimension vehicles
- Vehicle speeds**
High vehicle operating speeds

When will the strategy be delivered?

The infrastructure improvement programme has been phased into short term (0 – 5yrs), medium term (5 – 10yrs) and long term (10 – 30yrs) periods. Funding is yet to be allocated to these initiatives.
The walking improvements are phased to be delivered in the short-to-medium term whereas cycling improvements are generally phased in the medium term.
The network improvements are mostly phased to be delivered in the long term apart from lower cost options such as a speed limit reductions and parking improvements. A number of other factors such as the priority in terms of the practical need and interactions with other infrastructure projects will also influence the timing of the programme delivery over the next 30 years.

What is proposed?

The transport strategy identifies the priority routes for each mode of transport. A priority route is where a mode is encouraged by either improving the facilities along the route to make it safer, faster or easier, or to discourage the use of other modes by making it slower or less convenient. The preferred long-term priority routes are shown overlaid.

Walking route Connects the residential areas with the high school, primary school, town centre (Talbot Street) and the Domain. School children are generally separated from the key traffic routes.	Vehicle route Change to the state highway route – vehicles diverted from Cox Street to Talbot Street and Kennedy Street, that is away from the sensitive land uses and to pass along commercial and industrial areas. Expected to mitigate the congestion issue at Cox Street/ Talbot Street intersection and safety issues.	Cycle route Primarily focused around providing good connectivity between the residential areas, the high school, the Domain, recreational cycling routes and the swimming pool.

To achieve the priority routes for each of these modes, a package of infrastructure improvements is proposed. Please visit www.timaru.govt.nz/gtsconsultation for further information.
The draft Geraldine Transport Strategy can also be accessed on this website.





Appendix F Consultation summary report



Geraldine Transport Strategy - Public Feedback Assessment

Prepared for: Timaru District Council
Job Number: TDC J024
Revision: A
Issue Date: 20 July 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 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), 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.

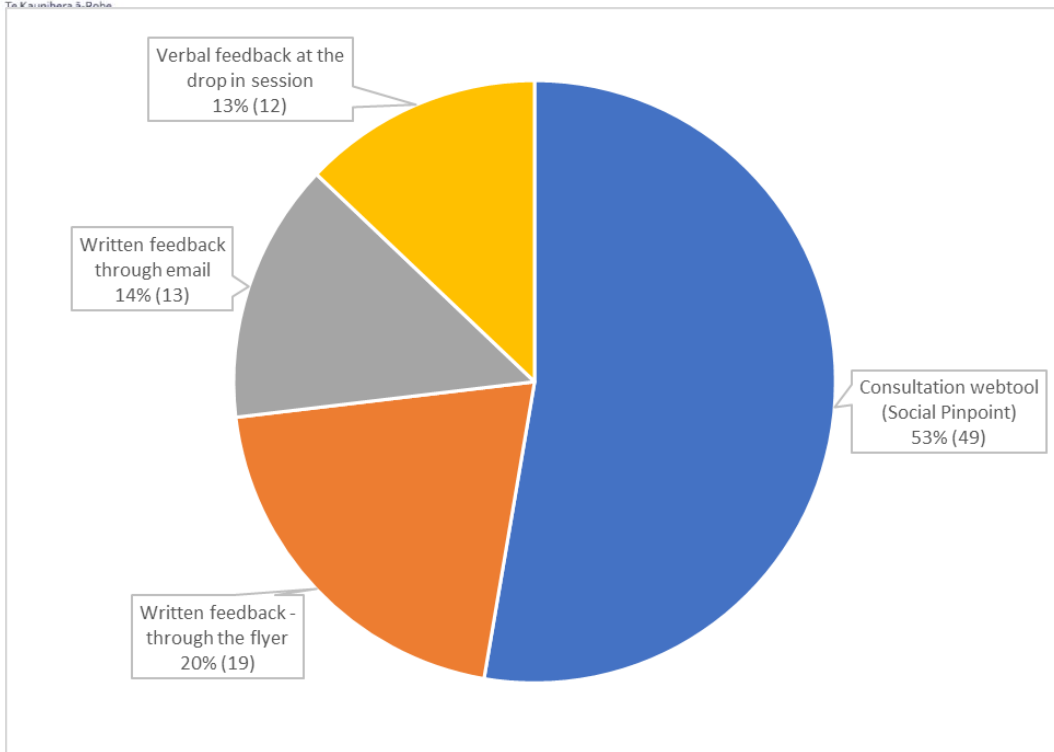


Figure 1. Mediums of receiving public feedback

The key statistics of the most commented on elements of the transport strategy are outlined in Section E2.1. Section E2.2 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 to Figure 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.

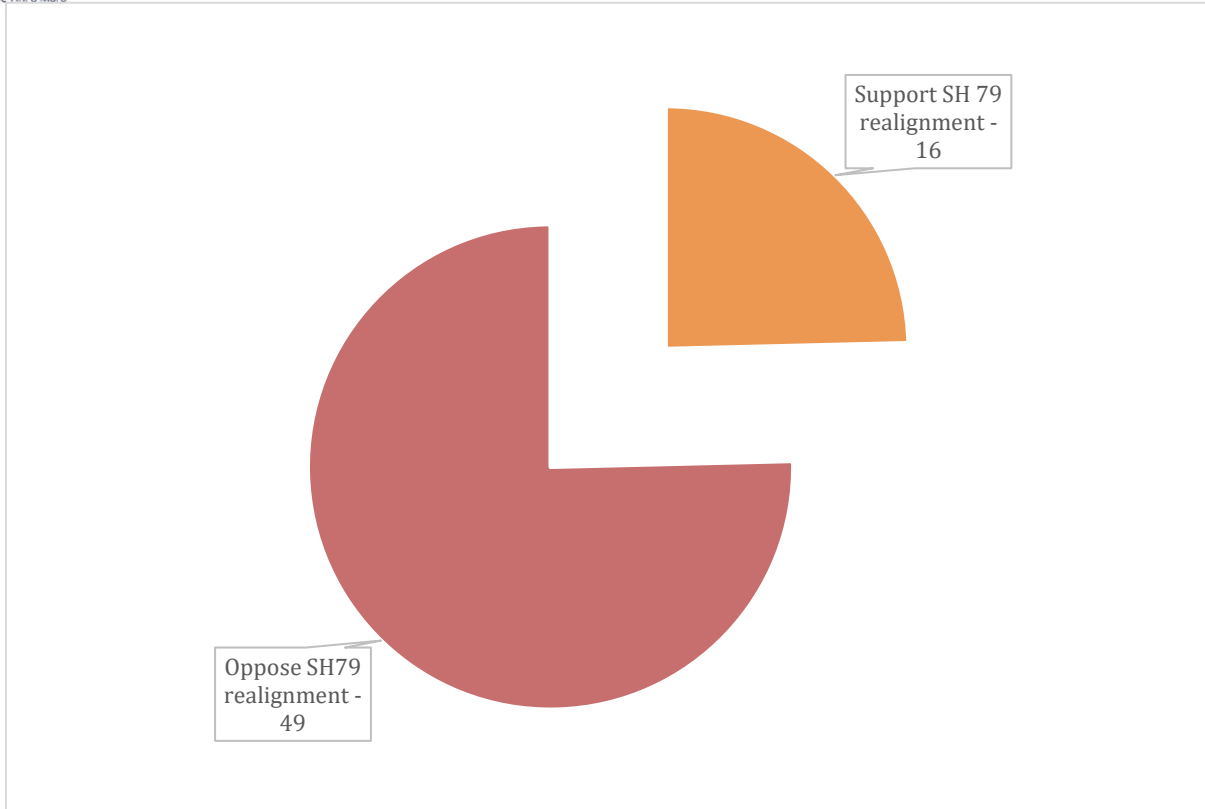


Figure 2 Public feedback on proposed SH79 realignment

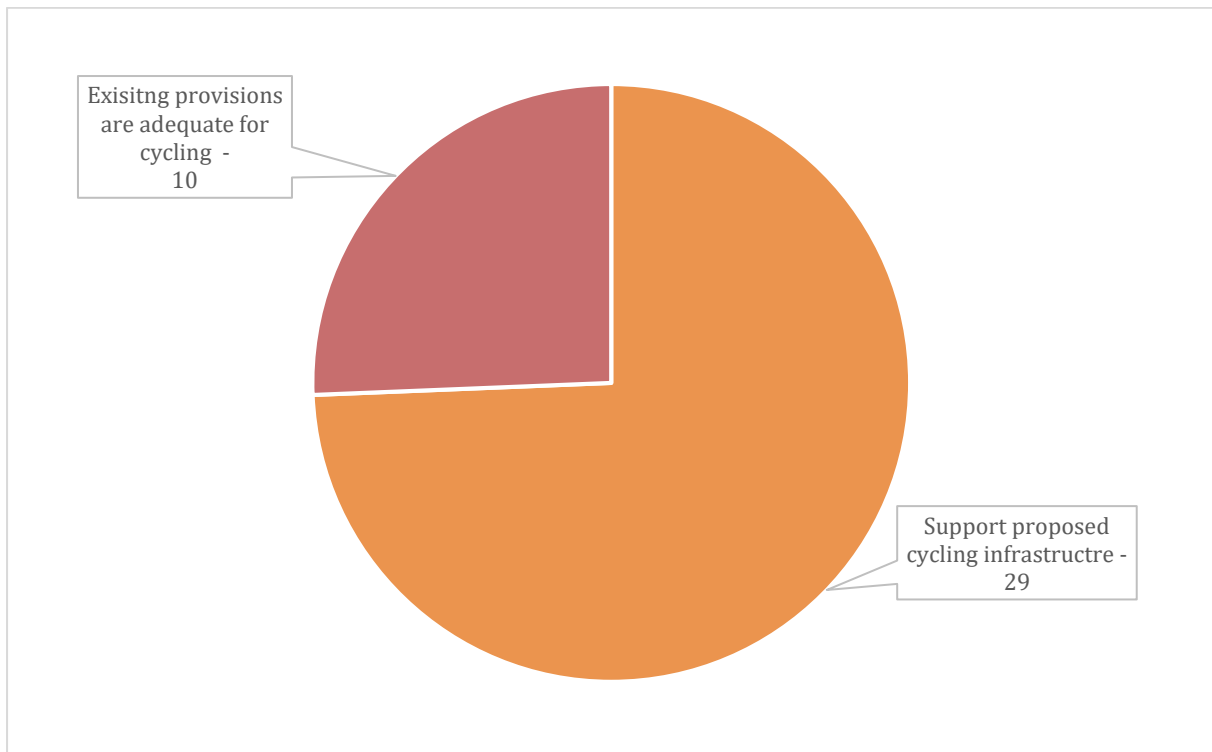


Figure 3 Public feedback on proposed cycling infrastructure improvements

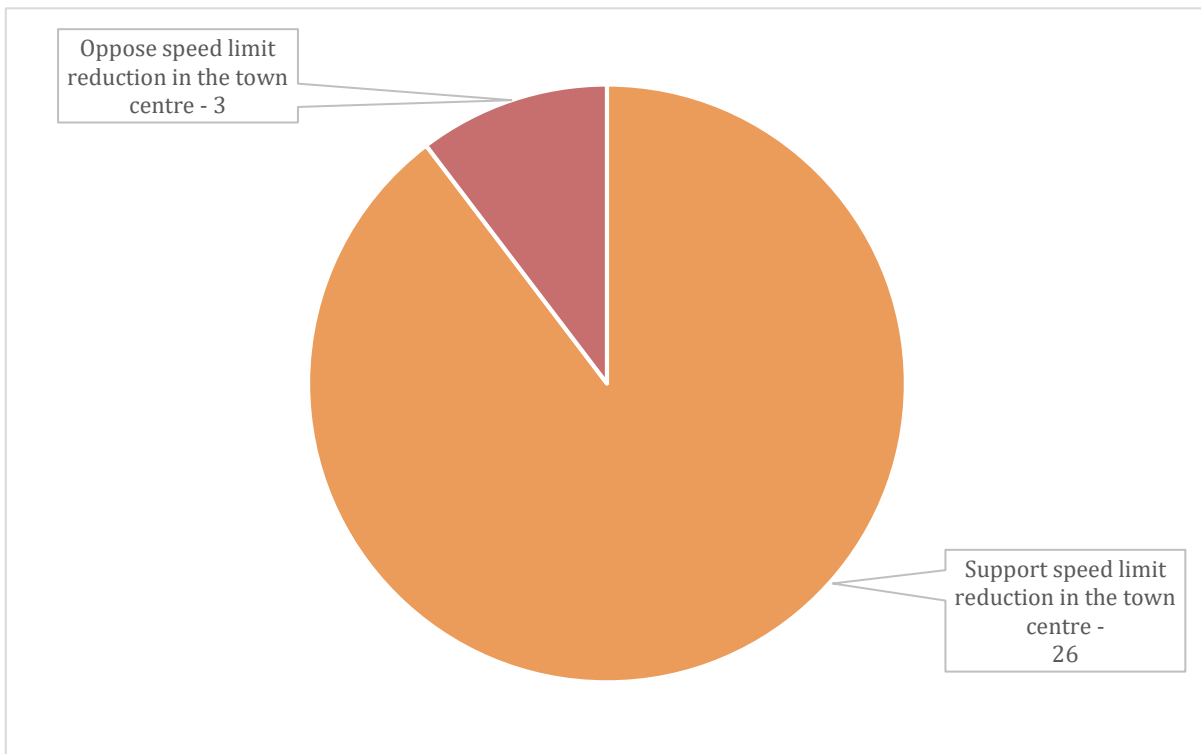


Figure 4 Public feedback on proposed speed limit reduction in the Geraldine town centre

3. 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 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 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 1 Public feedback on the improvements or changes proposed through the transport strategy

Theme	Public Feedback	
Parking	<u>Existing provisions are sufficient</u>	<u>More parking is needed</u>
	<ul style="list-style-type: none"> Existing parking is sufficient – “we all need to be educated to walk more instead of trying to park right outside our destination.” Provision of more parking need to be considered only after an independent study. 	<ul style="list-style-type: none"> 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 The currently empty land adjacent to the RSA building should be used to form a formal car park. – 3 More angled parking could be provided on Hislop Street. – 3 Residents want to park immediately outside where they want to go. The ability to do so should be retained. -2 Council should consider leasing private land in the town for parking. - 2 Parking that specifically caters for oversized vehicles, campervans, and motorhomes etc needs to be provided in the town. Lack of public parking in the core of the town centre, particularly during busy weekends where there is a surge in visitors. Off street public car parks needs to be provided in the town centre. 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. Roadside vegetation on Talbot Street should be removed in favour of more parking.
<p><u>Recommendation</u>– 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"> • 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. - 2 • Strongly support providing a cycle facility extending north up to Woodbury Road. – 3 • More cycling facilities should be provided on the non-shopping centre side of Geraldine's Waihi River. • 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. • A dual signage of bike and mobility scooter would be desirable on shared paths. • 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. • 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. - 2 • Wilson Street is suitable for providing cycling facilities if Cox Street is to be retained as the SH. - 3 • 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. • Extending the proposed cycleway north of the town up to the Woodbury village should be considered. • 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. • 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. 	<ul style="list-style-type: none"> • 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. – 3 • 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. – 4 • People mostly drive for work and other essential matters, hence driving is a priority, providing for cycling should not compromise this. -2 • Cycle lanes should be provided off road, without affecting the road space. • There is minimal demand for cycling. The school only has a few bikes parked, presumably only a small number of students bike to school. - 3 • Cox Street cycle facilities may discourage vehicles that currently park there and ultimately could mean the tourists would not stop by in Geraldine. • A key issue with cycle lanes is that car parks have to be taken off. This can be detrimental to the local businesses. • 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. • Aging population in the town centre, those who cannot drive will not be able to cycle either. • If a reduced speed limit is implemented within the town centre, there is less need for dedicated cycling spaces such as cycle lanes.

- 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**
- 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.

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

- 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. Vehicle 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.

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.

Speed management in the town centre

Support speed limit reductions

Existing speed limits are acceptable

- Lower speed on the northern end should be extended up to Mackenzie Street.
- Talbot Street should be made a pedestrian only space between Wilson Street and Cox Street.
- Existing operating speeds are greater than the posted speed limits, particularly on the outskirts of the town.
- Providing better walking/ cycling can be pointless without addressing the issues with vehicles, like parking and particularly high speeds.
- Extend the 30km/h speed further north up to the Waihi River Bridge.
- Extend the 50km/h on Kennedy Street up to the SH79 intersection. -**3**
- Extend the 50km/h limit on Talbot Street further south up to Black and White motel.
- Reduce speed on Cox Street to 50km/h at least up to Kennedy Street.

- 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**

	<ul style="list-style-type: none"> • Consider installing a permanent speed camera. • More traffic calming measures such as landscaping needs to be provided. • Speed bumps should be provided on Hislop Street. • Lower speed limits should be accompanied by speed calming measures. • 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 	
<p>Recommendations: 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>		
Upper Orari Bridge	<u>Bridge needs to be two laned</u>	<u>Existing bridge is acceptable</u>
	<ul style="list-style-type: none"> • 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 • 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. • 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. 	
<p>Recommendations: All feedback was in support of two lanning 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.</p>		
SH 79 realignment	<u>Support SH 79 realignment</u>	<u>Oppose SH79 realignment</u>
	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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

- The proposal can only be supported if a proper analysis shows an acceptable cost/ benefit.

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
- 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
- With two streams passing across, Kennedy Street is built on swampy grounds, will not be suitable for high volumes of traffic.

Recommendations: 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.

New bridge connection	<u>Support new bridge connection</u>	<u>Oppose new bridge connection</u>
	<ul style="list-style-type: none"> • 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. • 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. 	<ul style="list-style-type: none"> • Doubtful if the anticipated growth will be of such scale to warrant the need of a new bridge. • 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.

- Not too far from the existing footbridge. Bridge should be all users including vehicles, but should be located further south, opposite to Huffly Street. - **3**

Recommendations: 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.

Table 2 Generic public feedback

Theme	Comments
Congestion	<ul style="list-style-type: none"> • Congestion on Peel Street in both directions as vehicles entering the supermarket give way to pedestrians crossing the access to enter the supermarket. • 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. – 2 • In relative terms, congestion is not an issue in Geraldine. – 2 • Right turn into Mackenzie Street is an issue as through vehicles cannot go past a vehicle waiting to turn. • SH route should be diverted completely out of Geraldine if congestion needs to be solved. – 5
Heavy vehicles	<ul style="list-style-type: none"> • Heavy vehicles should be diverted out of the Geraldine township. Suggestion for a heavy vehicle bypass - Orari Back Road, Coach Road and Tiplady Road. – 8 • The proposed SH realignment should instead be a heavy bypass of the town centre. • Rat running of heavy vehicles can be an issue. – e.g., Trucks and tractors going through Hislop St come out on Mundell
Public transport	<ul style="list-style-type: none"> • Local taxi service would be useful. • Need regular PT services to Timaru. Important now that rural banks are closing. • Public transport options, e.g., ride sharing, shuttle services etc. should be considered.
Woodbury	<ul style="list-style-type: none"> • 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. • Better walking facilities are needed within the village. – 2

	<ul style="list-style-type: none"> • Current speed limit of 70km/h through the village, specially through school and Domain is too high. Consider 50km/h. - 2
<p>Asset management</p>	<ul style="list-style-type: none"> • Footpath on Peel Street opposite the supermarket has a lot of wear and tear. - 2 elderly people have fallen due to its unevenness. • 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. • Lichen on footpaths is an issue in most parts of the town. - 4 • Recent repairs to the seal leading into Kennedy Park is of poor quality. The loose stones a hazard for bikes, walkers, and mobility vehicles. • Footpath materials not providing adequate skid resistance during winter. – 5
<p>Other</p>	<ul style="list-style-type: none"> • Better way finding at entrance to town, where to park etc. – 3 • Consider making Kennedy Street/ SH79 intersection stop controlled (existing Give-Way) • 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. • 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

Appendix G

Community Board workshop notes



Geraldine Community Board – Geraldine Transport Strategy consultation consideration

Prepared for: TDC

Job Number:

Revision: 1

Issue Date: 20 July 2021

Prepared by: Stephen Carruthers

Reviewed by: Ravindu Fernando

Meeting: Geraldine Community Board + Waka Kotahi to consider public consultation feedback on the Geraldine Transport Strategy.

Date: 29 March 2021

Attendees:

Geraldine Community Board: All, apologies McGregor Simpson

Timaru District Council: Suzy Ratahi, Selina Kunac

Waka Kotahi: John Keenan

Abley: Stephen Carruthers, Ravindu Fernando

Minutes

A public feedback summary report was provided to attendees in advance of the meeting which contained a summary of the feedback and recommendation on changes to the strategy. Each key issue from the feedback was discussed by the board along with the recommended changes.

SH79

In response to the feedback, it was agreed that the State highway 79 realignment project should be staged. The first stage is to review the Cox / Talbot Street intersection for small improvements that could be implemented in the short – medium term. This will include consideration of vehicle movements and pedestrian access. The realignment project is moved to the long term and is subject to ongoing review in the medium term to determine when an upgrade may be necessary based on agreed triggers (this includes changes to Kennedy Street).

It was noted that TDC would work with the primary school to develop a travel plan and encourage students to use Wilson Street rather than Cox Street.

Cycling

It was agreed that because traffic will remain on Cox Street that the cycling route will move to Wilson Street. It was also agreed to include a shared path through the Domain. It was agreed that this requires a facility on Hislop Street to connect the two north-south routes.

It was noted that cycling facilities are already being developed out to Woodbury Road in coordination with Waka Kotahi. It was agreed to not extend the facility through to Upper Orari Bridge.

A preference for shared paths over on-street cycle lanes was noted.

Walking

It was agreed to extend the walking network to the three aged care facilities, and to extend to network south and through the Domain and cemetery, and connect to the riverside walk way.

It was agreed that additional pedestrian crossing points were needed in the short term at:

- Mackenzie Street
- Huffey Street (between the cemetery and domain)
- Peel Street (near the supermarket)
- SH79 (near the Rauka Puka Store)
- Cox Street (near the public toilets)

Parking

It was agreed that a parking study is required, and noted that there was some work about to get underway. There was a lot of interest for large vehicle parking on Hislop Street, and discussion on options for one-waying some of the roads around Hislop Street.

It was noted that there is a plan being developed for the Domain, and some comments that more parking is required in the area.

Speed limits

There was a strong desire to get speed limit changes happening, but it was noted that there is a change in the process that is coming which requires a regional approach. Council needs to understand the new process before making commitments on speed limit changes.

Second Waihi River bridge

It was agreed that the proposed second bridge should be removed from the priority network as there is no certainty that it will be required, or where it would be located.

Other topics

It was noted that since the strategy was first written that there is more of a focus on Zero Carbon from Government (national and local).

Noted that Orari Back Road is now sealed and more appropriate for heavy haulage, but unlikely to be a signed posted alternative route.