



AGENDA

Geraldine Community Board Meeting Wednesday, 7 July 2021

Date Wednesday, 7 July 2021

Time 6.30pm

Location Geraldine Library/Service Centre

File Reference 1431493

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 7 July 2021, at 6.30pm.

Geraldine Community Board Members

Wayne O'Donnell (Chairperson), Janene Adams (Deputy Chairperson), Jan Finlayson, Jennine Maguire, Cr 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**
- 2 Public Forum**
- 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 26 May 2021

Author: Michelle Heal, Executive Assistant Infrastructure

Recommendation

That the Minutes of the Geraldine Community Board Meeting held on 26 May 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 Geraldine Community Board Meeting held on 26 May 2021**



MINUTES

Geraldine Community Board Meeting Wednesday, 26 May 2021

Ref: 1431493

**Minutes of Timaru District Council
Geraldine Community Board Meeting
Held in the Geraldine Library/Service Centre
on Wednesday, 26 May 2021 at 6.30pm**

Present: Wayne O'Donnell (Chairperson), Janene Adams (Deputy Chairperson), Jan Finlayson, Jennine Maguire, Natasha Rankin, McGregor Simpson

In Attendance: Mayor Nigel Bowen, Chief Executive (Bede Carran), Parks and Recreation Manager (Bill Steans), Executive Assistant Infrastructure (Michelle Heal)

1 Apologies

Apologies were received from Cr Steve Wills and Cr Gavin Oliver.

2 Public Forum

Driveway Numbering – Raewyn Hughes

Raewyn Hughes attended to discuss her Community Service Project initiative advocating for the implementation of reflective residential house numbering within the urban township of Geraldine.

Raewyn expressed her concern over the number of houses, within the urban area, that do not have numbers making it incredibly difficult for services such as emergency, essential, health, postal etc to locate houses when required. She felt implementing a reflective number plate, located in a consistent location such as the left hand side of the entranceway, to each dwelling in the urban area may mean the difference between life and death.

Raewyn has undertaken the following investigation:

- Geraldine urban area has around 1,464 houses (data from Steve Caswell Timaru District Council)
- Kerbside numbers – blue – 122mm x 88mm – self-adhesive – \$10 each (determined not fit for purpose)
- Tohu Haumarua Aotearoa Safety Signs – aluminium with reflective blue numbers – 100mm x 75mm – \$5.50 each (determined most suitable option and fit for purpose). A sample was circulated at the meeting to the members.
- Estimated cost to complete the project \$10,000

Raewyn has written to the following, seeking sponsorship, funding, grant or support for this project:

- Temuka-Geraldine Rotary – Paul Fitzsimons
- Geraldine Lions Club – Tony Gregan
- South Canterbury DHB – Sally Parker
- Geraldine High School – Sarah Foley Smith – enquiring if the students would install the numbers as a fundraiser. If accepted a donation would be made.

Raewyn intends to follow up her correspondence to the Rotary and Lions Club with an offer to speak to their members in relation to the project.

The Board Members agreed this was an excellent initiative and the Chair's immediate thoughts were that this was the type of community project the Rotary and Lions may be interested in. The Board Members asked to be kept informed of Raewyn's progress and supported the project in principle.

Caravan/Motor Home Land Area Park over Property (POP) – Graeme Wills

Graeme attended to raise the topic of implementing another Park over Property (POP) on behalf of the Caravan and Motor Home Association (Association) in Geraldine. He was surprised to find that the last POP was a trial and felt the trial was doomed to fail from the outset, as the POP's use had not been restricted to Association members only.

Graeme felt having a POP in walking distance to town would assist the businesses in town economically, as it does in other areas such as Waimate, Oamaru and Amberley. Graeme advised the POP needs to be:

- restricted to Association members only
- fenced with access by a lock code or some other secure means to Association members only
- walking distance to town
- to cater for around 10
- potentially Kennedy Park or an alternative location within walking distance to town
- fee normally in the region of \$5-10 per van collected by the Association

Other POPs are located on land through arrangements such as privately owned/leased or Association owned. Graeme was unsure if the Association was willing to contribute but this was a matter he would raise with them and any rental/lease would need to be a conversation between the Association and Council.

The Chair and Board Members advised they would need time to consider and discuss this matter later in the meeting. The previous trial did not work due to some user's unsanitary and unacceptable behaviour, there are other locations available such as Holiday Park & Camping Sites Geraldine, Pleasant Valley Hall, Woodbury Hall, and Speechlys Bridge. Investigation will need to be undertaken in relation to the use of Council land in this manner.

McGregor Simpson

McGregor advised:

- he wanted the road user charges (RUC) collected by NZTA to go to the districts they were collected from, with the money going towards roads especially rural which were being damaged due to the heavy/commercial vehicle use, thereby saving the ratepayers money.
- Weeds on roadsides such as gorse, broom and blackberry need to be eradicated.
- Rate increases: would like Council to reconsider the proposed rate increases as he has had many people express their concern over the proposed increase. He suggested reducing the increase to a maximum of 2% and that Council concentrate on core services. Council should push back on any tasks outside of these core services that Government try to put onto Council.

The Chair asked the CEO to respond to the query around RUC. The CEO advised that Council have made a number of petitions to Waka Kotahi NZ Transport Agency (NZTA) in relation to the way they distribute funding to Councils through the National Land Transport Fund (NLTF) and National Land

Transport Programme (NLTP). NZTA have advised that the allocation adheres to the funding model. Council continues to be proactive in their business case to NZTA when applying for funding allocation to ensure Council are successful in obtaining the maximum funding available for our district.

The Chair advised the matter of weeds is to be addressed later in the meeting at Agenda Item 8.1.

3 Identification of Items of Urgent Business

There were no items of urgent business.

4 Identification of Matters of a Minor Nature

There were no matters of a minor nature.

5 Declaration of Conflicts of Interest

There were no conflicts of interest.

6 Chairperson's Report

The Chair advised that since the last meeting, the following meetings/events have been attended:

- ANZAC Services (Geraldine and Woodbury)
- Council Meeting – 11 May 2021
- Geraldine Vintage Car and Machinery Club Meeting
- Chorus Network rollout at Barkers – Geraldine on track and to be completed by November 2021
- Peel Forest Outdoor Centre – ground lease
- Several Geraldine District Foundation meetings
- Council Staff and Carolyn McAtamney – agreed bin relocation
- Combined Community Board Updates meeting
- Discussion and Correspondence
 - Dog Park letter – Ally Bowen
 - Thank you letter to Geraldine.nz for letter of support to Geraldine Strategic Plan in LTP
 - Letter of support to Peel forest Outdoor Centre for grant application
 - Council re Geraldine Endowment fund and governance staff over speaking rights

Resolution 2021/50

Moved: Wayne O'Donnell

Seconded: Jan Finlayson

That the Chairpersons report be accepted.

Carried

7 Confirmation of Minutes**7.1 Minutes of the Geraldine Community Board Meeting held on 14 April 2021****Resolution 2021/51**

Moved: Jennine Maguire

Seconded: Natasha Rankin

That the Minutes of the Geraldine Community Board Meeting held on 14 April 2021 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Carried

8 Reports**8.1 Timaru District Policies on Eradicating and Managing Pest Plants on Council Owned Land**

The Community Board were provided with information and an update by the Parks and Recreation Manager on Council's policies in relation to the control of pest plants and grazing on Council owned land.

Council Policy with regard to the control of pest plants is to comply with the current Environment Canterbury regulations. What this means is to control pest plants along boundaries where the neighbouring property is free of pest plants. This and the adjacent roadsides are included in an annual spray programme.

Extensive spraying within forestry plantations is not practical as it is likely to damage the crop. Eventually the trees overtop the pest plants and reduce the prevalence of the pest plants.

Grazing of forestry blocks is done in some instances. In these situations sheep are typically used as other types of stock cause damage. When trees are young, stock will eat them destroying the crop. As the trees get beyond 10 years in age the canopy cover reduces the grass growth and is of limited feed value.

Pest plants do not typically present an increased fire risk and are no different from the existing fire risks faced by each plantation. As Council plantations are small and widely scattered across the district they have a relatively low fire risk.

Where Council land is leased there is a clause in the lease requiring the lessee to comply with pest plant and fire regulations controlling pest plants and management of vegetation growth.

Resolution 2021/52

Moved: Wayne O'Donnell

Seconded: McGregor Simpson

That the update be received and noted.

Carried

9 Consideration of Urgent Business Items

There were no items of urgent business.

10 Consideration of Minor Nature Matters

There were no matters of minor nature.

11 Public Forum Issues Requiring Consideration**Caravan/Motor Home Land Area Park over Property (POP)**

The Board Members discussed the POP area suggestion as presented by Graeme Wills. The Chair advised they will discuss this matter further with Council's Parks and Recreation Manager in order to form a fully informed and considered investigation.

12 Board Member's Reports**McGregor Simpson**

McGregor advised that since the last meeting, the following meetings/events have been attended:

- ANZAC Services – five
- Combined Community Board Updates meeting
- Peel Forest Project

Jennine Maguire

Jennine advised that since the last meeting, the following meetings/events have been attended:

- Visit Ally Bowen re Dog Park outcome
- Bike Geraldine – the Temuka to Geraldine track has reached a stalemate. One land owner is not allowing access to their property. There is a meeting of the committee on 2 June to discuss a way forward.

Natasha Rankin

Natasha advised that since the last meeting, the following meetings/events have been attended:

- Visit Ally Bowen re Dog Park outcome

Jan Finlayson

Jan advised that since the last meeting, the following meetings/events have been attended:

- Combined Community Board Updates meeting
- Geraldine Nature and Sculpture Trail
- Waihi River Meeting – ECan

Upcoming meetings/events:

- Waihi River – care of river – 7pm, 10 June 2021 – will be advertised
- Geraldine Academy of Performance & Arts Event – 17 July 2021– will be advertised

Janene Adams

Janene advised that since the last meeting, the following meetings/events have been attended:

- ANZAC Service
- Council Staff and Carolyn McAtamney – agreed bin relocation
- Xmas Lights – reinstalled to be put up July and Xmas period
- Signage Group – totems and reskinning promotion signs
- LTP submissions

The Meeting closed at 7.50pm.

.....
Wayne O'Donnell
Chairperson

8 Reports

8.1 Geraldine Transport Strategy

Author: Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Geraldine Community Board

1. Receives the final Geraldine Transport Strategy from Abley Consultants dated 24 June 2021.
2. Endorses the final Geraldine Transport Strategy for adoption by Council.

Purpose of Report

- 1 To review the Geraldine Transport Strategy (Strategy), following public consultation and group workshop review of feedback and prioritisation undertaken on 24 March 2021.

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 medium.

Background

- 3 Timaru District Council (Council) commissioned Abley Consultants 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.
- 4 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.
- 5 In December 2020, all public feedback was reviewed and a public feedback assessment was produced by Abley Consultants (see Appendix F of Strategy). The public feedback assessment sets out key public feedback themes and provides recommendations to inform future transport investments in Geraldine and finalise the Geraldine Transport Strategy.

- 6 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.

Discussion

- 7 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.
- 8 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.
- 9 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"*.
- 10 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

- 11 Endorse the final Strategy for adoption by Council, and support projects that have been identified, following public consultation, as a prioritised programme over coming years. This is the preferred option.
- 12 Reject the Strategy and undertake projects on an ad-hoc or complaints basis. This is not recommended.

Consultation

- 13 Significant, formal, consultation has been undertaken with the Geraldine Community.

Relevant Legislation, Council Policy and Plans

- 14 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

- 15 Projects have been shortlisted into Short (0-3 years), Medium (4-10 years) and Long Term (11-30 Years).
- 16 Whist 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 coming Long Term Plans and Infrastructure Strategies.
- 17 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

- 18 Any major projects requiring Waka Kotahi financial assistance will require inclusion in the Canterbury Regional Land Transport Plan, that 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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1431417 (Title Geraldine
Transport Strategy -
Final).DOCX

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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

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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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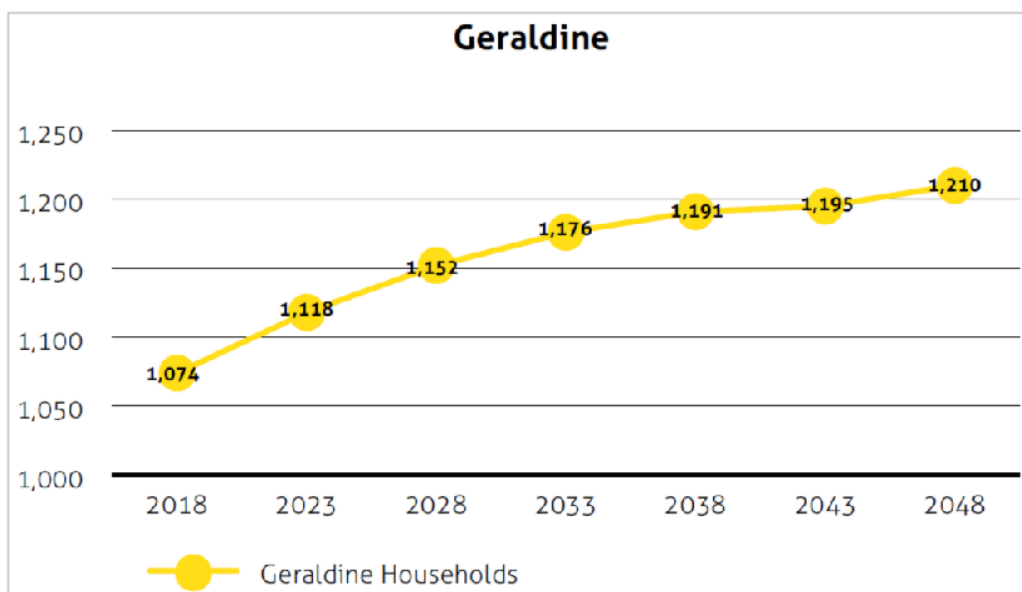


Figure 3.1 Geraldine household growth forecast

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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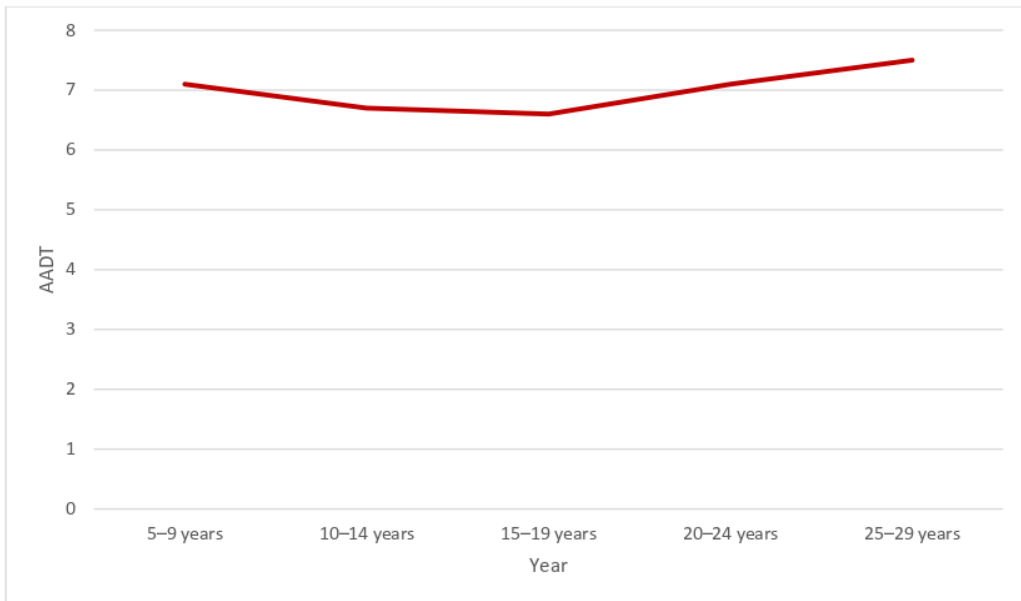


Figure 3.3 SH79 (north of Lewis St) annual traffic volumes

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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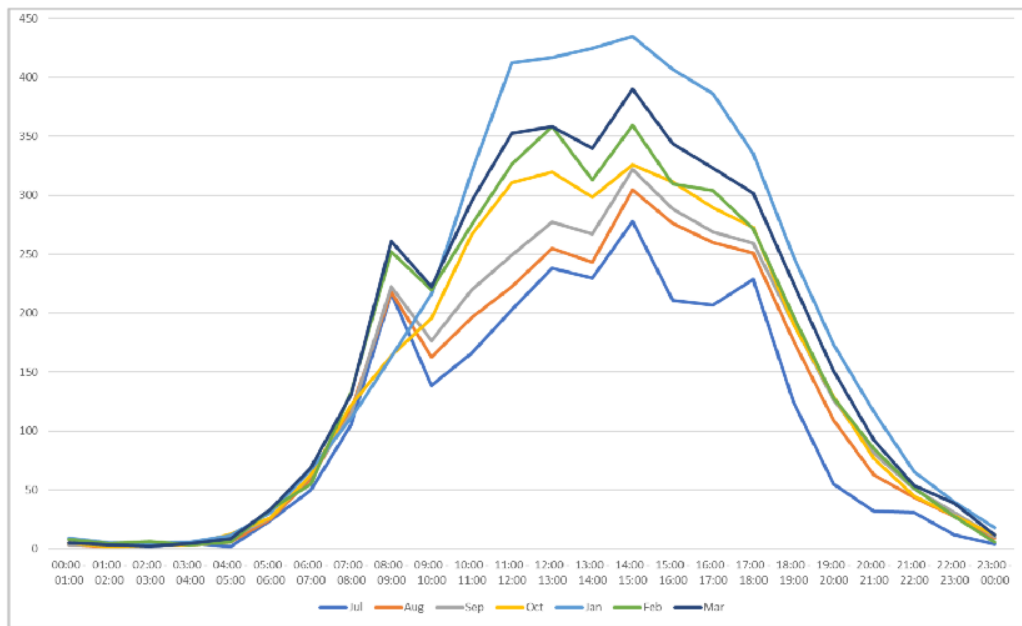


Figure 3.4 SH79 (north of Lewis St) hourly and monthly variations (July 17 – March 18)

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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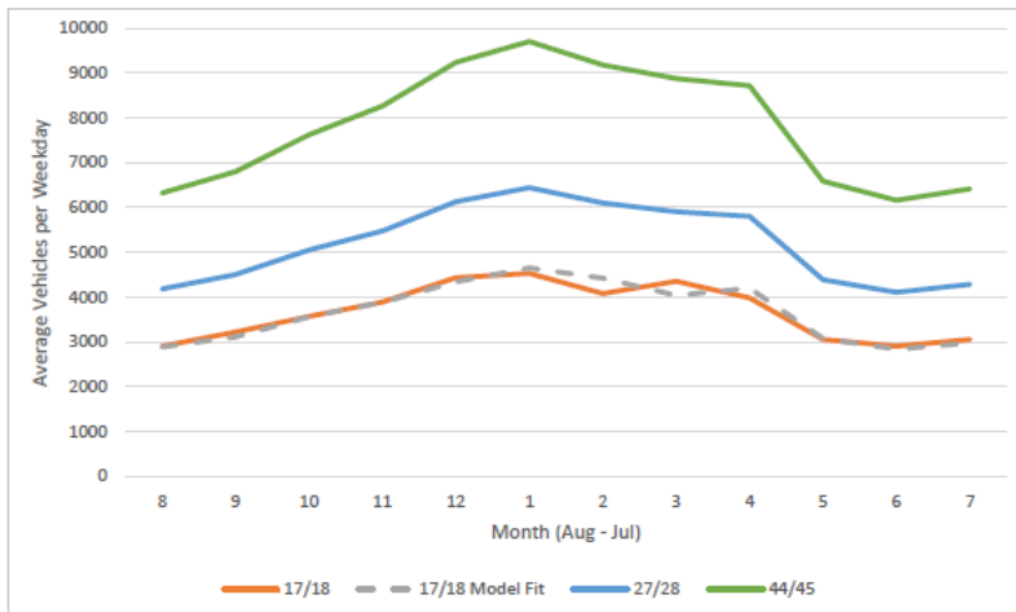


Figure 3.5 SH79 (north of Lewis St) modelled future traffic volumes

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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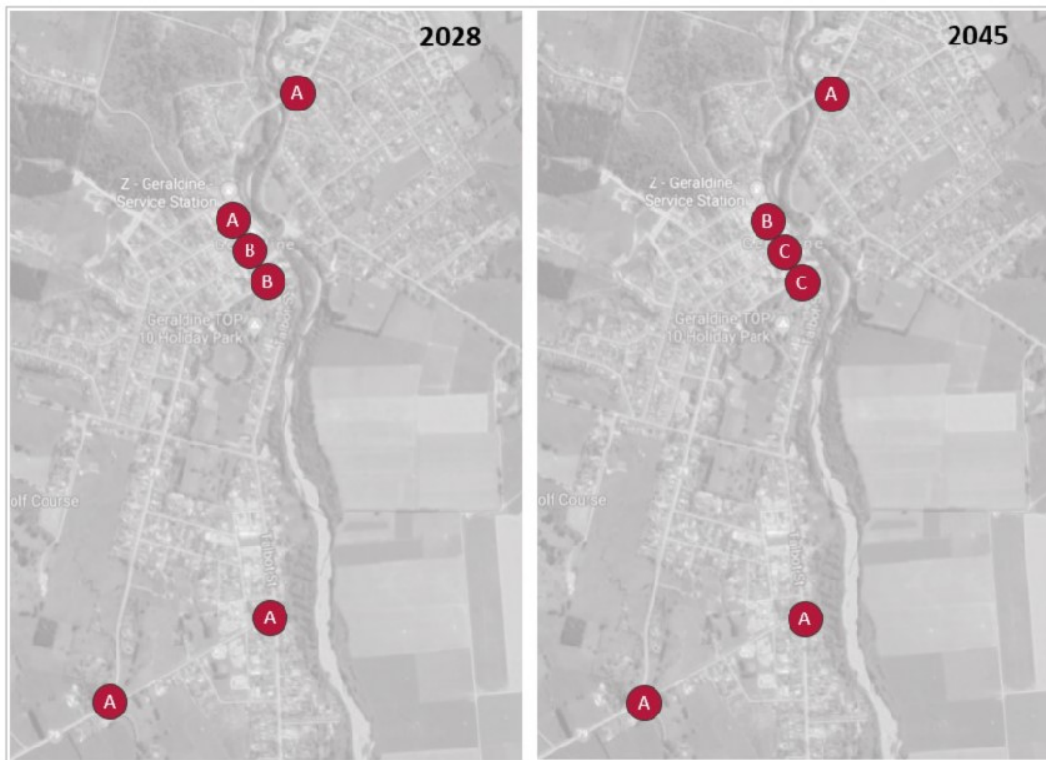


Figure 3.6 Intersection level of service

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.

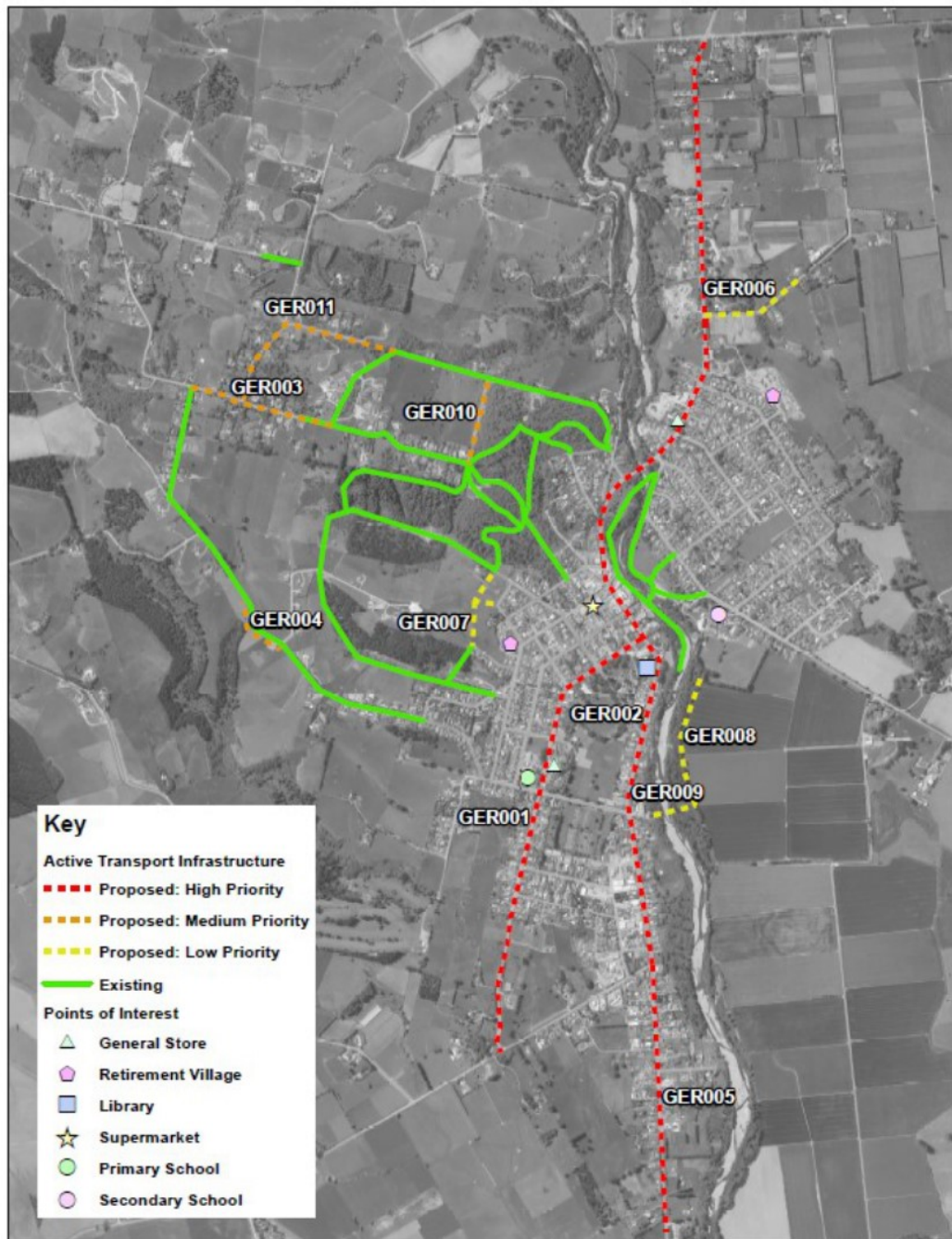
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Figure 3.7 Geraldine walking and cycling recommendations

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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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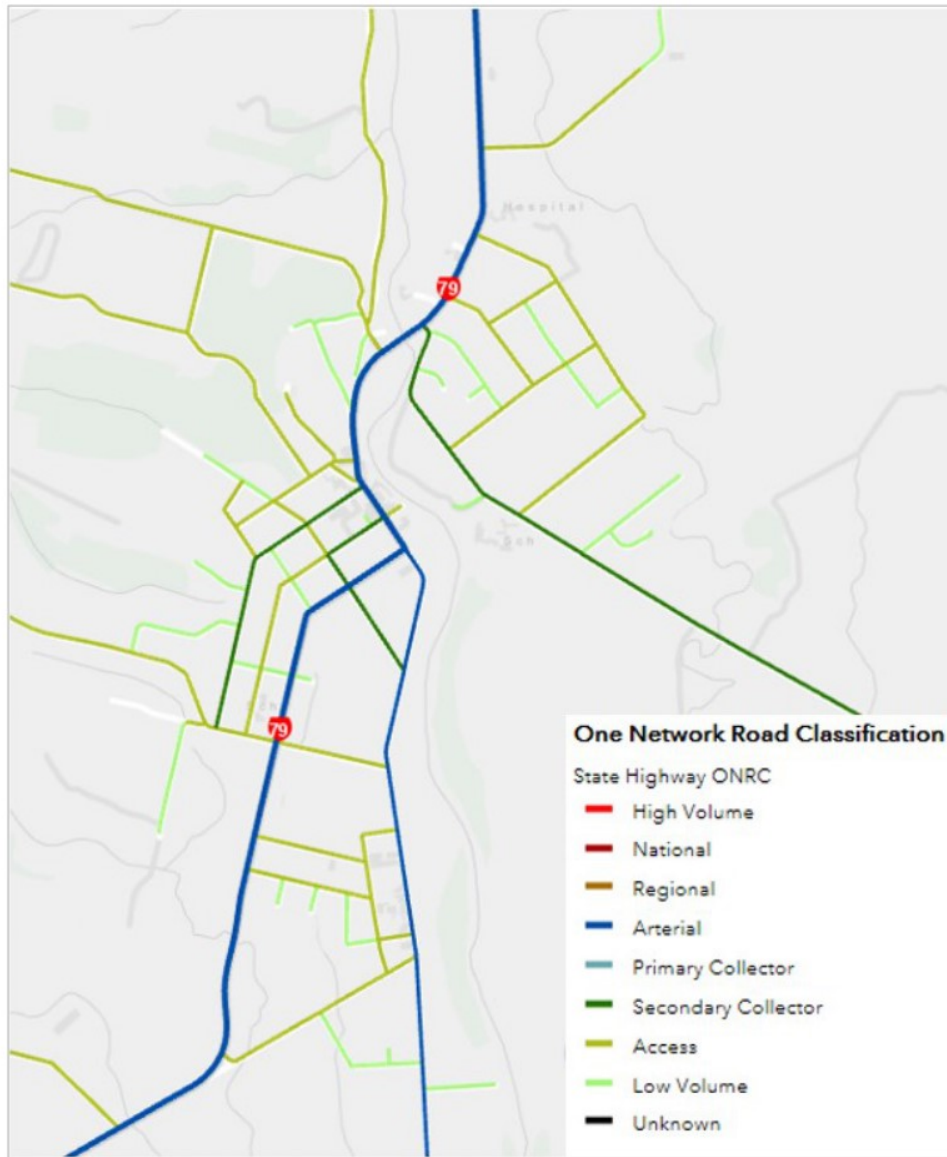
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3.13 Road classification

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

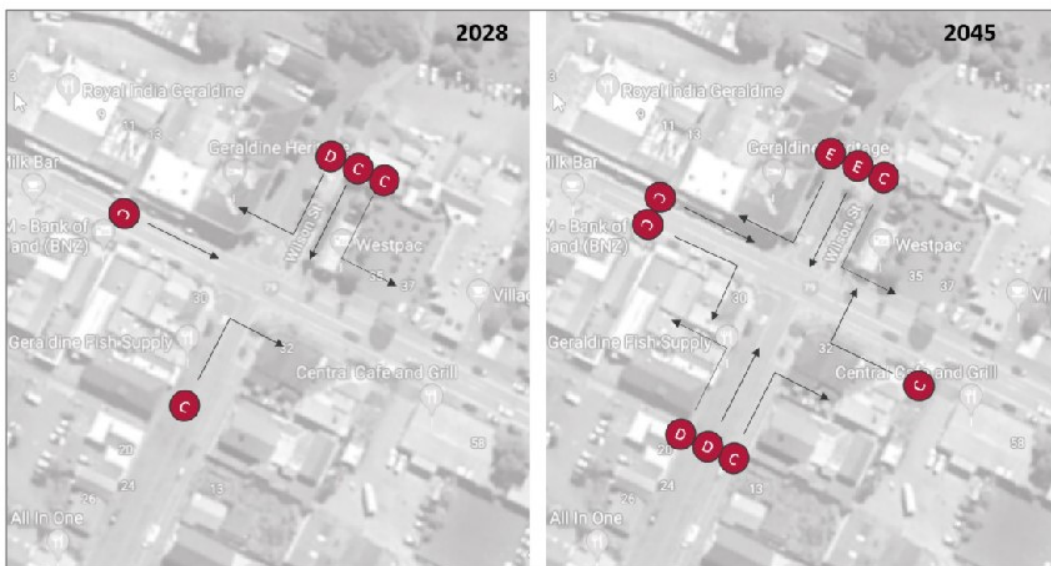


Figure 4.5 Talbot Street / Wilson Street intersection performance

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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.

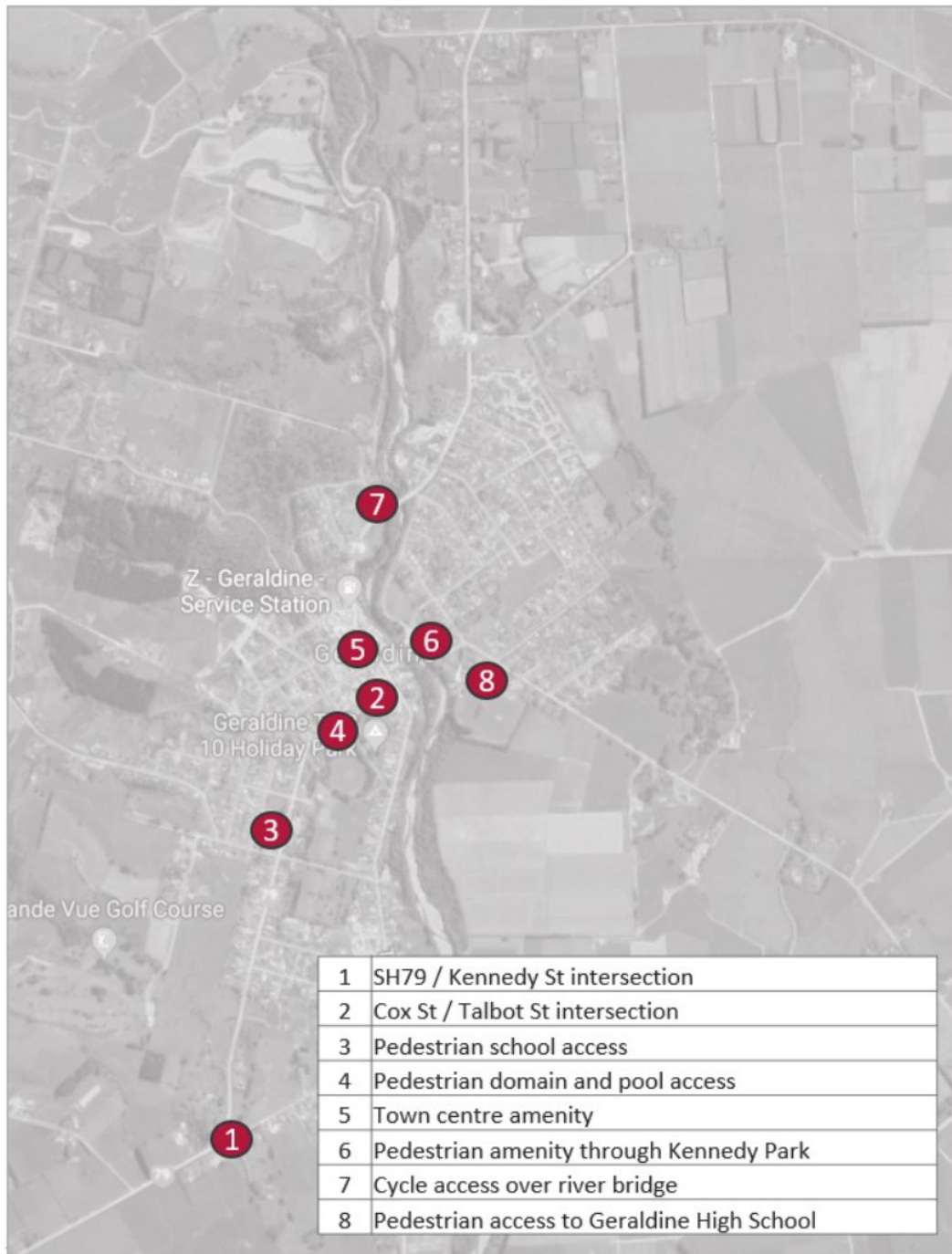
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Figure 4.9 Location of transport problems

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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.

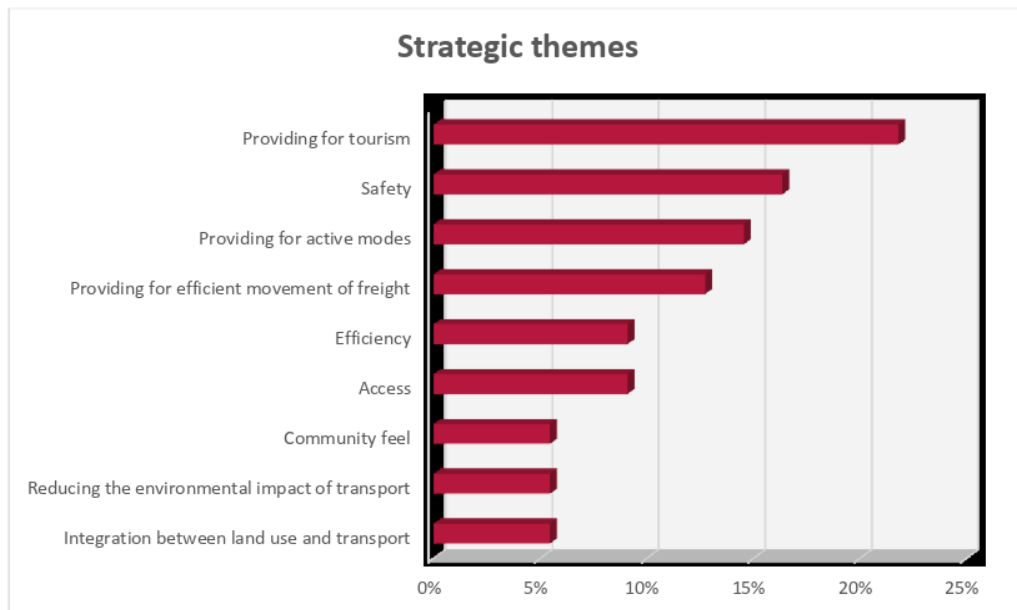


Figure 5.1 Community prioritisation of strategic themes

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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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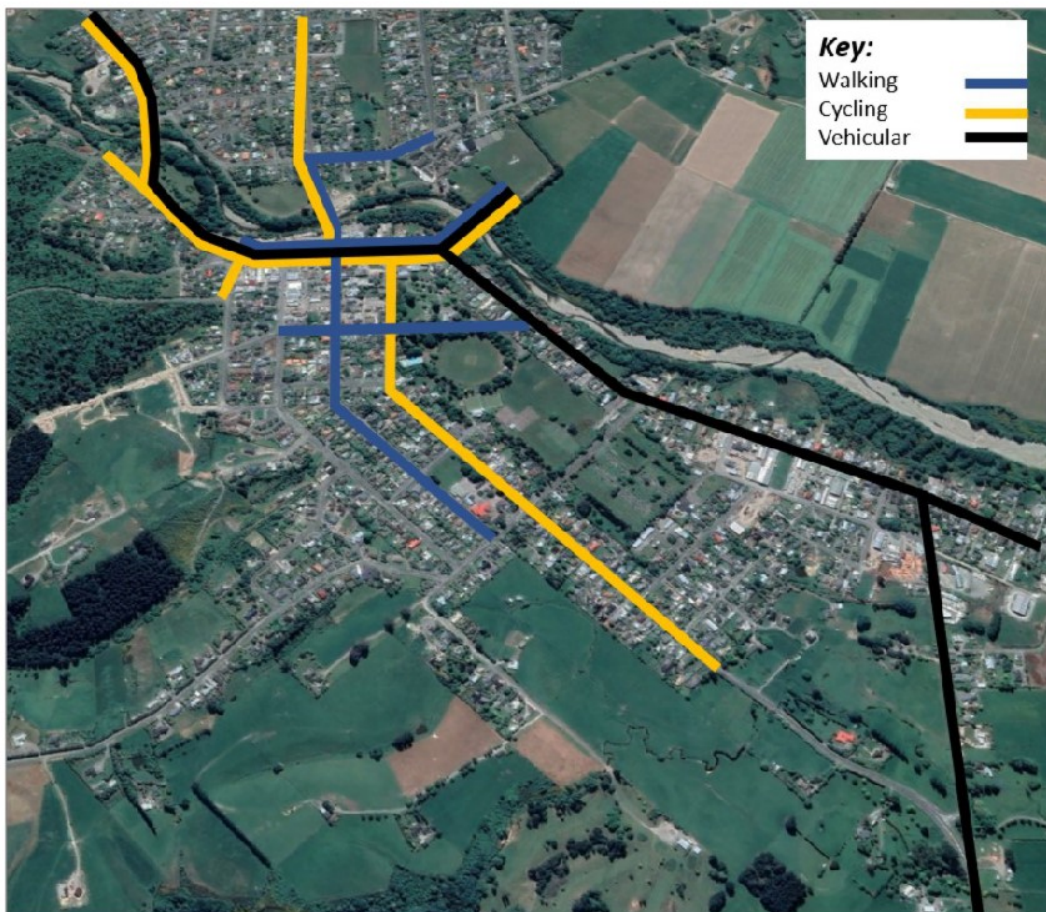
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6. Draft options and programme development

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

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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

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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

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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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Figure C2. Draft cycling improvement maps

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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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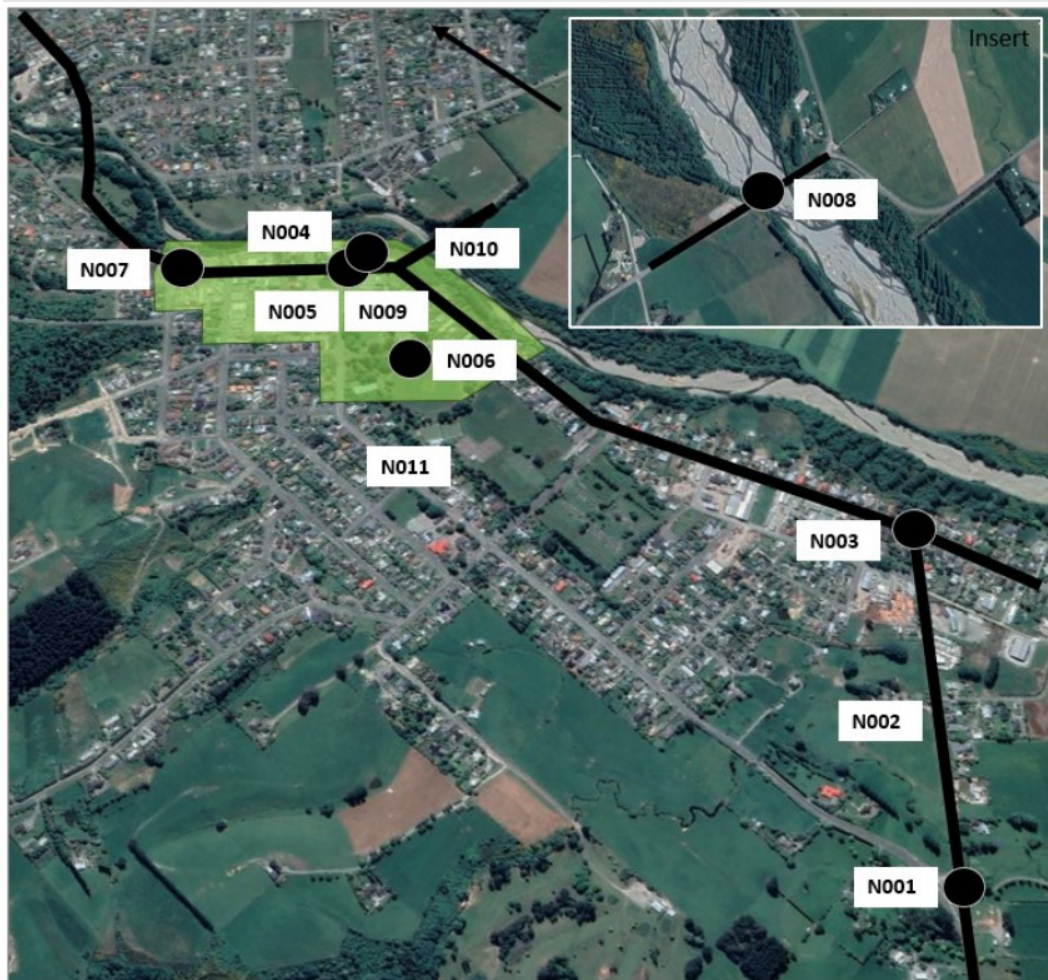


Figure C3. Draft network improvements map

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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 not provide for long vehicles such as cars towing a boat
N007	Rangitata Orari Bridge Highway	Provide large vehicle parking (southbound)	Current parking in central area doesn't not provide for long vehicles such as cars towing a boat
N008	Upper Orari River Bridge	Provide an additional lane bridge to increase capacity and safety	The current one-way bridge creates some congestion and a high crash record

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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

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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	Saf e	Acces s	Touris m	Freigh t	Feasibilit y	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: 29 June 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.

Appendix E

Attachment to report
1431417 (Title Geraldine
Transport Strategy -
Final).DOCX

Date:

29 June 2021



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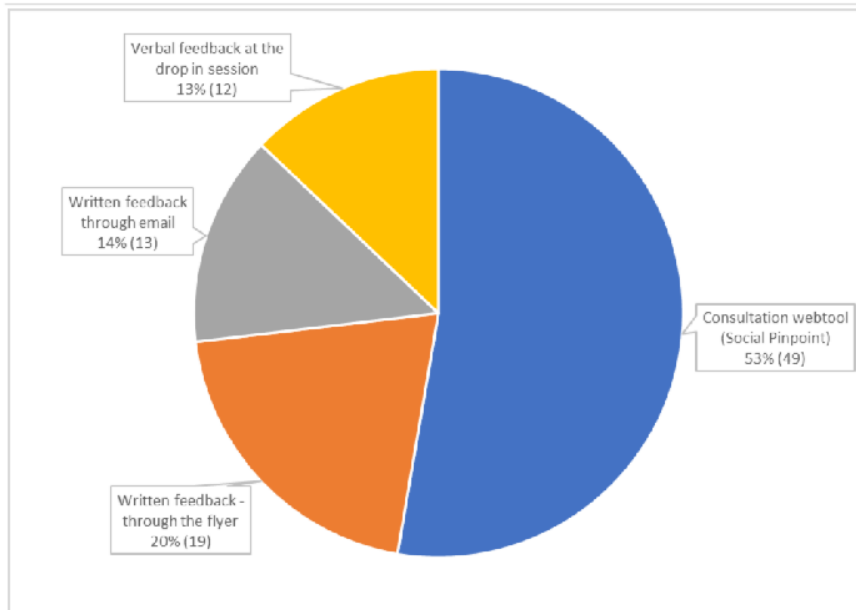


Figure 1. Mediums of receiving public feedback

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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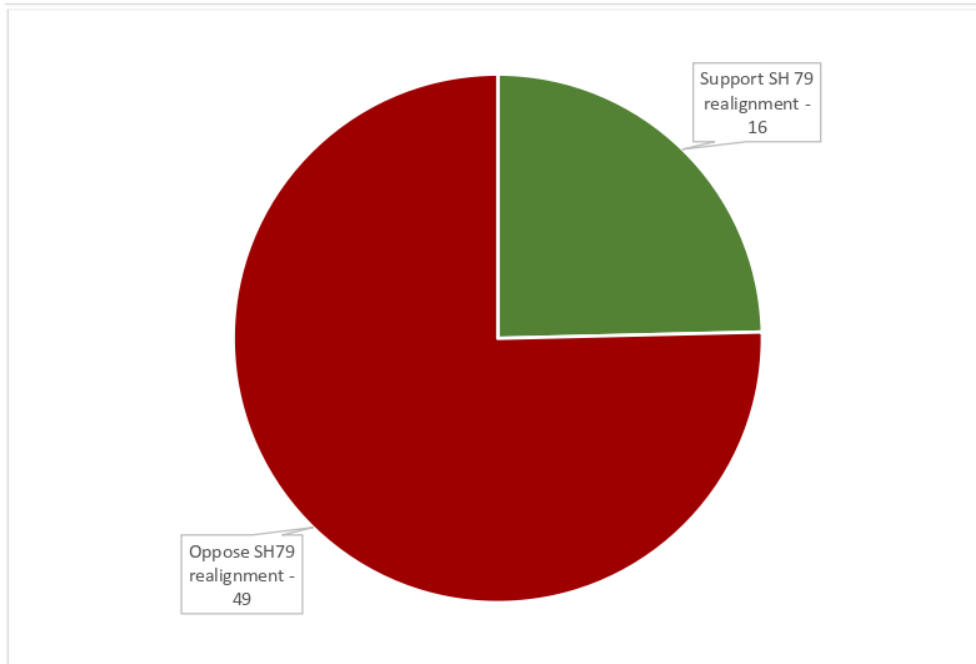


Figure 2 Public feedback on proposed SH79 realignment

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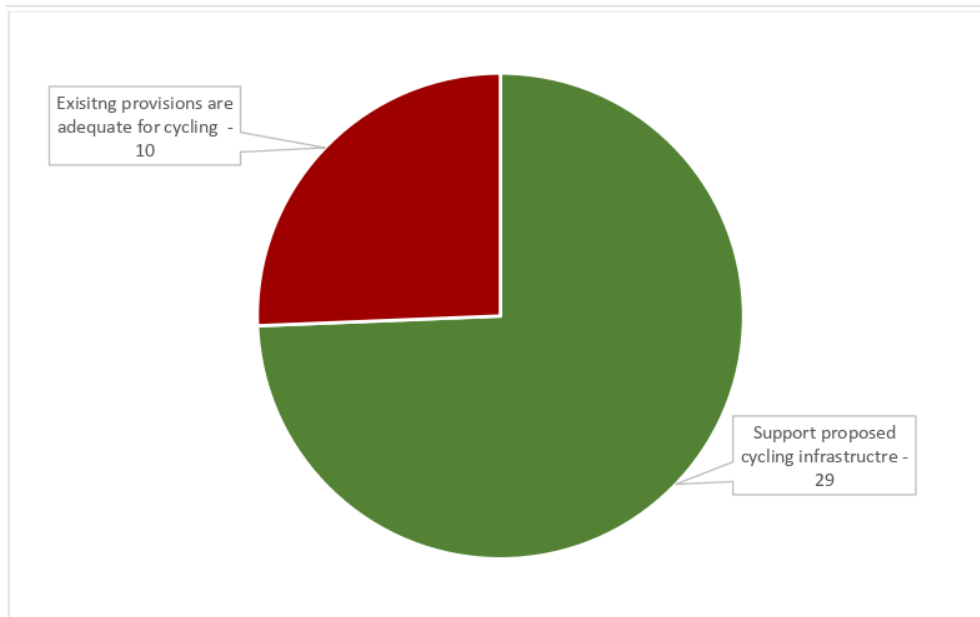


Figure 3 Public feedback on proposed cycling infrastructure improvements

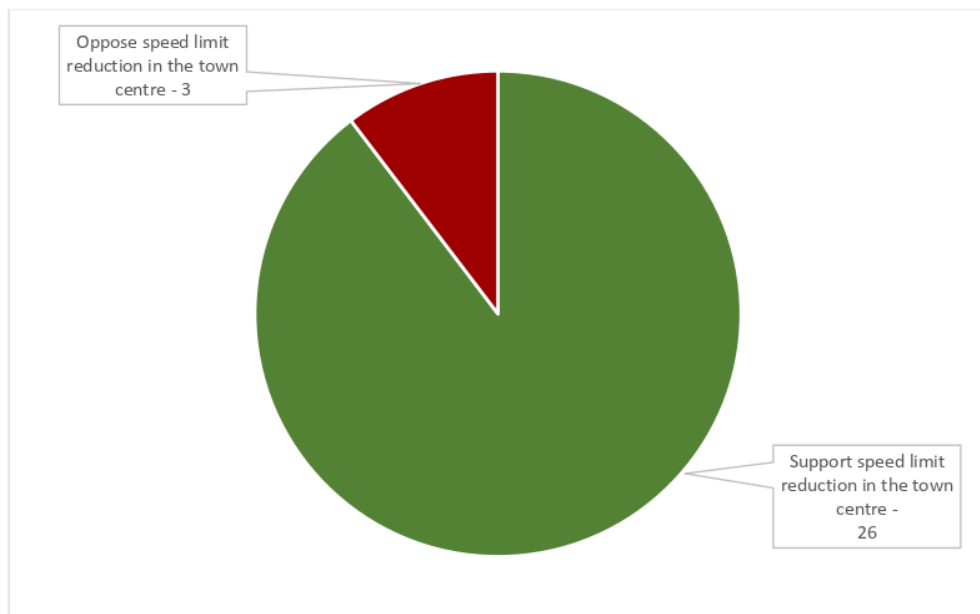


Figure 4 Public feedback on proposed speed limit reduction in the Geraldine town centre

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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>		
<p>Cycling</p>	<p><i>Support proposed cycling facilities</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 	<p><i>Existing provisions are adequate for cycling</i></p> <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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- | | |
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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. - 3

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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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	<p>proposed speed limit reductions by the community, in particular on Kennedy Street where multiple respondents have suggested a reduced speed limit along with traffic calming measures and enforcement.</p>	
<p>Upper Orari Bridge</p>	<p><u>Bridge needs to be two laned</u></p>	<p><u>Existing bridge is acceptable</u></p>
	<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>	
	<p><u>Support SH 79 realignment</u></p>	<p><u>Oppose SH79 realignment</u></p>

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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: 29 June 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

29 June 2021

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8.2 Talbot Forest Working Group Meeting Notes**Author:** Jo Doyle, Governance Advisor**Authoriser:** Mark Low, Strategy and Corporate Planning Manager**Recommendation**

That the Board receives the meeting notes from the Talbot Forest Working Group.

Purpose of Report

- 1 The meeting notes (attached) from the Talbot Forest Working Group's April meeting and brief report on the May 'hands on' meeting have been made available to provide an update to the Geraldine Community Board on the group's activities.
- 2 The meetings are held every second month, the meeting notes are provided for the Board's information.

Attachments

1. Talbot Forest Working Group - Minutes April, May 2021  



Meeting Minutes Tuesday 27 April at Talbot Forest Scenic Reserve, 10.30 am.

Present: Rosie Morten, Maureen Martin, Mervyn Bowler, Judy Lyttle, Chris Coulter (DOC). Jessica Bond (ECan), Mike Haines, Ines Stäger

Apologies: Janine Roux, Gary Foster

1. Plant maintenance at TFSR

TFWG members mulched around the hundred plants that were planted as part of the 2020 Conservation Week celebrations. The "islands" near the carpark were also mulched with linseed straw.

DOC staff will follow up with weed control in these areas.

Further planting, filling in the grassed flatter areas next to Tripp Street and around the bollards, will take place in spring when conditions are favourable.

2. Woody weed control

Woody weed control will be undertaken by TFWG. DOC will supply the appropriate chemicals to undertake this task. Targets are: the treatment of exotic trees in TFSR such as ash, elm, hawthorn, spindleberry, plum, cherry etc.

3. Kahikatea track

Resources will be available to DOC in the coming financial year to upgrade the Kahikatea track. TFWG indicated that an improved route was planned and discussed when this proposal came up some years ago.

4. The Geraldine Festival

Theme for 2021 is Braided Rivers and its birds.

5. Himalayan Balsam - update

Jessica Bond reported on a site visit by Ecan staff and Gary Foster to view the extent of the spread of H B in the Waihi River.

Not all of the grant money was used this year for Serpentine Creek, the remainder will be held over for next season.

H B is also known to be present in the upper Te Moana catchment in the vicinity of Sheep Dip Road and at Four Peaks Lodge.

The group felt that it might be appropriate to make the Temuka Community Board aware of the potential spread of H B.

Increased awareness is critical in order to eliminate this invasive species before it gets out of hands.

An article in the Timaru Herald was also proposed. This has now happened, see below.

6. TDC Longterm Plan

The group supported the proposal to submit to the TDC LTP with regards to Biodiversity protection and enhancement and comments on lighting. A submission has been prepared and submitted. Hearings will take place at the end of May 2021.

Below a link to a recent item on RNZ on dark skies and light trespass:

<https://www.rnz.co.nz/national/programmes/saturday/audio/2018796547/prof-john-hearnshaw-dark-skies-and-light-trespass>

7. Oliver Dryland Reserve

The planned information afternoon to be held at the reserve on Pit Road has been cancelled due to key people not being available.

8. Visitor's feedback

Rosie Morten conveyed the positive feedback received by the IDS Conference (International Dendrology Society) participants that walked through TFSR.

9. Meeting dates for the remainder of 2021 are last Tuesday of the month:

29 June	planning
27 July	hands on
31 August	planning
28 September	hands on
26 October	planning
30 November	hands on

Will we be overwhelmed by weeds?

Voice for Nature

with
Ines Stager



Over the years we have noticed that some weed pests have become much more prolific, one of which is bittersweet, *Solanum dulcamara*. It used to get frosted most winters, which reduced its vigour.

This scrambling vine-like perennial seems to survive and thrive, and sprawl over native vegetation. Reaching several metres in height, it tends to form a dense mass in places. This is just one example of a plant becoming more invasive as the climate changes.

Chilean flame creeper, *Tropaeolum speciosum*, is another plant, a garden escapee, which is difficult to control, and pops up increasingly in native forest and bush remnants.

There is plenty of evidence that shows the potential for new species to invade and high-risk plants to spread more rapidly; this is of great concern.

To control or eliminate weed pests requires huge amount of resources, and it can be soul-destroying.

Locally, volunteers of the Talbot Forest Working Group have been



Pretty pest ... Himalayan balsam invasion along Serpentine Creek.
PHOTO: G. FOSTER

controlling Himalayan balsam, *Impatiens glandulifera*, along Serpentine Creek in Geraldine over the past three years.

This is a plant that was introduced from Asia to Europe and referred to as "poor man's orchid". It was introduced to New Zealand as a garden plant; its pretty pink flowers are appealing.

However, forest and stream edges have been invaded in Europe in the past two or three decades. Native plants have no chance to grow in areas where this weed species is prolific.

A couple of times when I visited family in Switzerland I went along to a "weedbusters" working bee in the forest of the

village where I grew up. Volunteers, together with a class of school pupils, hauled more than 2 tons of the Himalayan balsam out in one day.

It all had to be trucked away and incinerated — sadly, composting does not deal to the seeds adequately. According to Weedbusters New Zealand, one plant is capable of producing 2500 seeds that are spread quickly by water and can be viable for 18 months or more. This weed is not as prolific here in New Zealand as it is in Europe, but it is only a matter of time before it gets out of hand. It is a species we need to target now and eliminate.

Earlier in the year, the working group was successful in acquiring

funding from Environment Canterbury for a contractor to target Himalayan balsam in the Serpentine Creek catchment.

The creek starts by the Talbot Forest Scenic Reserve on The Downs and meanders through the town before it joins the Waihi at the southern end of Geraldine.

Surveillance will be ongoing and more work is needed, as there are bigger patches of this weed in the Waihi River downstream of the confluence with Serpentine Creek. Another source was discovered in the Te Moana catchment, some of which has been removed.

A concerted effort by volunteers to report sightings and remove plants where practical in early summer before the seeds set would be the most effective method of elimination.

We have to be more mindful what we plant in gardens, and avoid plants that spread easily and are a threat to our native biodiversity. We all need to work together on such issues and make an effort to remove unwanted weed pests.

★ *Ines Stager is a landscape architect based in Geraldine, a board member of the Royal Forest & Bird Protection Society and a committee member of the local branch.*

Report on the “Hands on” – woody weed control in Talbot Forest Scenic Reserve

Apologies: Maureen Martin, Rhys Taylor

Present: Rosie Morten, Mervyn Bowler, Jack van der Sanden, Judy Lyttle, Gary Foster, Annette Stricker, Steve Dakin, Jo Bateman, Ines Stäger

On Tuesday 25 May 2021, nine members of TFWG tackled woody weeds within the Scenic and Road Reserves.

Ash, bay leaf, cherry, elm, gorse, hawthorn, plum, spindleberry, as well as ivy, male fern, jasmine, and old man’s beard seedlings were dealt with. Blackberry was cut back to gain access to the woody weeds.

Undesirable species at twenty two sites were dealt with and recorded. Elm trees were dominant in three areas and hawthorn in one area.

Further woody weeds will be dealt to in the coming weeks.

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

- 12 Board Member's Reports**