



AGENDA

Geraldine Community Board Meeting Wednesday, 27 May 2020

Date Wednesday, 27 May 2020

Time 6.30pm

Location Geraldine Library/Service Centre

File Reference 1339958

Timaru District Council

Notice is hereby given that a meeting of the Geraldine Community Board will be held in the Geraldine Library/Service Centre, on Wednesday 27 May 2020, at 6.30pm.

Geraldine Community Board Members

Clrs Wayne O'Donnell (Chairperson), Janene Adams (Deputy Chairperson), Jan Finlayson, Jennine Maguire, Gavin Oliver, Natasha Rankin and McGregor Simpson

Local Authorities (Members' Interests) Act 1968

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

Bede Carran
Chief Executive

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

7 Confirmation of Minutes

7.1 Minutes of the Geraldine Community Board Meeting held on 4 March 2020

Author: Jo Doyle, Governance Advisor

Recommendation

That the Minutes of the Geraldine Community Board Meeting held on 4 March 2020 be confirmed as a true and correct record of that meeting.

Attachments

- 1. Minutes of the Geraldine Community Board Meeting held on 4 March 2020**



MINUTES

Geraldine Community Board Meeting Wednesday, 4 March 2020

Ref: 1339958

**Minutes of Timaru District Council
Geraldine Community Board Meeting
Held in the Geraldine Library and Service Centre
on Wednesday, 4 March 2020 at 6.30pm**

Present: Ms Janene Adams (Deputy Chairperson), Ms Jan Finlayson, Ms Jennine Maguire, Cr Gavin Oliver, Ms Natasha Rankin

In Attendance: Cr Stu Piddington, Chief Executive (Bede Carran), Group Manager Commercial and Strategy (Donna Cross), Executive Assistant Infrastructure (Kate Walkinshaw)

Public Forum: John Jensen, Frank Kippenburger and Craig Moore

1 Apologies

Committee Recommendation

Moved: Jennine Maguire

Seconded: Gavin Oliver

That the apologies from Chairperson Wayne O'Donnell and McGregor Simpson are accepted.

1 Public Forum

Kakahu Lime Bike Trail

John Jensen spoke to the Board about a potential Kakahu Lime Bike Trail. The Bike trail would be a 46km round track covering the Geraldine, Pleasant Point and Temuka communities on roads less travelled so bikers would not have to compete with heavy vehicles and traffic. The purpose of the bike trail is to make Geraldine a destination rather than a transit town. John believes that this will entice more visitors to the region and create business growth, providing additional business for cafes and accommodation and potentially linking with other bike trails and rural towns.

There was a positive response from the Board and discussion around the need for further testing of the track and more investigative work being required.

Frank Kippenburger – Various Issues

Mr Kippenburger spoke about how he believes that Geraldine is not treated fairly from Council, citing an example of when he spoke at a meeting at Timaru District Council about overhanging trees and received a response he was not happy with.

He also requested that larger waste bins be installed outside Subway and the Museum. Cr Oliver advised of the Geraldine CBD refresh and that the bins will be addressed in this project.

He also asked for Kennedy Park to be opened and utilised more in the community, that more speed bumps be installed around the township and noted that the stormwater drains on Downs Road cannot cope with excessive rain falls.

The Deputy Chairperson advised that he is able to call Timaru District Council directly or liaise with the staff at the Geraldine Service Centre with any issues and they will lodge a service request for Council to action. Mr Kippenburger was also advised that a Transportation Strategy will go out for public consultation, possibly in May, and he will have an opportunity to provide comment on the strategy in regards to Kennedy Park and parking.

2 Identification of Items of Urgent Business

The Board agreed to discuss the potential sealing of Orari Back Road as a matter of urgent business.

3 Identification of Matters of a Minor Nature

The Board agreed to discuss rubbish collection, surveillance camera, letter of support for Geraldine Development Foundation and appointments to the committees that the Chairman was previously on as matters of a minor nature.

4 Declaration of Conflicts of Interest

No conflicts of interest were declared.

5 Chairperson's Report

The Deputy Chairperson reported on meetings the Chairperson had attended and duties he had carried out on behalf of the Board since the last meeting, including Geraldine Community Board Annual Dinner, Geraldine Vehicle Trust meeting, Geraldine Community Board Extraordinary meeting, Geraldine Vehicle Machinery Trust meeting, Go Geraldine meeting and two Council meetings.

6 Confirmation of Minutes

7.1 Minutes of the Geraldine Community Board Meeting held on 13 November 2019

Committee Resolution 2020/30

Moved: Jennine Maguire

Seconded: Jan Finlayson

That the Minutes of the Geraldine Community Board Meeting held on 13 November 2019 be confirmed as a true and correct record of that meeting.

Carried

7.2 Minutes of the Extraordinary Geraldine Community Board Meeting held on 11 December 2019

Committee Resolution 2020/31

Moved: Natasha Rankin

Seconded: Jennine Maguire

That the Minutes of the Extraordinary Geraldine Community Board Meeting held on 11 December 2019 be confirmed as a true and correct record of that meeting with the minor amendment to the public minutes as follows “The Board attempted to contact Jan Finlayson when they moved to closed council however they were unsuccessful. A voice message was left. Jan would like it noted that she had given her comments to the Board members prior to the meeting and had nothing further to add.”

Carried

7 Reports

8.1 Waihi River Walkway

The Group Manager Commercial and Strategy provided an update in relation to the Memorandum of Understanding with each of Land Information New Zealand and Department of Conservation in relation to the Waihi River walkway/cycleway.

An agreement has been reached with the Department of Conservation and the management team at Land Information New Zealand and the Memorandum of Understanding is with Land Information New Zealand for signing. The Memorandum of Understanding is subject to final approval from Land Information New Zealand, however the management team is confident that confirmation should be received in a matter of days.

The next steps in the project would be delegated to the Parks and Recreation Manager and then to the Board to initiate a project management plan.

The Board were very pleased with the update.

Committee Resolution 2020/32

Moved: Gavin Oliver

Seconded: Jennine Maguire

That the Board receives this report.

Carried

8.2 Annual Plan/Budget 2020/21

The Group Manager Commercial and Strategy provided a verbal update in relation to the annual plan/budget process for 2020/21.

The process is well underway. Timaru District Council would like feedback on the draft budget prior to the Council meeting to be held on 23 March. The Board will receive a copy of the draft Geraldine budget at the proposed extraordinary meeting to be held on Thursday 19 March to review.

Committee Resolution 2020/33

Moved: Jennine Maguire

Seconded: Gavin Oliver

That the Community Board receives the report.

Carried

9 Consideration of Urgent Business Items

Clr Oliver discussed the need for a seal extension on Orari Back Road. Heavy vehicles have been using this road frequently and it has resulted in the road having to be re-graded frequently. Discussion has been held with the Land Transport Manager in regards to long term options available and it was advised to put forward a recommendation to include the road in the Annual Plan. It was also suggested that gathering data on the traffic would be beneficial to move Orari Back Road up in the One Road Classification system.

Committee Resolution 2020/34

Moved: Cr Gavin Oliver

Seconded: Jennine Maguire

The Geraldine Community Board recommends that the sealing of Orari Back Road be included in the Annual Plan.

Carried

8 Consideration of Minor Nature Matters

8.1 Surveillance Cameras

Constable Gray is very grateful for the previous surveillance cameras that have been supplied. There is a blindspot in Geraldine at the end of Wilson Street which would be beneficial to have covered by a camera. There is no funding for the additional camera, however there is the potential to use the Geraldine Community Board fund. The cost of the purchase and installation of the camera could be borne by the Board and the maintenance and licencing would be provided by the Land Transport Unit. The Board had a positive response in regards to the camera but will wait for a quote to be provided before going any further.

8.2 Letter of support for Geraldine District Foundation

The Geraldine District Foundation, the foundation behind the Geraldine Medical Centre, now has charitable status and is able to apply for funding. They are seeking a letter of support from the Board to support the funding applications.

Committee Resolution 2020/35

Moved: Jennine Maguire

Seconded: Jan Finlayson

The Geraldine Community Board agrees to write a letter of support for the Geraldine District Foundation.

Carried

8.3 Appointment of new Board members to Chairpersons previous committees

The Board discussed the committee representations previously held by the Chairperson. The Board appointed Committee Board members to takeover the positions as follows -

Go Geraldine – Jennine Maguire

Combined Sports – Janene Adams.

8.4 Rubbish Collection

There has been feedback from the business community in regards to the time of rubbish collection in the CBD. They believe the current collection time poses health and safety risks and an eyesore for the community. The preferable time for collection is prior to 9am. Cr Oliver will speak with the Waste Minimisation Unit.

9 Public Forum Issues Requiring Consideration

The Board agreed that the potential Kakahu Lime Bike trail is a good concept. There were some concerns as there are similar activities happening in and around the district, and in order for this to go ahead, a new committee would be required or collaboration with existing bike groups in the area. Further investigative works and co-ordinating with other districts, groups and committees is required before taking the proposal to the Timaru District Council.

10 Exclusion of the Public

Committee Resolution 2020/36

Moved: Jan Finlayson

Seconded: Jennine Maguire

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
13.1 - North End Ford Site	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	Commercial sensitivity

Carried

Committee Resolution 2020/37

Moved: Jan Finlayson

Seconded: Jennine Maguire

That Council moves out of Closed Council into Open Council.

Carried

11 Public Excluded Reports

11.1 North End Ford Site

12 Board Member's Reports

The Board members reported on meetings they had attended and activities they had completed on behalf of the Board including Scout den meeting next week – first meeting of 2020, Bike Geraldine meeting next week also the first for 2020, separate meetings with Jacqui Dean and Andrew Falloon re Orari River Road bridge and letter regarding double laning of bridge sent to the Minister of Transport, Associate Minister of Transport and local MPs, induction for Community Board members, Orari river meeting, Talbot Forest working group meeting, email received from motorhome association requesting to re-open up motorhome site, Civil Defence Emergency, Geraldine Combined Sports meeting and AGM, Rangitata Rating Group meeting, Arts Council, Geraldine Districts Projects Trust meeting, Croquet Football meeting, discussion in regards to the “saw men” artwork, soccer grounds, stuble burn off and numerous discussions with residents.

The Meeting closed at 8:30pm.

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Chairperson

7.2 Minutes of the Extraordinary Geraldine Community Board Meeting held on 19 March 2020

Author: Jo Doyle, Governance Advisor

Recommendation

That the Minutes of the Extraordinary Geraldine Community Board Meeting held on 19 March 2020 be confirmed as a true and correct record of that meeting.

Attachments

- 1. Minutes of the Extraordinary Geraldine Community Board Meeting held on 19 March 2020**



MINUTES

Extraordinary Geraldine Community Board Meeting Thursday, 19 March 2020

Ref: 1339958

**Minutes of Timaru District Council
Extraordinary Geraldine Community Board Meeting
Held in the Geraldine Library/Service Centre, Geraldine
on Thursday, 19 March 2020 at 10am**

Present: Mr Wayne O'Donnell (Chairperson), Ms Janene Adams (Deputy Chairperson), Ms Jan Finlayson, Ms Jennine Maguire, Cr Gavin Oliver, Ms Natasha Rankin (until 10.21am), Mr McGregor Simpson (via phone link from 10.10am)

In Attendance: Mayor Nigel Bowen, Group Manager Commercial and Strategy (Donna Cross), Chief Financial Officer (David Codyre), Governance Advisor (Jo Doyle)

1 Apologies

No apologies were received.

2 Public Forum

There was no public forum.

3 Identification of Items of Urgent Business

Committee Resolution 2020/28

Moved: Wayne O'Donnell

Seconded: Jan Finlayson

That the Community Board has a discussion about Covid-19 as a matter of urgent business.

Carried

3 Identification of Matters of a Minor Nature

There were no matters of a minor nature.

4 Declaration of Conflicts of Interest

There were no conflicts of interest.

5 Chairperson's Report

The Chairperson discussed the letter that was sent from the Board to Members of Parliament in regard to the Orari Bridge. A response has been received from one of the MPs and a phone call from MP Jacqui Dean. At this stage MP Andrew Falloon and MP Jacqui Dean are prioritising the widening of the Orari Bridge and are meeting with National's Transport spokesperson Chris Bishop.

The Mayor explained this had been discussed at the Canterbury Mayoral Forum, and they will write a letter of support for this project. He explained this project is sitting as ready to go forward, but the funding is required.

The Geraldine Community Patrol have met and will reactivate as necessary with COVID-19 but will run with direction from Timaru.

6 Reports

6.1 Draft Annual Plan/Budget for 2020/21

The Board considered a report on the draft Annual Plan/Budget for 2020/21, providing an opportunity for the Community Board to provide input and feedback to Council.

Officers provided further background to the pressures Council is under at present (for example additional work programme for roading, carbon credit scheme, software upgrades) and noted that Timaru District Council compares favourably with other councils of similar size, in regards to rates levels.

McGregor Simpson joined the meeting.

The overall rates increase for the district was projected to be 8.02%, however in light of the current COVID-19 pandemic, this has now be reduced to 5%. This reduction will not come at the expense of existing programmes and Capex projects that need to be completed.

The Board raised the following questions/comments –

- The \$300k allocated to the Geraldine district resealing is considered far too low. This would only allow for 1.5km of resealing to be completed.
- The Arundel Cemetery Fee increase, the cost of plots and interment are already considered quite high at this Cemetery.

At 10:21 am, Ms Natasha Rankin left the meeting.

- The Stormwater project in Huffey Street will be in conjunction with the plan to drain the sports fields over winter, and this project has been brought forward.
- The Tiplady Road project has received confirmation of 75% funding, there are approximately 240 trucks going through this road each day, and although there has been discussion in the community that this money could have been better used for the Orari Bridget, there is no ability to transfer the funds into another project.
- The Community Board rate was increased last year to bring it into line with other Boards, the Board is happy to leave this rate as it has been presented.
- Social Housing rentals have increased, this is to cover the costs for maintenance. The Board asked about replacement programmes for these units and the associated costs. The Board also asked whether Greypower and Tenant groups have been advised as increases can be hard for those on low or fixed incomes.

The Board made the following recommendations –

- That the funds allocated to the Geraldine district resealing be increased to allow for more than 1.5km of resealing to be completed for the district.
- That the fees for the Arundel Cemetery not be increased.

Committee Resolution 2020/29

Moved: Janene Adams

Seconded: Jennine Maguire

That the Community Board accepts the district rate increase of 5% and that the following feedback be presented at the Council Annual/Plan Budget meeting:

- That the funds allocated to the Geraldine district resealing be increased to allow for more than 1.5km of resealing to be completed for the district.
- That the fees for the Arundel Cemetery not be increased.

Carried

7 Consideration of Urgent Business Items

The Group Manager Commercial and Strategy provided an update on Covid-19.

Timaru District Council recognised this has now developed into a serious issue and overnight the Crisis Management Team has raised the alert from Yellow to Orange.

This level requires a change to the way business is conducted. Social distancing is now underway within the work place, non essential domestic travel is not permitted, meetings will be reduced to less than 30 minutes.

The Council is trialling a work from home morning this week to set this up as an option for long term.

The Community Board reported that community members are asking for guidance on what to do. It was explained that the Ministry of Health updates and guidelines are the best way to get the most accurate and up to date information.

In regards to Public Facilities, these are being assessed on a daily basis, and closures will happen if required.

The current pandemic plan will be shared with the Community Boards, and all correspondence forwarded on as well.

8 Consideration of Minor Nature Matters

There were no minor nature matters to consider.

9 Public Forum Issues Requiring Consideration

There was no public forum.

10 Board Member's Report

The Board Members' reports will be provided at the next ordinary Geraldine Community Board meeting.

The Meeting closed at 11.00am.

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Chairperson

8 Reports

8.1 Geraldine Transportation Strategy

Author: Andrew Dixon, Land Transport Manager

Authoriser: Erik Barnes, Acting Group Manager Infrastructure

Recommendation

1. That the Geraldine Community Board endorses the proposed community engagement plan using print media, drop in session and website platform for consultation on the Draft Geraldine Transportation Strategy.

Purpose of Report

- 1 To provide an update of the Geraldine Transportation strategy development and the proposal for further public consultation.

Assessment of Significance

- 2 This report is of low significance under the Council's Significance and Engagement Policy. However, some aspects of the Draft Strategy such as the potential relocation of SH79 or a new river bridge will have a high significance for the Geraldine community and therefore community engagement should be considered prior to the strategy finalisation

Background

- 3 A transport strategy is a long term planning tool. It considers all transport modes and looks at future land use, safety, efficiency, amenity meeting the needs of future growth and how best to facilitate growth.
- 4 A Draft Geraldine Transportation strategy has been developed that takes a long term view of the transportation needs of Geraldine and traffic modelling analysis was completed for years 2028 and 2045.
- 5 This draft strategy considers all modes of transport and has identified potential improvements to the efficiency, effectiveness and/or ways to increase the use of particular transport modes especially active transport. Not all the improvements are related to upgrading of infrastructure and as an example.
- 6 The strategy has identified a number of improvement options to improve transport and meet the needs of future demands. These include new infrastructure, potential relocation of SH79 within Geraldine using Kennedy and Talbot Streets, the two laning of the Upper Orari bridge on SH79, a lower speed limit through the Geraldine Central Business District (CBD) and new/upgraded walking and cycling routes.
- 7 In the development of the draft transportation strategy there was engagement with a Geraldine stakeholder group. 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. These problems and potential solutions have been included in the Draft Geraldine Transportation Strategy.

- 8 A summary document of the Geraldine Transportation Strategy prepared by Abley Transportation consultants is provided Attachment 1.

Discussion

- 9 Before adopting the strategy it is important that we engage with the Geraldine community on the strategy and the options presented. This engagement has been delayed for a number of reasons, local government elections, Christmas period, and recently the Covid-19 pandemic.
- 10 The challenge with the development of strategies is effective and successful community engagement to get 'buy-in'. This is even more challenging under a pandemic.
- 11 Engagement with communities can be through a number of platforms, face to face, public meetings, print media, social media, surveys and more advanced interactive websites.

Options and Preferred Option

- 12 We have developed a 'strawman' consultation plan that is focused on three key platforms to get effective community engagement, these include;
- 13 Newsletters/brochures.
- 13.1 This would consist of up to four printed pages that includes a written feedback section that can be posted back. It would also advertise a drop in session. These would be distributed at service centres, social areas, noticeboards, Courier newspaper, and Geraldine News. It is not intended to deliver by mail or conduct a letterbox drop to residents.
- 14 Face to Face Drop-in Session
- 14.1 This would include five Posters outlining the strategy, objectives and vision; Context (understanding Geraldine); problems and options. The session would be facilitated by a facilitator encouraging written feedback (maps and notes), providing brochures to take away, and use of interactive tablets for further information. It is suggested that this session be held at the Geraldine Service Centre.
- 15 Website and Electronic feedback
- 15.1 This would provide all the information on the strategy, council contacts, advertise drop in session, email/website feedback form or structured questionnaire and potentially an interactive digital tool where information is provided using a map and projects explained when the user 'locks on' a project or issue and feedback can be attached to this electronically.
- 16 The use of a public meeting or conducting a formal community survey is not recommended at this time but could be added if desired by the Board. It should be noted that a community survey has associated costs.

Consultation

- 17 This report is to develop an effective consultation plan to engage with the Geraldine community.

Relevant Legislation, Council Policy and Plans

- 18 Timaru District Council Long Term Plan 2018-28.
19 Canterbury Regional Land Transport Plan.
20 Land Transport Management Act 2003

Financial and Funding Implications

- 21 There is sufficient funding in current Land Transport approved budgets to undertake this community engagement.
22 The funding of projects will be subject to future Long Term plans and successful business cases to secure NZTA financial assistance funding.
23 The State Highway projects would need support and funding allocated by NZTA.

Other Considerations

- 24 The Draft Geraldine Transportation Strategy has a number of projects and recommendations that relate to the State Highway. These are in the two laning of the Upper Orari bridge, potential relocation of SH79 through Geraldine and the speed limit reduction through the town centre. These projects would need endorsement of NZTA to proceed.

Attachments

1. **Geraldine Transportation Strategy Summary Document**

Geraldine Transport Strategy

Why are we doing this?

Geraldine has a population of 2,700 and 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 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 for the people of Geraldine and its visitors, the Timaru District Council (TDC) is developing a 30-year transport strategy to guide investment in the transport system.

We want your feedback on the strategy and the options that have been proposed.

What is the vision for Geraldine?

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

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

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

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

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

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

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

Freight – a transport system that enables efficient movement of freight

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

What are the problems in Geraldine?

The problems with the transport system have been identified as issues or locations that do not achieve the strategic vision or objectives. The overriding problem is that the transport system has evolved focusing on 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.

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. These problems are summarised below:

Road network

Two intersections were highlighted as a problem. The first is the intersection of Cox Street and Talbot Street, and the second is at the southern approach to Geraldine, where SH79 intersects with Kennedy Street. These intersections form part of the State highway route through Geraldine and appear unsafe and cause low levels of congestion.

A transport modelling exercise identified several other intersections where there is expected to be increasing delays in the future, including:

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

The one-way Orari River Bridge on SH79 to the north of Geraldine has long been a point of contention with the local community. 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. The one-way bridge, at approximately 270m long, creates delays at busy times especially with unfamiliar drivers. This bunches 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.

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 was a strong theme in the workshop. There is an 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 also commented that parked vehicles limited visibility for people attempting to cross the road.

Cycling

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 allow for cyclists heading northbound.

Walking

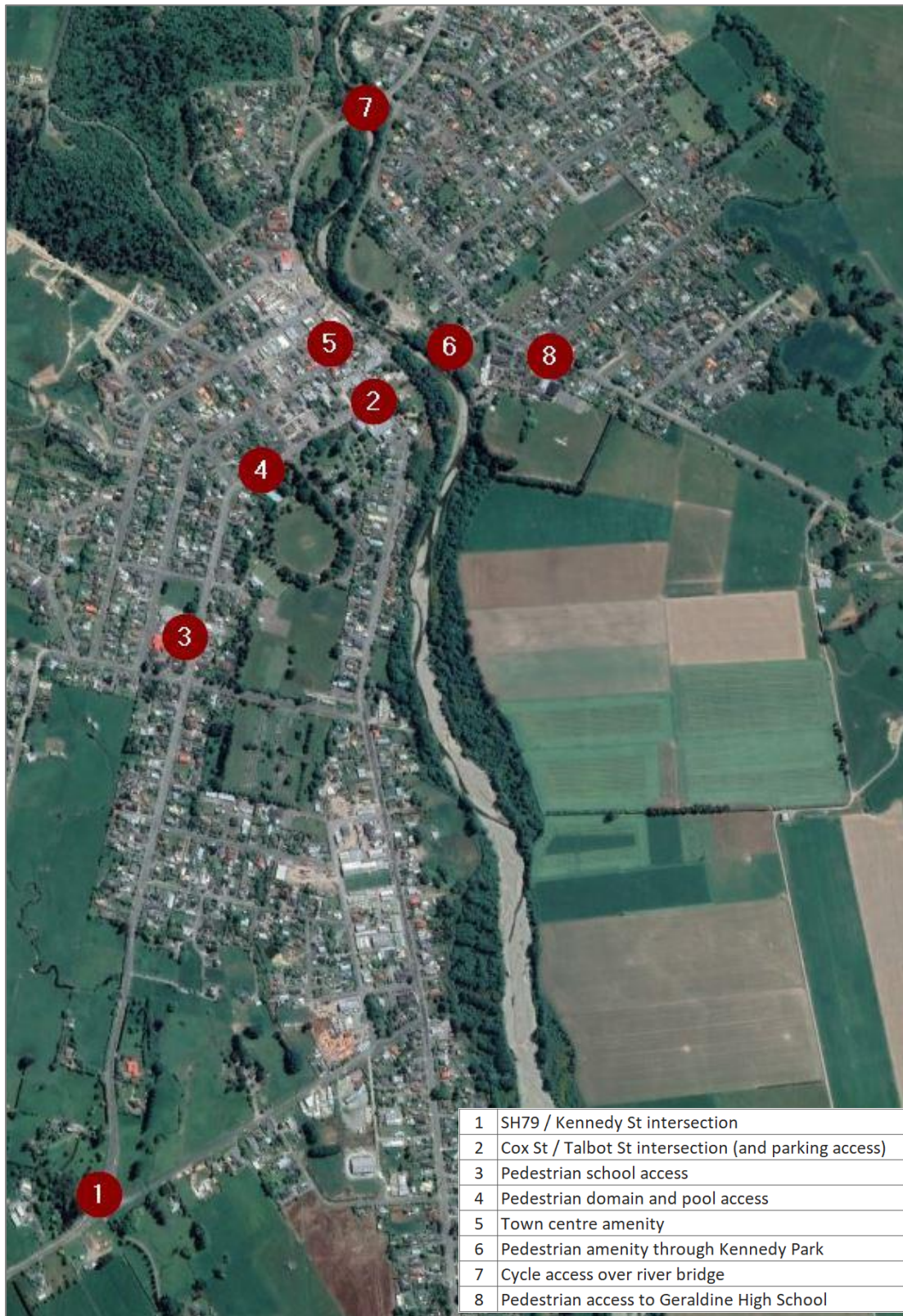
The aging population of Geraldine was noted as a factor that impacts on the quality of footpaths that are required. Uneven and narrow footpaths make it tricky for the less able. It was also noted that there is a greater need to provide for mobility scooters for the elderly and for scooters for the younger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

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.

Amenity

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.

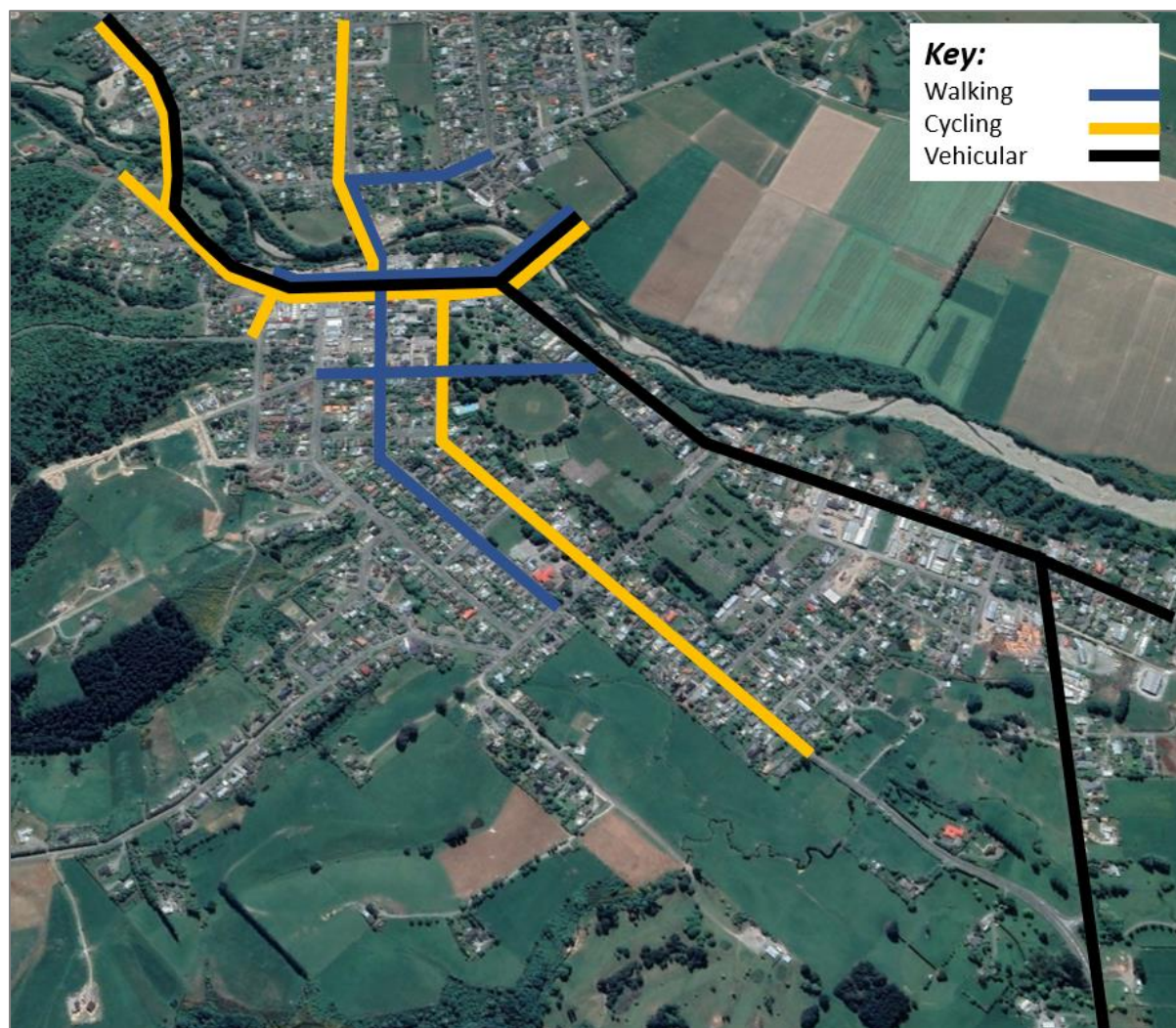


1	SH79 / Kennedy St intersection
2	Cox St / Talbot St intersection (and parking access)
3	Pedestrian school access
4	Pedestrian domain and pool access
5	Town centre amenity
6	Pedestrian amenity through Kennedy Park
7	Cycle access over river bridge
8	Pedestrian access to Geraldine High School

What options are being proposed?

A useful starting point for determining what improvements may be required is to identify the priority routes for each mode of transport. A priority route is where a mode is encouraged by either improving the facilities along the route to make it safer, faster or easier, or to discourage the use of other modes of transport by making it slower or less convenient.

In Geraldine, the relevant modes of transport are walking (including scooters), cycling and vehicular (cars and freight). There is no public transport in Geraldine. The preferred long-term priority routes are shown below.



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 priority 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.

It is proposed to make Talbot Street the main **vehicular 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, and

- be a better match with the land use, as there is more commercial and industrial activity along Talbot Street, whereas Cox Street is primarily residential.

Moving the traffic priority route to Talbot Street means that Cox Street can be prioritised as the **cycling route**. This is consistent with the Timaru District Council Active Travel Strategy. The main cycle route has been extended to travel 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 is continued 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.

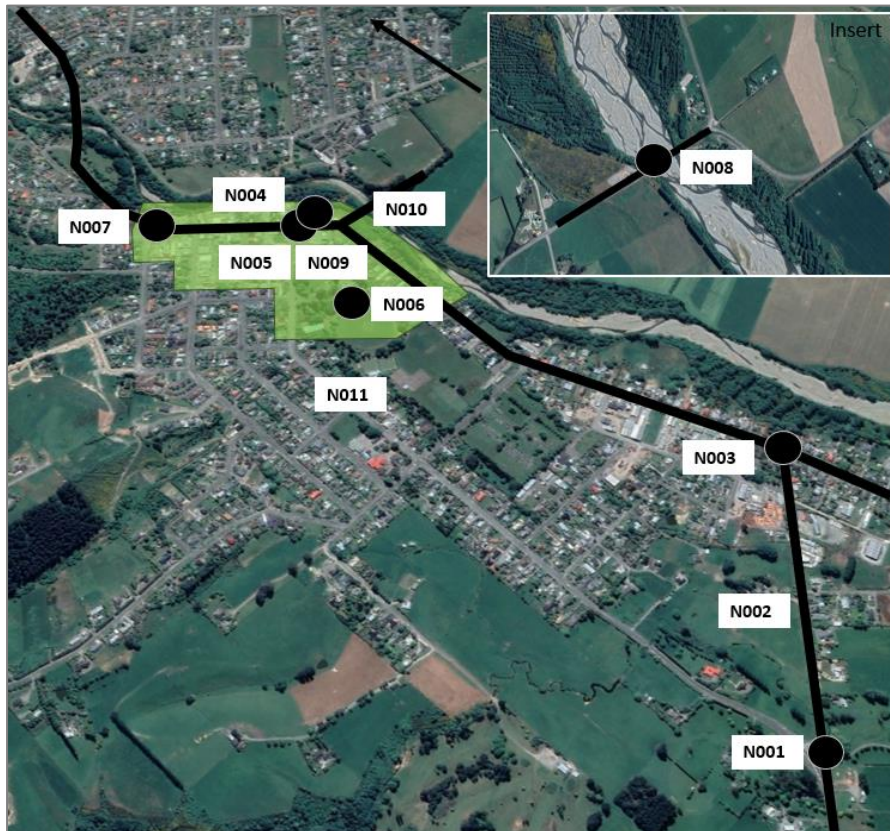
To achieve the priority routes for each of these a modes, a package of improvements are proposed as demonstrated in the following maps and tables.

Walking improvements



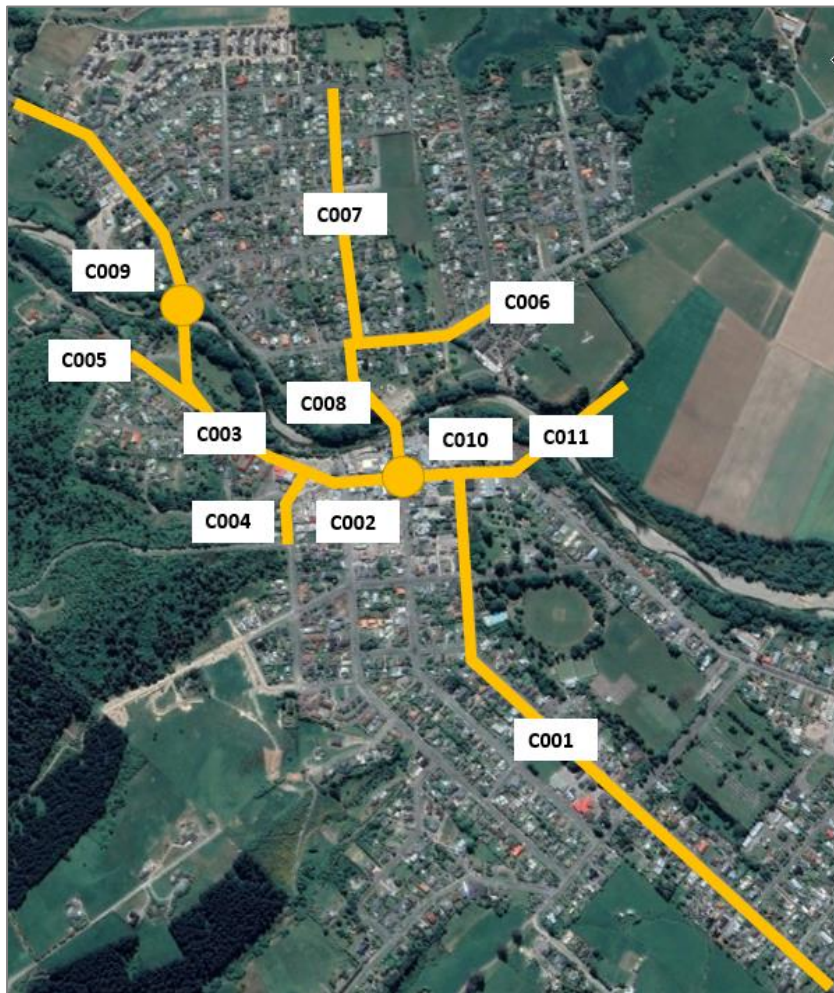
Project ID	Location	Description	Issue
W001	Geraldine Primary School Pedestrian Upgrade (Cox St/Wilson St/Huffey St/Wright St)	Improvement to pedestrian crossing facilities, dropped kerbs and pedestrian refuge islands	Poor pedestrian access to the primary school
W002	Lewis St/Wilson St	Improvement to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

Road network improvement



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 design 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
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

Cycling improvements



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

When will the strategy be delivered?

The delivery of the strategy will depend on Council approvals and funding availability. However, the programme has been phased into short term (0 – 3yrs), medium term (3 – 10yrs) and long term (10 – 30yrs) periods. The options have been phased based on the scale of the project, considering that funding is yet to be allocated to these initiatives, along with when the real need occurs and interaction with other options in the programme. The walking improvements are phased to be delivered in the short-to-medium term, and can be delivered at relatively low cost. The same applies to the cycling improvements, however, these are generally phased in the medium term. The network improvements are mostly phased to be delivered in the long term apart from lower cost options such as a reducing the speed limit and parking improvements.

Have your say (to be written as non-leading questions)

- Do you agree with the vision and objectives for Geraldine?
- Have we identified the right problems?
- Do you agree with the priority routes?
- Do you agree with the options that have been developed? (need to be more specific)
- Do you have any other comments?

Further information

- Draft Geraldine Transport Strategy
- Timaru District Active Transport Strategy
- Geraldine Modelling Reports
- Timaru District Council's Growth Management Strategy

8.2 Go Geraldine Community Board Representative

Author: Jo Doyle, Governance Advisor

Authoriser:

Recommendation

That the Board confirm the appointment of Cr Gavin Oliver on the Geraldine District Promotions Association

Purpose of Report

- 1 The appointment of Cr Gavin Oliver to represent Geraldine Community Board on the Geraldine District Promotions Association.
- 2 This appointment replaces the appointment of Jennine Maguire from the 4 March 2020 Community Board meeting.

Attachments

Nil

8.3 Annual Plan Discussion

Author: Jo Doyle, Governance Advisor

Authoriser: Bede Carran, Chief Executive

Recommendation

That the Community Board receive a verbal update on the Annual Plan.

Purpose of Report

- 1 The Community Board will be provided with an update on the Annual Plan.

Attachments

Nil

- 9 Consideration of Urgent Business Items**
- 10 Consideration of Minor Nature Matters**
- 11 Public Forum Issues Requiring Consideration**

12 Exclusion of the Public**Recommendation**

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
13.1 - Public Excluded Minutes of the Geraldine Community Board Meeting held on 4 March 2020	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	Commercial sensitivity

13 Public Excluded Reports

13.1 Public Excluded Minutes of the Geraldine Community Board Meeting held on 4 March 2020

14 Readmittance of the Public