

***Kaiapoi East and South Future Roding Options
Consultation Feedback Report
Waimakariri District Council***

Consultation Feedback Report

Waimakariri District Council

Quality Assurance Information

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Executive Summary

Consultation was undertaken with the residents and landowners in Kaiapoi South and Kaiapoi East regarding the future roading options in March 2015. This was undertaken following the CERA led 'Canvas' consultation process in 2014. The aim of the engagement was to obtain the views of the community on the roading options. Leaflets outlining the options were sent to all the residents and landowners within the affected areas. These leaflets included a feedback form for stakeholders to complete and return to Waimakariri District Council. Three drop in sessions were held so that residents and landowners could discuss the options with the project team.

Kaiapoi East

62 responses were received for the Kaiapoi East area. The feedback found that 63% of the respondents preferred Option 4a.

Respondents from Bracebridge Street, Gray Crescent, Meadow Street and Moore Street all had a majority preference for Option 4a, Kalmia Place had a 50/50 split between Options 4a and 4b and Feldwick Drive residents/landowners were divided on their first preference.



Kaiapoi South

57 responses were received for the Kaiapoi South area. In terms of the alignment 56% of respondents preferred Option 2 (a or b), with Option 2a the preferred option in terms of the future of the underground services. Options 1 and 3 were very close at 20% and 23% respectively.

Respondents from Courtenay Drive, Shepherd Place and Wyber Plan had a majority preference for Option 2a, Charters Street and Dawson Douglas had a majority preference for Option 2 (split evenly between Option 2a and Option 2b).



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1. Introduction

This report outlines the consultation process and the feedback from the community regarding the future roading options in Kaiapoi South and Kaiapoi East. The options were developed in a Revised Strategy for Transport Infrastructure in these areas (June 2014) taking into account the impact of the red zoning. The options developed included rebuilding the roads on their existing alignments and building roads on alternative alignments that use red zone land. The strategy considered the needs of the green zone residents in terms of access and 'sense of community' whilst also considering the requirements of the other infrastructure types and the available funding.

During development of the Revised Strategy the issues and options were discussed with the Kaiapoi Community Board. One of the key outcomes of the workshop was that the community needed to be involved in the decision making around any changes to the future roading alignments.

Following on from the CERA led 'Canvas' consultation process in 2014, Waimakariri District Council (WDC) engaged with the affected communities in March 2015.

2. Consultation Process

2.1 Aim

The aim of this consultation was to obtain the views of the community and key stakeholders on the roading options which were developed as part of the Revised Strategy for Transport Infrastructure for Kaiapoi South and Kaiapoi East.

2.2 Stakeholders

The key stakeholders are the residents and landowners in the Kaiapoi East and Kaiapoi South areas.

The other stakeholders were involved in the consultation process were:

- Kaiapoi Community Board
- New Zealand Transport Agency (NZTA)
- Canterbury Earthquake Recovery Authority (CERA)
- Emergency services (Police, Ambulance and Fire Service)

2.3 Consultation Material

The consultation material consisted of two separate leaflets, one for Kaiapoi South and one for Kaiapoi East. These are included in Appendix A. The leaflets were distributed to the landowners and residents with the Kaiapoi East and Kaiapoi South green zones, and also residents remaining in the red zones. The leaflets included a feedback form for stakeholders to complete and return to WDC, these are also included in Appendix A.

The leaflets containing the consultation material for Kaiapoi East were distributed to the residents in the areas identified in **Figure 2.1** and **Figure 2.2**.

Figure 2.1 Kaiapoi
East Residents
consultation
catchment area

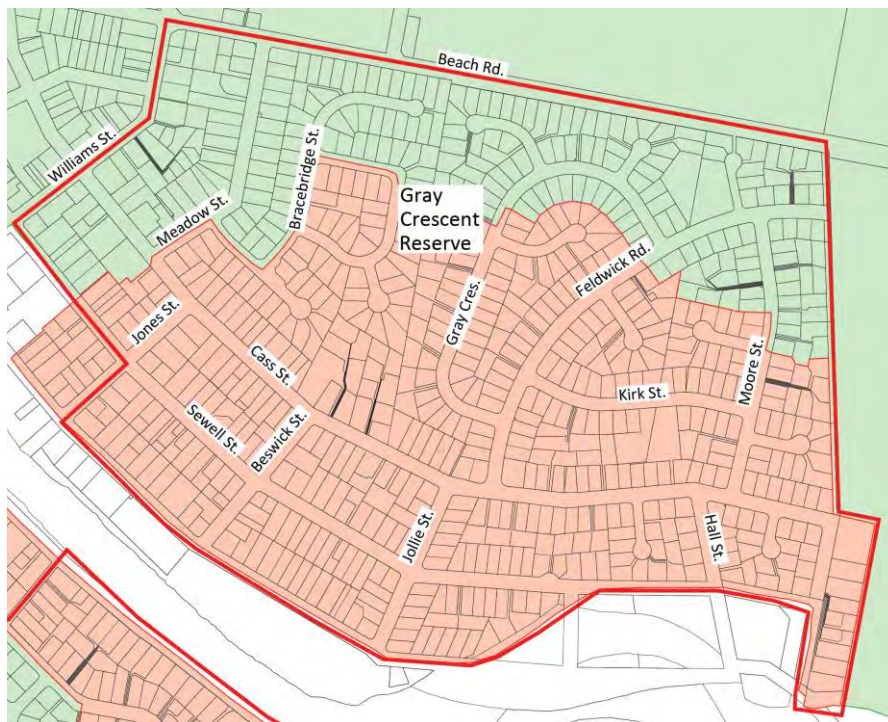
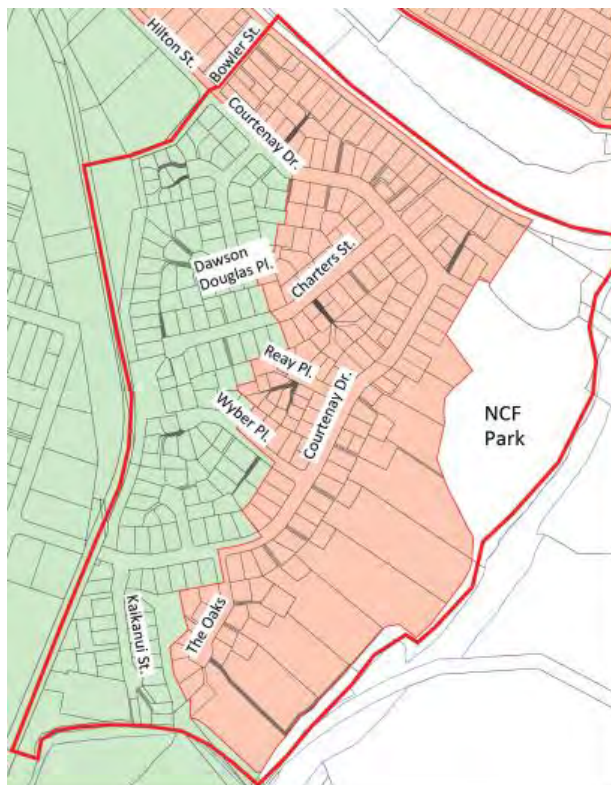


Figure 2.2 Kaiapoi
South Residents
consultation
catchment area



2.4 Consultation Events

Three separate drop in sessions were held so that residents and landowners could discuss the options with the project team. The dates, times and locations for each of these drop-in sessions were as follows:

- 1) Wednesday 11 March, 4pm -7pm, Gray Crescent Reserve – Specifically for Kaiapoi East (BBQ)
- 2) Thursday 12 March 4pm -7pm, NCF Reserve - Specifically for Kaiapoi South (BBQ)
- 3) Saturday 14 March, 11am – 2pm, Library/Service Centre – All the wider community and those who could not attend the other drop-ins

The local area based events were well attended with at least 50 people at each event, the event at the Library was less so with around 10 people dropping in.

Figure 2.1 Kaiapoi South Drop-in session



Figure 2.2 Kaiapoi East Drop-in session



3. Kaiapoi East Feedback

3.1 Options included in the consultation

The options included in the Kaiapoi East consultation are detailed below. The maps of each option are shown in **Table 3.1**.

- **Option 1** – Retain current alignment of Cass Street and Feldwick Drive
- **Option 2a** – A link road between Blackwell Crescent and Gray Crescent along the southern boundary of the existing reserve
- **Option 2b** – A link road between Blackwell Crescent and Gray Crescent along the northern boundary of the existing reserve. This was an option introduced by the Kaiapoi Community Board.
- **Option 3a** – New road between Oram Place and Feldwick Drive
- **Option 3b** – New road between Oram Place and Gray Crescent
- **Option 4a** – New road between Cass Street and Feldwick Drive
- **Option 4b** – New road between Cass Street and Gray Crescent

Table 3.1 Option
Maps: Kaiapoi
East



3.2 Number of Responses

62 responses were received for the Kaiapoi East. The responses include:

- 7 from Bracebridge Street
- 5 from Feldwick Drive
- 11 from Gray Crescent
- 6 from Kalmia Place
- 7 from Meadow Street
- 12 from Moore Street
- 6 from other streets

3.3 Preferences

Figure 3.1 shows the respondents' first preference on the options. 63% of the respondents selected Option 4a as their first choice. However, it should be noted that the percentage has been determined based on 61 responses as one respondent did not provide a first preference.

Table 3.1 shows the first preferences of the respondents based on which street they live in. Landowners and residents from Bracebridge Street, Gray Crescent, Meadow Street and Moore Street all had a majority preference for Option 4a, Kalmia Place has a 50/50 split between Options 4a and 4b and finally Feldwick Drive residents are divided on their first preference.

Figure 3.1 Kaiapoi East: First Preference

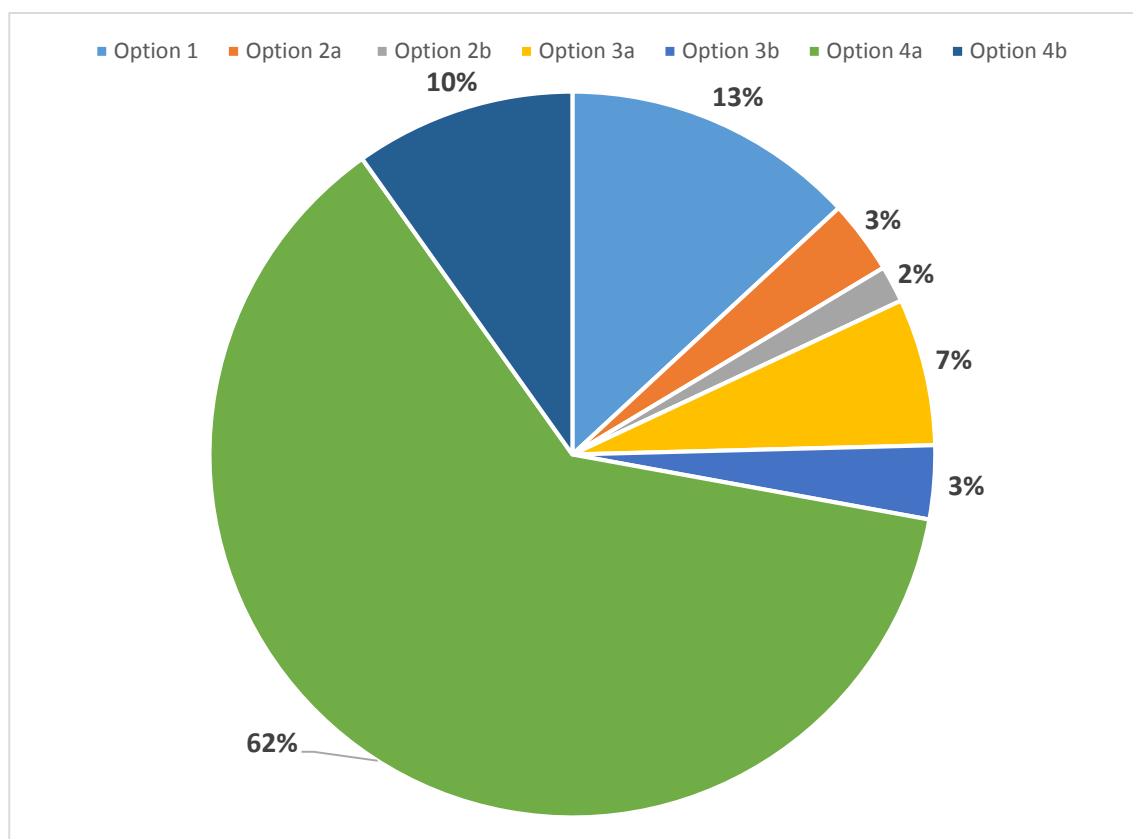
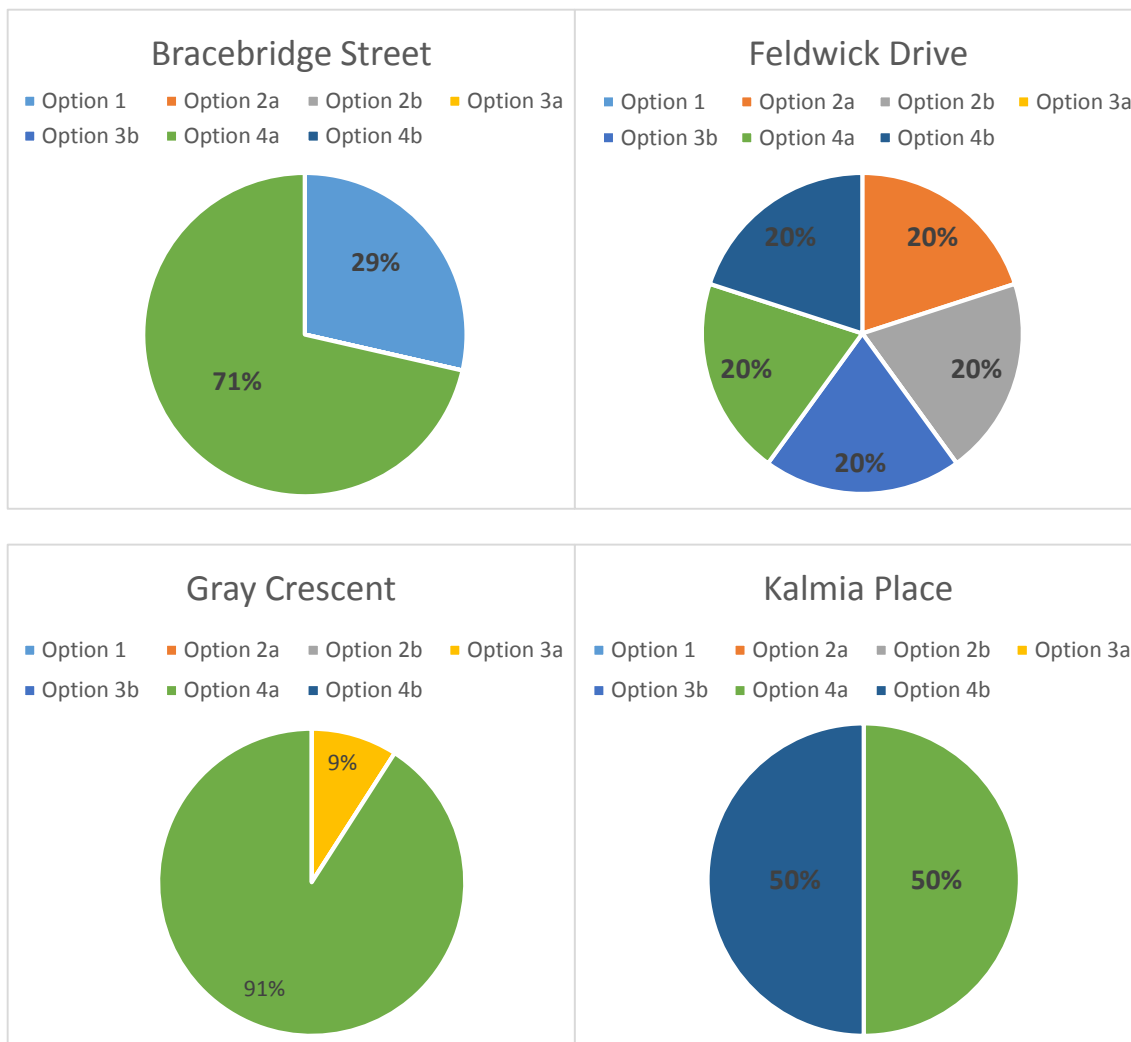
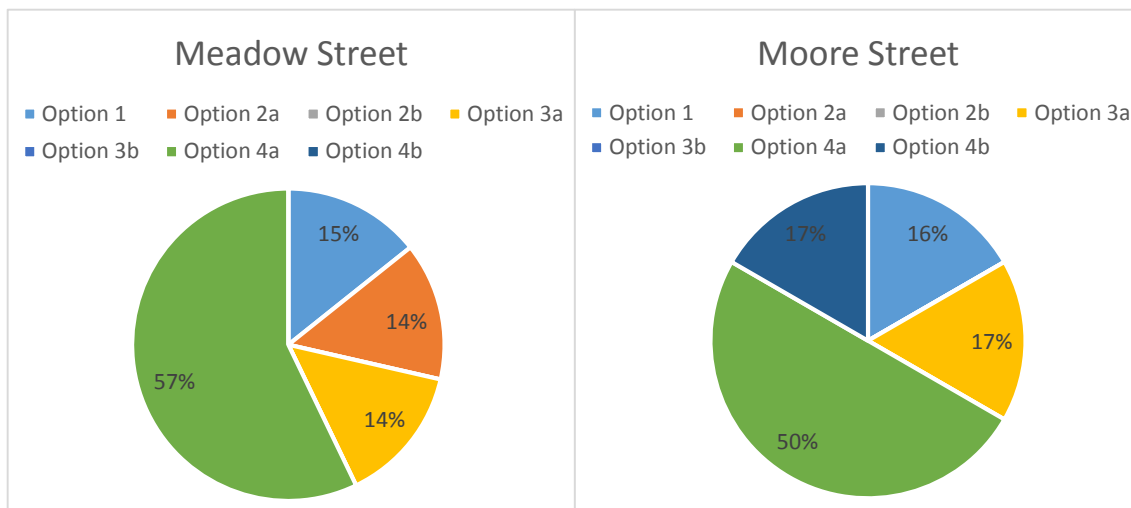


Table 3.1 First Preferences by Street





3.4 Summary of Comments

In the consultation process, participants were asked whether there were any issues we have not considered or if they have any other comments. Their responses have been categorised and are summarised below. It is noted that some respondents raised specific concerns regarding maintenance of red zoned land, these will be passed onto CERA.

Route alignment/alternative route suggestions:

- How about an entrance from Beach Road to Feldwick?
- Re-align Meadow Street from Oram Place to east of the church boundary and take the street straight through to Charles Street.
- A new road from Cass Street opposite Jollie Street to the bend of Gray Crescent. Residents in Bracebridge Street and Blackwell Crescent will have the same access they always had.
- I suggest keep Cass Street open at least to Hall Street.
- Blackwell Crescent could be made into a cul-de-sac
- We suggest a street from Cass Street (at around Jones Street) straight over to Feldwick Drive cutting off the rest of Cass Street and the main part of Feldwick Drive. This would be similar to Option 4a but without feeder roads into Ilex Place, Blackwell Crescent and Gray Crescent
- A roundabout should be installed at the corner of the Beach Road and Williams Street because of the increased traffic
- Have you considered putting access onto Beach Rd?
- I would have liked to see an option through to Beach Road, but I understand cost was a problem
- Access via Feldwick Drive is preferable as there are only a few houses remaining on Feldwick
- Change 4a so that there are no feeder roads to Oram Place or Blackwell Crescent – these only need to be footpaths.

Concerns about boat ramp access

- What about need for continued access to Askeaton Park boat ramp
- How will boat ramp access off Cass Street be maintained?
- No mention is made access to Askeaton boat ramp which is still the preferred site by many people including me.

- If Option 1 is not adopted how will the boat ramp be accessed
- Can a new boat ramp be built near the new Coast Guard building, thus you abandon the existing boat ramp and take a lot of pressure off from adopting Option 1
- Option 1 utilises road to boat ramp, and leaves road to the property remaining in Cass Street. If you go with any of the other options you still have to maintain a road to the boat ramp.
- Roothing options to Kaiapoi East need to take into consideration access to the boat ramp
- Will there still be access to the boat ramp off Hall Street off Cass Street? There are a lot of boat owners that still use this boat ramp regularly.

Desire for minimum disruption/impact on residents

- Will the sewerage upgrade be completed before the new roads go in?
- I do not consider any option which involved increased traffic on Oram Place, Blackwell Crescent and Gray Crescent as a viable option
- If funding is an issue, which it is, just do a basic Option 4a and get things flowing again
- As you have mentioned a few of the other options may impact on some of the residents if the re-aligning was to incorporate streets they are currently living in. Although this wouldn't affect us we would feel for these residents in these neighbouring streets if any of these options were chosen
- If Option 1 is not adopted what happens to access to the last resident in Cass Street
- We have chosen the options that will cause the least disruption to residents.

Feedback regarding Gray Crescent

- Using Gray Crescent would greatly add to traffic noise etc. for Gray Crescent residents
- One nice thing about Gray Crescent is the lack of traffic, don't ruin this by making it the main road to Feldwick Drive.
- Many families over many years have enjoyed the many activities that Gray Crescent reserve offers. Creating a road through the middle of it would only add to all of our anxieties and stress
- I am concerned about the parking of cars on both sides of Gray Crescent this means that traffic has to drive down the middle of the road. It is dangerous. I would like to see some speed bumps or other method to slow traffic on the new road
- Gray Crescent is not wide enough now we have a lot more rentals in area, it is only one way mostly. If cars from Feldwick Drive and Moore Street also use Gray Crescent then it will be unsafe
- Not happy if Gray Crescent is used as a major road as visibility is not great due to curve in road. This may cause accidents and endanger children using the road. Already cars speed down the crescent and take the corner turning from Feldwick Drive really fast
- I am opposed to any option that directs all eastern traffic down Gray Crescent as it would upset the quiet nature of the area now.
- Those of us living in Gray Crescent are totally opposed to having any of the options feeding the main traffic area into our street! We have had far too much to put up with for the past 4 years having to deal with boy racers using our street and that's the reason we wanted it blocked off in the first place! Gray Crescent cannot service the whole of this area!!!

Option One

- Cost for Option 1 is ridiculous

Options 2a and 2b

- Option 2 would involve increasing traffic on Oram Place which will also increase traffic on northern end of Meadow St (as it is direct route to motorway and beaches). However the intersection of Meadow Street and Beach Road is already a problem now and would be worsened greatly. I suggest that if Option 2 proceeds that a stop sign replaces the existing give way sign at this intersection.

- The estimated cost for Option 2 is the cheapest but it is a silly option. Don't use this wiggly option
- The road using 2A and 2B would create a drive from Moore Street to Meadow Street worse than a merry go round
- As a property owner directly affected by these options I would be looking for compensation. Options 2a and 2b would result in the further de-valuation of my property because of the increased noise and outlook for my property
- Option 2b is ridiculous, if it is carried out we will all file for a reimbursement
- I would challenge Options 2a or 2b. I want to retain peace and quiet
- 2b shouldn't be an option

Options 3a and 3b

- Option 3 involves increasing traffic on Oram Place which will also increase traffic on northern end of Meadow Street (as it is direct route to motorway and beaches). However the intersection of Meadow Street and Beach Road is a problem now and would be worsened greatly. I suggest that if Option 3 proceeds that a stop sign replaces the existing give way sign at this intersection.
- Options 3a or 3b are considered to be the best for the green zone residents and provides them with a direct route
- Cost of 3a is ridiculous
- 3b is common sense
- I live in Meadow Street and see most of the options as conducive, but feel on speaking with residents living further to the east, feel that the area will be better served by 3a, with speed bumps in situ

Option Four

- No. 4A the best option clearly
- 4a minimises traffic down Oram Place and Gray Crescent
- If Option 4a is chosen (a new road) what name would be given to it? Possibly Feldwick Drive (Extn).
- 4a is the most fair for all residents being affected by being left in an area that should have been red zoned
- The new road between Cass Street and Feldwick Drive would be best suited but there is no need for the link road into Oram Place, Bracebridge Street or Blackwell Crescent. The only link road needed is into Gray Crescent. These roads already have their own access by joining these roads up to the new link road will only create more traffic driving down narrow roads
- On Options 4a and 4b, the link roads into Oram Place and Blackwell Crescent aren't a necessity and could be just formed for foot traffic
- A further option for 4a is to block entrance to Gray Crescent and make it a dead end at the park as it is now
- We do not think it is necessary for these to be feeder roads from the spine road into these roads. It's just as easy to go straight through from Cass Street to Feldwick Drive.
- Option 4a is more suitable as it is most in line with the existing Cass Street spine system. This distribution of the traffic will be much as it is now (before Gray Crescent was blocked off). Although this is the most expensive it is the best because it more evenly distributes the traffic
- 4b is common sense
- Cost for 4a seems ridiculous
- 4a is my top option, this allows direct access to people at the eastern end.
- Although 4a is expensive, I feel that the better general traffic flow and accessibility is far superior to the other options.
- I would challenge Option 4b. I want to retain peace and quiet.

General Comments/Concerns

- A concern for us is if you leave the road as it is, it will be used as a race track for boy racers, as it currently is. This needs to be addressed!
- We feel that there will need to be traffic calmers to stop the hoons who live around here!
- Stop heavy trucks coming into the area and parking overnight
- There is a long term view that we need to consider with these residential red zones. A) They will be entirely reserve ground for the foreseeable future, in which case, why are we worrying about the maintenance of two small new reserves with the re-routing of roads, when the entire red zone may in fact be reserve requiring maintenance? B) The red zones may one day be cleared for residential building again, in which case we should be thinking ahead to how best to service future residential planning
- Roding options to Kaiapoi east may have to take into consideration what roading will be needed to service the large red zone area with possible access to Askeaton picnic area
- Please do everything possible to improve the look and feel of this part of town to make it desirable to live there again
- What happens to the narrow road access if the red zone is rebuilt in future years?
- If a new road is introduced into this neighbourhood, people would be unfamiliar with it and it could be confused with new subdivision street names.

4. Kaiapoi South Feedback

4.1 Options included in the consultation

The options included in the Kaiapoi South consultation are detailed below. The maps of each option are shown in **Table 4.1**.

- **Option 1** – Retain the current alignment of Courtenay Drive
- **Option 2A** – New alignment of Courtenay Drive (with undamaged services relocated to new road corridor)
- **Option 2B** – New alignment of Courtenay Drive (with undamaged services retained in current road corridor)
- **Option 3** - Courtenay Drive split into two separate sections (creating two culs de sac)

Table 4.1 Option Maps: Kaiapoi South



Note that: Option 2 was divided into two sub options based on how the underground services would be dealt with:

Option 2a: Relocate Courtenay Drive and the underground services

Option 2b: Relocate Courtenay Drive and create an underground services easement

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4.2 Number of Responses

57 responses were received for the Kaiapoi South area. The responses include:

- 12 from Charters Street
- 13 from Wyber Place
- 9 from Dawson Douglas Place
- 7 from Courtenay Drive
- 6 from Shepherd Place
- 3 from Kaikanui Street
- 8* from other streets

*NB. One response indicated they owned properties on two streets, and so totals will not add up to 57.

4.3 Preferences

The first preferences of the respondents are shown in **Figure 4.1**. In terms of the alignment options 56% of respondents preferred Option 2 (a or b), with Option 2a the preferred option in terms of the future of the underground services. Options 1 and 3 were very close at 20% and 23% respectively. Note that two respondents did not indicate their preferences.

Table 4.2 shows the first preferences of the respondents based on which street they live in. Landowners and residents from Courtenay Drive, Shepherd Place and Wyber Place had a majority preference for Option 2a, Charters Street and Dawson Douglas had a majority preference for Option 2 (split evenly between Option 2a and Option 2b).

Figure 4.1 Kaiapoi South: First Preferences

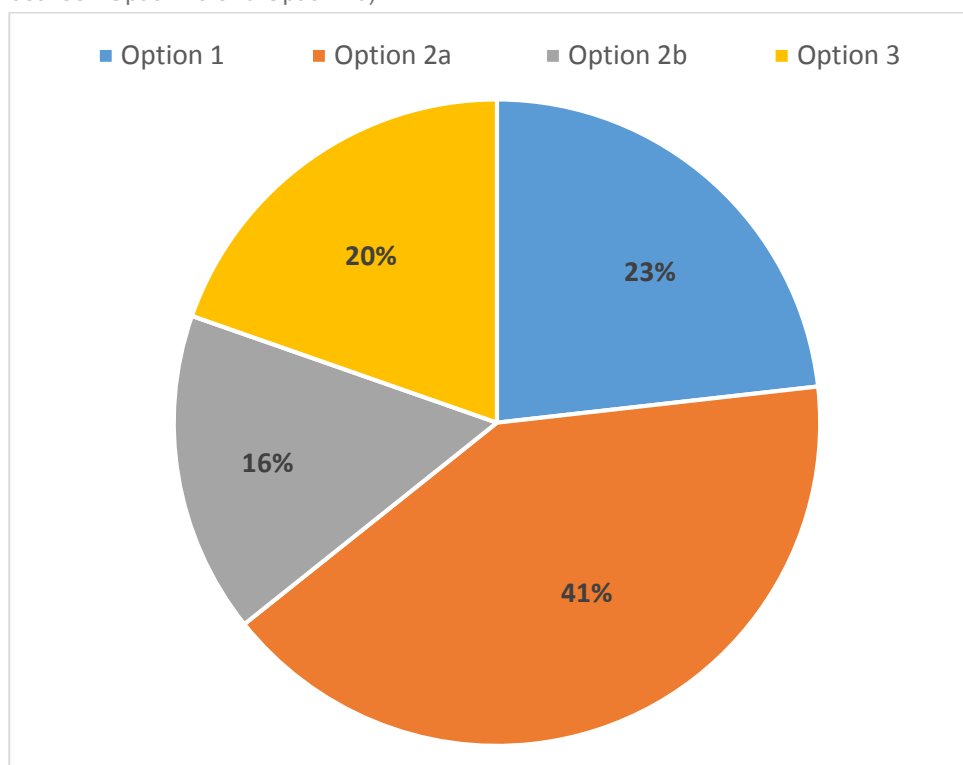
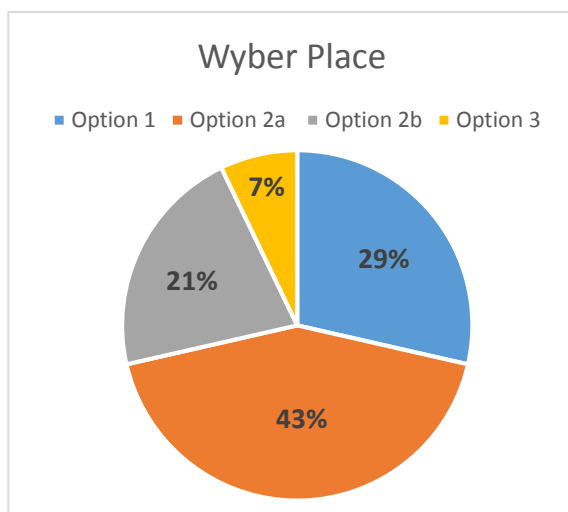
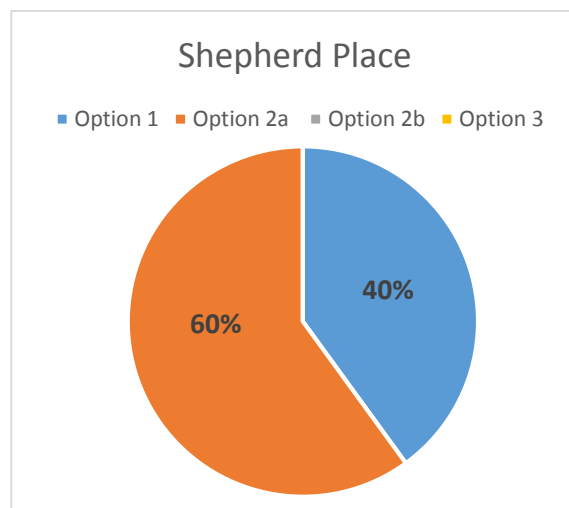
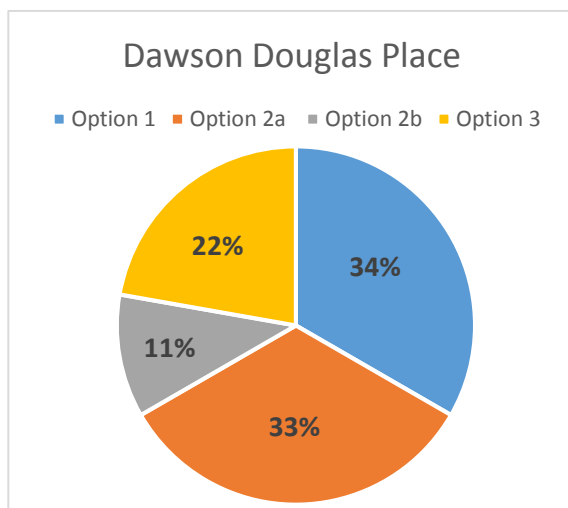
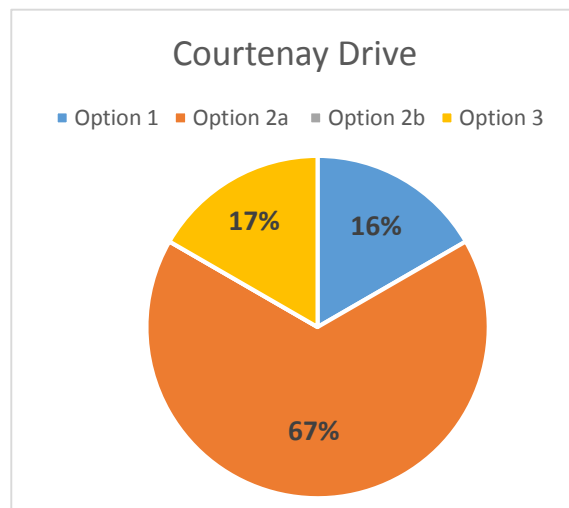
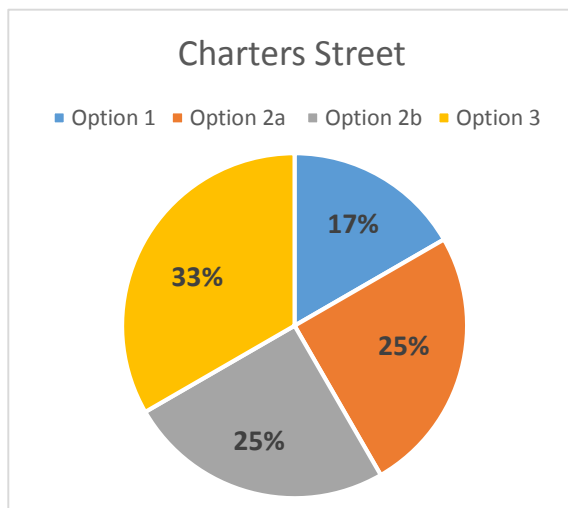


Table 4.2 First Preferences by Street



4.4 Comments from Kaiapoi East respondents

In the consultation process, participants were asked whether there were any issues not considered or if they had any other comments. Their responses have been categorised and are summarised below. It is noted that some respondents raised specific concerns regarding maintenance of red zoned land, these will be passed onto CERA.

Traffic Calming / Concern over “boy racers” or heavy vehicles

- Definitely do not want traffic calming humps/raised areas or bumper/judder bars
- I suggest that two speed reducing "humps" be installed on the straight section, otherwise the temptation to speed will be apparent
- Install road camera at each end of the Courtney Drive section that has no houses to deter hooligans/boy racers
- We need to stop heavy vehicles and fast moving vehicles from using Courtenay Drive. Therefore traffic calming should be seriously considered and put in place
- Need to prohibit trucks
- No thoroughfare for trucks in future please (i.e. coming in from southern end of Courtenay Drive and then going into countdown)

Concerns about impact of future land use in red zone

- A lot depends on what is going to be done with the Red Zoned Land
- The land will eventually be built on especially with developing new earthquake building techniques, therefore it is a waste of money to change the road structure too much
- Haven't considered possible redevelopment of the red zone for housing in the future.
- You have not considered potential development of red zone

General Concerns/Comments:

- I need to be assured that any areas will be landscaped appropriately to make the homes resalable
- Walkways to and along river would need to stay
- Change the street numbers to be in line with the smaller number of houses
- The carriageway and swale design should be carried out from start to finish
- The access to the business zoned land associated with Courtenay Drive has not been considered
- Emergency vehicle access has not been considered
- Will all landscaping be completed as per the original plan for Courtenay Downs i.e. walkways and trees in the reserve areas alongside the railway line??
- The properties that are on the boundary of the green and red zones who could become corner properties, need to be protected with a buffer zone of planting between their homes and the new proposed roading. Plant species selected need to be chosen for their ability to minimise traffic noise permeating these affected properties
- Do not make the road narrow. It negates on street parking which may be required for future land use
- Moving the road from Reay Place then back to the north of Courtenay Drive that way it keeps the road away from the existing homes but keeps the red zone not so close off

Option One

- Something needs to be done. We need to feel part of the Kaiapoi community not left outside which is how it feels right now
- Option 1 is the better option, cheaper and it just needs fixing instead of moving
- Retention of Courtenay Drive provides alternative access to Hilton/Williams Streets which is important for access to potential reserves/parks for recreation or future redevelopment
- If the red zoned land is going to be re-built on a at a later stage then should go with Option 1
- Keeping Courtenay Drive as a link road is handy if Williams Street is blocked e.g. train on crossing, road works, accidents, traffic congestion etc.
- Option 1 would make us feel forgotten and isolated and it would feel like there is no progress. We would be in limbo waiting to see if there is going to be further disruptions to our life with a potential further rebuild
- I think Option 1 would make a really smart looking area, whether as future housing, park or to become part once again of Courtenay Drive downs
- We have been left feeling residentially isolated and disconnected from the wider Kaiapoi community, and so Option 1 is not good option
- Option 1 would not give our area any closure, we need to feel like we are a part of Kaiapoi again

Option Two

- The realigning of the sewer in Option 2a appeals as easements over the current area will/could restrict future use of the land
- Option 2 could increase road noise
- We live on the edge of the red zone in Wyber Place. We would not appreciate the road coming any closer to our house. We moved here to get away from a main road
- In Option 2a and 2b it would be preferable to have chicanes or some form of slowing traffic on the straight stretch as otherwise it lends itself to unattractive youngster car activities
- Option 2a is probably the only viable option to everyone if there is a problem on the Williams Street roundabout or Williams Street then there is another way out. Services would have to go under the new road to prevent issues arising later on. Speed bumps would also be needed to stop people from using this road as a shortcut to countdown
- I can imagine Options 2a and 2b becoming a testing ground for speed trials
- Option 2b gives the opportunity for housing on this road in the future, therefore getting money for the council when selling the land

Option Three

- Option 3 is not a logical option
- I think Option 3 is the best. I do not believe that there will be any loss of community by adopting this cheapest option
- Option 3 is good as it will stop the container vehicles and other heavy trucks using Courtenay Drive. Currently they cause vibrations in the remaining homes
- I am concerned about how the easements over the current road will work and how the clearing of the sewer lines will continue. It would be better to repair the sewer as well so the regular cleans could cease and that ongoing cost removed. Could the sewer be replaced and laid under the proposed walkway/cycle way in Option 3? This would be an ideal solution
- We feel Option 3 is the best option. Cost wise and the least disruption to the community
- Option 3 is best as it keeps the boy racers out of the area at night

- If Option 3 is used the better traffic options would need to be investigated for when driving past industrial area near Williams Street as this is very congested and it would be only way in/out for Wyber Place residents
- As a property owner in Wyber Place I don't want Option 3. When I bought my section and built my house there were two entrances to Courtenay Downs. That's what I paid for and that's the way it has to stay. I don't want to only have access to my property through the industrial area
- Option 3 allows us to retain a quiet street
- We strongly oppose Option 3 as we feel it would further add to our feeling of being overlooked and forgotten and would definitely disconnect us from the community both physically and psychologically. We also have safety concerns with Option 3, as we believe that access via Courtenay Drive and the heavy commercial zone is already dangerously congested by commercial vehicles. Forcing more private vehicles to use this route would only lead to more issues. It would certainly not be suitable for children on bikes, scooters or even just walking on the footpaths
- Option 3 results in disjointed communities at each end of Courtenay Drive. There would be no alternative exit to each end of Courtenay Drive

Appendix A
Consultation Leaflets



A1

SUMMARY OF INFORMATION

Road Access Options		Cost Estimate
Option 1 - Retain current alignment of Cass Street and Feldwick Drive		
Benefits <ul style="list-style-type: none">Utilises the existing road corridor	Disadvantages <ul style="list-style-type: none">Residents in the north east area may feel disconnected from the rest of the communityPotential for undesirable behaviour due to lack of surveillance	\$1,300,000
Option 2 – A link road between Blackwell Crescent and Gray Crescent		
Benefits <ul style="list-style-type: none">Lowest cost optionClearly defines the boundary between the green and red zonesUtilises the existing road corridors	Disadvantages <ul style="list-style-type: none">Indirect access to Gray Crescent – Feldwick Drive areaIncreased traffic on Oram Place, Bracebridge Street and Gray CrescentAlignment 2b would mean a road is located adjacent the properties on the northern edge of the reserve compared to their current outlook over the reserve. There are also a number of established trees along the northern side of the reserve.	\$440,000
Option 3a- A new road between Oram Place and Feldwick Drive		
Benefits <ul style="list-style-type: none">Reduced length of access road to Gray Crescent – Feldwick Drive areaBetter community linkage and sense of place	Disadvantages <ul style="list-style-type: none">Creates two reserve areas between the green and red zone which will require maintenance	\$1,200,000
Option 3b- A new road between Oram Place and Gray Crescent		
Benefits <ul style="list-style-type: none">Reduced length of access road to Gray Crescent – Feldwick Drive areaBetter community linkage and sense of place	Disadvantages <ul style="list-style-type: none">Creates a reserve area between the green zone and road reserve requiring maintenanceSlightly increased traffic on Gray Crescent	\$850,000
Option 4a - A new road between Cass Street and Feldwick Drive		
Benefits <ul style="list-style-type: none">Reduced length of access road to Gray Crescent – Feldwick Drive areaBetter community linkage and sense of place	Disadvantages <ul style="list-style-type: none">Creates two reserve areas between the green and red zone which will require maintenance	\$1,300,000
Option 4b – A new road between Cass Street and Gray Crescent		
Benefits <ul style="list-style-type: none">Reduced length of access road to Gray Crescent – Feldwick Drive areaBetter community linkage and sense of place	Disadvantages <ul style="list-style-type: none">Creates a reserve area between the green zone and road reserve requiring maintenanceSlightly increased traffic on Gray Crescent	\$990,000

Kaiapoi East Road Alignment Options

March 2015

This leaflet outlines a range of options for continuing access to the Kaiapoi East area and invites you to let us know your views at a local drop-in session, or in writing on the enclosed form.

BACKGROUND

Following the red zoning of much of your neighbourhood the programme for repairing damaged infrastructure in Kaiapoi East was split into two stages:

- Stage 1 – The reconstruction of Meadow Street north of Oram Place and minor repairs throughout the green zone unaffected by potential future access proposals. The majority of this work has been completed.
- Stage 2 – Development of new Streetscape Plans and potential new road alignments for the rest of Kaiapoi East.

Since that time a strategy has been developed to consider the needs of the green zone residents in terms of access and ‘sense of community’ whilst also considering the requirements of the other infrastructure types. It was concluded that the majority of the roads in the red zone part of Kaiapoi East could be closed to traffic and removed. However appropriate levels of access for the boat ramp and any remaining private properties in the red zone will still be required regardless of any new roading alignments. Jones Street will be reconstructed in its current location to provide continued access to the town centre. The possibility of realigning this street to the west of its current location has been considered but discarded due to the high costs and limited benefit.

Several road access options for your neighbourhood were developed in the strategy. These are outlined on pages 2 - 7 for your consideration. Note that where the cost of

an option is greater than the cost to repair Cass Street and Feldwick Drive on their current alignments, Council would need to fund the difference.

A possible new road link connecting the eastern end of Feldwick Drive to Beach Road was included in the 2014 strategy but is not being considered further due to the high costs for limited benefit and the land being in private ownership.

No decisions have been made with regard to future use of the red zone land however we wish to know your views on the potential options. These can then be factored into a preferred option that can be readily progressed when the time is right.

LET US KNOW YOUR VIEWS

Please let us know your views at one of these local drop-in sessions:

Thursday 12 March 4pm to 7pm

BBQ at Gray Crescent Reserve

or

Saturday 14 March 11am to 2pm

Ruataniwha Kaiapoi Civic Centre in Williams Street



Make an on-line submission by Monday 6 April by visiting www.waimakariri.govt.nz/future-roading-options.aspx or post your form using the freepost address. The Streetscape Team will be available to discuss the options at the drop-in sessions.

We are making every effort to contact everyone in your area with this leaflet. Please mention this to your neighbour in case they haven't received the information. Additional copies can be obtained from the Ruataniwha Kaiapoi Civic Centre.

OPTION 1- RETAIN CURRENT ALIGNMENT OF CASS STREET AND FELDWICK DRIVE



Description

This option retains Cass Street (between Jones Street and Feldwick Drive) and Feldwick Drive (between Cass Street and Gray Crescent – north end) (solid red line). Utilising the existing access route means that residents are required to travel through a red zone area. Retaining the roads in their current location means that very few properties are close to the road and this limits surveillance of activities occurring on the road, for example ‘antisocial behaviour’. The red zone land has been cleared for some time now so we are interested in your view on this potential issue.

Streetscape Design

As the road would not be fronting any properties there will be no on-street parking demand. This means that the rebuilt road could be narrower than it is currently, say 7-8m wide, with swales instead of kerb and channel. A shared use path would be constructed on one side of the road to cater for pedestrians and cyclists.

Option 1- Retain current alignment of Cass Street and Feldwick Drive	
Benefits	Disadvantages
<ul style="list-style-type: none">Utilises the existing road corridor	<ul style="list-style-type: none">Residents in north east area may feel disconnected from the rest of the communityPotential for undesirable behaviour due to lack of surveillance
Cost Estimate:	\$1,300,000

OPTION 4B- A NEW ROAD BETWEEN CASS STREET AND GRAY CRESCENT

Description

Option 4a could be modified by terminating the road at Gray Crescent; this would reduce the length by 220m and hence reduce construction costs. This option would increase the traffic volumes for residents on Gray Crescent compared to now. However the level of traffic is low and considered within the acceptable bounds for a local road.

Links to Oram Place, Blackwell Crescent and Gray Crescent from the spine road would improve connectivity and potentially reduce traffic volumes on these streets as residents and visitors would be encouraged to use the spine road.

This option would result in a large area of land between the new road reserve and the green zone that would most likely be made reserve and require maintenance.

Streetscape Design

As the road would not be fronting any properties there will be no on-street parking demand. This means that the rebuilt road could be narrower than it is currently, say 7-8m wide, with swales instead of kerb and channel. A shared use path would be constructed on one side of the road to cater for pedestrians and cyclists. A gateway could be created to recognise the entry to the neighbourhood.

Option 4b – A new road between Cass Street and Gray Crescent	
Benefits	Disadvantages
<ul style="list-style-type: none">Reduced length of access road to Gray Crescent – Feldwick Drive areaBetter community linkage and sense of place	<ul style="list-style-type: none">Creates a reserve area between the green zone and road reserve requiring maintenanceSlightly increased traffic on Gray Crescent
Cost Estimate:	\$990,000



OPTION 4A – A NEW ROAD BETWEEN CASS STREET AND FELDWICK DRIVE



Description

This option creates a new 680 m long road between Cass Street and Feldwick Drive (solid purple line). The road would provide a ‘spine road’ function and enable all residential streets to retain their current low traffic ambience. Links to Oram Place, Blackwell Crescent and Gray Crescent from the spine road would improve connectivity and potentially reduce traffic volumes on these streets as residents and visitors would be encouraged to use the spine road.

This option would result in a large area of land between the new road reserve and the green zone that would most likely be made reserve and require maintenance.

Streetscape Design

As the road would not be fronting any properties there will be no on-street parking demand. This means that the rebuilt road could be narrower than it is currently, say 7-8m wide, with swales instead of kerb and channel. A shared use path would be constructed on one side of the road to cater for pedestrians and cyclists. A gateway could be created to recognise the main entry to the neighbourhood.

Option 4a - A new road between Cass Street and Feldwick Drive	
Benefits	Disadvantages
<ul style="list-style-type: none">Reduced length of access road to Gray Crescent – Feldwick Drive areaBetter community linkage and sense of place	<ul style="list-style-type: none">Creates two reserve areas between the green and red zone which will require maintenance
Cost Estimate:	\$1,300,000



OPTION 2- A LINK ROAD BETWEEN BLACKWELL CRESCENT AND GRAY CRESCENT

Description

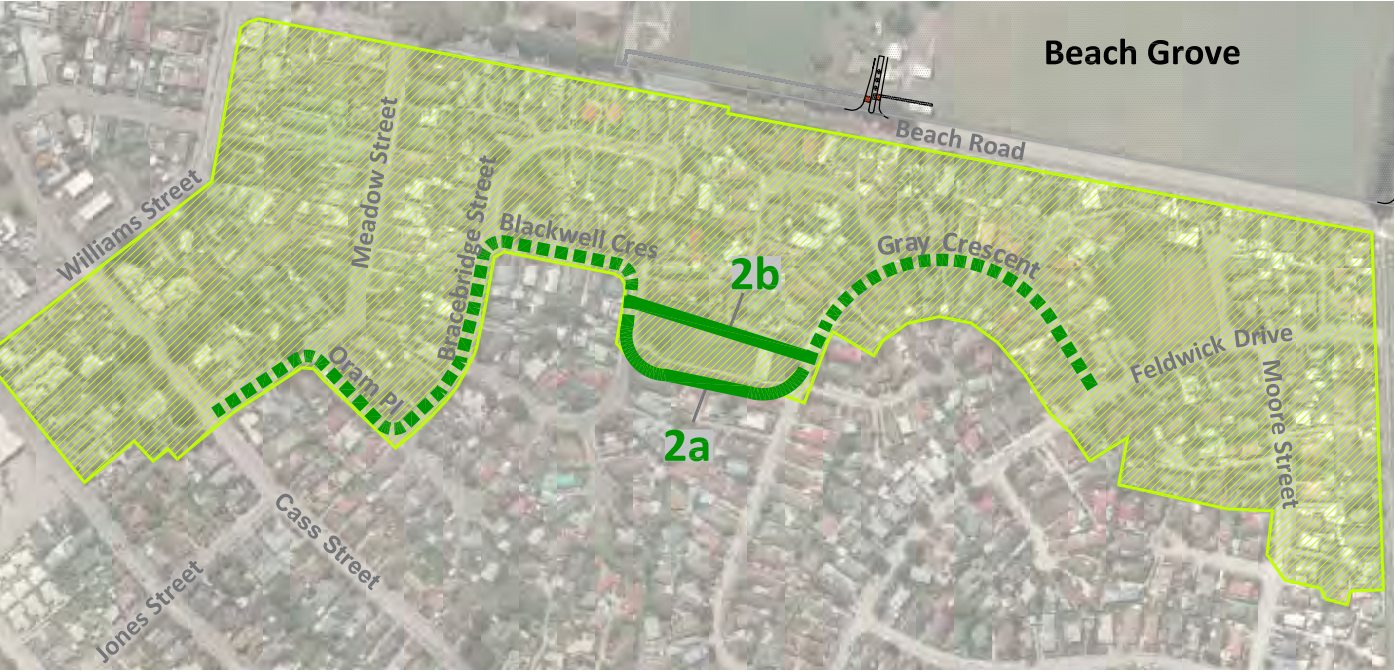
This option creates a new link road (solid green lines) between Blackwell Crescent and Gray Crescent, adjacent to the Gray Crescent Reserve and therefore connects the west and east areas. The new road link could be located along the southern edge (2a) or northern edge (2b) of the existing reserve.

This option is the lowest cost option. It results in a road alignment that is somewhat indirect and creates higher traffic volumes on Oram Place, Bracebridge Street and Blackwell Crescent potentially affecting the quiet nature of the current residential environment. This increase in traffic would most likely be noticeable to residents initially, however the volume of traffic would still be relatively low and considered within the generally acceptable bounds for a local road.

Streetscape Design

The road could be 8 m wide with parking bays adjacent to the reserve for people visiting the reserve.

Option 2- Retain current alignment of Cass Street and Feldwick Drive	
Benefits	Disadvantages
<ul style="list-style-type: none">Lowest cost optionClearly defines the boundary between the green and red zonesUtilises the existing road corridors	<ul style="list-style-type: none">Indirect access to Gray Crescent – Feldwick Drive areaIncreased traffic on Oram Place, Bracebridge Street and Gray CrescentAlignment 2b would mean a road is located adjacent to the properties on the northern edge of the reserve compared to their current outlook over the reserve. There are also a number of established trees along the northern side of the reserve.
Cost Estimate:	\$440,000



OPTION 3A- A NEW ROAD BETWEEN ORAM PLACE AND FELDWICK DRIVE



Description

This option creates a new 560 m long road between Oram Place and Feldwick Drive (solid orange line). The road would provide a ‘spine road’ function and enable most streets to retain their current low traffic ambience. However part of Meadow Street and the remaining length of Oram Place would experience higher traffic volumes. Links to Blackwell Crescent and Gray Crescent from the spine road would improve connectivity.

This option would result in a large area of land between the new road reserve and the green zone that would most likely be reserve and require maintenance.

Streetscape Design

As the road would not be fronting any properties there will be no on-street parking demand. This means that the rebuilt road could be narrower than it is currently, say 7-8m wide, with swales instead of kerb and channel. A shared use path would be constructed on one side of the road to cater for pedestrians and cyclists.

A ‘gateway’ could be created to recognise entry to the neighbourhood. Gateways are design treatments that allow road users to appreciate a change in road environment and alter their behaviour accordingly. Gateways are considered best practice from both a road safety and urban design perspective.

Option 3a- A new road between Oram Place and Feldwick Drive	
Benefits	Disadvantages
<ul style="list-style-type: none">Reduced length of access road to Gray Crescent – Feldwick Drive areaBetter community linkage and sense of place	<ul style="list-style-type: none">Creates two reserve areas between the green and red zone which will require maintenance
Cost Estimate:	\$1,200,000



OPTION 3B- A NEW ROAD BETWEEN ORAM PLACE AND GRAY CRESCENT

Description

Option 3a could be modified by terminating the road at Gray Crescent; this would reduce the length by 220 m and hence reduce costs. This option would increase the traffic volumes for residents on Gray Crescent compared to now. However the level of traffic is low and considered within the acceptable bounds for a local road. A link to Blackwell Crescent from the spine road would improve connectivity and potentially reduce traffic volumes on Bracebridge Street as residents and visitors would be encouraged to use the spine road.

This option would result in a large area of land between the new road reserve and the green zone that would need to be made reserve and require maintenance by Council.

Streetscape Design

As the road would not be fronting any properties there will be no on-street parking demand. This means that the rebuilt road could be narrower than it is currently, say 7-8m wide, with swales instead of kerb and channel. A shared use path would be constructed on one side of the road to cater for pedestrians and cyclists.

A ‘gateway’ could be created to recognise the revised neighbourhood entry.

Option 3b- A new road between Oram Place and Gray Crescent	
Benefits	Disadvantages
<ul style="list-style-type: none">Reduced length of access road to Gray Crescent – Feldwick Drive areaBetter community linkage and sense of place	<ul style="list-style-type: none">Creates a reserve area between the green zone and road reserve requiring maintenanceSlightly increased traffic on Gray Crescent
Cost Estimate:	\$850,000



OPTION 3 – Courtenay Drive spilt into two separate sections (creating two cul de sacs)



Description

This option would involve terminating Courtenay Drive at Wyber Place, so Wyber Place becomes the end of the road from the southern direction, and terminating Courtenay Drive at Charters Street, so Charters Street becomes the end of the road from the northern direction. A walking and cycling link would be created between the two roads.

This option reduces the length of road required to be rebuilt which offers a cost benefit however significantly reduces transport access options for Kaiapoi South residents.

The access to NCF Reserve would still be required via a single lane access road. An easement to accommodate the underground services would need to be created between the two cul de sacs.

Streetscape Design

The street design would be similar to that described in Option 1.

Option 3- Courtenay Drive spilt into two separate sections (creating two culs de sac)	
Benefits	Disadvantages
<ul style="list-style-type: none">Lowest cost optionCreates quiet street environments	<ul style="list-style-type: none">Transport accessibility severely reducedCommunity potentially feels disconnectedRequires services easement which could reduce the flexibility of the land use in the future
Cost Estimate:	\$500,000



This leaflet outlines a range of options for continuing access to the Kaiapoi South area and invites you to let us know your views at a local drop-in session, or in writing on the enclosed form.

BACKGROUND

The Streetscape Plan process was put on hold following the red zoning of much of your neighbourhood. In 2012 when the programme for repairing damaged infrastructure in the other recovery areas was being developed, a street meeting was held with Kaiapoi South (Courtenay Downs) green zone residents. At that meeting there was general support for investigating the possible realignment of Courtenay Drive.

Residents agreed that any realignment would need to consider the impact on properties that would become corner properties. It was agreed with the residents that discussions with them would be held before any decisions were made.

A strategy was then developed in 2014 to define road alignment options that considered the needs of the green zone residents in terms of access and ‘sense of community’, whilst also considering the requirements of the other infrastructure types. It was concluded that the majority of the roads in your neighbourhood should remain in place for access to green zone areas, however Reay Place and The Oaks could be disestablished for traffic access.

Several road access options were developed for your consideration, each is outlined on pages 2-4. If the cost of an option is greater than the cost to repair Courtenay Drive on its current alignment, Council would need to fund the cost difference.

No decisions have been made with regard to future use of the red zone land however we wish to know your views on the potential options. These can then be factored into a preferred option that can be readily progressed when the time is right.

LET US KNOW YOUR VIEWS

Please let us know your views at one of these local drop-in sessions:

Wednesday 11 March 4pm to 7pm

BBQ at NCF Reserve

or

Saturday 14 March 11am to 2pm

Ruataniwha Kaiapoi Civic Centre in Williams Street

Make an on-line submission by Monday 6 April by visiting www.waimakariri.govt.nz/future-riding-options.aspx or post us your form using the freepost address. The Streetscape Team will be available to discuss the options at the drop-in sessions.



We are making every effort to contact everyone in your area with this leaflet. Please mention this to your neighbour in case they haven’t received the information. Additional copies can be obtained from the Ruataniwha Kaiapoi Civic Centre.

OPTION 1 – Retain the current alignment of Courtenay Drive



Description

This option involves rebuilding Courtenay Drive between Wyber Place and Charters Street on the current alignment. Retaining the road in its current location means that very few properties are close to the road and this limits surveillance of activities occurring on the road, for example ‘antisocial’ behaviour. The red zone land has been cleared for some time now so we are interested in your view on this potential issue.

Streetscape Design

As the road would not be fronting any occupied properties there will be no on-street parking demand. This means that the rebuilt road could be narrower than it is currently, say 7-8m wide, with swales instead of kerb and channel. A shared use path would be constructed on one side of the road to cater for pedestrians and cyclists.

The same design could be applied to the damaged lengths of Charters Street and Wyber Place that are within the red zone. To help define the residential area, ‘gateways’ could be created. Gateways are treatments that allow road users to appreciate a change in road environment (e.g. from rural to urban) and alter their behaviour accordingly. Gateways are considered best practice from both a road safety and urban design perspective.



Example of potential ‘gateway’



Cross section of proposed streetscape design

OPTION 2 - Relocating Courtenay Drive

Description

Relocating Courtenay Drive between Wyber Place and Charters Street means that residents in the green zone are not having to travel through the red zone to the same extent as Option 1, and the travel distance is shorter by 160 m. This closer proximity to the houses means that the road is potentially better integrated with the local community. It also means that the road is ‘overlooked’ and therefore the likelihood of undesirable road behaviour is potentially reduced. The access to NCF Reserve would still be required, however the current road could be modified to a single lane access road.

The area between the new road alignment and the green zone could be landscaped, the details of the design would need to be established in conjunction with the green zone residents.

The underground services could either be relocated to the new road alignment (Option 2a) or retained in their current location within an easement (Option 2b). An easement creates the right to use another person’s land to maintain the services without actually owning that land.

Streetscape Design

The street design would be similar to that described in Option 1.



Option 2a- Relocate Courtenay Drive and the services	
Benefits	Disadvantages
<ul style="list-style-type: none">Shorter travel distancePotentially a better community linkage and sense of placeRoad overlooked by the communityNo easement is required for services	<ul style="list-style-type: none">Road not overlooked by the communityCommunity potentially feels disconnectedWould require significant Council fundingExtra cost to relocate services
Cost Estimate:	\$2,500,000

Option 2b- Relocate Courtenay Drive and create services easement	
Benefits	Disadvantages
<ul style="list-style-type: none">Shorter travel distancePotentially a better community linkage and sense of placeRoad overlooked by the communityReduced costs by not relocating services	<ul style="list-style-type: none">Road not overlooked by the communityCommunity potentially feels disconnectedRequires services easement which could reduce the flexibility of the land use in the futureWould require significant Council funding
Cost Estimate:	\$2,000,000

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