



AGENDA

Infrastructure Committee Meeting Tuesday, 20 July 2021

Date Tuesday, 20 July 2021

Time 9.30am

Location Geraldine Domain Pavilion
38 Hislop Street
Geraldine

File Reference 1433985

Timaru District Council

Notice is hereby given that a meeting of the Infrastructure Committee will be held in the Geraldine Domain Pavilion, 38 Hislop Street, Geraldine, on Tuesday 20 July 2021, at the conclusion of the Environmental Services Committee meeting.

Infrastructure Committee Members

Cr Sally Parker (Chairperson), Cr Paddy O'Reilly (Deputy Chairperson), Cr Allan Booth, Cr Peter Burt, Cr Barbara Gilchrist, Cr Richard Lyon, Cr Gavin Oliver, Cr Stu Piddington, Cr Steve Wills and and Mayor Nigel Bowen

Quorum – no less than 2 members

Local Authorities (Members' Interests) Act 1968

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

Andrew Dixon

Group Manager Infrastructure

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

6 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 8 June 2021

Author: Jo Doyle, Governance Advisor

Recommendation

That the Minutes of the Infrastructure Committee Meeting held on 8 June 2021 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Attachments

1. Minutes of the Infrastructure Committee Meeting held on 8 June 2021



MINUTES

Infrastructure Committee Meeting Tuesday, 8 June 2021

Ref: 1433985

**Minutes of Timaru District Council
Infrastructure Committee Meeting
Held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru
on Tuesday, 8 June 2021 following the Environmental Services Committee**

Present: Cr Sally Parker (Chairperson), Cr Paddy O'Reilly (Deputy Chairperson), Cr Allan Booth, Cr Peter Burt, Cr Richard Lyon, Cr Gavin Oliver, Cr Stu Piddington, Cr Steve Wills, Mayor Nigel Bowen

In Attendance: Geraldine Community Board – Wayne O'Donnell
Temuka Community Board – Gaye Broker
Bede Carran (Chief Executive), Grant Hall (Drainage and Water Manager), Ashley Harper (Acting Group Manager Commercial and Strategy), Suzy Ratahi (Land Transport Manager), Josie McNee (Land Transport Procurement Advisor)

1 Apologies

Resolution 2021/10

Moved: Cr Sally Parker

Seconded: Mayor Nigel Bowen

That the apologies received from Cr Gilchrist and Raewyn Hessel – Pleasant Point Community Board be accepted and leave of absence granted.

Carried

2 Identification of Items of Urgent Business

There were no urgent business items.

3 Identification of Matters of a Minor Nature

There were no minor nature items.

4 Declaration of Conflicts of Interest

There were no conflicts of interest declared.

5 Chairperson's Report

The Chairperson reported on duties carried and meetings attended since the last Infrastructure Committee meeting including Long Term Plan engagement sessions, citizenship ceremony, Council meeting, Long Term Plan Hearing, Tenders and Procurement Committee, Ara Board of Directors, Temuka Community Board meeting and meeting with the Group Manager Infrastructure.

Resolution 2021/11

Moved: Cr Sally Parker

Seconded: Cr Richard Lyon

That the Chairperson's report be adopted.

Carried

6 Confirmation of Minutes**6.1 Minutes of the Infrastructure Committee Meeting held on 20 April 2021****Resolution 2021/12**

Moved: Cr Steve Wills

Seconded: Cr Allan Booth

That the Minutes of the Infrastructure Committee Meeting held on 20 April 2021 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Carried

7 Reports**7.1 Implications of Water Services Bill on Water Supply Operations**

The Committee considered a report informing Council of the possible implications on operational changes to community drinking water supplies in the Timaru District in order to ensure compliance once the Water Services Bill is enacted.

The Drainage and Water Manager spoke to the report highlighting particular points of significance. The Committee noted the implications will include the chlorination of the Geraldine Water Supply and probable treatment of Beautiful Valley Water Supply. Given the opposition to chlorination of the Geraldine supply when this was last raised, adequate communications around this will need to be put in place at the time.

It was pointed out that with the recent flooding, Geraldine is still under a 'boil water' notice, but would not be if the supply was chlorinated. Of interest is that Pleasant Point was previously the winner of the best tasting water in New Zealand. The supply has since been chlorinated yet once again Pleasant Point has won best tasting water.

Resolution 2021/13

Moved: Cr Allan Booth

Seconded: Mayor Nigel Bowen

That the Water Services Bill report be received and noted.

Carried

7.2 Land Transport Rule - Setting of Speed Limits 2021

The Committee considered a report outlining the changes proposed to setting speed limits under the new speed management framework, which Waka Kotahi NZ Transport Agency (Waka Kotahi) has developed on behalf of the Ministry of Transport. While the new rule should make it simpler to change a speed limit, it is important to remember that a speed limit is only one tool for reducing speed.

Resolution 2021/14

Moved: Cr Paddy O'Reilly

Seconded: Cr Steve Wills

That the Infrastructure Committee supports a network speed limit review of the road network in-line with the Setting of Speed Limit 2021 rule change.

Carried

7.3 Progress Report Pareora Pipeline Renewal, Downlands Water Supply Scheme Upgrade, Winchester Geraldine Roundabout, Road Construction Programme and 3 Water Stimulus Programme

The Committee considered an update on key capital expenditure projects and asked questions and sought clarification on the progress with these significant works.

Resolution 2021/15

Moved: Cr Sally Parker

Seconded: Mayor Nigel Bowen

That the progress report be received and noted.

Carried

7.4 Vesting of the Washdyke to Pleasant Point Trail

The Committee considered a report by the Parks and Recreation Manager recommending the vesting of the Washdyke to Pleasant Point off road trail in Council, and that Council be responsible for the ongoing maintenance. The Central South Island Cycle Trails is not set up to undertake maintenance and long term renewal of the cycleway. It was noted that Council would not be taking over the land, just the ownership and management of the asset.

Resolution 2021/16

Moved: Cr Richard Lyon

Seconded: Cr Peter Burt

That the Infrastructure Committee agrees that the Washdyke to Pleasant Point Trail alongside State Highway 8 is vested in Council and that Council takes responsibility for the ongoing maintenance.

Carried

8 Consideration of Urgent Business Items

There were no urgent business items.

9 Consideration of Minor Nature Matters

There were no minor nature matters.

10 Exclusion of the Public**Resolution 2021/17**

Moved: Cr Sally Parker

Seconded: Mayor Nigel Bowen

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
11.1 - Public Excluded Minutes of the Infrastructure Committee Meeting held on 20 April 2021	s7(2)(i) - The withholding of the information is necessary to enable the Council to carry out, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	To enable commercial or industrial negotiations

Carried

11 Public Excluded Reports**11.1 Public Excluded Minutes of the Infrastructure Committee Meeting held on 20 April 2021****12 Readmittance of the Public****Resolution 2021/18**

Moved: Cr Sally Parker

Seconded: Mayor Nigel Bowen

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

Carried

The Meeting closed at 10.30am.

.....
Chairperson

7 Reports

7.1 Downlands Water Scheme: Joint Committee Agreement

Author: Ashley Harper, Acting Group Manager Commercial and Strategy

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the proposed new Joint Committee Agreement for the governance and management of the Downlands Water Scheme be approved.

Purpose of Report

- 1 The purpose of this report is for the Infrastructure Committee to consider the proposed new Joint Committee Agreement for the Downlands Water Supply and if appropriate to approve the agreement for implementation.

Assessment of Significance

- 2 This matter is considered to be of low significance because it involves a single activity covering only a part of the area of the district.

Background

- 3 In April and May 2021 each of the Mackenzie, Timaru and Waimate District Councils considered a report on the issues and options for the governance of the Downlands Water Scheme. This comprehensive report is included as Attachment 3 and provides details of the accounting concerns and possible solutions. The need for this report was that AuditNZ had previously raised equity, debt and borrowing concerns with each stakeholder Council.
- 4 Each Council agreed with the report with Mackenzie District Council also resolving "That council requests that staff continues negotiations around the expectation that water will be available for growth in the Mackenzie".
- 5 Subsequently Anderson Lloyd, Solicitors, have prepared a new draft Joint Committee Agreement which has been workshopped by staff of the three Councils. The result of this work is that a final draft Joint Committee Agreement has been prepared and is included as Attachment 1. The previous agreement is also included as Attachment 2.
- 6 This final draft has also been provided to PriceWaterhouseCoopers (PwC) who have been engaged to provide a formal assessment as to whether the agreement will comply with International Accounting Standards, particularly around equity accounting and debt responsibilities.

Discussion

- 7 The main changes and differences between the current agreement for the Downlands Joint Standing Committee and the new Joint Committee Agreement are;
 - The Downlands Water Scheme boundaries are defined via a map of the scheme.

- The Te Ana Wai Water Treatment enhancement project is described because this project represents significant expenditure which results in significant borrowing requirements.
- Content is added to better define both the Governance role of the Joint Standing Committee and the role of the Downlands Water Scheme Managers, being the Timaru District Council.
- Arrangements with respect to contracts, debt and borrowing are defined.
- In Schedule 2 the quorum for meetings is now 1 member representing each Council, as opposed to a nominated elected member representing each Council. This means that for Mackenzie and Waimate District Councils their 'jointly appointed' member can now be counted to make a quorum.

Options and Preferred Option

- 8 The options for the Infrastructure Committee are to support the proposed changes, oppose the proposed changes or be neutral.
- 9 The option to support the changes is recommended because this will ensure resolution of the issues raised by the auditors, subject to advice from PwC. If this advice recommends any variations to the proposed agreement then a further report will be provided to the Committee for consideration.

Consultation

- 10 There is no specific requirement to carry out any formal consultation, however the Downlands Joint Standing Committee will consider this matter on the 12 July 2021 and comments or decisions at this meeting will be available for the Committee.

Relevant Legislation, Council Policy and Plans

- 11 The relevant enabling legislation is the Local Government Act 2002
- 12 There are also International Accounting Standards that apply to this matter.

Financial and Funding Implications

- 13 There are no specific financial implications of this new agreement, however due to the primary issue being compliance with accounting standards a formal review of the new agreement has been commissioned from PWC. If this review raises any issues then amendments to the proposed agreement will need to be formulated and agreed by each District Council.

Other Considerations

- 14 There are no other considerations at this time.

Attachments

1. **Joint Committee Agreement Downlands Water Scheme** [!\[\]\(098e47036f78288d477e334896a43770_img.jpg\)](#) [!\[\]\(4eae4ca9e3bdd839cea72df3843a6754_img.jpg\)](#)
2. **Agreement and Terms of Reference - Downlands Water Supply Scheme** [!\[\]\(85c10fe0ae97c3e2f0e940987ab0a900_img.jpg\)](#) [!\[\]\(886bb00f68a0102765319f7e3e73d979_img.jpg\)](#)
3. **Infrastructure Committee Report 20 April 2021 - Downlands Water Scheme** [!\[\]\(0fbfb77cc5f54acd9a6cc5e2e99729c4_img.jpg\)](#) [!\[\]\(bcfed6d10b13d512440f89f52a81eafd_img.jpg\)](#)

Joint Committee Agreement–Downlands Water Scheme

Date: 2021

Parties

- (1) Timaru District Council
- (2) Waimate District Council
- (3) Mackenzie District Council

Background

- A. The Downlands Water Scheme is a joint water scheme between Timaru District Council, Waimate District Council and Mackenzie District Council, jointly owned by the Councils in the following proportions:
- (i) Timaru District Council: 82%;
 - (ii) Waimate District Council: 14%; and
 - (iii) Mackenzie District Council: 4%.
- B. The Councils have appointed a joint committee in relation to the Downlands Water Scheme in accordance with clause 30A of Schedule 7 of the Local Government Act 2002 and are parties to a Joint Committee Agreement regarding the Downlands Water Scheme (**2015 Joint Committee Agreement**).
- C. Under the 2015 Joint Committee Agreement management of the Downlands Water Scheme has been delegated to Timaru District Council.
- D. The parties wish to enter into this Agreement to provide greater certainty on matters such as:
- a. the ownership of the Downlands Water Scheme;
 - b. the scope of, and limits to, the powers that are delegated by the Councils to the Joint Committee; and
 - c. the scope of, and limits to, the powers that are delegated to Timaru District Council as manager of the Downlands Water Scheme,

and to record agreements they have reached regarding the current \$26m Te Ana Wai upgrade of the Downlands Water Scheme (**Te Ana Wai Project**) and the loan funding required for that and other capital works projects.

By this Deed

1. Definitions

- 1.1 In this Agreement, the following terms have the following meanings:

2015 Joint Committee Agreement means the 2015 'Agreement in Relation to Joint Standing Committee for Governance of the Downlands Water Supply Scheme' entered into between the Councils under clause 5 of Schedule 1AA and clause 30A of Schedule 7 of the Local Government Act 2002.

Agreement means this agreement including its Schedules, as amended from time to time.

Councils means Timaru District Council, Waimate District Council and Mackenzie District Council (each a **Council**).

Downlands Water Scheme means the joint water scheme between the Councils known as the Downlands Water Scheme, as renewed, upgraded, extended and amended from time to time. An overview of the Downlands Water Scheme as at February 2021 is set out in Schedule 1.

Joint Committee means the joint committee appointed by the Councils in accordance with clause 30(1)(b) of Schedule 7 of the Local Government Act 2002 known as the Downlands Water Scheme Joint Committee.

Management Services means the services to be provided by Timaru District Council under this Agreement as Manager of the Downlands Water Scheme.

Manager means Timaru District Council, in its role as manager of the Downlands Water Scheme.

Ownership Proportions means each Councils' joint ownership proportion of the Downlands Water Scheme set out in clause 3.1 as amended from time to time in accordance with clause 3.3.

Te Ana Wai Project means the \$26m Te Ana Wai upgrade of the Downlands Water Scheme being undertaken (project managed by Timaru District Council) to provide rural consumers with a more secure, dependable, high quality water supply. The upgrade will facilitate the supply of additional water to existing consumers and water for new consumers within the scheme area. There will also be an additional water treatment process which will ensure compliance with Drinking Water Standards. The project involves the following components:

- (a) pipeline Upgrade from Davison Road to Cave;
- (b) pipeline replacement from Cave to Richardson Road;
- (c) construction of a raw water reservoir and a treated water reservoir at Richardson Road;
- (d) upgrading the existing water supply intake infiltration gallery within the Te Ana Wai River;
and
- (e) construction of a new Water Treatment Plant at Richardson Road.

Contracts for all the above components have been awarded and commissioning of the new treatment and storage facilities is planned to occur in 2022.

Terms of Reference means the Terms of Reference for the Downlands Water Scheme Joint Committee set out in Schedule 2.

Timaru's Water Services Bylaw means Chapter 15 (Water Services) of Timaru District Council's Consolidated Bylaw 2018 (as amended from time to time).

2. Effect of this Agreement

- 2.1 In accordance with clause 7 of the 2015 Joint Committee Agreement, the parties agree to vary the 2015 Joint Committee Agreement with effect from the date of this Agreement by replacing it with this Agreement.
- 2.2 This Agreement is a joint committee agreement between the Councils under clause 30A(1) of Schedule 7 of the Local Government Act 2002.

3. Ownership of the Downlands Water Scheme

- 3.1 The Downlands Water Scheme is jointly owned by the Councils in the following proportions:
 - (i) Timaru District Council: 82%;
 - (ii) Waimate District Council: 14%; and
 - (iii) Mackenzie District Council: 4%.
- 3.2 For the avoidance of doubt, all of the assets that from time to time comprise the Downlands Water Scheme (as renewed, extended, upgraded and amended from time to time) are jointly owned in those Ownership Proportions and all the Councils are jointly liable in their Ownership Proportions for any Downlands Water Scheme liabilities. For example if land is acquired for the purposes of the Downlands Water Scheme, the registered owner shall be the 3 Councils jointly, each in their Ownership Proportions.
- 3.3 The Ownership Proportions set out in clause 3.1 shall continue to apply throughout the term of this Agreement unless the Councils agree otherwise in writing.

4. Governance of the Downlands Water Scheme

- 4.1 The Downlands Water Scheme Joint Committee appointed by the Councils in accordance with clause 30(1)(b) of Schedule 7 of the Local Government Act 2002 shall continue, but from the date of this Agreement shall be subject to the Terms of Reference set out in Schedule 2 (instead of the Terms of Reference set out in Schedule 1 of the 2015 Joint Committee Agreement). Each Council acknowledges it is bound by the Terms of Reference and shall comply with them, including by amending its standing orders as soon as possible to the extent that they are inconsistent with the Terms of Reference.
- 4.2 Each Council shall resolve under clause 30(7) of the Local Government Act 2002 that the Downlands Water Scheme Joint Committee will not be discharged on the coming into office of the members of the local authority elected or appointed at, or following, the triennial general elections of members. If a Council has not passed such a resolution, it shall appoint a joint committee, to be known as the Downlands Joint Standing Committee, following each triennial local authority election.
- 4.3 The role of the Joint Committee is to manage, and direct and supervise the management of, the business and affairs of the Downlands Water Scheme, including (without limitation):
 - (a) considering the asset management plan, long term plan, annual plan budgets and work programme (operational and capital works) prepared by the Manager under clause 5, and making recommendations to the Councils each year for adoption within each Council's respective Long Term Plans and Annual Plan (in their respective Ownership Proportions);
 - (b) directing and supervising the management and operation of the Downlands Water Scheme by the Manager, including ensuring compliance with the adopted asset management plan, long term plan, annual plan budgets, work programme and budgets;

- (c) considering the financial statements and budgets, prepared by the Manager under clause 5 and providing these to the Councils (noting the implications for each Council given its Ownership Proportion), together with a recommendation of the rates and charges to be struck and levied to meet the Downlands Water Scheme's financial requirements;
 - (d) ensuring that the Councils' Downlands Water Scheme reserves and other funds (which, for the avoidance of doubt are owned in accordance with the Ownership Proportions) are accessed and applied appropriately in accordance with clause 5.2(g);
 - (e) considering and approving the Manager's recommendations regarding:
 - (i) viable means of improving and extending all works comprising the Downlands Water Scheme; and
 - (ii) viable means of water treatment and conservation, and any means of obtaining additional water for the Downlands Water Scheme;
 - (f) providing advice and recommending strategies, policies and procedures necessary to assist the Manager in fulfilling its responsibilities as the Downlands Water Scheme Manager; and
 - (g) undertaking any other matters that will assist in the efficient, cost effective and productive management of the Downlands Water Scheme.
- 4.4 Subject to clause 4.5 (setting out decisions that are reserved to the Councils) each Council delegates to the Joint Committee all powers as are necessary for managing, and for directing and supervising the management of, the business and affairs of the Downlands Water Scheme. All decisions made by the Joint Committee under its delegated powers, or by the Manager under the powers that have been subdelegated to it, shall, without confirmation of the Councils, bind each Council as if that decision had been made by that Council.
- 4.5 Subject to clause 4.6, decisions on the following matters require the unanimous approval of the Councils. The Manager may make recommendations to the Joint Committee, and the Joint Committee may make recommendations to the Councils on these matters, but decisions on these matters need to be made by the Councils:
- (a) each Council adopting the long term plan and annual plan budget for the Downlands Water Scheme, including any loan funding required to be raised, as part of their Long Term plan and Annual Plan (each in their respective Ownership Proportion);
 - (b) doing any of the following, except to the extent it is contemplated by the long term plan or annual plan budget for the Downlands Water Scheme adopted by the Councils:
 - (i) sell or purchase land held or required for the Downlands Water Scheme; or
 - (ii) to sell, transfer or otherwise dispose of all or part of the Downlands Water Scheme's assets, other than a sale when the assets are at the end of their useful life; and
 - (c) each Council setting the targeted rate to be charged to their respective ratepayers who are on the Downlands Water Scheme (noting that the Manager will make recommendations to the Joint Committee, and the Joint Committee will make recommendations to the Councils, of the targeted rates to be struck to meet the Downlands Water Scheme's financial requirements).
- 4.6 In order to give certainty over the budget and work program, each Council agrees that if the Manager reasonably considers that work, expenditure or a decision is required for the prudent management of the Downlands Water Scheme assets, to maintain existing levels of service or

to meet any regulatory requirement, it will provide any approvals required for that work, expenditure or decision.

- 4.7 Nothing in this Agreement prevents the Manager from carrying out action without the Councils' unanimous approval in an emergency situation or to protect the health or safety of persons or to prevent damage to property. The Manager shall promptly advise the Councils of the details of any action carried out under this clause 4.7.
- 4.8 The Joint Committee and the Manager shall each operate within budgets approved by the Councils. In the event that over expenditure is anticipated or incurred the Joint Committee shall immediately report that to the Councils.

5. Management of Downlands Water Scheme

- 5.1 The Councils contract Timaru District Council to manage the Downlands Water Scheme. From the date of this Agreement, Timaru District Council shall manage the Downlands Water Scheme on the terms set out in this Agreement, instead of the terms set out in the 2015 Joint Committee Agreement.
- 5.2 Timaru District Council shall provide the following management services in relation to the Downlands Water Scheme:
- (a) preparing an asset management plan, long term plan, annual plan budgets and work programme (operational and capital works) for the Downlands Water Scheme, providing these to the Joint Committee for consideration, and updating them to reflect any comments received from the Joint Committee before recommendations are made to the Councils each year for adoption within each Council's respective Long Term Plans and Annual Plan (in their respective Ownership Proportions);
 - (b) managing and operating the Downlands Water Scheme in accordance with the adopted asset management plan, long term plan, annual plan budgets, work programme and budgets, including carrying out ongoing inspection and maintenance of all works comprising the Downlands Water Scheme;
 - (c) preparing financial statements and budgets for the Downlands Water Scheme, including recommending the targeted rates and the charges to be struck and levied to meet the Downlands Water Scheme's financial requirements, providing these to Joint Committee for consideration, and updating them to reflect any comments received from the Joint Committee before they are provided to the Councils;
 - (d) receiving and processing of applications from the Downlands Water Scheme's consumers and prospective consumers, in respect of water to be supplied by the Downlands Water Scheme;
 - (e) setting and collecting connection fees (tank and unit);
 - (f) procuring and project managing, on behalf of the Councils, the capital works programme (renewals and extensions to the Downlands Water Scheme), in accordance with the approved long term plan and annual work programs for the Downlands Water Scheme. Typically renewals will be funded using Downlands Water Scheme reserves/retained earnings and extensions will be funded from reserves/retained earnings and/or borrowings;
 - (g) accessing and applying Downlands Water Scheme reserves and other funds for the purpose of implementing the long term plan and annual work program for the Downlands Water Scheme;
 - (h) investigating and promoting:

- (i) viable means of improving and extending all works comprising the Downlands Water Scheme; and
 - (ii) viable means of water treatment and conservation, and any means of obtaining additional water for the Downlands Water Scheme; and
 - (i) undertaking any other matters that will assist in the efficient, cost effective and productive management of the Downlands Water Scheme.
- 5.3 Although the Manager is engaged by the Councils jointly (as owners of the Downlands Water Scheme), the Manager shall report to, and be directed and supervised by, the Joint Committee. The Manager shall report to the Joint Committee annually (or more frequently as required by the Joint Committee).
- 5.4 Subject to clause 4.6 (setting out decisions that are reserved to the Councils), the Joint Committee sub-delegates to the Manager all the powers necessary for managing the business and affairs of the Downlands Water Scheme.
- 5.5 The Manager will carry out the Management Services:
- (a) with all reasonable care and skill.
 - (b) using personnel with appropriate skill and experience; and
 - (c) in compliance with all relevant laws and bylaws.
- 5.6 To the extent permitted by law, all other express or implied warranties or representations of the Manager (and its officers and employees) in relation to the Management Services are excluded. The parties contract out of sections 9, 12A, 13 and 14(1) of the Fair Trading Act.
- 5.7 The Joint Committee shall:
- (a) promptly respond to all requests made by the Manager for instructions, and promptly do all things which may reasonably be necessary to enable the Manager to provide the Management Services fully and effectively in the manner contemplated by this Agreement;
 - (b) ensure that there are sufficient funds available in the Downlands Water Scheme bank account to make payments as they fall due; and
 - (c) promptly provide all information, directions, assistance, approvals and co-operation reasonably required by the Manager for the provision of the Management Services under this Agreement.
- 5.8 In exchange for providing the Management Services, the Councils, in their Ownership Proportions, will reimburse all outgoings, costs, losses or liabilities properly incurred by the Manager in relation to, arising from or in connection, with its performance of the Management Services (including an engineering charge, a corporate overhead and project staff time at rates set by the Manager from time to time).
- 5.9 The Manager will not be liable for any delay or failure to perform any of its obligations that is caused or contributed to by any event beyond its reasonable control (including but not limited to an act of nature, fire, discontinuity in power supply, court order, riot, war, strike or labour disturbance) provided it:
- (a) could not have avoided or overcome the event by exercising a standard of reasonable care at a reasonable cost;

- (b) notifies the Joint Committee in writing of the event on becoming aware of it; and
- (c) uses its best endeavours to mitigate the effects of the event and to perform its obligations not affected by the event.

6. Rates, bylaws and enforcement

- 6.1 Each Council shall collect all rates in relation to water supplied from the Downlands Water Scheme within its district, which will be accounted for and paid to the Manager for payment to a nominated bank account operated in accordance with any local authority accounting regulations in force. For clarity, connection fees (tank and unit), as distinct from rates, will generally be collected directly by the Manager as user fees and charges.
- 6.2 Waimate District Council and Mackenzie District Council shall each:
 - (a) enact a water services bylaw which has enforcement provisions that are consistent with the enforcement provisions contained in Timaru's Water Services Bylaw; and
 - (b) delegate the powers of enforcement, inspection and administration vested in it in relation to the provision of water services (and any other regulatory matter required to assist in the efficient management of the Downlands Water Scheme) shall be delegated to the Manager;
 - (c) under the provisions of the Local Government Act 2002, appoint officers, employees, contractors or agents of Timaru District Council (as notified by Timaru District Council from time to time) to be the enforcement officers for its District and issue warrants, as required by the Local Government Act 2002, to those selected enforcement officers stipulating their powers in relation to the administration of the Downlands Water Scheme.

7. Contracting and borrowing

- 7.1 The Downlands Water Scheme is not a separate legal entity. As set out in clause 3.2 the Downlands Water Scheme assets are owned, and liabilities are incurred, by the Councils jointly in their Ownership Proportions.
- 7.2 Contracts should generally be entered into in the names of the three Councils jointly, and each Council appoints the Manager as its agent for the purpose of executing Downlands Water Scheme contracts on its behalf, and doing all such other things, as may be necessary or desirable in order to implement, give effect to or perform Downlands Water Scheme contracts. However if one Council agrees to enter into a Downlands Water Scheme contract or to incur a Downlands Water Scheme liability in its own name alone, then:
 - (a) from the perspective of the other party to that contract, that Council alone would be fully liable to meet all of the obligations under the contract; but
 - (b) as between, the Councils, they are jointly liable for the costs and borrowings of the Downlands Water Scheme (including under any service, construction contract or loan), in their Ownership Proportions.
- 7.3 If Timaru District Council enters into a contract or takes out a loan to fund the development, extension or modification of the Downlands Water Scheme in its own name:
 - (a) Waimate District Council and Mackenzie District Council shall each (at Timaru District Council's request):
 - (i) provide an indemnity to cover a proportion of the contract or loan (principal, interest and any charges) equal to that Council's Ownership Proportion; and

- (ii) grant a power of attorney to Timaru District Council to allow it to recover rates arrears from users in that Council's district (without releasing the other Councils from their collection and payment obligations); and
- (b) if ownership of the Downlands Water Scheme (or any part thereof) is transferred to another entity as a result of the proposed Central/Local Government Three Waters Reform Programme, each Council's proportionate share of that contract/loan (principal, interest and any charges) shall not remain with Timaru District Council following the effective date of the Reform. Each Council shall do all acts, matters or things as may be reasonably required to ensure Timaru District Council is not in worse financial position from funding the development, extension or modification in its own name than if that Council had directly funded its proportionate share of the liability/loan itself (e.g. Waimate District Council and Mackenzie District Council shall each include a mechanism as part of its long term plan process to ensure that if the Reform proceeds, its proportionate share of the liability/loan (including principal, interest and any charges) shall not remain with Timaru District Council following the effective date of the Reform). That Council shall procure that its proportionate share of the loan be transferred to it or the new entity.

8. Te Ana Wai Project

- 8.1 The Councils have agreed to undertake and commission the Te Ana Wai Project (consistent with prior approvals) including loan funding arrangements.
- 8.2 The Te Ana Wai Project is being commissioned and managed by Timaru District Council, on behalf of the Councils, in its roles as Manager of the Downlands Water Scheme. It is being funded:
 - (a) retained earnings; and
 - (b) the balance (up to approximately \$20,000,400 including an additional \$1.3m to be borrowed for other capital works).
- 8.3 The parties agree that the loan referred to in clause 8.2(b) is to be taken out in the name of Timaru District Council on behalf of the three Councils in their Ownership Proportions (i.e. 14% of the loan is attributable to Waimate District Council and 4% of the loan is attributable to Mackenzie District Council).
- 8.4 The loan referred to in clause 8.2(b) is to be repaid via revenue received from targeted rates charged by each Council (with the targeted rates collected by Waimate District Council and Mackenzie District Council to be on-paid to the Manager).
- 8.5 In consideration of Timaru District Council agreeing to enter the loan in its name, Waimate District Council and Mackenzie District Council each hereby:
 - (a) indemnify Timaru District Council for a proportion of the contract or loan (principal, interest and any charges) equal to that Council's Ownership Proportion; and
 - (b) grant a power of attorney to Timaru District Council to allow it to recover rates arrears from users in that Council's district (without releasing that Council from its responsibility to collect the rates and pay them to the Manager); and
 - (c) agree that clause 7.3(b) shall apply to that loan.
- 8.6 All improvements to the Downlands Water Scheme arising from the Te Ana Wai Project will be owned by the parties in the Ownership Proportions.

9. General

- 9.1 **Variations:** No amendments to this Agreement will be effective unless made in writing and signed by each Council.
- 9.2 **Confidentiality:** The parties acknowledge that some information provided by or to them under or in connection with this Agreement may be commercially sensitive or otherwise confidential. Where this is the case, the party providing the information should specify which information they provide is confidential, and the party receiving the information agrees not to use or disclose it without the discloser's prior consent. It will not be a breach of this clause for a party to use or disclose confidential information to the extent required to perform its obligations under this Agreement or to disclose confidential information to the extent required by Local Government Official Information and Meetings Act 1987 or any other law. This clause does not apply to information which is, or becomes, publicly available without breach of the obligations under this clause or which a party can prove it independently created or acquired.
- 9.3 **Further acts:** The parties will take all actions and sign all documents reasonably required to give effect to the provisions of this Agreement.
- 9.4 **Entire agreement:** This Agreement replaces any earlier representations, warranties, understandings and agreements (whether oral or written) between the parties and sets out the entire agreement between them relating to its subject matter.
- 9.5 **Health and Safety:** Nothing in this Agreement shall be taken to limit the duties owed by either party under the Health and Safety at Work Act 2015 (**HSWA**) (e.g. where each party has duties in relation to the same matter imposed by or under the HSWA, to, so far as is reasonably practicable, consult, cooperate, and coordinate activities with each other to the extent required to ensure they comply with their respective obligations under the HSWA).
- 9.6 **No agency:** Nothing in this Agreement will be deemed to create a partnership, joint venture or agency between the parties. No party has any authority to bind another party, unless expressly permitted to in this Agreement.
- 9.7 **No waiver:** No failure or delay by a party in insisting on the strict performance of this Agreement or to exercise any right under this Agreement will operate as a waiver of those matters. A waiver will not be effective unless it is in writing. A waiver of any breach will not be a waiver of any other breach.
- 9.8 **Counterparts:** This Agreement may be executed in counterparts (including by copy sent via email in PDF format and including by electronic signature). Each counterpart will be deemed to be an original and all counterparts together are to constitute one agreement.

Executed as a Deed

Signed by **Timaru District Council** by:

Signature

Signature

Councillor's full name

Councillor's full name

Signed by **Waimate District Council** by:

Signature

Signature

Councillor's full name

Councillor's full name

Signed by **Mackenzie District Council** by:

Signature

Signature

Councillor's full name

Councillor's full name

Draft

Schedule 1 – Downlands Water Scheme Overview



Schedule 2 – Terms of Reference

TERMS OF REFERENCE - DOWNLANDS WATER SCHEME JOINT COMMITTEE

Terms of Reference for the Downlands Water Scheme Joint Committee, a joint committee appointed by Timaru District Council, Waimate District Council and Mackenzie District Council in accordance with clause 30(1)(b) of Schedule 7 of the Local Government Act 2002 known as the Downlands Water Scheme Joint Committee:

1.	Name	Downlands Water Scheme Joint Committee
2.	Structure	Appointed by the Timaru District Council, Waimate District Council and Mackenzie District Council in accordance with clause 30(1)(b) of Schedule 7 of the Local Government Act 2002.
3.	Purpose	To ensure the ongoing effective governance and management of the Downlands Water Scheme.
4.	Functions	<p>To manage, and direct and supervise the management of, the business and affairs of the Downlands Water Scheme, including (without limitation):</p> <ul style="list-style-type: none"> (a) considering the asset management plan, long term plan, annual plan budgets and work programme (operational and capital works) prepared by the Manager, and making recommendations to the Councils each year for adoption within each Council's respective Long Term Plans and Annual Plan (in their respective Ownership Proportions); (b) considering the financial statements and budgets, prepared by the Manager and providing these to the Councils, together with a recommendation of the rates and charges to be struck and levied to meet the Downlands Water Scheme's financial requirements; (c) directing and supervising the management and operation of the Downlands Water Scheme by the Manager, including ensuring compliance with the adopted asset management plan, long term plan, annual plan budgets, work programme and budgets; (d) ensuring that the Councils' Downlands Water Scheme reserves and other funds are accessed and applied appropriately in accordance with the Agreement between the Councils; (e) considering and approving the Manager's recommendations regarding: <ul style="list-style-type: none"> (i) viable means of improving and extending all works comprising the Downlands Water Scheme; and (ii) viable means of water treatment and conservation, and any means of obtaining

		<p>additional water for the Downlands Water Scheme;</p> <p>(f) providing advice and recommending strategies, policies and procedures necessary to assist the Manager in fulfilling its responsibilities as the Downlands Water Scheme Manager; and</p> <p>(g) undertaking any other matters that will assist in the efficient, cost effective and productive management of the Downlands Water Scheme.</p>
5.	Membership	<p>There shall be up to 8 members of the Downlands Water Scheme Joint Committee, appointed as follows:</p> <ul style="list-style-type: none"> • each Council shall appoint 1 of its elected members as a Member; • Timaru District Council may appoint up to 4 additional Members; and • Waimate District Council and Mackenzie District Council may jointly appoint 1 additional Member. <p>Under the Local Government Act an additional member who is not an elected member must, in the opinion of the appointing Council, have the skills, attributes, or knowledge that will assist the work of the Joint Committee.</p> <p>Appointments shall be made by notice in writing to Timaru District Council (as Manager of the Downlands Water Scheme).</p>
6.	Chairperson	<p>The Joint Committee shall elect one of its members as Chairperson and one of its members as Deputy Chairperson.</p> <p>The Joint Committee member elected as Chairperson and as Deputy Chairperson each holds that office for 3 years, unless he or she dies or resigns or the Joint Committee elect a Chairperson/ Deputy Chairperson in his or her place sooner.</p> <p>If, at a meeting of the Joint Committee, neither the Chairperson nor Deputy Chairperson is present within 5 minutes after the time appointed for the commencement of the meeting, the Joint Committee members present may choose one of their number to chair that meeting.</p>
7.	Method of holding meetings	<p>A meeting of the Joint Committee may be held either:</p> <ul style="list-style-type: none"> • by a number of the Joint Committee members who constitute a quorum, being assembled together at the place, date, and time appointed for the meeting; or • by means of audio, or audio and visual, communication by which all Joint Committee members participating and constituting a quorum can simultaneously hear each other throughout the meeting.
8.	Quorum	<p>Quorum for a Joint Committee meeting is:</p> <ul style="list-style-type: none"> • half of the Joint Committee members if there is an even number of members; or • a majority of the Joint Committee members if there is an odd number of members. <p>However a quorum will not be present unless:</p>

		<ul style="list-style-type: none"> the Joint Committee member that is an elected member of Waimate District Council and the Joint Committee member that is an elected member of Mackenzie District Council are both present; or the Joint Committee member that is jointly appointed by Waimate District Council and Mackenzie District Council is present. <p>No business may be transacted at a Joint Committee meeting if a quorum is not present.</p> <p>(This quorum is prescribed by clause 30A of Schedule 7 of the Local Government Act. That clause also specifies that a Mayor who is a member of the Joint Committee solely by operation of section 41A(5) of the Local Government Act is not to be counted as a member for the purposes of determining the number of members required to constitute a quorum or whether a quorum exists at a meeting.)</p>
9.	Voting	<p>Every member of the Joint Committee has 1 vote.</p> <p>The chairperson does not have a casting vote.</p> <p>A resolution of the Joint Committee is passed if it is agreed to by all Joint Committee members present without dissent or if a majority of the votes cast on it are in favour of it.</p> <p>A Joint Committee member present at a Joint Committee meeting is presumed to have agreed to, and to have voted in favour of, a resolution unless he or she expressly dissents from or votes against the resolution at the meeting.</p>
10.	Minutes	<p>The Joint Committee must ensure that minutes are kept of all proceedings at meetings of the Joint Committee.</p> <p>A copy of the minutes are to be provided to each Council.</p>
11.	Written resolution in lieu of meeting	<p>A resolution in writing, signed or assented to by all Joint Committee members, is as valid and effective as if it had been passed at a meeting of the Joint Committee duly convened and held.</p> <p>Any such resolution may consist of several documents (including electronic means of communication) in like form each signed or assented to by 1 or more members.</p> <p>A copy of any such resolution must be entered in the Joint Committee's minute book.</p>
12.	Remuneration of members	<p>Members of the Joint Committee may be remunerated by their appointing Council.</p>
13.	Other proceedings	<p>Except as provided in these Terms of Reference, the Joint Committee may regulate its own procedure.</p>
14.	Definition	<p>In these Terms of Reference:</p> <p>Downlands Water Scheme means the joint water scheme between Timaru District Council, Waimate District Council and Mackenzie District Council known as the Downlands Water Scheme, as renewed, upgraded, extended and amended from time to time; and</p> <p>Manager means Timaru District Council, in its role as manager of the Downlands Water Scheme.</p>

**AGREEMENT IN RELATION TO THE JOINT
STANDING COMMITTEE FOR
GOVERNANCE OF THE DOWNLANDS WATER
SUPPLY SCHEME**

#950752

AGREEMENT IN RELATION TO JOINT COMMITTEE

Dated this day of 20

BETWEEN **TIMARU DISTRICT COUNCIL** a territorial authority duly constituted pursuant to the Local Government Act 2002.

AND **WAIMATE DISTRICT COUNCIL** a territorial authority duly constituted pursuant to the Local Government Act 2002.

AND **MACKENZIE DISTRICT COUNCIL** a territorial authority duly constituted pursuant to the Local Government Act 2002.

(collectively referred to as "the Councils")

BACKGROUND:

- A. By an Order in Council dated 8 December 1937 the Minister of Works was authorised to construct and maintain the Downlands Water Supply Scheme ("the Downlands Scheme").
- B. By operation of a Memorandum of Agreement dated 29 November 1960 the Minister of Works vested ownership and control of the Downlands Scheme to the Levels, Geraldine, Mackenzie and Waimate County Councils.
- C. By processes of local authority amalgamation, the present owners of the Downlands Scheme (and the proportion within each territorial authority's jurisdiction), are the Timaru District Council (82%), Waimate District Council (14%) and Mackenzie District Council (4%).
- D. To ensure ongoing effective governance of the Downlands Scheme the Councils agree to form a joint standing committee, pursuant to the Local Government Act 2002 ("the Act"), to be known as "The Downlands Joint Standing Committee".
- E. Clause 30A of Schedule 7 of the Act and Clause 5 of Schedule 1AA of the Act require that before 8 August 2015 an agreement must be entered into by the Councils specifying membership of its joint committee, the election of chairpersons and deputy chairpersons, the terms of reference for the joint committee, the delegated responsibilities and the means of varying the agreement relating to the joint committee. This Agreement sets out each of these matters as required by the Act.

IT IS HEREBY AGREED:

1. The Councils shall following each triennial local authority election, appoint a joint standing committee to be known as the Downlands Joint Standing Committee ("the Downlands Committee").
2. Membership of the Downlands Committee shall consist of one (1) elected member from each of the Councils, four (4) members appointed by the Timaru District Council and one (1) member appointed by the Waimate and Mackenzie District Councils (making a total of eight (8) members).

3. The Downlands Committee shall at its first meeting appoint its chairperson and deputy chairperson by simple majority vote. The term of these appointments is three (3) years.
4. The Downlands Committee shall in each and every financial year prepare estimates and receipts for that financial year and shall recommend to the Councils the rates and charges to be struck and levied to meet the full financial requirements of the management of the Downlands Scheme.
5. The Downlands Committee may provide any advice and develop and recommend any strategies, policies and procedures necessary to assist the Timaru District Council in fulfilling its responsibilities as the Downland Scheme's Manager.
6. The Terms of Reference for the Downlands Committee are set out in Schedule 1 hereto. The Councils acknowledge they are bound by the Terms of Reference and will comply with them.
7. This Agreement (including the Terms of Reference) may be varied by mutual agreement of the Councils at any time with any such mutually agreed variation to be recorded in writing, signed by the Councils and attached to a copy of this Agreement.

Signed on behalf of the	Name
<u>TIMARU DISTRICT COUNCIL</u>	Signature
In the presence of:	Witness

Signed on behalf of the	Name
<u>WAIMATE DISTRICT COUNCIL</u>	Signature
In the presence of:	Witness

Signed on behalf of the	Name
<u>MACKENZIE DISTRICT COUNCIL</u>	Signature
In the presence of:	Witness

Schedule 1

TERMS OF REFERENCE

The Downlands Joint Standing Committee ("the Downlands Committee") is a joint committee of the Timaru, Waimate and Mackenzie District Councils (collectively referred to as "the Councils") established pursuant to the provisions of the Local Government Act 2002 ("the Act").

PURPOSE:

To ensure the ongoing effective governance and administration of the Downlands Water Supply Scheme ("the Downlands Scheme").

To give effect to the purpose of these Terms of Reference the Councils agree:

1. The Memorandum of Agreement between the Ministry of Works and the Levels, Geraldine, Waimate and Mackenzie County Councils dated 29 November 1960, as amended by amendments dated 1 April 1979 and 28 November 1993, is revoked.
2. The Waimate District Council and Mackenzie District Council will each enact a water services bylaw which has enforcement provisions that are consistent with the enforcement provisions contained in the Timaru District Council's Chapter 7 - Water Services Bylaw.
3. The Councils agree the Timaru District Council shall be appointed as the Downlands Scheme Manager, with responsibilities including, but not limited to:
 - (i) The receiving and processing of applications from the Downlands Scheme's consumers, and prospective consumers, in respect of water to be supplied by the Downlands Scheme.
 - (ii) The ongoing inspection and maintenance of all works comprising the Downlands Scheme.
 - (iii) Investigating and promoting viable means of improving and extending all works comprising the Downlands Scheme.
 - (iv) Investigating and promoting viable means of water treatment and conservation, and any means of obtaining additional water for the Downlands Scheme.
 - (iv) Undertaking any other matters that will assist in the efficient, cost effective and productive management of the Downlands Scheme.
4. The Waimate District Council and Mackenzie District Council shall resolve the powers of enforcement, inspection and administration vested in those territorial authorities in relation to the provision of water services (and any other regulatory matter required to assist in the efficient management of the Downlands Scheme) shall be delegated to the Timaru District Council.
5. The Waimate District Council and Mackenzie District Council shall pursuant to the provisions of the Act appoint selected officers or agents of the Timaru District Council to be enforcement officers for the Waimate and Mackenzie Districts. The Waimate District Council and Mackenzie District Council shall also issue warrants, as required by the Act, to those selected enforcement officers stipulating their powers in relation to the administration of the Downlands Scheme.

6. The formation of the Downlands Committee and the means of appointing its member and office holders are set out in clause 1 and 2 of the Agreement in Relation to Joint Committee executed by the Councils.
7. The members of the Downlands Committee may meet together for the despatch of business, adjourn or otherwise regulate their meetings as they think appropriate.
8. The Downlands Committee shall supply agendas to their members detailing the business to be brought before that meeting together with relevant attachments which must be sent to every member not less than two clear working days before the day appointed for the meeting.
9. Questions arising at any meeting of the Downlands Committee shall be decided by a majority of votes of those present, each member having only one vote. In the case of an equality of votes, the chairman shall have a casting vote. If the standing orders of any of the Councils do not provide for the Downlands Committee Chairman to have a casting vote, each Council shall amend its standing orders accordingly.
10. The quorum necessary for the transaction of business of the Downlands Committee shall consist of each elected member of the Councils and two (2) other appointed members.
11. The Downlands Committee shall keep minutes recording:
 - (a) The names of the members present at each meeting; and
 - (b) All resolutions and proceedings at all meetings of the Downlands Committee.
12. The Downlands Committee may provide any advice and develop and recommend any strategies, policies and procedures necessary to assist the Timaru District Council in fulfilling its responsibilities as the Downlands Scheme Manager.
13. All members of the Downlands Committee shall be remunerated by their respective appointing Council.
14. The Councils each resolve to undertake to collect all monies in relation to water supplied by the Downlands Scheme within its district, which will be accounted for and forwarded to the Timaru District Council for payment into a nominated bank account operated in accordance with any local authority accounting regulations presently in force.

1.1 Downlands Water Scheme**Author:** Ashley Harper, Acting Group Manager Commercial and Strategy**Authoriser:** Bede Carran, Chief Executive

Section under the Act	The grounds on which part of the Council or Committee may be closed to the public are listed in s48(1)(a)(i) of the <i>Local Government Official Information and Meetings Act 1987</i> .
Sub-clause and Reason:	s7(2)(i) - The withholding of the information is necessary to enable the Council to carry out, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)
Plain English Reason:	To enable commercial or industrial negotiations.

Recommendations

That the Infrastructure Committee, to enable negotiations with Waimate District Council and Mackenzie District Council to be progressed:

1. Support in principle the joint ownership of the Downlands Water Scheme and a Joint Committee with Waimate District Council and Mackenzie District Council continuing as the preferred ownership model for the time being (noting ultimately this is a decision of Council);
2. Approve in principle, and recommend to Council, Timaru District Council borrowing in its name (if required) the full loan requirement for the Te Ana Wai Project (up to approximately \$15m) and other capital works for the Downlands Water Scheme, subject to Waimate District Council (WDC) and Mackenzie District Council (MDC) acting at the request and direction of Timaru District Council, supported by indemnities and powers of attorney as appropriate, to collect any outstanding Downlands' rates within their respective districts.

Purpose of Report

- 1 To obtain the Infrastructure Committee's approval in principle to the recommendations noted above. This is to provide the guidance required to enable negotiations with Waimate District Council (WDC) and Mackenzie District Council (MDC) to be progressed. Note the final negotiated outcome (to be agreed by Council) may differ.

Assessment of Significance

- 2 This matter is of low significance in terms of Council's significance and engagement policy as it relates to governance and contractual arrangements between councils on the administration and operation of the Scheme.

Background

- 3 The Downlands Water Scheme (Scheme) is governed by a joint committee of the Timaru District Council, WDC and MDC and this joint committee is the mechanism used to administer the Scheme. Timaru District Council operates and maintains the Scheme for the benefit of all users across the 3 districts. As it is a joint committee comprising 3 councils, direction is being

- sought from the Infrastructure Committee on the proposed structure and the financial arrangements.
- 4 The Scheme is a joint water scheme between Timaru District Council, WDC and MDC (attached for ease of reference are the current terms of reference for the Downlands Committee). The three Councils have formed a Joint Committee to govern the Downlands Water Scheme and management of the Downlands Water Scheme has been delegated to Timaru District Council.
 - 5 As a result of new accounting standards, Audit New Zealand has raised questions about the ownership, governance and management of the Downlands Water Scheme. In response, Timaru District Council obtained legal advice regarding the ownership of the Water Scheme and the Joint Committee's authority to operate the Downlands Water Scheme. The legal advice determined that the Downlands Water Scheme is currently jointly owned by the Councils in the following proportions:
 - (i) Timaru District Council: 82%;
 - (ii) Waimate District Council: 14%; and
 - (iii) Mackenzie District Council: 4%,
 - 6 This was confirmed between the Councils and to Audit New Zealand as at 30 June 2020 for the purpose of the Councils completing their 2019/20 accounts.
 - 7 For the purpose of Financial Year 2020/21 and beyond, to provide greater certainty, the Councils have been reviewing and wish to agree arrangements regarding the ownership of the Downlands Water Scheme, the authority of the Joint Committee and of Timaru District Council as manager and operator of the Scheme.
 - 8 As part of this, the Councils also intend to record their agreement in relation to the current \$26m Te Ana Wai upgrade of the Downlands Water Scheme (the Te Ana Wai Project) and the loan funding required for the Te Ana Wai Project and other capital works. The Long Term Plans adopted by each party for 2018-28 were inclusive of the Te Ana Wai Project and the funding arrangements proposed at the time.

Discussion

- 9 Downlands Water Scheme is currently owned as set out above and is governed and managed by the Councils including through a Joint Committee established under the Local Government Act 2002, a Terms of Reference (2015), and with Timaru District Council acting as Scheme Manager.
- 10 As outlined above, Audit New Zealand has raised questions regarding the Scheme. These questions have been satisfactorily addressed in prior audits, but to satisfy future audit requirements, as a minimum the Councils need to:
 - (i) Confirm the legal status of Downlands (entity v asset ownership);
 - (ii) In the event of the Joint Committee continuing as the chosen structure:
 - (a) Confirm how the Downlands assets are owned, including any improvements or extensions. In the case of joint ownership, the parties need confirm that the assets are owned in undivided proportions (i.e. a percentage of a collective whole, rather than for example the physical assets within their respective District boundaries);

- (b) Provide greater clarity of the decisions that have been delegated to the Joint Committee or Timaru District Council, and what decisions are reserved to the Councils, if the parties wish these to be different to the current Terms of Reference;
 - (c) Provide direction on how loan finance may be raised;
 - (d) Re-confirm that the parties have agreed to renew the joint committee after each election.
- 11 The Councils have been reviewing the current arrangements in order to address the issues raised. Three options have been broadly identified in terms of the future legal structure of the Downlands Water Scheme. These are:
 - (i) Joint (proportionate) ownership and joint committee (current structure but addressing the audit concerns);
 - (ii) Separate legal entity/CCO established: Limited liability company;
 - (iii) Separate legal entity/CCO established: Limited partnership;
- 12 As noted below, while alternative options such as a CCO structure may be more optimal in the long run, it needs to be considered against a background of longstanding existing arrangements and the 3 Waters Reforms. With this in mind, a first principles approach to any immediate change to the legal structure has been identified as appropriate to future arrangements. The first principles are:
 - (i) Certainty regarding satisfying audit requirements for all 3 councils;
 - (ii) No party is disadvantaged;
 - (iii) No unintended accounting or tax implications;
 - (iv) Ease of implementation.
- 13 For completeness, an issue that requires some consideration is that of voting rights of the respective councils regarding the Scheme. While Timaru District Council has a majority on the Joint Committee, it is not certain or clear from the arrangements currently in place whether it has control, and whether that is control over the Scheme or its management and operations. This is because the matters that have been delegated to the joint committee are limited to:
 - (a) preparing estimates and receipts for each financial year;
 - (b) recommending to the Councils the rates and charges to be struck and levied for the management of the Downlands Scheme; and
 - (c) providing advice and developing and recommending strategies, policies and procedures necessary to assist Timaru District Council in fulfilling the responsibilities that have been delegated to it as Downlands Scheme Manager.
- 14 There are some matters that are not expressly delegated to the Joint Committee or Timaru District Council therefore require the approval of the Councils, an example of this would be divesting the ownership of the Scheme (an issue that could become live given the government's proposed reform of water).
- 15 Holding an 82% interest in the Scheme Timaru District Council may consider it ought to have control or at least a greater degree of influence. It is relevant to note that the accounting treatment may be impacted where there is a change in arrangements affecting control (for accounting purposes, the Councils currently treat Downlands as a Joint Operation).

Options and Preferred Option

16 Legal structure

- (i) Option 1: Joint (proportionate ownership and joint committee) – preferred option.

The Downlands Water Scheme could continue to be jointly owned by the 3 Councils, governed by the Joint Committee and its management and operation is by the Timaru District Council, but with new contracts providing greater certainty on matters such as the scope of, and limits to, the powers and responsibilities that are delegated by the Councils to the Joint Committee, and the powers and responsibilities that are delegated to Timaru District Council. Broadly, it is a formalisation of the existing arrangements that are in place. The key question is whether the Joint Committee's decisions are exercised by a simple majority of votes, or requiring unanimity for decisions. It is noted that it is potentially problematic if the Councils cannot agree on the significant matters, such as whether there should be divestment of the Scheme.

This is considered the preferred option in the circumstances. While the other options may provide benefits and optimisation over joint ownership and a joint committee structure (subject to tax and accounting advice) when considering the first principles approach (paragraph 12 above), option 1 is preferred for the time being.

- (ii) Option 2 and 3: Separate legal entity established: Company or limited partnership

The Councils could establish a separate Council Controlled Organisation (CCO) legal entity (limited liability company or limited partnership) to own and operate the Downlands Water Scheme.

This would require the Councils to transfer their ownership in the Downlands Water Scheme to the new CCO, and the Councils would become shareholders (company) or hold a partnership interest (limited partnership).

The CCO could contract other entities (eg Timaru District Council) to provide management services, project management of capital works or other services to it. The Councils would also need to enter into a contract with the CCO for the supply of water.

Some benefits of this structure include limited liability and providing an efficient and effective vehicle through which the Downlands assets can be owned, contracts entered into and loans raised.

17 Loan arrangements for the Te Ana Wai Project and other capital works

- (i) Option 1: Timaru District Council as borrower

Up to approximately \$15m is required to be borrowed to complete the Te Ana Wai Project, and a further \$1.3m for other capital works. The loan is repaid via revenue received from Targeted Rates charged by each Council (Targeted Rates collected by Waimate and Mackenzie District Councils are on-paid to Timaru District Council) as are user fees and charges (tank and connection fees).

One option is for Timaru District Council borrow the full amount on the basis that repayment of the loan will be recovered via Targeted Rates (including via Waimate and Mackenzie District Councils) from consumers in each District, subject to an indemnity from each of Waimate and Mackenzie District Councils for a proportionate amount relative to their ownership of the asset (Waimate 14% and Mackenzie 4%) which would apply in the event of a default by them or their ratepayers of an obligation to act at

Timaru District Council's request and direction on recovery. There are a range of mechanisms that would serve to protect our recovery rights in the event of a default.

While this would add \$2.93m of debt to Timaru District Council's balance sheet, Timaru District Council would still be able to accommodate this without exceeding its debt cap and the revenue collected is included in the total revenue/net debt calculation.

An additional consideration is the 3 waters reforms. If the Downlands Water Scheme assets transfer to another entity as a result of the reforms, there is a risk that Timaru District Council with 82% of the asset is only able to transfer 82% of the debt. While not a guarantee, to protect against this it is proposed to include a clause within the new agreement whereby Waimate District Council and Mackenzie District Council each provide assurance to Timaru District Council to do all things to ensure that if ownership of the Downlands Water Scheme is transferred to another entity as a result of the proposed Central/Local Government Three Waters Reforms, then its proportionate share of the loan (principal, interest and any charges) will not remain with Timaru District Council following the effective date of the reform. As above, there are a range of mechanisms that can be agreed to mitigate Timaru District Council's risk that it will hold the loan.

(ii) Option 2: Each party borrows for their respective proportions

The alternative is for each party to borrow in their respective proportions. This would require Waimate District Council to borrow up to \$2.28m and Mackenzie District Council up to \$652k and to pay this to Timaru District Council for the purpose of undertaking the Te Ana Wai Project. Mackenzie District Council has provisionally included \$600k of borrowing in its draft LTP budget for 2021-31, for the Te Ana Wai Project. It may be more difficult for Waimate District Council to include this in its LTP.

If this approach was taken, rather than setting a single targeted rate, each council could set 2 targeted rates, one for loans, the other for operating costs. Waimate and Mackenzie District Council would then retain the targeted rate collected for loans, and on-pay to Timaru District Council the targeted rate collected for operating costs.

There are a number of challenges with this option, such as differential interest rates, and potentially differential rates across the Scheme to recover the costs of finance, and the accounting for the back to back financial arrangements of loan funds of Waimate and Mackenzie District Councils being passed to Timaru for application to the capital works.

Consultation

- 18 Timaru District Council is in discussions with Waimate District Council and Mackenzie District Council regarding options. Those discussions are ongoing.
- 19 Implementation of the preferred options, which are considered relatively minor and more about the 'mechanics', insofar as they affect our financial modelling or proposed targeted rate for Downlands, do not give rise to a consultation requirement, as the substantive issues regarding Downlands and its upgrade have been addressed in previous Long Term Plans.
- 20 The establishment of a separate legal entity would likely require public consultation, but this may not require a special consultative procedure. Councils are no longer required to undertake a special consultative procedure before establishing a CCO, following a 2014

amendment to the Local Government Act. Also note the exceptions in sections 130(4)(a) and 136(3) of the Local Government Act 2002 which allows a Council to transfer a water service to a CCO.

Relevant Legislation, Council Policy and Plans

- 21 Local Government Act 2002.
- 22 2015 Terms of Reference for the Downlands Water Scheme Joint Standing Committee.

Financial and Funding Implications

- 23 Cost of forming new agreement: Each Council is currently meeting its own costs associated with the review and negotiation of agreements.
- 24 CCO structure: If a CCO structure were to be established, the cost of forming the CCO would need to be agreed and provision would need to be made for any director fees.
- 25 Te Ana Wai Project and other capital works loan:
 - (i) If the option of Timaru District Council as borrower is taken, while this would add \$2.93m of debt to Timaru District Council's balance sheet, Timaru District Council would still be able to accommodate this without exceeding its debt cap (and includes the moneys collected as revenue for the purposes of its debt cap).
 - (ii) If the option of each party borrowing for their respective portions is instead progressed, the current proposed Targeted Rate would need to be split in 2 (loan and operating), with Waimate and Mackenzie District Councils retaining the targeted rates they collect for Downlands loans and paying to Timaru District Council the targeted rates they collect for Downlands operating.

Other Considerations

- 26 None identified.

Attachments

1. **Agreement and Terms of Reference in relation to the Joint Standing Committee for Governance of Downlands Water Supply Scheme**

7.2 Land Transport Flooding Update

Author: Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

1. The report be received and noted.

Purpose of Report

- 1 To update the Infrastructure Committee of the flood damage to roads and repair progress following the Civil Defence Emergency starting 29 May 2021. A presentation on damage and repair progress is to be presented to the committee.

Assessment of Significance

- 2 This matter is deemed low significance under the Council's Significance and Engagement Policy. While the reinstatement work is on a significant asset, the repair work is only to restore the previous level of service of each effected asset.

Discussion

- 3 After "Code Red" weather warnings from the MetService, heavy rainfall right across the Timaru District and Canterbury region started on the evening of Saturday, 29 May 2021.
- 4 There was over 200mm rainfall in the Geraldine catchment. This led to widespread surface flooding and river level rise.
- 5 A state of emergency was declared across the Canterbury Region.
- 6 In most of the Geraldine catchment stop banks held but river flows were high and debris was a significant issue. Such as seen at Waihi Bridge on Route 72 and the Manse Bridge over the Temuka River.
- 7 In the Orari catchment there was 99mm on Saturday 29 May, 224mm on the 30 May and 39mm on the 31 May. This resulted in the Orari River stop banks failing above Route 72 on Monday 31 May morning. This directed significant flows into the Coopers Creek channel.
- 8 The rainfall intensity in the worst affected catchments was assessed as a 1 in 200 year event.
- 9 The rain event and high river flows damaged the Ashburton river bridge on State Highway 1. This severed access on the east coast of the South Island between Timaru and Ashburton, both north and south for two days. A number of travelers, residents and businesses were impacted due to supply shortages as a result.
- 10 The initial focus for the contractors and Council officers was to reinstate a heavy vehicle route between Christchurch and all districts south of Ashburton being Route 72 between Arundel and Geraldine.
- 11 The next priority was restoring access to properties, clearing debris around bridges and assessing damage repairs. This included the assessment of over 100 bridges.

- 12 The extent of damage to roads and bridges was extensive. Sixty six bridges have been damaged, 12 seriously and 3 requiring total replacement. In regard to roads, 10km need reconstruction, 40km require wearing course renewal and up to 100km require re-metalling. Repairs are underway and excellent progress is being made.

Attachments

- 1. May 2021 Flood Response Photos**

Flood Pictures



Pitt Road West



Pitt Road West



Silverton Road (The good part)



Silverton Road



Coopers Creek Bridge on R72 Geraldine Arundel Rd looking towards Pitt Road West and Silverton Road



Coopers Creek Bridge on R72 Geraldine Arundel Rd



Arundel Belfield Road



Hall Road Bridge



Palmer Road inundated



Seaward Road Bridge



Waihi Bridge Debris



Waihi Bridge Damage



Repairing the Waihi Bridge



Rangitata Gorge Road

Below is a map of the most affected area of flooding. Showing the area where the Orari River broke out and significant bridges and roads.

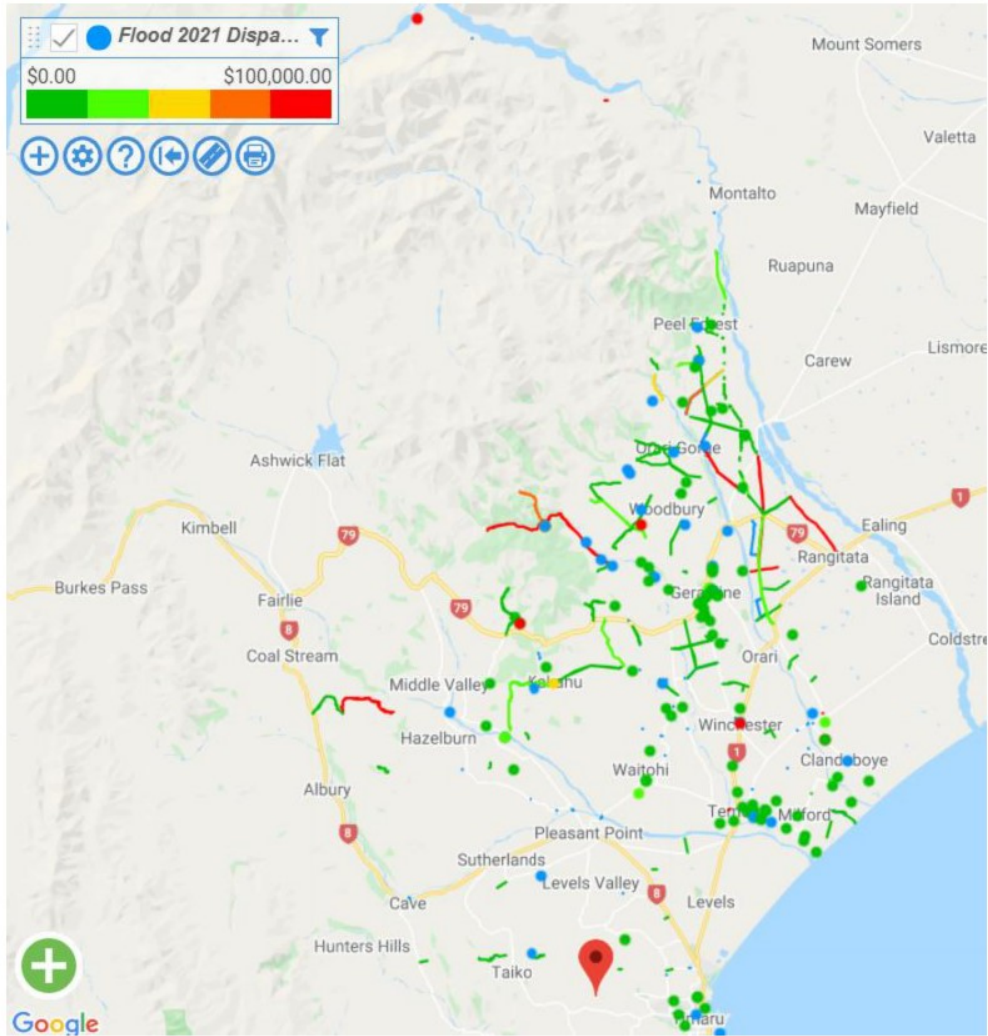


Timaru District Flood Map June 2021



Below is a map of the district with dispatches from the flood.

The Legend is from 0 to \$100,000+ Anything around or over \$100,000 is red, blue is projects that are ongoing and have multiple dollar values.



7.3 Geraldine Transport Strategy

Author: Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee

1. Receives the Geraldine Transport Strategy Endorsement and recommendation to adopt this from the Geraldine Community Board.
2. Adopts the Geraldine Transport Strategy for implementation.

Purpose of Report

- 1 To adopt the Geraldine Transport Strategy (Strategy) as recommended by the Geraldine Community Board.

Assessment of Significance

- 2 There is a moderate level of community interest in this project. Proposed activities and programmes that result from the Strategy are likely to be staged at low to medium cost. The overall assessment of significance in accordance with Councils Significance and Engagement Policy is low.

Background

- 3 The Geraldine Transportation strategy was developed following significant public consultation and workshops with Geraldine Community Board members, Council officers and stakeholders including Waka Kotahi.
- 4 The development of a transport strategy for Geraldine commenced in October 2018. A draft Geraldine Transport Strategy was open for public consultation between 9 November and 29 November 2020.
- 5 Public feedback was gathered through the following mediums:
 - A consultation webtool that was accessible through the Council website.
 - Two community drop-in sessions held on 10 November and 24 November 2020.
 - Emails directed to Council.
 - Physical written feedback posted to Council or submitted in person to the Geraldine Library.
- 6 All public feedback was reviewed and a public feedback assessment was produced (see Appendix F of Strategy). The public feedback assessment sets out key public feedback themes and provided recommendations to inform future transport investment in Geraldine and finalise the Geraldine Transport Strategy.

- 7 On 24 March 2021 a workshop was held with the Geraldine Community Board, a Waka Kotahi NZ Transport Agency (Waka Kotahi) representative and Council officers to discuss public feedback, and prioritise projects into a short/medium and long term programme.
- 8 At the Geraldine Community Board meeting on 7 July 2021 the Board recommended that the Infrastructure Committee formally adopt the strategy.

Discussion

- 9 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 of our small rural towns in New Zealand.
- 10 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. This is a key part of Geraldine's future growth and resilience to the changing environment and community needs.
- 11 The strategic vision for Geraldine's transport system is *"The Geraldine transport system provides safe access for all types of travel, and promotes economic growth by enabling tourism and freight"*.
- 12 Objectives of Geraldine's Transport Strategy are as follows;
 - 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.

Options and Preferred Option

- 13 Adopt the final Strategy, and support projects that have been identified, following public consultation, as a prioritised programme over coming years. This is the preferred option.
- 14 Not adopt the Strategy and undertake projects on an ad-hoc or complaints basis. This is not recommended.

Consultation

- 15 Significant consultation has been undertaken with the Geraldine Community during the development of this strategy.

Relevant Legislation, Council Policy and Plans

- 16 Land Transport Management Act, Local Government Act, Council Long Term Plan 2018-2028, Timaru District Plan, Speed Limit Setting Rule, Timaru Traffic Speed Limit Bylaw, Canterbury Regional Land Transport Programme and National Land Transport Programme.

Financial and Funding Implications

- 17 Projects have been shortlisted into Short (0-3 years), Medium (4-10 years) and Long Term (11-30 Years).
- 18 Whilst projects have not yet been costed there will be a targeted approach to supporting projects in the short term list of the Geraldine Transport Strategy over the next three years, within existing budgets. Further work will be undertaken with officers and Waka Kotahi to support the medium to long term projects over future Long Term Plans and Infrastructure Strategies.
- 19 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.

Other Considerations

- 20 As part of the Long Term Plan 2021-31 Council agreed to provide \$100,000 in Year One - 2021/22 of the Long Term Plan to develop a forward looking strategic plan for Geraldine. This Transportation strategy will be a key input to this project.
- 21 Any major projects requiring Waka Kotahi financial assistance will require inclusion in the Canterbury Regional Land Transport Plan, which is prioritised and adopted by the Regional Transport Committee and Environment Canterbury Regional Council.

Attachments

1. **Geraldine Transport Strategy - Final**



Geraldine Transport Strategy

Timaru District Council





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Geraldine Transport Strategy

Timaru District Council

Quality Assurance Information

Prepared for: Timaru District Council
Job Number: TDC-J016
Prepared by: Stephen Carruthers, Associate Transportation Planner
Reviewed by: Dave Smith, Technical Director

Date issued	Status	Approved by
		Name
13 June 2019	V1.1 Draft for client review	Dave Smith
	V1.2 Second draft with client feedback	Dave Smith
21 June 2019	V2 for Community Board	Dave Smith
7 May 2021	Final draft	Stephen Carruthers
24 June 2021	Final	Stephen Carruthers

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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.

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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

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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.

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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.

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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Appendix A Workshop notes - transport problems

Appendix B Workshop notes - improvement options

Appendix C Draft programme

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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.

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

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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 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.

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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>

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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>

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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,

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

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- Educate and encourage residents and visitors to choose active transport for active and healthy lifestyles.

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 2032⁹** (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

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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



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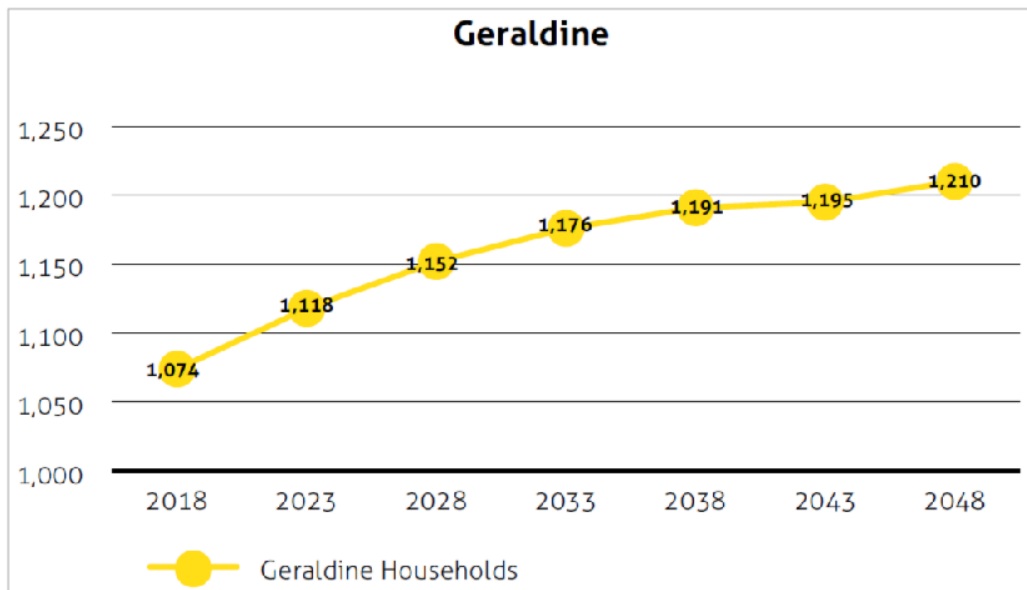


Figure 3.1 Geraldine household growth forecast

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.

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Figure 3.2 Location of development

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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/>

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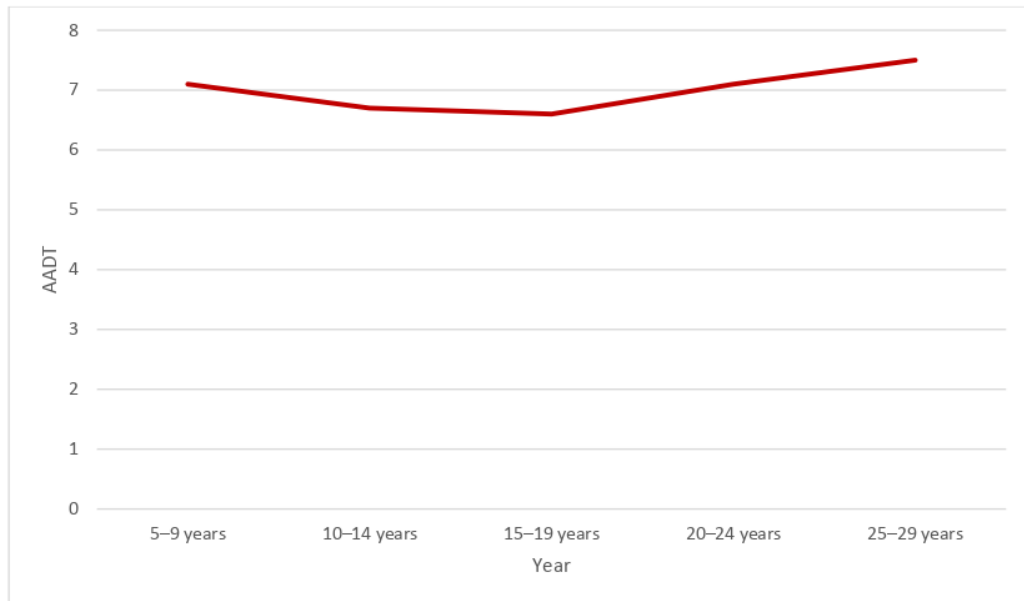


Figure 3.3 SH79 (north of Lewis St) annual traffic volumes

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.

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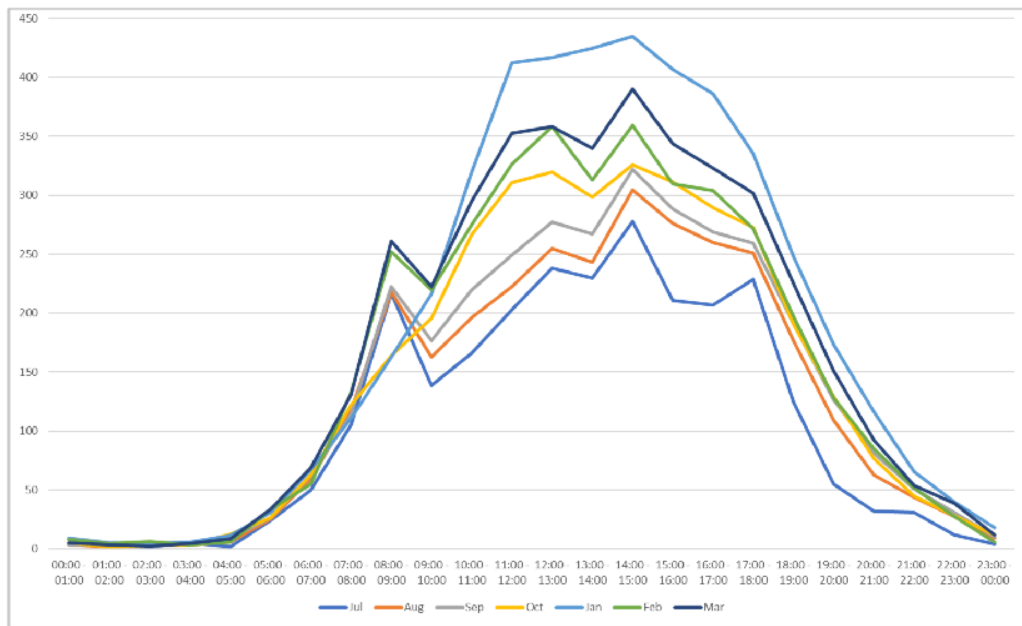


Figure 3.4 SH79 (north of Lewis St) hourly and monthly variations (July 17 – March 18)

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%.

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

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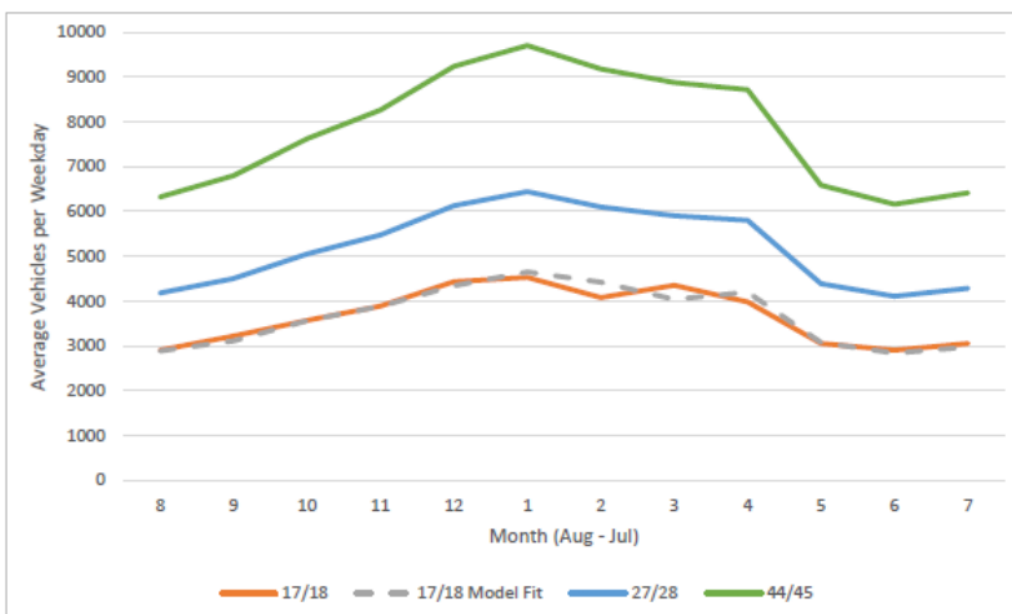


Figure 3.5 SH79 (north of Lewis St) modelled future traffic volumes

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.

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

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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.

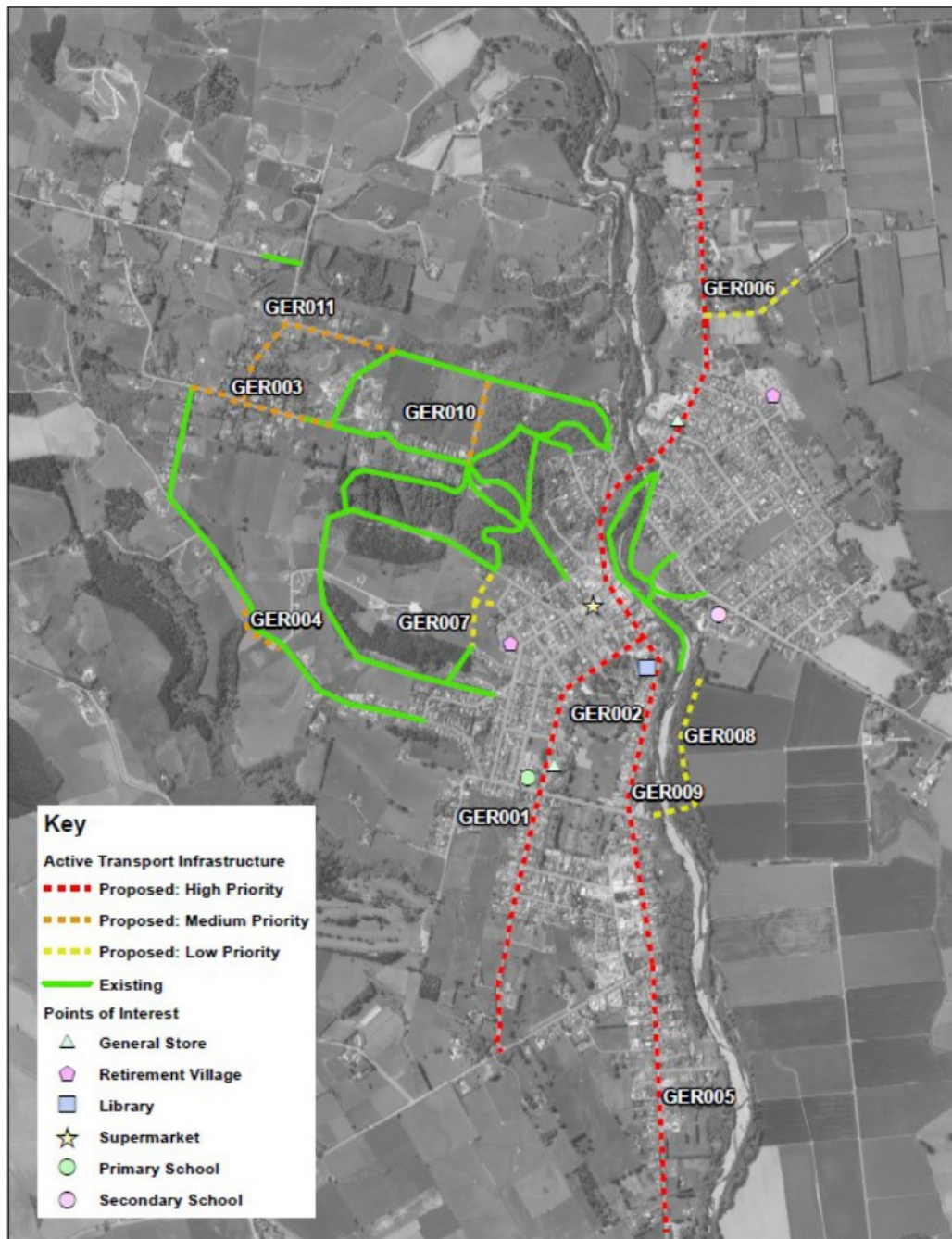
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Figure 3.7 Geraldine walking and cycling recommendations

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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	\$

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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.

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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.

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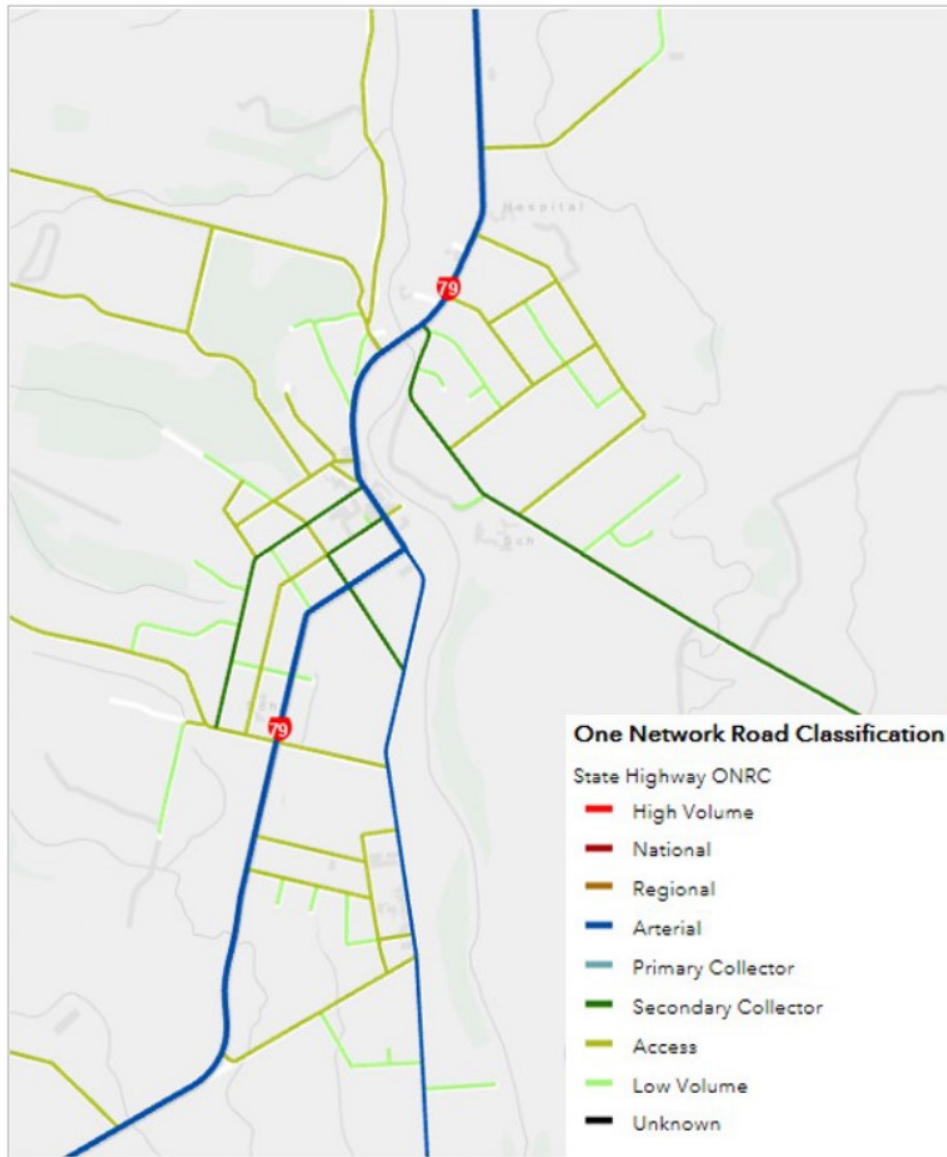
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3.13 Road classification

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**.



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Figure 3.8 One Network Road Classification

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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.



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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,

¹⁸ Source: Google maps

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

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

In 2045 three movements at the intersection of Talbot Street and Cox Street experience suffer 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

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Figure 4.4 Talbot Street / Peel Street intersection performance

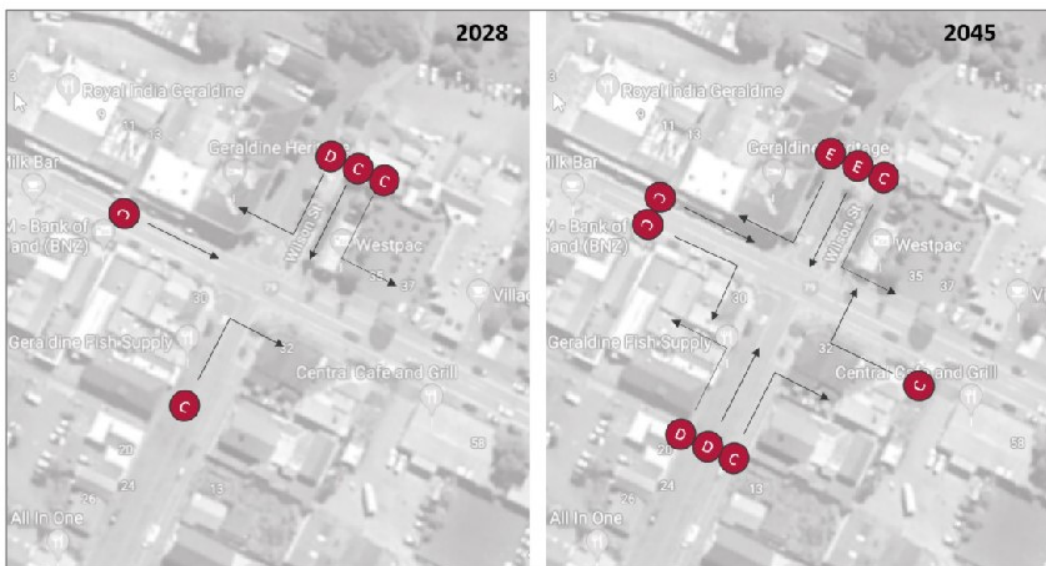


Figure 4.5 Talbot Street / Wilson Street intersection performance

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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.



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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.

²⁰ Source: Google maps

²¹ This intersection has received upgrade to a roundabout in 2021

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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.

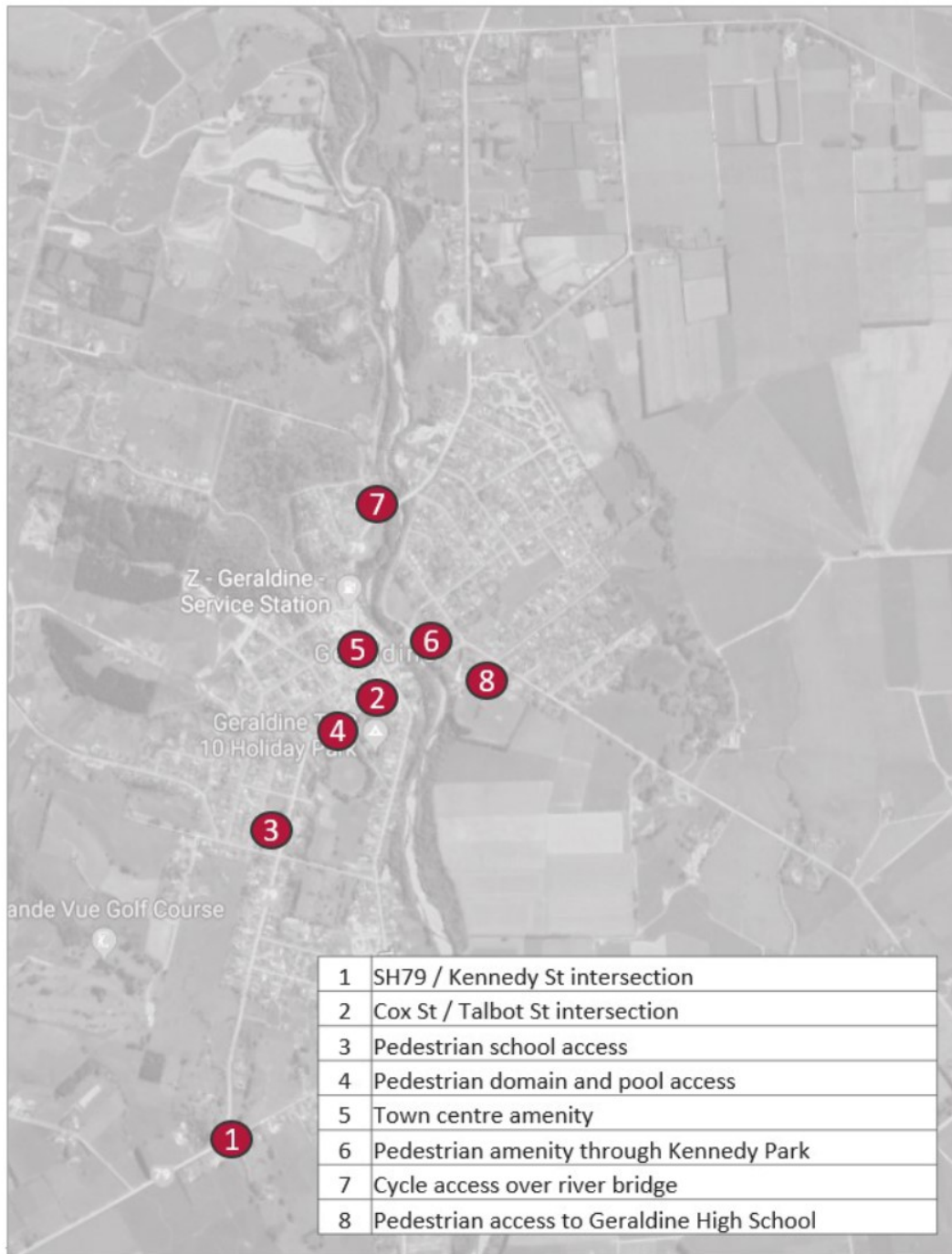
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Figure 4.9 Location of transport problems

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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.

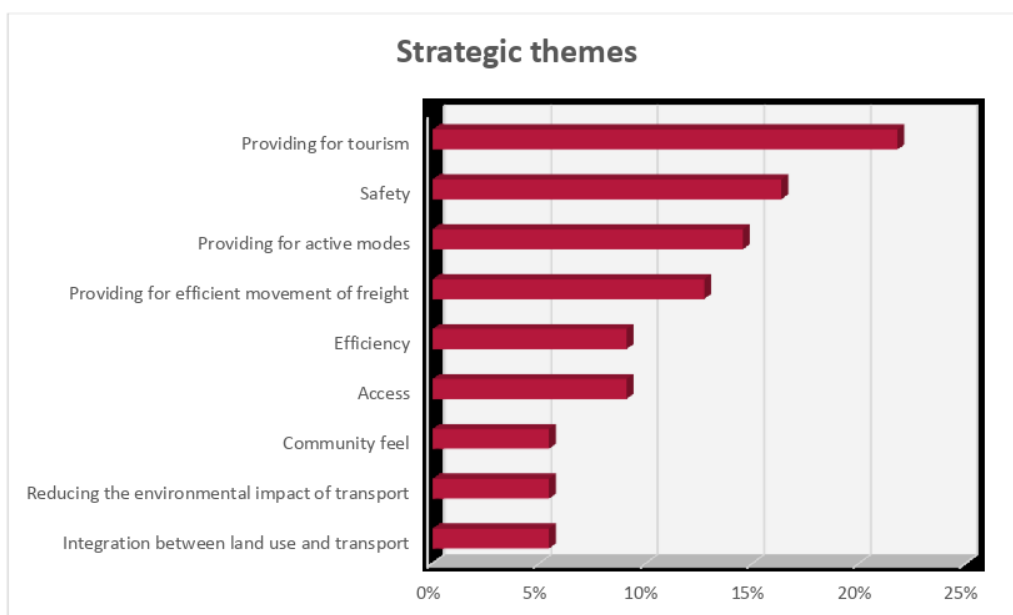


Figure 5.1 Community prioritisation of strategic themes

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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

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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.

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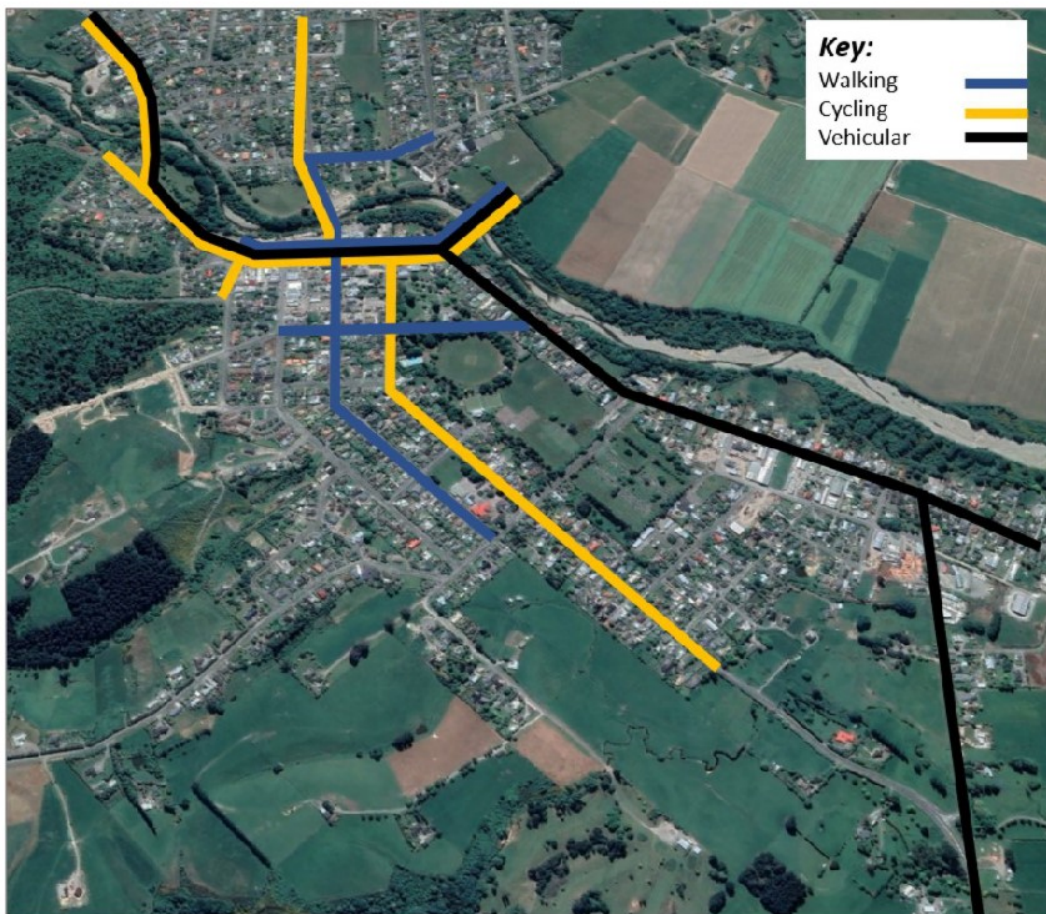
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6. Draft options and programme development

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.



²² There is no public transport in Geraldine

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Figure 6.1 Draft road hierarchy

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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.

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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

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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

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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.

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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.

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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

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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.

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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

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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	Waka Kotahi	Investigation

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				Barkers/Verde for pedestrians		
	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 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	TDC	Study

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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	TDC/Waka Kotahi

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				to pedestrians and also acts to slow vehicle speeds	
	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	TDC
	W006	Pedestrian connections to Geraldine Retirement Village			
	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

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Vehicle	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
	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	TDC
	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.

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- 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

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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.

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Appendix A
Workshop notes - transport problems





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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

Appendix A

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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

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Appendix B Workshop notes - improvement options





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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.

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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.

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Appendix C Draft programme





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Figure C1. Draft walking improvements maps

Appendix B

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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

Appendix B

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Workshop notes -
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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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Appendix B

Workshop notes -
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Figure C2. Draft cycling improvement maps

Appendix B

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transport problems

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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

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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)
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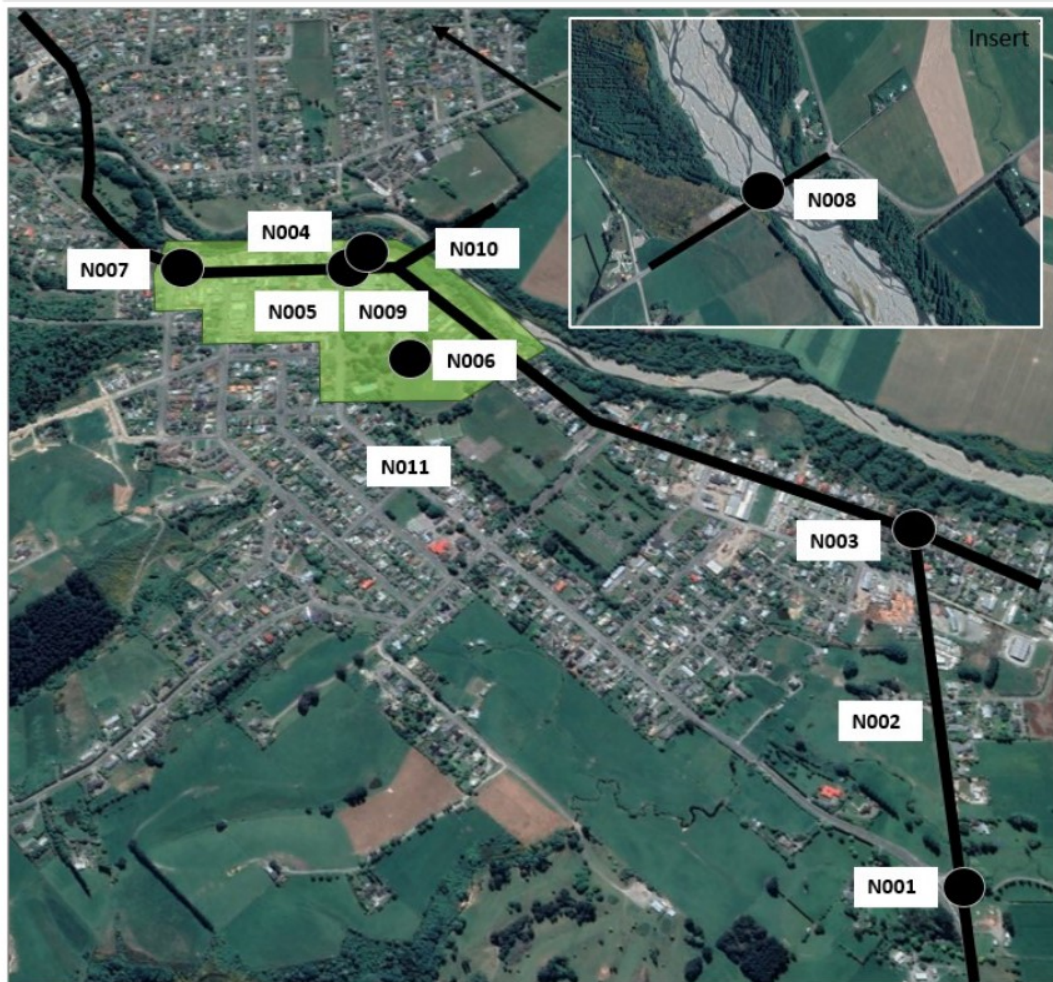


Figure C3. Draft network improvements map

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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 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 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

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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 B

Workshop notes -
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Appendix D Programme assessment





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Short term improvements				Objectives				Assessment criteria				Implementation (term)		
Project ID	Location	Description	Issue	Safety	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,	No cycle protection or separation from traffic	Y	Y							Y		

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		McKenzie Street from Kennedy Park to the High School											
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						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

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Medium term improvements				Objectives				Assessment criteria				Implementation (term)		
Project ID	Location	Description	Issue	Safety	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	Y	Y								Y	

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			Barkers/Verde for pedestrians										
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	Y	Y								Y
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	Waikato 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 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

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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	Safety	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

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Appendix E
Geraldine Transport Strategy consultation
brochure





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Appendix F Consultation summary report





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Geraldine Transport Strategy - Public Feedback Assessment

Prepared for: Timaru District Council
Job Number: TDC J024
Revision: A
Issue Date: 9 July 2021
Prepared by: Ravindu Fernando, Senior Transportation Engineer
Reviewed by: Stephen Carruthers, Associate Transportation Planner

F1 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.

F2 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.

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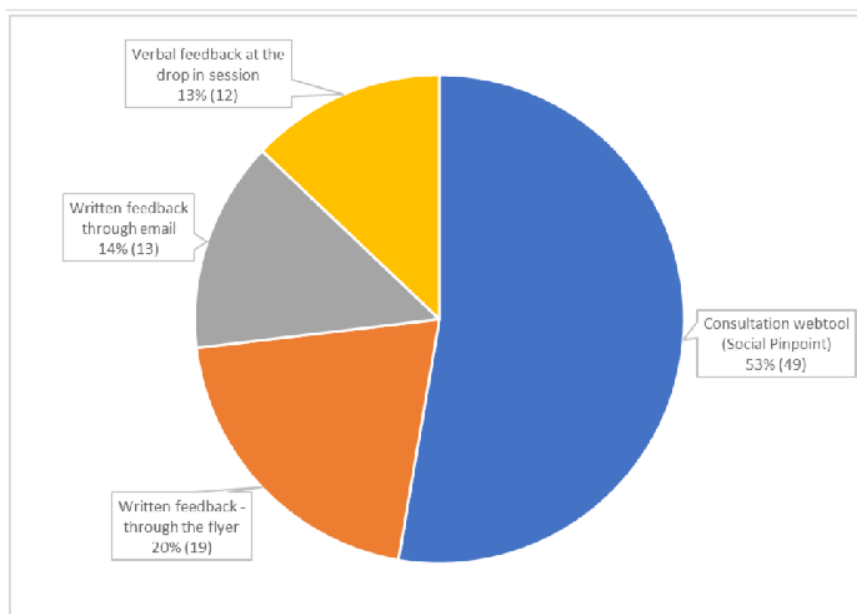


Figure 1. Mediums of receiving public feedback

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.

F2.1 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 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.



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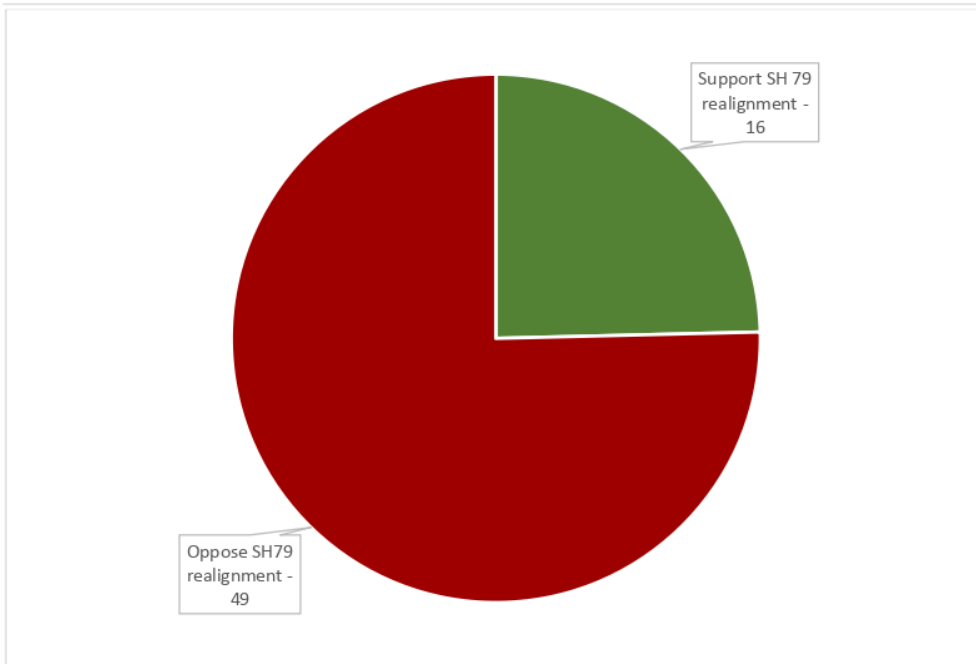


Figure 2 Public feedback on proposed SH79 realignment

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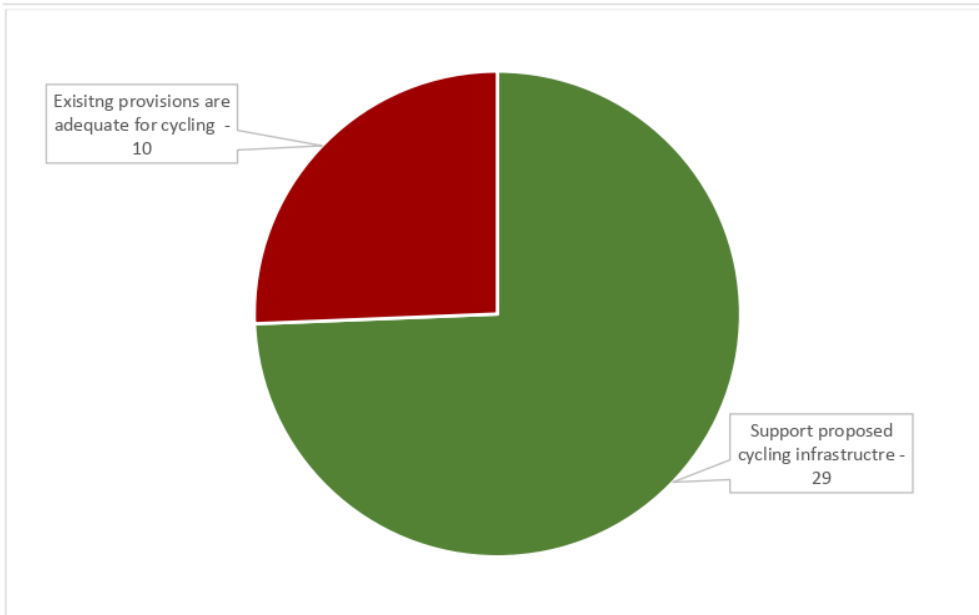


Figure 3 Public feedback on proposed cycling infrastructure improvements

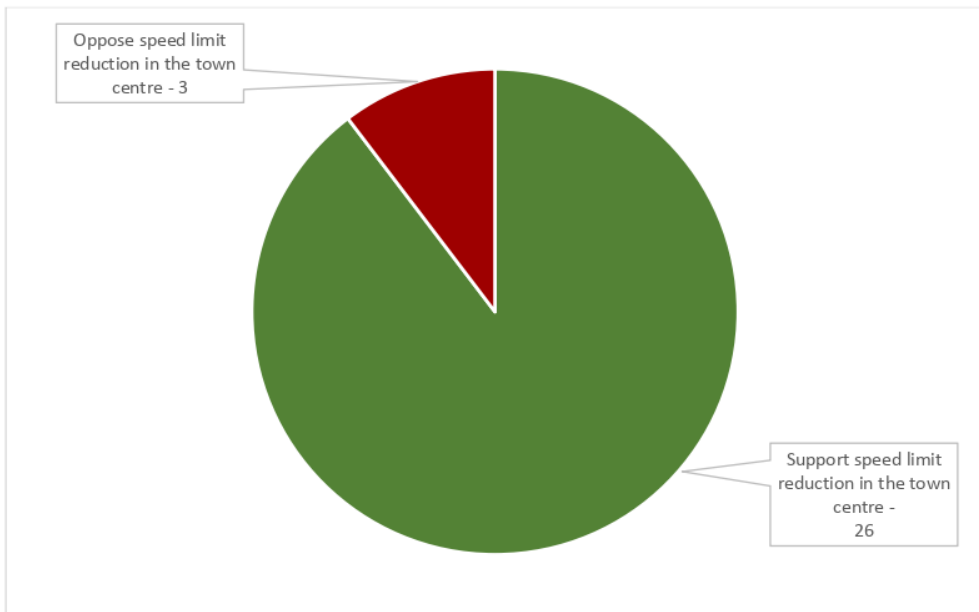


Figure 4 Public feedback on proposed speed limit reduction in the Geraldine town centre

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F2.2 Public feedback – detailed summary

This section provides a detailed summary of the public feedback including the reasons for supporting or opposing specific proposals in the strategy and any further suggestions made to improve the existing transport environment in Geraldine. Table 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.

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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.

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		<ul style="list-style-type: none"> • 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><i>Recommendation</i> – 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	<p><i>Support proposed cycling facilities</i></p>	<p><i>Existing provisions are adequate for cycling</i></p>
	<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 	<ul style="list-style-type: none"> • Car dominance is not an issue and is inevitable due to the elderly population - elderly population choose

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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

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.

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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.
- 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.

- If a reduced speed limit is implemented within the town centre, there is less need for dedicated cycling spaces such as cycle lanes.

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	<p><u>Recommendations:</u> 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.</p>	
<p><i>Walking</i></p>	<p><u>Support proposed walking facilities</u></p> <ul style="list-style-type: none"> • 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 	<p><u>Existing provisions are adequate for walking/ proposed improvements are not fit for purpose</u></p> <ul style="list-style-type: none"> • 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.

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| <ul style="list-style-type: none"> • 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. • New footpath on south side of McKenzie St - 2 • Further locations that should be investigated for suitability of pedestrian crossings <ul style="list-style-type: none"> – Cox Street opposite the public toilets - 3 – Wilson Street opposite Geraldine butchery – Peel Street opposite the community centre – Talbot Street opposite the Westpac – On SH 79 near Rauka Puka Store – with two retirement villages close by, elderly people are finding it difficult to cross the road. Vehcile speeds north of | <ul style="list-style-type: none"> • Riverside walk being shared by pedestrians and cyclists create a risk for pedestrians, particularly the old. This space should be restricted to walking. |
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	<p>the bridge around this location is also largely non-compliant.</p> <ul style="list-style-type: none"> 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. 	
<p>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.</p>		
<p>Speed management in the town centre</p>	<p><u>Support speed limit reductions</u></p>	<p><u>Existing speed limits are acceptable</u></p>
	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. <p>- 3</p>

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- 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.
- 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**

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

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	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.	
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>	
	<u>Support SH 79 realignment</u>	<u>Oppose SH79 realignment</u>

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**SH 79
realignment**

- Speeding traffic is a major issue on Cox Street past the primary school, swimming pool, domain and kid playground. Cycling in these areas too is dangerous. – **5**
- The proposal can only be supported if a proper analysis shows an acceptable cost/ benefit.
- Domain, swimming pool, Berry Barn complex, toilets and plenty of parking encourage drivers to stop by in Geraldine. If drivers were to travel through Talbot Street the lack of amenities mean they are likely to drive through, without stopping in Geraldine. Geraldine is unlikely to develop as a destination by itself, hence catering for pass by tourists should remain a priority. – **32**
- Primary school entrance to Cox Street should not warrant reduction of traffic on Cox Street. A solution would be to close the Cox Street entrance to the school. Cox Street entrance to the primary school is a secondary entrance, the main entrance has been moved to Wilsons Street years ago. Formalised student pick up/ drop off parking can be provided on Wilson Street to get primary school children off Cox Street. - **14**
- Talbot Street/ Cox Street intersection performance issues can be solved by reversing priority, i.e., by right turners having priority over northbound through traffic. - **10**
- Kennedy Street at its current form is very narrow, with two very narrow bridges. SH79/ Kennedy Street intersection is confusing and dangerous with even the current low traffic volumes on Kennedy

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		<p>Street. Kennedy Street widening/ improvements can be extremely costly. - 7</p> <ul style="list-style-type: none"> • 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
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		<p>changes to the access arrangement to these sites. The congestion itself does not warrant a realignment of SH 79. - 5</p> <ul style="list-style-type: none"> • 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
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		<p>not flood the SH route will be a significant cost in a hydrology perspective. – 4</p> <ul style="list-style-type: none"> • 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.
<p>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.</p>		
<p>New bridge connection</p>	<p><u>Support new bridge connection</u></p> <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. 	<p><u>Oppose new bridge connection</u></p> <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

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<ul style="list-style-type: none"> • 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. 	<p>off the bridge towards the town. Adverse effects will be more pronounced if the SH realignment is progressed.</p> <ul style="list-style-type: none"> • Not too far from the existing footbridge. Bridge should be all users including vehicles, but should be located further south, opposite to Huff Street. - 3
<p>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.</p>	

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.

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	<ul style="list-style-type: none"> • 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 • Current speed limit of 70km/h through the village, specially through school and Domain is too high. Consider 50km/h. - 2
Asset management	<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.

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	<ul style="list-style-type: none"> • Footpath materials not providing adequate skid resistance during winter. – 5
Other	<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

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Appendix G
Community Board workshop notes





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Geraldine Community Board – Geraldine Transport Strategy consultation consideration

Prepared for: TDC
Job Number:
Revision: 1
Issue Date: 9 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.

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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.

Appendix G

Issue Date:

G2

Draft improvements
programme

9 July 2021

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8 Consideration of Urgent Business Items

9 Consideration of Minor Nature Matters