



AGENDA

Meeting of the
Inangahua Community Board

Tuesday 12 April 2022
Commencing at 5:00pm

To be held at the
St Johns Rooms, 8 Smith Street
Reefton

Inangahua Community Board

Reports to:	Council
Chairperson:	As appropriate
Membership	Corey Aiken, Alun Bollinger, John Bougen, Dave Hawes, Ina Lee Lineham and Linda Webb
Meeting Frequency:	Bi Monthly

Purpose:

1. The purpose of these delegations is to give effect to the local community empowerment model which is a partnership approach to the governance of the District that will primarily be delivered through the Inangahua community board.
2. The intent of these delegations is to delegate authority and, as far as possible, responsibility to the Inangahua community board to allow the community board to effectively govern and provide recommendations to the Buller District Council regarding local issues associated with their areas.
3. In making these delegations the Council recognises that it is ultimately responsible for the governance of the district and therefore retains the right to set minimum standards and to review community board recommendations associated with the exercise of these delegations.

In making these delegations the Council undertakes to:

1. Provide for and give consideration to community board input into significant governance decisions affecting the respective community board area.

The ICB is delegated the following Terms of Reference and powers:
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Terms of Reference:

Community Board Status

A community board (Local Government Act 2002, s.51) is:

1. An unincorporated body; and
2. Not a local authority; and
3. Not a committee of the Council.

Role

The legislative role of community boards (*Local Government Act 2002, s.52*) is to:

1. Represent, and act as an advocate for, the interests of its community, and

2. Consider and report on all matters referred to it by Council, or any matter of interest or concern to the community board: and
3. Maintain an overview of services provided by the Council within the community: and
4. Prepare an annual submission to the Council for expenditure within the community: and
5. Communicate with community organisations and special interest groups within the community: and
6. Undertake any other responsibilities delegated to it by Council.

Delegations

In exercising the delegated powers, the community board will operate within:

1. Policies, plans, standards or guidelines that have been established and approved by Council:
2. The approved Council budgets for the activity

In addition to the community boards legislative role the community board is responsible for and accountable to the Council for:

1. Providing local leadership and developing relationships with Council, the community, and community organisations in developing local solutions within the Community board area.
2. Assisting the organisation with consultation with local residents, ratepayers, Iwi, community groups and other key stakeholders on local issues including input into the Long Term Plan and the Annual plan.
3. Making recommendations to Council on leases, licenses or concessions associated with all Council owned property included within the locally funded activities of the community board area, excluding Council administration land and buildings.
4. Making recommendations to council on property (including land & buildings) acquisitions and disposals in the local area.

Note:

None of the delegations may be sub delegated

1. Council retains decision making authority associated with new or existing maintenance contracts.

Additional financial delegations

Community Board has the authority to approve annual expenditure from a discretionary fund determined by Council on an annual basis, for local activities with the following parameters:

1. The decision meets relevant legislation and Council policy requirements including any controls on the use of funds from the respective account.
2. The decision is made after considering a report from staff or community members.
3. This expenditure may be operating or capital in nature, or a mixture of the two.
4. This expenditure cannot fund the “additional capacity” component of capital projects. It can only fund renewal or increased level of service components of capital projects

Power to delegate

The Community Board may not delegate any of their responsibilities, duties or powers to a committee, subcommittee or person

Matters which are not delegated.

Council does not delegate:

1. The power to:
 - Make a rate or bylaw.
 - Borrow money, or purchase or dispose of assets.
 - Acquire, hold or dispose of property.
 - Appoint, suspend or remove staff.
 - Adopt a long term plan or annual plan or annual report.
 - Institute an action for the recovery of any amount.
 - Issue and police building consents, notices, authorisations, and requirements under any Acts, Statutes, Regulations, By –laws and the like.
 - Enter into contracts and agreements.
 - Incur expenditure in excess of the approved Community budget; or
2. The powers and duties conferred or imposed (on Council) by The Public Works Act 1981 or those powers listed in the Section34 (2) of The Resource Management Act 1991

Review of a Community Board decision

In recognition of Council's ultimate responsibility for the governance of the District, that Council retains the right to review any decision of a community board where it believes:

1. The decision is not consistent with the Council's vision, mission, values and goals.
2. Where it believes the community board decision has contravened any relevant legislation.
3. The powers and functions of community boards as defined in the Local Government Act 2002 have been exceeded.
4. The delegations of the community board have been exceeded.
5. The decision will unduly impact on the ability of the Council to provide a district wide level of service where it believes it is necessary to do so.
6. The decision is contrary to the Council's Ten Year Plan, adopted council policy, plan or strategy or any other authority, license, consent or approval.

Decision review process

A decision to review and determine the associated course of action associated with a community board decision will be made jointly by the Mayor and Chief Executive. The relevant community board chairperson will be consulted in the process of the Council determining whether a community board decision will be reviewed. Generally the course of action will include one of the following:

1. Refer the decision back to the community board for reconsideration; or
2. Refer the decision to the Council, one of its committees or its delegated representative for determination.

Community Board to Council decision referral process

In exceptional circumstances, community boards may refer any decision to Council or its delegated committee for determination subject to that referral including the reasons the decision has been referred to the Council for determination.

Membership

The membership of the community board (Local Government Act 2002, s.50) consists of:

1. Members elected under the Local Electoral Act 2001; and
2. Members appointed in accordance with the Local Electoral Act 2001 by the Buller District Council.

Chairperson

The community board must have a chairperson (Local Government Act 2002, Schedule 7, Clause 37), who shall be elected at the first meeting of the community board in accordance with the Local Government Act 2002, Schedule 7, Clause 25 or in accordance with any subsequent amendment to this Act.

The chairperson is responsible for:

1. The efficient functioning of the community board.
2. Setting the agenda for community board meetings.
3. Ensuring that all members of the community board receive sufficient timely information to enable them to be effective community board members.
4. Attending Council meetings to represent the interests of the Community Board.
5. Being the link between the community board and Council staff.

Contacts with media and outside agencies

The Mayor acts as the official spokesperson for the Council with the media and may provide approval to elected members to act as an official spokesperson.

Community board members, including the chairperson, do not have delegated authority to speak to the media and/or outside agencies on behalf of the Council.

The Group Manager for the community board area, after consultation with the Community Board Chair, will manage the formal communications between the community board and its constituents, and for the community board in the exercise of its business. Correspondence with central government, other local government agencies or other official agencies will only take place through Council staff.

Frequency of meetings

The community board shall meet at least two monthly.

Conduct of affairs

The community board shall conduct its affairs in accordance with the *Local Government Act 2002*, the *Local Government Official Information and Meetings Act 1987*, the *Local Authorities (Members' Interests) Act 1968*, Councils Standing Orders and Code of Conduct.

Quorum

The quorum at a meeting of the community board shall consist of:

1. Half of the members if the number of members (including vacancies) is even; or
2. A majority of members if the number of members (including vacancies) is odd.

Remuneration

Elected members will be reimbursed in accordance with the current Local Government Elected Members' Determination.



Inangahua Community Board

VENUE: St Johns Rooms, 8 Smith Street, Reefton

12 April 2022 05:00 PM - 07:00 PM

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INANGAHUA COMMUNITY BOARD

12 APRIL 2022

AGENDA ITEM 1

Prepared by Krissy Trigg
Acting Group Manager Community Services

APOLOGIES

1. REPORT SUMMARY

That the Inangahua Community Board receive any apologies or requests for leave of absence from elected members.

2. DRAFT RECOMMENDATION

That there are no apologies to be received and no requests for leave of absence.

OR

That the Inangahua Community Board receives apologies from (*insert Board Member name*) and accepts Board Member (*insert name*) request for leave of absence.

INANGAHUA COMMUNITY BOARD

12 APRIL 2022

AGENDA ITEM 2

Prepared by Krissy Trigg
Acting Group Manager Community Services

MEMBERS INTEREST

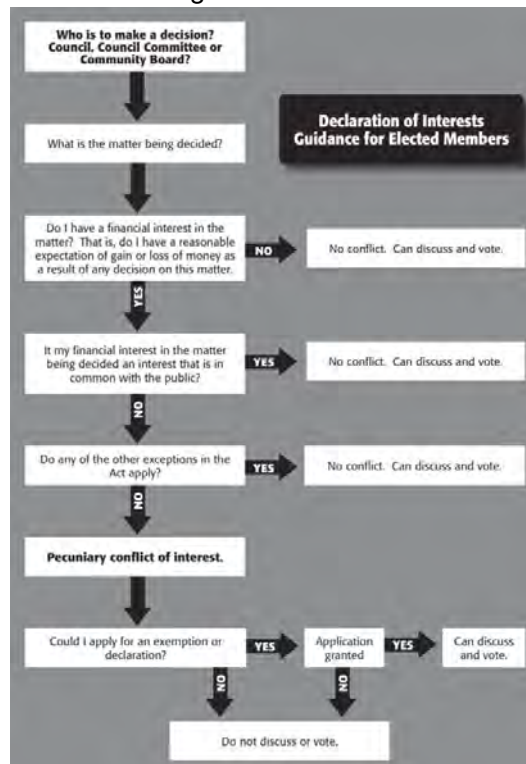
Members are encouraged to consider the items on the agenda and disclose whether they believe they have a financial or non-financial interest in any of the items in terms of Council's Code of Conduct.

Members are encouraged to advise the Governance Assistant of any changes required to their declared Members Interest Register.

The attached flowchart may assist members in making that determination (Appendix A from Code of Conduct).

DRAFT RECOMMENDATION:

That members disclose any financial or non-financial interest in any of the agenda items.



INANGAHUA COMMUNITY BOARD

12 APRIL 2022

AGENDA ITEM 3

Prepared by Krissy Trigg
Acting Group Manager Community Services

CONFIRMATION OF MINUTES

1. DRAFT RECOMMENDATION

That the Inangahua Community Board receive and confirm minutes from the meeting of 8 February 2022.



MEETING OF THE INANGAHUA COMMUNITY BOARD, HELD AT 5.00PM ON TUESDAY 8 FEBRUARY 2022 AT THE WOMENS INSTITUTE ROOMS, 174-180 BULLER ROAD, REEFTON.

PRESENT: Cr John Bougen (Chair), Cr Dave Hawes, Alun Bollinger, Corey Aitken, Linda Webb, Ina Lineham

APOLOGIES: Nil

IN ATTENDANCE: Mayor J Cleine, K Trigg (Acting Group Manager Community Services), E de Boer (Manager Infrastructure Delivery), V Hill (Governance Assistant) via ZOOM from the Westport office

Media: Lois Williams (Local Democracy)

Speaker 1 – Stephanie Hayton (Oceana)

Stephanie Hayton (Environment and Restoration Coordinator for Oceana) provided an update on site rehabilitation activities and the visitor experience project which is about to launch.

Community engagement is required and there will be consultation and collaboration with opportunities for feedback. It is planned to incorporate existing structures and remnant features.

Sam Speight from the Department of Conservation (DOC) thanked Ms Hayton saying she had covered off everything well. No decisions had been made yet and DOC is open to what the public have to say.

Cr J Bougen (Chair) queried the avenues for public feedback and work.

There was discussion regarding the track from Reefton to the Globe Progress mine.

It was noted that this track will eventually be owned by DOC. Sam Speight from DOC advised that an access arrangement takes account of that and DOC is interested in any ideas from the public where the community is involved and interested in maintaining the track.

Speaker 2 Sam Speight (Department of Conservation, DOC)

Sam Speight provided an update and Powerpoint presentation of various projects in the Reefton, Inangahua and Maruia district.

This included Te Maruia Waka Huia, biodiversity, a heritage and visitors update, a community update and the Paparoa Track Great Walk track.

Speaker 3 – Moira Lockington

Ms Lockington provided an apology from Sue Archer and Lisa Neil

Ms Neil was unable to access the building as she was in a wheelchair and would like the same right to enter the building herself and not be lifted in.

There was a plea to make the Women's Institute building accessible by wheelchair.

Ms Lockington raised the issue of the footpath outside "the club" front door as there is just a drop and there are many places in Reefton that are not friendly for people in wheelchairs.

The steps at the band room look good but there is no ramp available for less able bodied people.

Access to the river is also an issue and a toilet on concrete would be good as wheelchairs currently get stuck.

The ramp is fine but around it there is gravel and it is fine and no good when wet.

Ms Neil had also contacted Transit NZ regarding the Broadway crossing however they haven't replied.

The long term plan is to move the Service Centre to the old BNZ site and all shops will be on the left hand side of Broadway. She suggested that a crossing would be a waste of time as well as dangerous and expensive.

Limiting vehicle speed to 30km would be good.

Ms Lockington asked who is responsible for mowing the riverbank and powerhouse walk because whoever has been doing this has been ringbarking the trees.

Ms Lockington also suggested putting an update on what is happening in Reefton in The Clarion.

Cr J Bougen addressed these matters saying assessments on sealing the road are currently being done.

Riverbank walkway maintenance will be going into the Annual Plan. Any work done has to be paid for by somebody and it depends how much can be afforded.

Cr Bougen suggested a community group such as the Garden Club may be interested in doing some weedeating etc for part of the gardens.

Ms Lockington agreed and said it may be worth putting something in The Clarion.

Chair Cr Bougen noted that these matters would be responded to formally at the end of the meeting.

MEETING OPENED AT 4.48pm

1. APOLOGIES (p8)

Discussion:

There were no apologies from Board members, however S Mason (Chief Executive Officer) sent an apology to the meeting.

RESOLVED that the Inangahua Community Board receives no apologies

Cr Dave Hawes /Corey Aitken
6/6

CARRIED UNANIMOUSLY

2. MEMBERS INTEREST (p9)

Discussion:

Nil

RESOLVED that Inangahua Community Board members disclose any financial or non-financial interest in any of the agenda items.

Cr John Bougen/Ina Lineham
6/6

CARRIED UNANIMOUSLY

3. CONFIRMATION OF MINUTES (p10)

Discussion

Speaker 1 was Kay Williams, not Kate Williams

RESOLVED that the Inangahua Community Board receive and confirm minutes from the meeting of 07 December 2021.

Linda Webb/Corey Aitken
6/6

CARRIED UNANIMOUSLY

4. ACTION POINTS (p18)

Discussion:

K Trigg (Acting GM Community Services) advised that the work schedule from WestReef had been received and would be shared tomorrow for information.

This specifies the areas WestReef covers and how often tasks are undertaken.

Ms Trigg said to direct any questions to herself or bring to the next meeting.

Cr Bougen asked when the submission for the Annual Plan was required.

Ms Trigg advised that the Consultation Document was scheduled to go out at the end of March and Ms Trigg would confirm definite dates.

Cr Bougen noted that the schedule would be brought into account while preparing the Annual Plan submission and that this will affect rates etc as there will be a cost.

Maintenance of King George Park would need to go to the Annual Plan to be costed.

Alun Bollinger would contact Moira Lockington about the King George Park plan and will take the lead on that.

RESOLVED that the Inangahua Community Board receive the Action Point Report for information.

Alun Bollinger/Corey Aitken
6/6
CARRIED UNANIMOUSLY

5. COMMUNITY AND ECONOMIC DEVELOPMENT UPDATE (p20)

Discussion:

Alun Bollinger commented that the quality of the reports is much fuller than those previously received.

RESOLVED that the Inangahua Community Board receives the Community and Economic Development update for discussion and information.

Corey Aitken/Cr Dave Hawes
6/6
CARRIED UNANIMOUSLY

6. CORRESPONDENCE (p24)

Discussion:

Chair Cr Bougen noted there was no correspondence.

RESOLVED that the Inangahua Community Board receives inwards correspondence.

Cr Dave Hawes/Ina Lineham
6/6
CARRIED UNANIMOUSLY

7. CHAIRPERSON'S REPORT (p25)

Discussion:

Eric de Boer (Manager Infrastructure Delivery) spoke to Item 3.3 Waka Kotahi pedestrian crossing. As the Chairman's report indicated, there was an opportunity at the last moment to establish a safe pedestrian crossing point on Broadway.

A process had been engaged to gather wider community feedback from a survey.

Mr de Boer was not aware of any feedback received yet.

Recent floods had possibly interfered in this process.

A key point was that this was funded by central government through Waka Kotahi at no cost to ratepayers. This would cross the state highway and connect both sides of the community together.

Cr Dave Hawes pointed out that the crossing should also be included in the Te Tai Poutini Plan and wondered if it was feeding into this process. It was important to make sure nothing is done to impact the historic nature of the streetscape.

Mr de Boer agreed that this was a fair observation and will capture that as part of feedback.

Material selections could be further refined as Broadway was well known for heritage appeal.

There was further discussion regarding the necessity of the crossing and the nature of the work required.

Cr Bougen asked if the people of Reefton decide they don't want a pedestrian crossing if that money would be able to be used to remediate the critical issue of the hump in the road.

Mr de Boer replied that it was unlikely that Waka Kotahi would take 30cm off the top of the Broadway road in lieu of a built out crossing.

Recontouring of roads was further discussed.

Mr de Boer pointed out that If Waka Kotahi were not given a response in six weeks by March the funding would disappear, Mr de Boer suggested waiting until the result of the survey is in to see what the broader feedback is.

Waka Kotahi (NZTA) have specific criteria for a pedestrian crossing on a state highway.

Cr Bougen requested an update on the water reservoir and track.

Mr de Boer advised that contractors had been stood down due to heavy rainfall in the last week of January and were now coming back on board.

Work was mainly commissioning now and drains and improvements on the track up to the reservoir have been installed. Elements of revegetation and seeding were underway.

Under the defects liability period clause any defects must be repaired within the liability period. It was important this wasn't impacted by undertaking own planting.

Cr Bougen requested that he be contacted by the Infrastructure team as there is some concern growing regarding potential slippage and it was important to allay fears.

Mr de Boer said performance of a subsurface drain would be monitored and the track kept clear of subsidence.

Contractual agreements are very clear the area must be in no worse state than when it was found.

CR Bougen reported that the toilet project is going ahead and office amalgamation would be happening soon.

K Trigg (Acting GM Community Services) said plans were meant to be firmed up last week however with the weather event there hadn't been time to do this.

Timelines in the project plan were being established and the information would be sent to the Inangahua Community Board (ICB) members, however this would be shared with affected staff first.

The Team Leader Community Facilities would be starting in mid March.

Projects would be handed over to him, including issues with the pool.

Sewerage alert signage was discussed.

K Trigg advised that a paper would be going to Council regarding flood damage to the area. This included a Tranche 2 funding report that outlined a number of different options for repair work.

Ms Trigg emphasised that there is a degree of concern regarding this and it is being taken very seriously. A report would be provided to ICB at the next meeting.

COVID-19 policy was discussed and Ms Trigg referred Board members to the document sent by Glenda Martyn (H&S & HR Advisor).

Alun Bollinger asked about the appointment of a new manager for the campground.

Ms Trigg advised that all campgrounds were being looked at as part of a greater review. A new manager would be needed when the current caretakers finish in March.

Applications will be taken for the position however it may be short term until a decision is made regarding privatising the campground.

Mr Bollinger also queried the new layout of the cemetery saying the line in front of family plots seems to have been designated as ash plots instead of burial plots. Mr Bollinger asked if drainage was the reasoning for this.

K Trigg will follow this up, however she understands draining is the reason.

Cr Bougen noted that mowing has been looking good and Ms Trigg said she would pass on the positive feedback.

Linda Webb observed that last year there was an application for funding of the piano tuning.

This was briefly discussed and it was suggested that there was no need to keep this in the Annual Plan.

RESOLVED that the Inangahua Community Board receive the Chairperson's report for discussion and information

Cr John Bougen/Cory Aitken

6/6

CARRIED UNANIMOUSLY

8. RESPONSE TO PUBLIC FORUM (P36)

Cr Bougen would send an email thanking Stephanie Hayton from Oceana and Sam Speight from DOC for their presentations, acknowledging the process to engage with the community.

Cr Bougen and K Trigg (Acting GM Community Services) would respond to Moira Lockington

Cr D Hawes raised the issue of some members of the public being excluded from meetings as they are unable to access buildings.

Ms Trigg said mobility plans were being addressed in the Long Term Plan and the West Coast Disability Strategic Action Plan.

Good points had been raised and these will be addressed, including the Women's Institute rooms.

Following a query from Mayor J Cleine, Eric de Boer (Manager Infrastructure Delivery) said a plan was being worked through and some good things have been achieved although the 2019 plan has not been updated yet.

There may be some change of use etc involved and there could be a case to have a mid term review.

The West Coast Disability Strategic Action Plan was from 2015-2025.

Cr Bougen said it is necessary to get something happening with the issues that had been raised around the town, particularly by Moira Lockington and Lisa Neil.

ACTION POINT

K Trigg (Acting GM Community Services) will contact property staff and look at budgets as this needs to progress.

RESOLVED that the Inangahua Community Board advise of any public forum responses.

Ina Lineham/Linda Webb
6/6

CARRIED UNANIMOUSLY

-
- There being no further business the meeting concluded at 6.27pm
 - **Next meeting:** 5:00pm, Tuesday 12 April 2022, Womens Institute Rooms, 174-180 Buller Road, Reefton.
-

Confirmed: **Date:**

INANGAHUA COMMUNITY BOARD

12 APRIL 2022

AGENDA ITEM 4

Prepared by Krissy Trigg
Acting Group Manager Community Services

ACTION POINTS

1. REPORT SUMMARY

A summary of resolutions requiring actions by the Inangahua Community Board.

2. DRAFT RECOMMENDATION

That the Inangahua Community Board receive the action points report for information.

INANGAHUA COMMUNITY BOARD
Current Action Points

No.	Action Point / Meeting Date	Responsible	Progress	Date required
3.	<i>11 February 2020</i> Speed limit through Blacks Point and into Reefton: Chair to respond to Charley Gray's letter and convey the information received from meeting with NZTA.	Cr John Bougen (Chair)	NZTA are still reviewing this request.	December 2021
16	<i>27 April 2021</i> Contact Waka Kotahi regarding surface water outside supermarket	Manager Infrastructure Services	Waka Kotahi will not be attending to this. ICB to write letter to Waka Kotahi	March 2022
20	<i>7 December 2021</i> King George Park works preparation for submission to Annual Plan	Acting GM Community Services/Cr J Bougen		February 2022
21	<i>08 February 2022</i> Follow up issues identified around the town with property staff in relation to the West Coast Disability Strategic Action Plan. Access to buildings etc	Acting GM Community Services		April 2022

INANGAHUA COMMUNITY BOARD

12 APRIL 2022

AGENDA ITEM 5

Prepared by Community Services Team Leaders

Reviewed by Lisa Gregory
Team Leader Development and Engagement

COMMUNITY AND ECONOMIC DEVELOPMENT UPDATE

1. REPORT SUMMARY

This report provides a summary of community and economic development activities that have occurred since the last Inangahua Community Board meeting, and those that are planned between now and the next board meeting, with a particular focus on the Inangahua Ward.

2. DRAFT RECOMMENDATION

That the Inangahua Community Board receive the Community and Economic Development update for information.

3. ISSUES & DISCUSSION

This report provides an update on developments that occurred during the latter part of February, and during March.

4. Reefton Socio-Economic Development

Many meetings held with Coast Farm Support (CFS) and support provided with: business name, branding, registering the company, introduction to Ned Tauwhare, preparation of funding application for \$1.3m to Wave 16 Fund, and follow up communications with Development West Coast seeking ongoing support. Assistance provided to form an incorporated society and referral made to Rural Support Trust. The aim is to develop a training programme to equip personnel to provide trained staff to farms in permanent and relief roles.

Liaised with Apex Accounting Ltd to encourage them to provide services in Reefton. They have committed to regular part-time office hours in Reefton. Businesses no longer have to travel out of town to access accounting services.

At the request of OceanaGold, work is underway to establish a charitable trust to provide an avenue for fundraising to support the Reefton community.

Information about the Arts and Culture Event Support Scheme funding was provided to Blacks Point Museum treasurer, also provided info about MSD's flexi wage as a possible source of funding.

Supported Access Dental with rescheduled visit to Reefton during March and assisted with arranging accommodation for dental staff.

Facilitated and secured the services of a Nelson based physiotherapist to provide services at Polikio Community Wellbeing Trust Centre in Reefton on a monthly basis. Marissa Stuart was very appreciative of the support given.

Research activities and support provided to Tim Groendaal for his submission to the Globe Mine development project.

4.1 Reefton Library

Buller District Libraries completed the Summer Reading Programme for Children in February. 20 Inangahua library members took part.

The year-long Adult Reading Challenge has launched and is available to all Buller residents. Customers can pick up forms from the library in Reefton or download online. At the end of the challenge, an awards event will be held via Zoom, prizes will be awarded.

A new Junior Reading Challenge is underway. Participants are encouraged to read 12 books throughout the year. Once complete, they can go in a draw to win spot prizes.

A school holiday programme will occur during April. This programme provides take home craft packs with prizes up for grabs. Packs are available from the Reefton Library. All of the libraries in-person events and digital classes are cancelled due to red traffic light settings. They will recommence when possible, including the Reefton kids Lego club and knitting days.

4.2 Council funding

Community grants - applications will open in August for the first funding round for the 2022 – 2023 financial year.

4.3 Property

Prefabrication of the public toilets is complete. The aim is to have the project completed in December.

INANGAHUA COMMUNITY BOARD

12 APRIL 2022

AGENDA ITEM 6

Prepared By:	Eric de Boer Manager Infrastructure Delivery
Reviewed By:	Neil Hateley Coordinator Transport
Attachments:	A. Walking Action Plan (2019) B. Waka Kotahi -Reefton SH7 RP185/11.58 Proposed Crossing C. Community Consultation Survey Response

BROADWAY PEDESTRIAN CROSSING – SURVEY RESULTS

1. REPORT PURPOSE

Waka Kotahi – the New Zealand Transport Agency intends to construct a pedestrian crossing point along State Highway 7, being Broadway Reefton.

The proposed location is in line with the Walking Strategic Action Plan commissioned by the Buller District Council and consulted on as part of public consultation in 2019.

While the funding opportunity was missed in the 2018-2021 National Land Transport Fund (NLTP) it has become available again in 2021/22FY.

Results from a community survey are now available to ICB to inform decision making.

The purpose of this report is to provide ICB members with an update on the project financial funding, outline its strategic background in the Buller District Walking Action Plan and report on the February-March 2022 public engagement survey results.

2. REPORT SUMMARY

Waka Kotahi holds funding to construct the Broadway crossing in the 2021/22 financial year. A decision needs to be provided via ICB on whether Council staff

instruct the Agency to commence construction of the planned crossing. The designed location is between the Visitor Centre and the Lotto Shop.

Feedback from community members via the survey show 74% of respondents are supportive of a crossing on Broadway. However only a quarter of respondents believe the location identified through the Walking Action Plan and Community Workshops held in 2019 to be the appropriate place and nearly half of the respondents prefer the location between Mobil/Reefton Sport shop across to Nana Ni's and Reef Cottage.

ICB hold the decision for this element on how they wish Council to instruct Waka Kotahi.

3. DRAFT RECOMMENDATION

That the Inangahua Community Board endorse a crossing across Broadway in order to fulfil the action plan deliverables of the Buller Walking Action Plan (2019) and to decide whether to confirm the location in the action plan (Location A) or advocate for location B or C.

4. BACKGROUND

Waka Kotahi New Zealand Transport Agency is the controlling authority for the road way along Broadway in Reefton. They are the agency accountable for the maintenance, funding and management of this road. The Buller District Council manages the roadside footpaths, but Broadway itself is a State Highway.

Council undertook a comprehensive walking and pedestrian access strategic management plan throughout 2019. This walking action plan set out to provide residents with an environment that supports people to walk or walk more often so as to address the many access issues facing the Buller community. The strategy mapped primary and secondary access routes and identified shortcomings, risk elements, substandard or missing infrastructure. The Walking Action plan is included as Attachment A.

All road control agencies across New Zealand run to a tri-annual investment programme funded by the National Land Transport Fund (NLTP). The NLTP 2018-21 came to an end as of 30th June 2021. The Transport Agency's West Coast Highway managers were presented with a financial opportunity towards the end of the previous tri-annual investment programme to undertake some previously unbudgeted works to attain wider community benefit on their network.

As part of regular cross agency management liaison meetings, the opportunity to attain a key walking and action plan item being the crossing of Broadway was discussed as this had remained unfunded to date and would be an item that could be completed for a community benefit

Council advocated for the construction of a pedestrian crossing at Location A as this was a confirmed action in the action plan. This crossing point was designed by NZTA and ready to be constructed before the end of June 2021 upon which time the funding opportunity would expire.

Due to various delays in community endorsement and governance engagement, the funding opportunity essentially passed and appeared lost. However, in November-December 2021 NZTA advised Council the funding opportunity had re-risen as long as it was spent by 30th June 2022. Council undertook a community survey in February-March 2022 and the results are reported to ICB via this paper.

5. CONTEXT AND CONSIDERATION

Deliverables to date

Many of the key strategic recommendations and footpath improvements identified in the walking action plan have been completed or are in the process of being completed.

Key improvements already achieved via this programme to date include:

- The Strand
- Shiel Street – from the Hospital
- And various residential streets

A remaining uncompleted element in the Reefton walking action plan was a crossing of Broadway, primarily because this would require Waka Kotahi funding and would need to be agency led.

The walking action plan was consulted upon with various community input and feedback workshops held throughout the district. As part of this feedback the Broadway crossing between the Visitor Centre and the Council Service Centre/Lotto shop was favoured. This is now known as Location A.

NZTA have proceeded to draw up a Proposed Crossing for Reefton SH7 at RP185/11.58 (Location A).

Reason for Crossing location

The crossing location aims to connect primary walking access routes. It aims to do this at a location that minimises the conflict with driveway and entrance ways onto the highway. It will provide a level crossing for users of all abilities and is designed to NZTA design parameters to provide safe sightlines.

The crossing between the Visitor Centre and the Lotto shop is also at a location where the crossing is in a near 'veranda-to-veranda' location along Broadway, greatly increasing the usability in inclement weather.

The crossing is between several buildings of high civic importance, it includes the information centre, green space setting in the Reefton CBD with the Tohu Whenua Pou, the Council Service Centre and Library. It is also the location of the NZ Post services, PO Boxes, a public payphone and several ATM's.

Impact of crossing

The crossing design is as per Attachment B - Waka Kotahi -Reefton SH7 RP185/11.58 Proposed Crossing drawings. It will include build outs into the roadway at 18.8m and the loss of approx. 2.5 carparking spaces on both sides of the road is expected, so effectively approx. 5~6 carparks lost in total.

It needs to be noted that no matter where the crossing is located in Reefton there will be an impact on loss of carparking spaces somewhere. Reefton also has various side streets and The Strand for parking to directly service its business district.

6. COMMUNITY SURVEY

To ascertain if the Reefton Community (circ. 1000 individuals - 2018 census) supports the creation of a pedestrian crossing Council conducted a survey. The survey was live between 14 February – 21 February 2022 and results were compiled and released in March 2022 – Attachment C.

In total 141 responses were collected via online (120) and paper copies (21). 74% (105 respondents) supported the creation of a pedestrian crossing. 26% (36 respondents) did not support the creation of a pedestrian crossing.

While there was strong support for creating a pedestrian crossing in Reefton it is also worth noting that many respondents (both for and against the crossing) indicated that a reduction of the speed limit to 30km/h would be something that they supported. Council staff have shared that with Waka Kotahi.

Council considers this volume of responses to be statistically significant.

7. OPTIONS

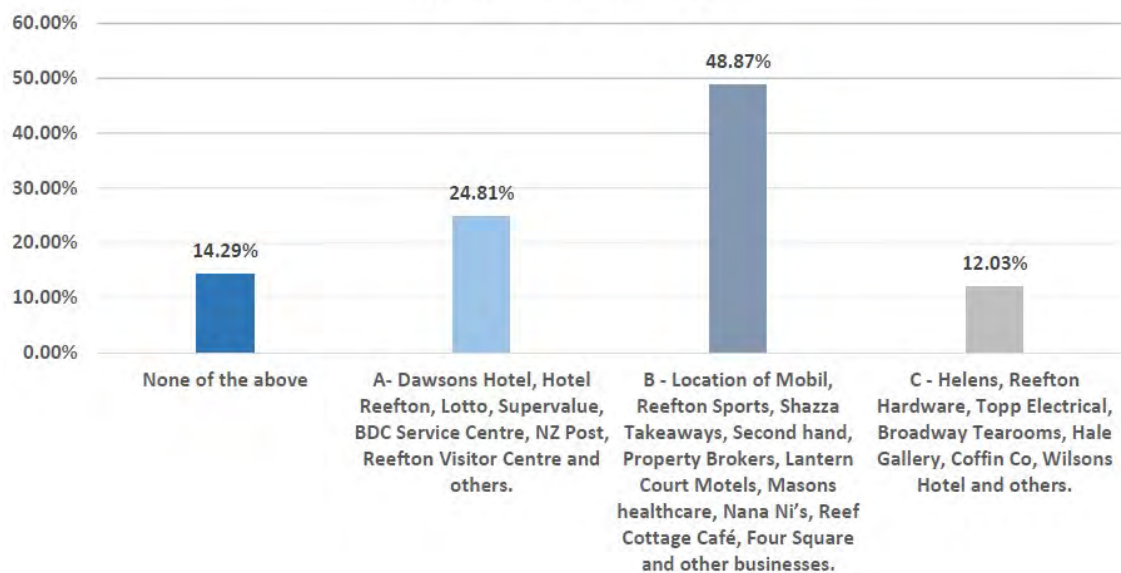
The Survey set out to gauge if the community preference for options still confirmed the 2019 Walking Access Strategy Workshops held in Reefton which was for the crossing at Location A. The locations for a Broadway Crossing were listed as per below:



The results indicate that while community feedback was still present for Location A it did in fact now prefer location B.

Tab 6: Broadway Pedestrian Crossing Survey Results

Question Three: Which block do you consider has the most value in installing a crossing?



Location A

Current proposed Crossing for Reefton SH7 at RP185/11.58 (Visitor Centre to Lotto Shop).



Location A between the Visitor Centre and the Lotto Shop is the preferred location of the New Zealand Transport Agency. It is the only location they have vetted and approved to date. Any further locations will need subsequent assessments, designs and approval.

This location provides users access to the various services located at these locations which include key civic services such as Library, Banking (ATM), Post shop, Payphones, and other Central Government Service Kiosks including Waka Kotahi. Access and urban design planners consider this a key service location for a crossing. This location also provides users a veranda-to-veranda experience for inclement weather.

Location B

Crossing location in the next block East on Broadway, between the Tackle and Sports Good Store and Reef Cottage Bed & Breakfast and Café.

Disadvantages

- Introduces a potential conflict with traffic entering and exiting via approved access way of the Mobil service station including any heavy transport vehicles turning curve back onto Broadway
- Impacts carparks for these business owners
- Is not full 'veranda – to – veranda' location
- Has connectivity issues with Service Centre, Post shop, payphones, Library and ATM and other government services buildings



Location C

A crossing in the following block further East on Broadway again, i.e., in front of Topp Electrical and Wilsons Hotel.

This was the least preferred location by the community.

It is understood that this location would not be endorsed by the Transport Agency as it does not meet its State Highway crossing design parameters due to the nearby descending sloping nature of the roadway that is entering Reefton.

8. WAKA KOTAHI

Waka Kotahi (NZTA) have been approached and have been clear in this matter; the crossing is designed to standard design criteria and there is no scope for change nor dimension reductions. It is designed for Location A. This location meets all their design requirements. To ask Waka Kotahi to redesign for an alternative location puts at risk again the funding element of this work being completed by 30th June 2022.

9. CONSIDERATIONS

9.1 Strategic alignment

Project is aligned with the Walking Action Plan (2019). The benefits of improvement projects are aligned with community outcomes including well-being, learning, who we are, sustainable environment and prosperity.

9.2 Significance assessment

Projects are considered significant in terms of achieving strategic betterment to the public access strategy, complexity, and improved levels of service.

9.3 Tangata Whenua considerations

Council works in partnership with Ngāti Waewae to provide governance. This decision does not hold significance in relation to elements of intrinsic value, and does not specifically impact Tangata Whenua, their culture and traditions.

9.4 Risk Management implications

Major project risks for the assessment, control and monitoring of identified risks is for the Waka Kotahi New Zealand Transport Agency to lead.

9.5 Policy framework implications

NZTA must comply with relevant policy and legal requirements including the Public Works Act 1981, the Health and Safety at Work Act 2015, the Resource Management Act 1991, Transport Act 2002 and the Agencies internal design policies and procedures.

9.6 Legal implications

There is no legal context, issue or implication relevant to this decision.

9.7 Financial / budget implications

Costs for this project is to be expended against NZTA roading improvements budgets.

9.8 Media/Publicity

Publicity is expected with this project, not all of which will be positive. However, this should not detract from the reasons for delivering important improvements and infrastructure for the community.

9.9 Consultation considerations

Affected parties and stakeholders including community members and entities, agencies and authorities were consulted as part of the 2019 Walking Access Action Planning including its community workshops, the 2022 Community Survey and this subsequent ICB engagement.

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Final Walking Action Plan

Buller District Council



ATTACHMENT A

Final Walking Action Plan

Buller District Council

Quality Assurance Information

Prepared for: Buller District Council
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Date issued	Status	Approved by
		Name
2 August 2019	Draft for client review	Ann-Marie Head
16 August 2019	Draft for consultation	Ann-Marie Head
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1 October 2019	Final document	Ann-Marie Head

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1. Why is walking important?

Walking is often the 'forgotten' transport choice, yet we all walk or use the footpath on a daily basis. It is also one of the first things we learn to do and that we are able to maintain throughout our lives. But why develop a plan for walking?

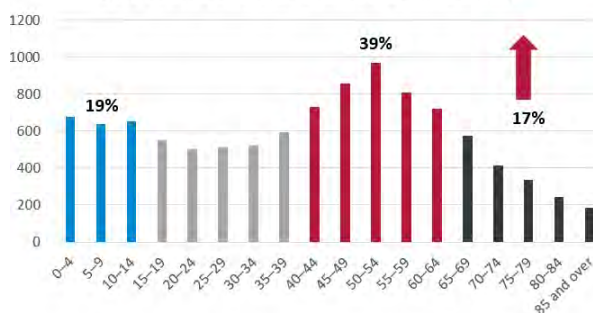
The role of walking is becoming more significant particularly as our population is living longer.

Buller is home to just under 10,500 residents. Data from the 2013 census shows that the majority of the local population is 40 years or over.

Statistics New Zealand forecasts indicate that the proportion of people in the younger age groups is set to decrease and the population aged 65 and over will be at similar levels to the 40 to 65 age bracket.

To accommodate the changing needs and abilities of the ageing population, New Zealand based research has set a challenge for ageing well and reducing disability. The more active we are as individuals and a community impacts on our overall health and wellbeing.

Age Profile in Buller District (2013 Census)



The Government Policy Statement has core objectives that focus on improving road safety and enabling transport choice, which are fundamental to improving the built environment for our ageing population. The 'Walk21 International Charter for Walking' sets some key principles that meet the needs of all residents including design that best meets the needs of the young and old.

- Increased inclusive mobility
- Well designed and managed spaces for people
- Supportive land use and spatial planning
- Reduced road danger
- Culture of walking.

As we age, the speed at which we are able to walk is likely to decrease, increasing the amount of time it takes to walk and cross the road. Sight degeneration is also an issue, 14% of the population aged 50 or over already affected. Most people with sight loss currently have some vision and total blindness is a relatively small proportion of the current Blind Foundation membership. This trend is likely to continue with most of the population retaining some vision. Anyone who experiences limited mobility or other disability experiences challenges navigating the current built environment and this needs to change to ensure that independent access to social opportunities are supported.

In addition to an ageing population there is the general health and wellbeing of the wider population to consider. Obesity is the number one cause of early death in New Zealand. According to the 2017/18 Ministry of Health survey 32% of adults and 12% of children are obese. The related illnesses and associated costs of treating them costs the New Zealand health system between \$624 and \$849 million in one year. (Lal et al, 2012).

More than anything, walking can be fun and enables us to interact with our community. Our mental health and wellbeing benefits dramatically from physical activity. The simple fact is that as a transport choice walking has not been prioritised and this needs to change.

Providing an environment that supports people to walk or walk more often will address many of the access issues facing the Buller community.

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2. Walking in the Buller District

The first West Coast Regional Walking and Cycling Strategy was published in 2009. The focus of the strategy was to encourage “More walking, more cycling, more often”. The anticipated outcomes for the district were:

- 1) **Walking and cycling activity is increased;**
- 2) **An environment that is safe, convenient, attractive and accessible for walking and cycling is developed**
- 3) **Relevant strategies, policies, plans and practices include and support walking and cycling; and**
- 4) **The West Coast is promoted as a walking and cycling destination to support tourism and economic development.**

The question addressed in this section of the action plan is to review what the walking environment is like in the district and how well the original outcomes of the 2009 strategy have been addressed.

2.1 What do we have?

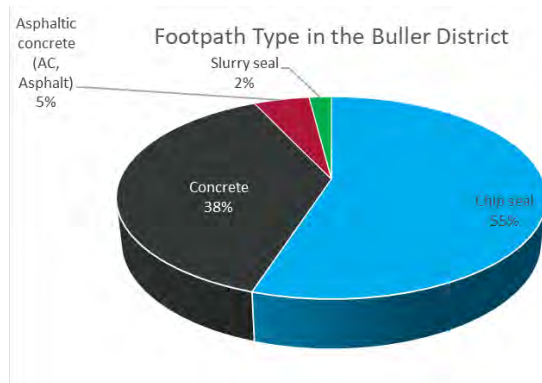
The Buller District is located on the West Coast of the South Island. Urban Westport is home to 38% of the total population, Reefton is the second largest town and is home to 10% of the total population. The remainder of the population is based within townships and rural properties within the district.

Footpaths in the district

Somewhat reflecting the low population, the district has a total of 86.5km of footpaths. Of which:

- 61% are in Westport
- 9% are in Reefton
- 6% are in Carters Beach
- 3% are in Granity
- 2% are in Karamea
- 2% in Ngakawau/Hector
- 1% are in Punakaiki
- 1% in Waimangaroa
- Less than 1% each in Ikamatua and Inangahua Junction

A review of the footpaths in 2018 identified that most footpaths were chip seal and concrete footpaths.



Council have previously undertaken exercises to rate the footpaths and regular stocktakes are completed to understand the current quality of the existing infrastructure to help inform the footpath maintenance programme. Previous work identified 7% of the network as high priority paths mostly located along Palmerston Street in Westport.

The footpaths, particularly in Westport, are reasonably wide. This is a good base network to build on to create an even more accessible environment for people with disabilities and to create attractive environments and space to spend time in for residents and tourists alike.

Typical examples of the existing infrastructure in the district are shown below.

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The key issues identified by the community and during site visits included:

- wide road crossings
- uneven and poor-quality surfaces unsuitable for people with limited mobility
- footpath gradients creating risk of falls or injury to people with limited mobility or in mobility scooters
- steep driveway gradients
- presence of lichen and leaves on footpaths causing slip hazards
- drainage of surface water causing ponding and slippery surfaces on roads and footpaths in the main centre of Reefton
- presence of overhanging vegetation and trees adjacent to the footpath
- need to provide safe access for mobility scooters/wheelchairs e.g. narrow wheels and larger mobility scooters

As part of the 2018 to 2021 footpath resurfacing programme many footpaths have already been upgraded to asphalt. The feedback from the community during the engagement exercise fully supported the replacement of footpaths with smoother asphalt surface with clear support for continuation of maintenance renewals with asphalt.



Example of new footpath in Reefton and Westport



2.2 Walking activity

The 2009 strategy set a target for walking to work mode share in the Buller district from 12.8% (2006) to 15% (2016). Census data is only available for the 2013 census, which showed a small decrease to 11% of people walking to work.

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This is not the best indicator for walking activity and reviewing other walking activity data would be beneficial. Many of the actions identified in the action plan focused on improvements to the cycling network and provided a framework without a detailed pedestrian improvement programme.

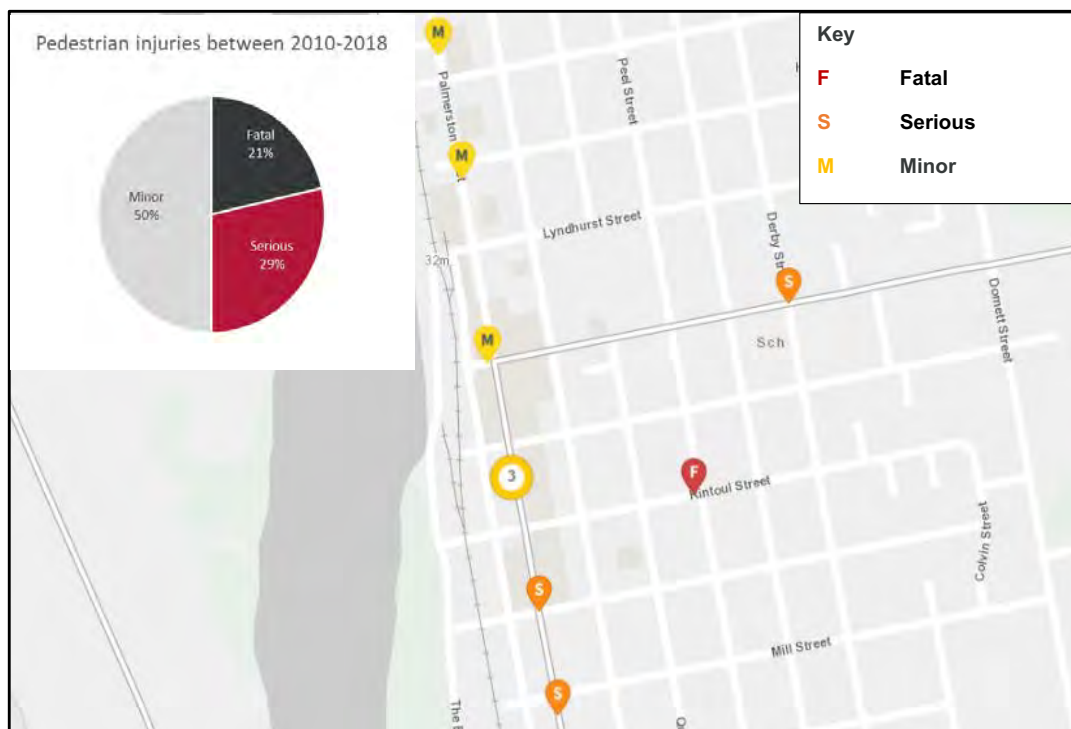
There are currently no regular walking monitoring programmes undertaken but they were recommended in the original 2009 strategy. The New Zealand 2018 sport survey collected data on physical activity. Adults participated in 5.5 hours of physical activity per week on the West Coast with children taking part in almost 11 hours per week. This is a small sample set but is a consistent data source that can be referred to undertake on going monitoring. This is reflected with some of the people who attended the workshops, people already walk to participate in daily activities, health and recreation. Many retired members of the community who attended workshops were active and wanted to continue to be.

The counters installed on the boardwalk of the Kawatiri River Trail counted approximately 97,000 people exiting the boardwalk in the year between May 2018 and May 2019. Although the counter does not distinguish between pedestrian and cycle access, the community organisers behind the trail believe that pedestrians account for a 60% majority of those numbers.

2.3 Safety and comfort

Road safety

A total of 14 crashes involving pedestrian were recorded in the national Crash Analysis System (CAS) for the Buller district for the 10-year period between 2010 and 2018. This accounts for 3.4% of the total injury crashes within the district for the same period. A comparison of the crash trends reported in the 2009 Walking and Cycling strategy indicates that pedestrian crashes remain 1.4% of total crashes and the proportion of pedestrian death and serious injury crashes remains at 5%.



Location and severity of pedestrian crashes

Pedestrian crash data in CAS is the only regularly collected data but does not fully capture pedestrian safety concerns. Other traffic conditions such as traffic speeds and volumes are a vital piece of the puzzle in terms of creating an environment which is safer and is perceived to be safer. Traffic speeds were highlighted as a concern by residents in all locations.

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In Reefton, Victory Road and 'The Strand' were identified as locations with a high Infrastructure Risk Rating (IRR). This process identifies roadside hazards and reviews previous crash data to evaluate the risk of crashes occurring on a section of road. Both roads are narrow, have either no or poor existing footpaths and are on a route identified as a priority walking route for the local community.

The presence of State Highways as the primary road in many of the towns means there are two parties responsible for walking infrastructure and safety, these are Council and NZ Transport Agency (NZTA). The key issues identified both in the road safety analysis and feedback from the community were where there are:

- existing dangerous crossings of the state highway; or
- lack of crossing opportunities.

The photograph below shows the existing facilities creating wide crossing distances for pedestrians. This issue is also present on the state highway and wide residential roads.



Wide roads making pedestrian crossing challenging (Mill Street)

In Westport, the local community also expressed concern regarding the safety of the existing zebra crossings located on Palmerston Street. The crossings are some of the few to have any tactile paving and provide shelter. These elements are positive; however, the concern is more focused on the ambiguity of who is permitted to cross and complexity of crossing movements for all users because they are close to a four-way traffic intersection.



Palmerston Street existing pedestrian crossing

Safety was considered of paramount importance for the local community. The feedback is reflected in the quote below.

In all cases, the key element is safety. A pretty town is desirable. A safe town is essential, hence the need for reasonable footpaths.

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(Resident feedback, May 2019 workshops)

2.4 Relevant strategies and policies

More recently Council, West Coast District Health Board and other partners have been working on strategies and plans that fundamentally include improvements to the walking environment. The Annual Plan and council maintenance programmes have increased the amount of funding available to improve footpath maintenance. This programme provides an opportunity for improved footpaths and Council intend to provide the investment where it is needed most. Council sought community feedback on where priorities should be set for footpath maintenance renewals.

The Draft Accessible Te Tai Poutini Strategy (2018) is focused on providing an inclusive and accessible environment so that people of all ages and abilities can enjoy access to both day to day and recreational activities. The transport outcome proposed within the plan is that **'transport networks on the Coast are increasingly more accessible and inclusive.'** The plan recognises that *'footpaths, road crossings, shopping areas and green spaces are generally old and were designed when lower access standards applied so do not support good accessibility'*.

The Westport Revitalisation Project (2018) was a council led initiative that included improvements to enhance the safety, attractiveness and comfort of walking routes in the Westport area. It identified a range of measures that would improve the walking environment in the commercial centre of Westport, access over the rail line and creating an attractive centre where residents and tourists can spend time.



A review of the current district plan revealed that there are rules within the current framework that promote the principles set out in the New Zealand Pedestrian Planning and Design Guide (2009) including:

- Managing the number and location of footpath signs permitted on a footpath
- Maintaining a 2.5m wide unobstructed footpath
- Provision for weather protection over footpaths.

Although these are good provisions, there are more opportunities to embed good planning and design principles and rules within the district plan review.

2.5 Tourism and recreation

The Buller district has two nationally recognised hiking and biking trails which provide a great facility for both residents and tourists alike, these being the Heaphy Track and the Old Ghost Road track. The Kawatiri RiverTrail is also a popular

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route for local residents and tourists. The existing access to the Kawatiri River Trail is currently via an unsurfaced car park. Work is currently underway with a volunteer group to resolve circulation logic, traffic interactions and to seal the car park. It is anticipated that construction will be completed by the end of 2019. Footpaths accessing the trail have been upgraded and new sections installed.



The Kawatiri Coastal Trail will connect Charleston to Westport and this PGF funded project is currently in its detailed design and consenting stage. Separately to that project, work is underway to link the existing Millennium track alongside the Buller River to the Kawatiri River Trail and the existing boardwalk. The work developing this route is an ongoing process. This action plan can focus on providing the walking links on public roads providing direct links to the trail from residential, retail destinations and other recreation routes. It is likely that the route will be developed in stages so that access across the rail line may change as the route progresses further north.

2.6 Summary

The Buller district has a comprehensive network of footpaths considering the size of the towns and townships, with most of the infrastructure provided in Westport as the main commercial and residential centre for the district. The width of existing footpaths (3m wide or greater in some instances) provides opportunities to create high quality environments for people using the walking environment with prams, wheelchairs. The existing network is located on routes providing access to key destinations in Westport. However, deficiencies identified in the network include surface quality, footpath gradient, need for widening on some routes and lack of connected footpaths which limits opportunities, particularly for people with limited mobility and disabilities.

Reefton lacks footpaths particularly in residential areas and providing access to key destinations such as the hospital. There is a significant population who are older and with limited mobility in Reefton who find it difficult to access basic facilities on the existing walking network. Community feedback clearly indicated that people of all ages want to be active, with walking as a key activity. The lack of footpaths limits the opportunities for many to walk particularly in inclement weather conditions. If more footpaths are provided and surfaces and drainage are improved in the town centre, walking will become a more viable option for local walking trips.

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3. Improving the walking environment

3.1 Scope of the action plan

It is acknowledged that there is already a good network of recreational walking and cycling routes in the region. However, to focus the priorities and actions, this action plan centres on improvements to the built environment controlled either by Council or NZTA and is intended to inform improvements for the next 10 years. This means that the focus is on improving the opportunity for walking in:

- towns;
- townships; and
- providing good access to shared walk/cycle routes particularly from local towns and townships.

3.2 Developing the action plan

Everyone has a part to play in making the Buller district 'walkable' and the community are the most important part of the equation. Therefore, the community have been involved in the development of this action plan from the very early stages. Workshops were held in May 2019 in Westport and Reefton, with over 55 stakeholders invited and the advertisement being disseminated via the local press and Council website.



Initially, three workshops were held with residents, representatives of local businesses and advocacy groups. The workshops aimed to identify:

- the key issues and challenges for walking in the district
- what is good about the current environment
- opportunities to improve the footpaths
- priorities for investment.

This work was followed up with additional engagement with local schools, the wider Reefton community, the volunteers responsible for the Kawatiri River Trail and Millennium track and reviewing the Annual Plan submissions.

There were 18 submissions on the Annual Plan that supported continuing to upgrade footpaths in Westport and provide new footpaths in Reefton. The engagement process identified that it is also critical to develop routes that complement the extension of the Kawatiri River Trail.

Feedback from the workshops have informed the development of this action plan. This document includes the actions that can be addressed as part of a framework or masterplan to inform improvements in the walking environment. Some matters that were raised can be addressed in the short term and have already been investigated by the Council.

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3.3 What is the problem?

Extensive public engagement and feedback has been considered to develop the following problem statement:

Deficiencies in the current pedestrian environment are restricting travel choice and leading to poor health and wellbeing outcomes.

Whilst the Buller walking environment is extensive given the distribution of communities throughout the district, key deficiencies have been identified that inhibit walking as a valid transport choice for many residents. For example:

- Pedestrian safety and access on and across Palmerston Street, Brougham Street and Mill Street in Westport is a concern and a priority
- Lack of safe crossing points of the road network
- Lack of footpaths in Reefton
- Disconnected networks for people with limited mobility and disabilities
- Lack of footpaths on recreational routes
- Poor access to the Kawatiri Trail – from the town centre and through the boat shed car park.
- Traffic speeds and volumes in town centres and townships on the state highway sections of road.

3.4 What are we trying to achieve?

Based on the review of previous strategies and the existing environment, the proposed outcomes of the 2009 West Coast Walking and Cycling Strategy are still relevant and align well with the Walk 21 charter. The vision for this action plan is:

A walking environment that is safe, convenient, attractive and accessible for all

The outcomes from the 2009 strategy are still relevant and reflect the outcomes desired by residents expressed during the stakeholder engagement. The focus of the objectives and proposed outcomes have been updated to reflect current health and wellbeing, safety and transport choice focus.

Objective	Target	Baseline	Monitoring
Walking activity is increased	<ul style="list-style-type: none"> - To increase the number of people walking for work, school recreational and health trips - Relevant strategies, policies, plans support walking improvements 	<ul style="list-style-type: none"> - Increase walking to work mode share to 11% (2013) - Up to 60,000 walking trips on the Kawatiri Trail - Some walking related policies 	<ul style="list-style-type: none"> - Increased walking to work and other walking activity sources included - Updated policies
The actual and perceived safety of the pedestrian environment is improved	<ul style="list-style-type: none"> - Recorded pedestrian crash rates are reduced even as walking activity increases - Perceived safety of the environment improves 	<ul style="list-style-type: none"> - 5% of crashes are pedestrian death or serious injury and 1.4% of total crashes - Quantitative baseline data to be collected 	<ul style="list-style-type: none"> - Maintained or reduced recorded crash rate - Improved satisfaction and perceived safety
The network provides more accessible routes for people with limited mobility and/or disabilities	<ul style="list-style-type: none"> - More walking routes provides access to everyday activities 	<ul style="list-style-type: none"> - Mapped existing accessible routes - Low level of customer satisfaction (Complete survey) 	<ul style="list-style-type: none"> - Increased number of accessible routes - Improved customer satisfaction (survey)
There is more opportunity to participate in walking as a health activity for residents and tourists	<ul style="list-style-type: none"> - Walking links to existing and new recreational routes are enhanced 	<ul style="list-style-type: none"> - Poor existing infrastructure and wayfinding links - Quantitative baseline data to be enhanced and improved 	<ul style="list-style-type: none"> - Improved walking routes and wayfinding installed - Increased numbers of people walking recreation routes

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3.5 The action plan

The priority network and proposed improvements

The action plan has been developed based on meeting community outcomes, addressing the identified problem statement and acknowledging that there may be limitations in achieving high quality walking outcomes for every route in the district. Whilst the action plan considered improvements in all townships, as areas with higher density population and existing safety concerns, maps were developed for Carters Beach, Reefton and Westport. The maps provide an overview of the following:

- 1) **Priority walking network (including locations identified as high-risk areas for pedestrians)**
- 2) **Proposed infrastructure improvements**

The action plan itself also includes specific township improvements and area wide improvements. The plan is a living document and will be adapted over time as infrastructure is upgraded and land use changes. In the first instance, it provides a framework that best meets the need to provide a safe and accessible network and addressing the key concerns raised by the community during the engagement and network review process.

Assessing the priority

There are often limited budgets so an initial assessment of the priority of individual actions is also based on meeting both community identified objectives and the most relevant Government Policy Statement priorities. Key considerations include the following elements:

- Identified community priorities;
- Addressing the existing gaps in the walking network;
- Where improvements will increase access to identified key attractions;
- Providing improved access for all but particularly those with a disability or limited mobility to core facilities;
- Improved road safety and perceived safety
- Improved access to economic and social opportunities;
- Enables transport choice and access; and
- Delivers infrastructure and services at best cost (value for money).

The review of the existing infrastructure and identification of new improvements needs to consider all users of the footpath environment and meet the current NZTA pedestrian planning and design guidance principles. A concise version of the key attributes of the planning and design principles are outlined below.

Criteria	Description
Safe and Secure	Does the layout provided minimise the conflicts with traffic at driveways, accesses and crossings? Does the walking environment discourage antisocial behaviour?
Comfortable	Are paths wide enough with good surfaces and convenient resting points? Review key factors that could influence air quality.
Universal	Are facilities suitable for people with people with disabilities and other users such as parents with prams.
Connected	Does the network provide/improve access to popular destinations and public transport links within walking distance?
Pleasant	Is the space attractive and an enjoyable space to be in?

The proposed action priority network and infrastructure improvement maps and action plan provide an overview of the proposed improvements.

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3.6 Delivery and monitoring

Delivery

The action plan identifies a wide range of infrastructure and supporting policies and delivery of the actions will take at least 10 years. The rate of delivery depends upon funding being available to achieve the outcomes.

Funding

The primary funding for the work proposed in the action plan is likely to be sourced from NZTA either subsidising local programmes identified in the action plan, which are included in the Long Term Plan or as part of other funded programmes. This will include elements identified in the footpath renewal programme and new footpath/walking improvements.

Other funding opportunities may exist via the Ministry of Health or the Department of Conservation (DOC) and other agencies in the area of economic and tourism development.

There is an opportunity to forge funding partnerships with other agencies working towards these common goals to support improved health and activity for the West Coast community.

The most likely funding/partnering opportunities include:

- The Kawatiri Coastal Trail and Kawatiri River Trail
- Healthy communities funding; and
- Liveable cities/Age friendly cities funding (for smaller projects).

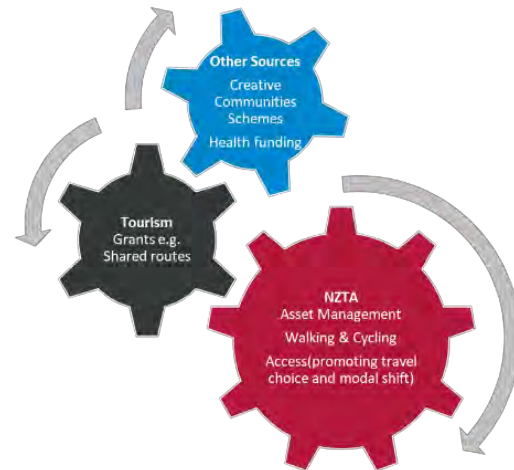
Monitoring

Whilst the observational data and Kawatiri Trail data shows that people are walking in the district there is a lack of good reliable data regarding walking activity in the towns and townships. Collecting data on walking activity using standard transport counters can be challenging. There is also a lack of understanding of customer satisfaction of the walking network and infrastructure. Developing the action plan has revealed that the community is enthusiastic about good walking environments and support the proposed improvements. The challenge going forward will be to collect robust data to show that people are walking and are more satisfied with the environment.









It is proposed that delivery of this strategy be monitored through new and existing channels. The first step is to develop the monitoring strategy and collect baseline data.

Some examples of monitoring include:











- Customer satisfaction surveys;
- Pedestrian use over time;
- Footpath rating; and
- Annual monitoring including reporting on completed actions.











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Ref	Area	Location	Location Photograph	Solution	Type of Investment	Priority	Indicative Cost	Responsibility for Delivery
C1	Carters Beach	Marine Parade from 55 Marine Parade to entrance of Top 10 Holiday Park and to the new subdivision.		Add new footpath on the eastern side of the road connecting the existing footpath to the holiday park continuing to link to the new subdivision located at the end of Marine Parade or provide adequate crossing points to a pathway proposed on the western side of Marine Parade (Kawatiri Coastal Trail).	New infrastructure	Medium	Medium	BDC
C2	Carters Beach	Marine Parade to Golf Links Road		. Kawatiri Coastal Trail will soon be building a wide pathway on the western side of Marine Parade	Upgrade	Low	Medium	BDC
C3	Carters Beach	Marine Parade/Tasman Street intersection		Widen the footpath at the intersection and provide tactile paving, could consider a raised table to provide safer crossing and provide pedestrian priority on this route. Kawatiri Coastal Trail and BDC also potentially intend to widen the western edge of Marine Parade adjacent to Tasman Street to increase parking capacity and safety.	Upgrade	Low	Medium	BDC
C4	Carters Beach	Tasman Street and Cook Street to Golf Links Road		Widen footpaths ideally to 1.8m wide, install a new pedestrian crossing of Tasman Street close to the intersection of Cook Street, relocate the pedestrian crossing of Cook Street away from the mouth of the intersection Alternative option is to consider a raised table and at grade pedestrian crossing points.	Upgrade	Low	Medium	BDC
C5	Carters Beach	Golf Links Road from Schadick Avenue to Marine Parade		Create a new footpath/facility (working with the Kawatiri Coastal Trail) on the north eastern side of the road within the vegetation. Need to provide a safe crossing link to the existing footpath.	New infrastructure	High	High	BDC
C6	Carters Beach	Marine Parade/Schadick Avenue recreational loop		Work with the Kawatiri Trail Trust to create access to a recreational loop. Potential exists to link Schadick east to the airport road and then returning west along Marine Parade or in bush within the golf club.	New infrastructure	Medium	Medium	Kawatiri Trail Trust/BDC
C7	Carters Beach	Golf Links Road/Marine Parade intersection		Consider provision for a formed access (footpath) to the beach in keeping with the environment and providing a safe crossing point to the existing footpath linking to the eastern footpath. This will most likely form part of Kawatiri Coastal Trail build.	New infrastructure	Medium	Medium	BDC
C8	Carters Beach	Macintyre Road link to Tasman Street		Provide a footpath on the Macintyre Road and Tasman Street with a safer pedestrian crossing point of SH67A close to the intersection.	New infrastructure	Medium	Medium	BDC/NZTA

ATTACHMENT A

Ref	Area	Location	Location Photograph	Solution	Type of Investment	Priority	Indicative Cost	Responsibility for Delivery
C9	Carters Beach	Ngahue Crescent walkway and link to McIntyre Road		Provide a safe crossing point including provision of new footpaths for residents to access the McIntyre Road area on a suitable desire line.	New infrastructure and upgrade	Medium	Medium	BDC/NZTA
C10	Carters Beach	SH67A route to Westport		BDC to consider speed limit review and facilities along SH67A which may complement and enhance links to the proposed coastal walkway.	Policy	Low	Low	NZTA/BDC
CH1	Charleston	SH6 Camp Street – access to local businesses		The Kawatiri Trail Trust have proposed plans to improve pedestrian connections in Charleston including providing a new footpath and identifying pedestrian crossing locations of the State Highway. Plans are subject to ongoing consultation and all partners will need to work together as plans develop. (Plan available in spatial maps)	New infrastructure	Medium	Medium	KCT/NZTA/BDC
N1	Ngakawau	SH67 bridge crossing the Ngakawau River		Request received for a footpath to be constructed from the north side of the Ngakawau Bridge along SH67 to provide access for local people and visitors. Alternative bridge crossing options could be explored between the key partners.	New infrastructure	Medium	High	NZTA/BDC
R1	Reefton	Plaskett Street park		Provide widened asphalt surface through the existing park and look at installing new features to attract people to the park.	Upgrade/new infrastructure	High	Low	BDC
R2	Reefton	Victory Street		Widen and resurface the existing footpath along the entire length of Victory Street, improve crossing points linking to the east-west priority pedestrian routes and improve pedestrian safety and amenity at all intersections along Victory Street including smooth transitions from kerb to carriageway and providing tactile pavers.	Upgrade	High	Medium	BDC
R3	Reefton	Chattockville Road		A community request was received by BDC to provide a footpath to create a walking link along Chattockville Road. A new footpath will require lighting and new drainage. This is a secondary route with the park path providing the preferred route.	New infrastructure	Low	High	BDC
R4	Reefton	Residential streets - various		All residential streets located on the priority network will require a new path on one side of the road. The alignment of the footpaths is specified on the route map. A new footpath will require lighting and new drainage.	New infrastructure	High	High	BDC
R5	Reefton	Sheil Street – access to hospital		Provide a new footpath on Sheil Street that provides access to the rear of the hospital, improves pedestrian access for residential properties and creates a walking loop for people undertaking walks for recreation or health.	New infrastructure	High	Med	BDC
R6	Reefton	Access to commercial centre		Improve the drainage on the existing footpaths, review traffic speeds through the town centre, resurface and widen some footpaths and provide new and improved pedestrian crossing points located on key desire lines.	Upgrade/new	High	Med	BDC

ATTACHMENT A

Ref	Area	Location	Location Photograph	Solution	Type of Investment	Priority	Indicative Cost	Responsibility for Delivery
R7	Reefton	The Strand		Upgrade pedestrian facilities so that a footpath is provided linking the historical walking tour, the holiday camp, the swimming pool and the skate park to the town centre. The work involves widening footpaths in some instances and new footpaths, improved crossing points and enhance wayfinding.	New infrastructure upgrade	Medium	Low	BDC
R8	Reefton	SH7 Inangahua River bridge		Explore options to create a wider footpath (and safer provision for cycling) across the river at the existing bridge either with the addition of a clip on footbridge or consider an alternative pedestrian/cycle bridge accessed from an alternative location such as the Strand.	New infrastructure/upgrade	Medium	High	NZTA/BDC
R9	Reefton	Access to recreational route		Provide improved access including works from R7, provide new footpaths creating a loop to and from the swing bridge.	New infrastructure	Medium	High	NZTA/BDC
R10	Reefton	Reefton wide on priority network		Improve all pedestrian crossings on the pedestrian network and preferably provide new asphalt surfaces on the footpaths.	New infrastructure/upgrade	High	Low	BDC
W1	Westport	Orowaiti Road and Brougham Street crossing and footpath		Provide a new footpath and road crossing from Orowaiti Road and resurface the existing footpath along Brougham Street.	New infrastructure/upgrade	High	Medium	NZTA/BDC
W2	Westport	Eastons Road from Brougham Street		Resurface and widen existing footpath	Upgrade	Low	Medium	BDC
W3	Westport	Recreational route including Eastons Road, McKenna Road, Abbots Road and Stafford Street (to Queen Street intersection)		Provide a new footpath and consider lighting for the recreational route.	New infrastructure	Medium	High	BDC
W4	Westport	Stafford Street from intersection with Queen Street to Kawatiri Trail		Widen the existing footpath and improve the pedestrian crossing facilities at the intersection with Queen Street.	Upgrade	High	Low	BDC

Ref	Area	Location	Location Photograph	Solution	Type of Investment	Priority	Indicative Cost	Responsibility for Delivery
W5	Westport	Domett Street to Wakefield Street		Resurfacing and widening on sections of route with existing grass verge. All intersection crossings should be improved, and midblock crossings considered to cater for pedestrian desire lines.	Upgrade	Medium	Medium	BDC
W6	Westport	Mit Street from Domett Street		Resurfacing, improving crossings and increased availability of midblock pedestrian crossings.	Upgrade	High	Medium	BDC/NZTA
W7	Westport	Local residential streets including Larsen Street, Fonblanque Street and Rintoul Street.		Resurfacing and widening of existing footpaths, improved crossing facilities at intersections and increase mid-block pedestrian crossing locations.	Upgrade	Medium	Medium	BDC
W8	Westport	Palmerston Street		Provide improved pedestrian crossing priority at intersections and provide midblock pedestrian crossings and resurface the footpath. Review the parking layout to improve visibility of pedestrians at key locations e.g. intersections and crossing desire lines for vehicle drivers. Reallocate space for people on Brougham Street – consideration of Brougham Street and surrounding Streets as one-way streets. Remove parking on eastern side of Palmerston Street and provide right turn bay into New World or bar right turn.	Upgrade	High	Medium	NZTA/BDC
W9	Westport	Rintoul Street and Wakefield Street		Resurface and provide narrowed crossing points at key locations.	Upgrade/New	Medium	Low	BDC
W9	Westport	Derby Street – access to beach		Widen the existing footpath, consider improved lighting and provide crossing to the beach access.	Upgrade/New	Low	Medium	BDC
P1	Punakaiki	Punakaiki Village		Work with the team connecting the Truman track to Waikarai Road. The focus for this work is to ensure that high quality pedestrian facilities are provided for a safe and attractive walking route alongside the proposed cycle facility.	Upgrade	Low	Medium	BDC/NZTA/DoC
D1	District wide	All towns and townships		All intersections on the proposed pedestrian network to provide safe and accessible crossing including meeting RTS14 requirements with the provision of tactile paving layouts.	Upgrade/New	High	Low	BDC
D2	District wide	All towns and townships		Develop and implement a wayfinding strategy for walking routes.	New	High	Low	BDC
D3	District wide	All towns and townships		Ensure that all strategies, policies and plans are updated to reflect a priority for walking.	Policy	High	Low	BDC
D4	District wide	All towns and townships		Consider provision for pocket parks and outdoor exercise equipment.	New	Medium	Low	BDC
D5	District wide	All towns and townships		Ensure that drainage is suitable to provide safe and accessible access for pedestrians on footpaths and at designated pedestrian crossing locations.	Policy/Upgrade	High	Medium	BDC/NZTA
D6	District wide	All towns and townships		Conduct a speed limit review and implement recommended speed changes to support a more attractive and safe walking environment including Carters Beach, Reefton and Westport.	Policy/New	High	Low	BDC/NZTA
D7	District wide	All towns and townships		Develop a monitoring strategy using existing channels, e.g. travel to school survey as part of the school curriculum.	Policy	High	Low	BDC
D8	District wide	All towns and townships		Develop and conduct customer satisfaction surveys including audits e.g. healthy streets audits to assess the benefit of improvements.	Policy	High	Low	BDC
D9	District wide	All towns and townships		Provide improved lighting focused on pedestrians especially on the priority routes.	New/Upgrade	High	Medium	BDC/NZTA

ATTACHMENT A

Ref	Area	Location	Location Photograph	Solution	Type of Investment	Priority	Indicative Cost	Responsibility for Delivery
D10	District wide	All towns and townships		Review the availability and access for disabled parking bays within townships – assess if more are required and ensure that people are able to access the footpath safely from the designated spaces.	New/Upgrade	Med	Low	BDC/NZTA

ATTACHMENT A

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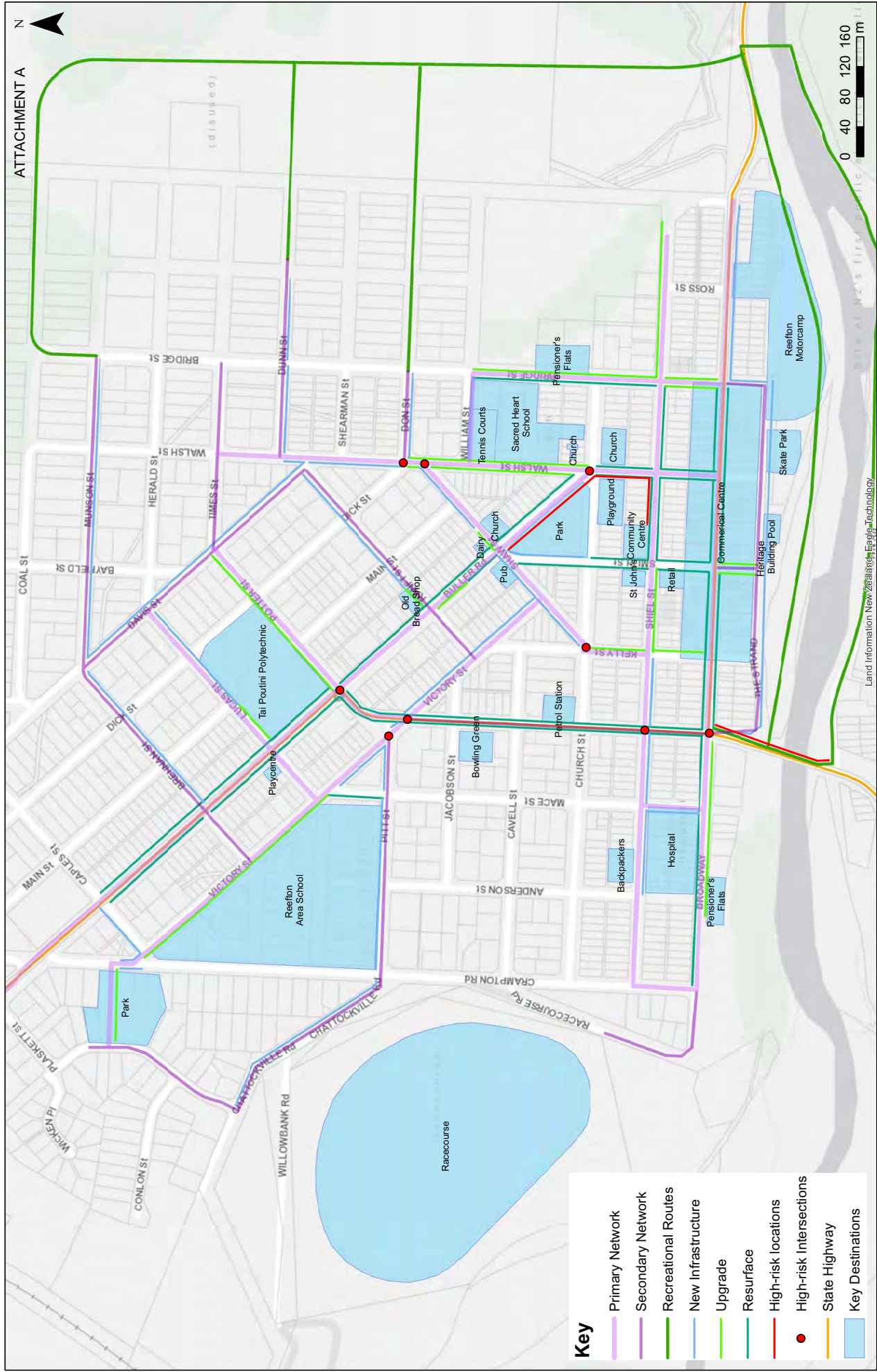
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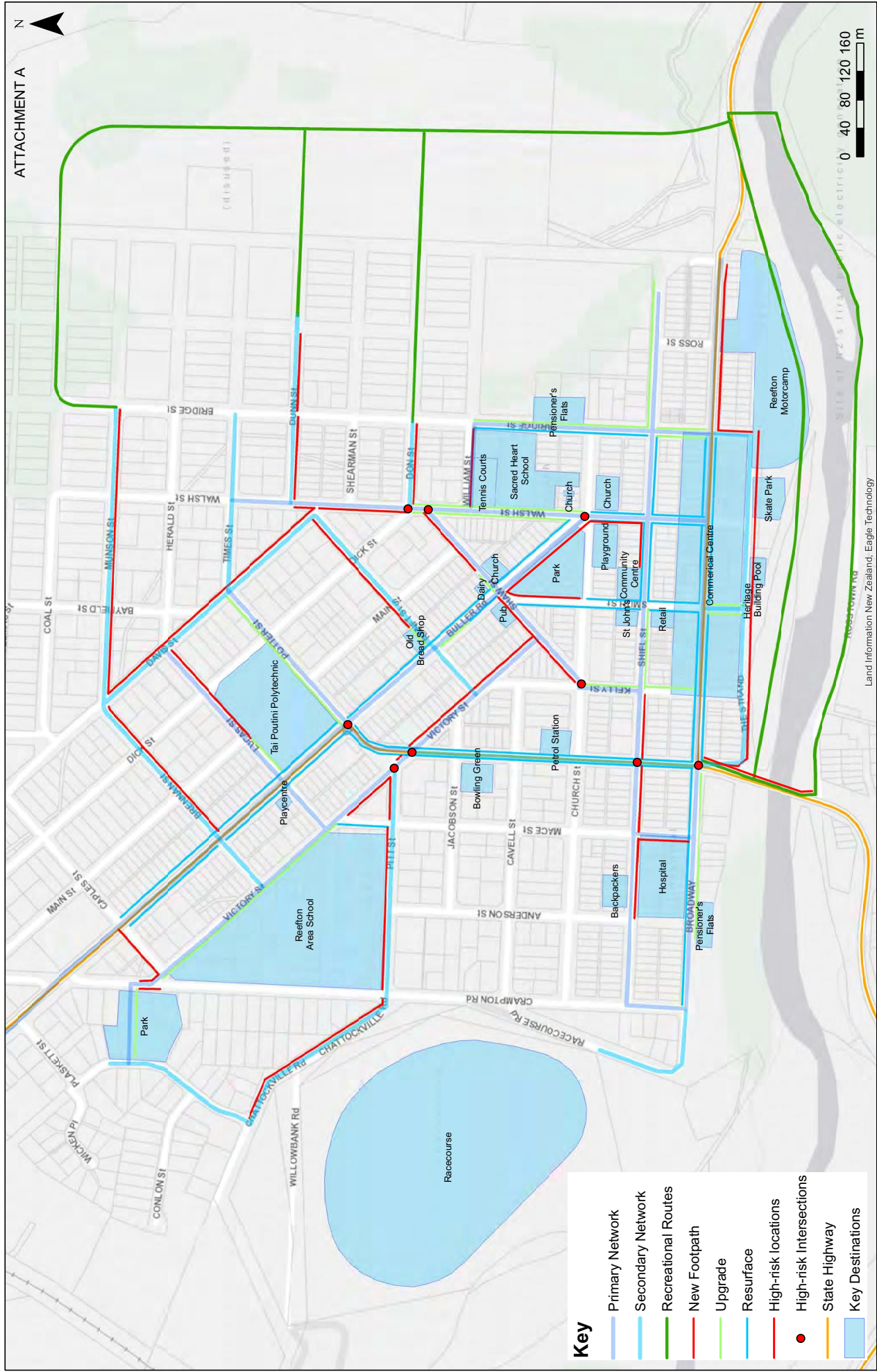
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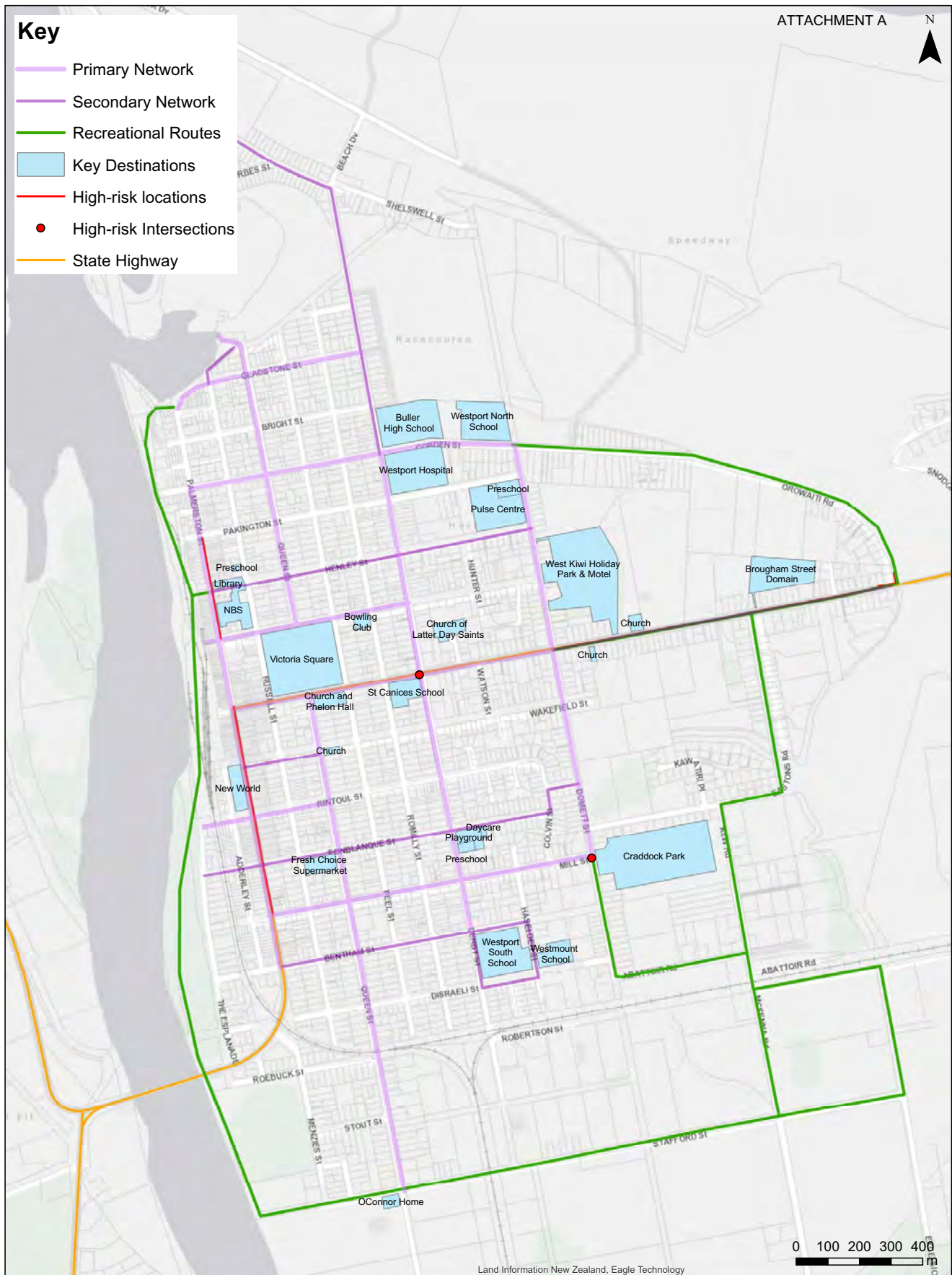


		
	Buller Walking Action Plan Reefton Priority Walking Network	
Status:	Draft	Map 3
Date:	July 2019	Reference: BDC-J001



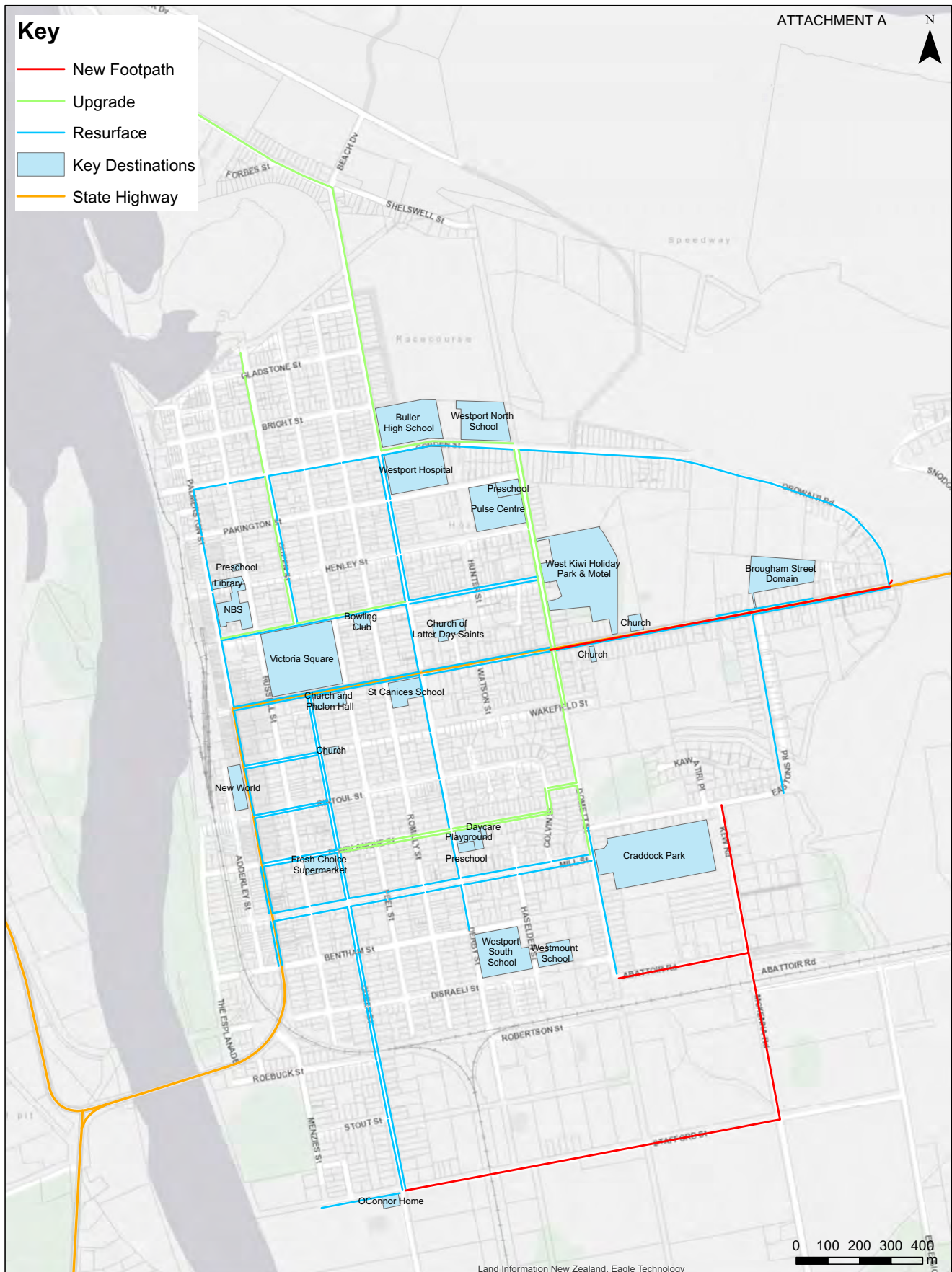
		Buller Walking Action Plan		Status: Draft	Map 4
		Reefton Proposed Infrastructure Improvements		Date: July 2019	Reference: BDC-J001

6.1: Attachment A - ABLEY Final Walking Plan 2019



		<p>Buller Walking Action Plan Westport Priority Walking Network</p>	<p>Status: Draft</p> <p>Date: July 2019</p>	<p>Map 5</p> <p>Reference: BDC-J001</p>
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6.1: Attachment A - ABLEY Final Walking Plan 2019



		Buller Walking Action Plan - Westport Proposed Infrastructure Improvements	Status: Draft	Map 6
			Date: July 2019	Reference: BDC-J001

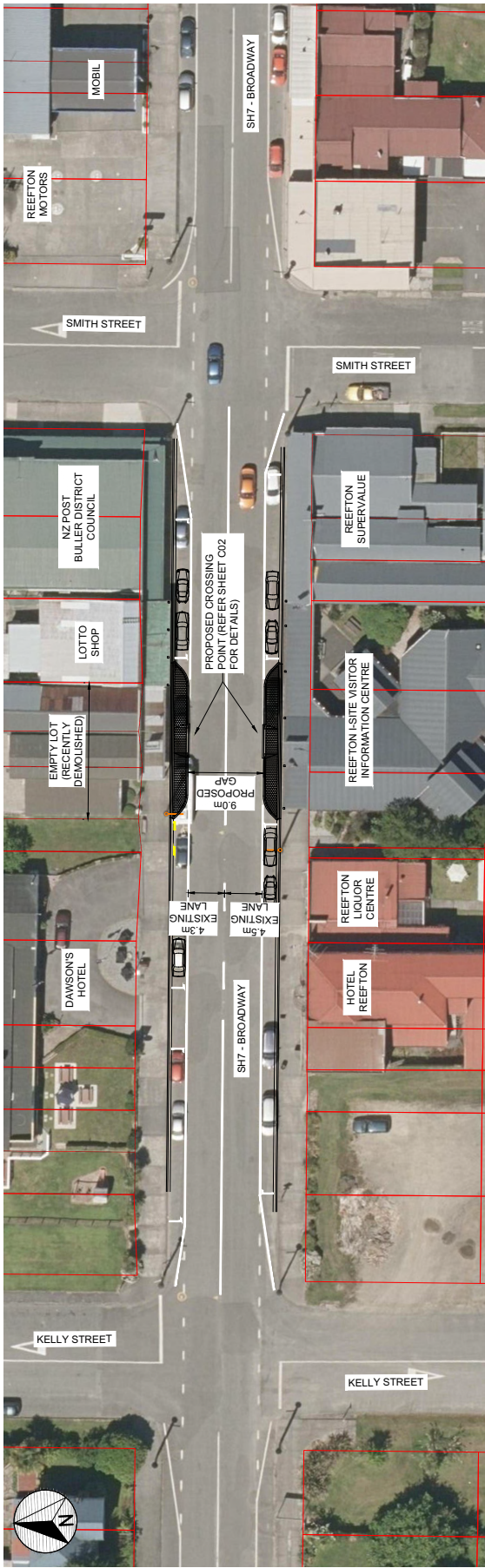


		Buller Walking Action Plan Carters Beach Priority Walking Network		Status: Draft	Map 1
				Date: July 2019	Reference: BDC-J001



		Buller Walking Action Plan	
		Carters Beach Proposed Infrastructure Improvements	
Status:	Draft	Map 2	
Date:	July 2019	Reference: BDC-J001	

ATTACHMENT B



LAYOUT PLAN
SCALE 1:250 (A1) 1:300 (A3)

NOTES

1. LINEMARKING AND GENERAL LAYOUT IN ACCORDANCE WITH
NEW ZEALAND ROAD DESIGN STANDARDS (NZRDS) 2017
2. AERIAL PHOTO FROM AUGUST 2017
3. SETOUT OF CROSSING AS FOLLOWS:
 - ALIGN CROSSING WITH THE SITE AWNING GABLE
 - DISTANCE FROM EXISTING CENTRELINE TO BUILD-OUT FACE OF KERB TO BE 4.50m AS SHOWN.

EXISTING SERVICES
DRAWINGS DO NOT SHOW EXISTING SERVICES. IT IS
THE RESPONSIBILITY OF THE CLIENT TO
LOCATE ALL EXISTING SERVICES PRIOR TO
COMMENCEMENT OF CONSTRUCTION.



0800 248 344

REVISION	DATE	APPROVED	DATE
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Waka Kotahi
NZ Transport
Agency
Operations Office
447/780 3033
PO Box 956
Christchurch 8140
New Zealand

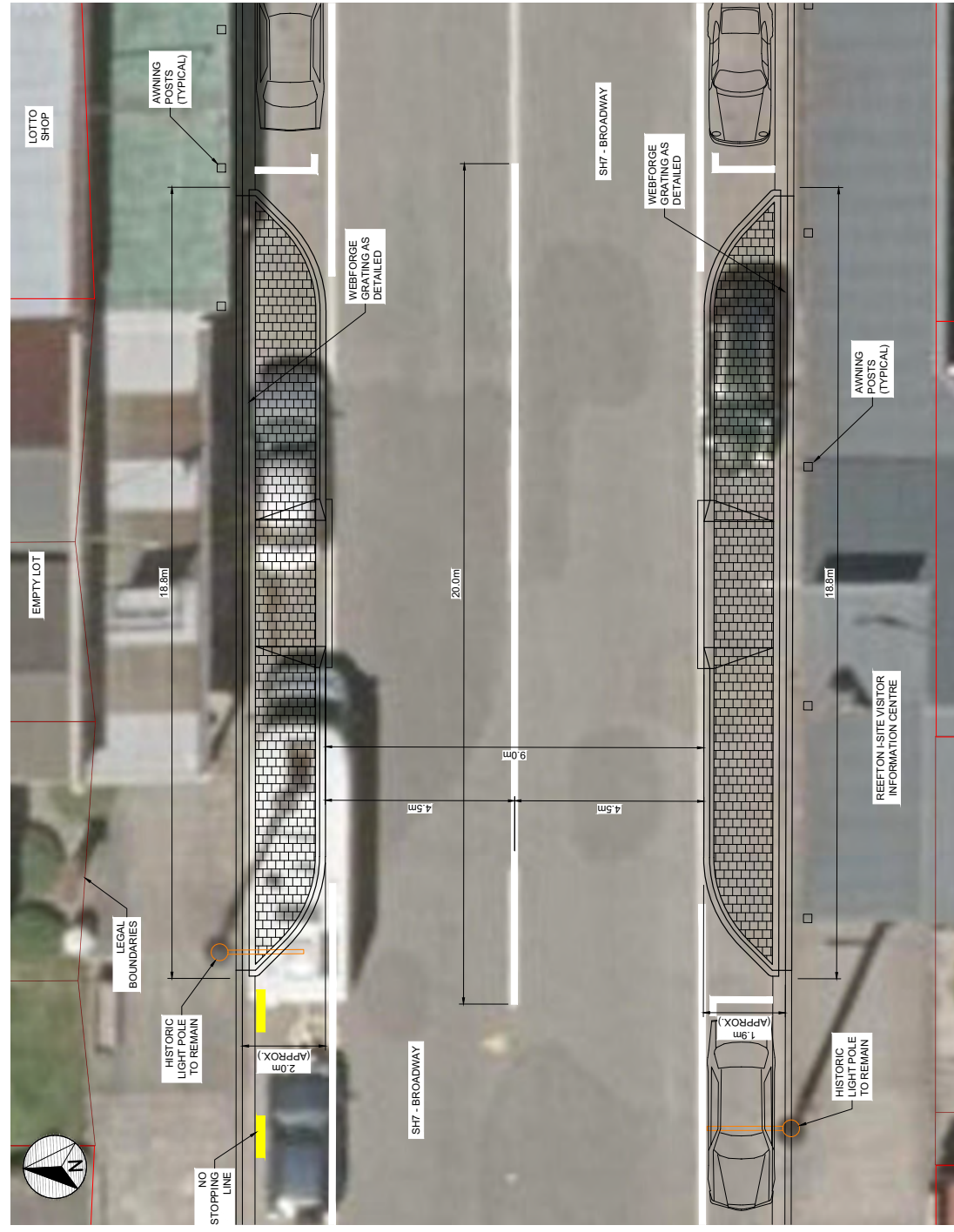
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FOR APPROVAL

PROJECT
NEW ZEALAND TRANSPORT AGENCY
REEFTON SH7 RP185/11.58
PROPOSED CROSSING POINT
TITLE
LAYOUT PLAN
DESIGNED BY
K. VAN DER MERWE
CHECKED BY
K. VAN DER MERWE
APPROVED BY
C. LUCAS
DATE
23.08.2020

ORIGINAL SIZE
A1

SCALE
C01
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- NOTES
- ATTACHMENT B
1. LINE MARKING AND GENERAL LAYOUT IN ACCORDANCE WITH MOTSAI PART 2: MARKINGS
2. AERIAL PHOTO FROM WRC 2017
3. SETBACKS TO BE MAINTAINED AS SHOWN
- ALIGN CROSSING WITH THE SITE AWNING GABLE
 - DISTANCE FROM EXISTING CENTRELINE TO BUILD-OUT FACE OF KERB TO BE 4.50m AS SHOWN

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EXISTING SERVICES
DRAWINGS DO NOT SHOW EXISTING SERVICES, IT IS THE RESPONSIBILITY OF THE CLIENT TO LOCATE ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF CONSTRUCTION.

DETAIL PLAN
SCALE 1:50 (A1) 1:100 (A3)

REVISION	APPROVED	DATE
A PRELIMINARY FOR APPROVAL	CAL	23.08.2020
B		

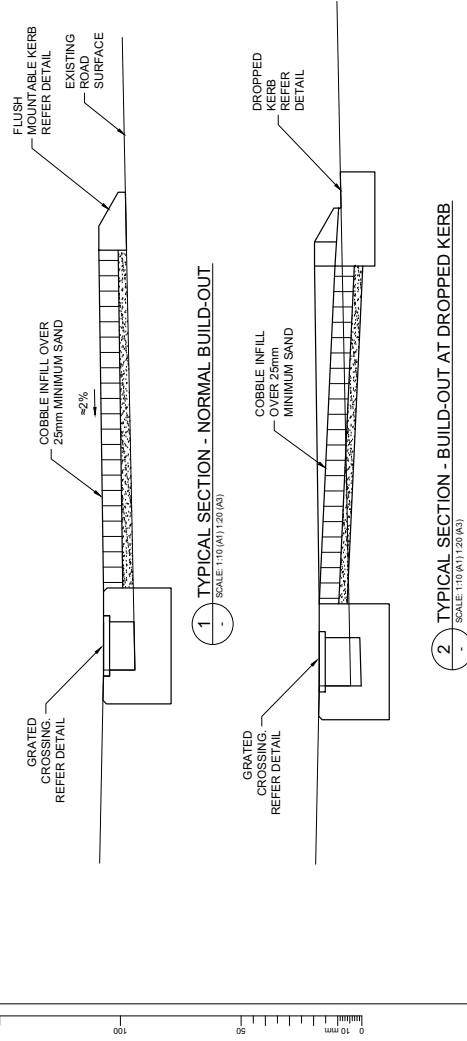
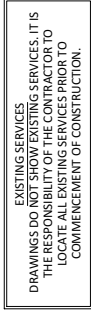




PO Box 456
Geyser Road 1940
New Zealand

SCALES	AS SHOWN	DESIGNED	APPROVED	ORIGINAL SIZE
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DRAWN	K VAN DER MERWE	K VAN DER MERWE	K VAN DER MERWE	
DATE	23.08.2020	23.08.2020	23.08.2020	


PROJECT	NEW ZEALAND TRANSPORT AGENCY REEFTON SH7 RP185/11.58 PROPOSED CROSSING POINT
TITLE	LAYOUT PLAN
DATE	23.08.2020
SCALE	6-KL117.01
REVISION	B



REVISION	REMARKS	APPROVED	DATE
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WAKA KOTAHİ
NZ TRANSPORT
AGENCY



Geymout Office
497-499 Stn
New Zealand

NEW ZEALAND TRANSPORT AGENCY
REEFTON, SH7 RP185/11 58
PROPOSED CROSSING POINT

TITLE
DETAILS

SCALE
AS SHOWN

ORIGINAL SIZE
A1

DESIGNED
C LUCAS

APPROVED
K VAN DER MERWE

DATE
08.04.2020

FOR ISSUED
09.04.2020
New Zealand

FOR APPROVAL

CIVIL

NEW ZEALAND TRANSPORT AGENCY
REEFTON, SH7 RP185/11 58
PROPOSED CROSSING POINT

TITLE
DETAILS

SCALE
AS SHOWN

ORIGINAL SIZE
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NEW ZEALAND TRANSPORT AGENCY
REEFTON, SH7 RP185/11 58
PROPOSED CROSSING POINT

TITLE
DETAILS

SCALE
AS SHOWN

ORIGINAL SIZE
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DESIGNED
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NEW ZEALAND TRANSPORT AGENCY
REEFTON, SH7 RP185/11 58
PROPOSED CROSSING POINT

TITLE
DETAILS

SCALE
AS SHOWN

ORIGINAL SIZE
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DESIGNED
C LUCAS

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K VAN DER MERWE

DATE
08.04.2020

FOR ISSUED
09.04.2020
New Zealand

FOR APPROVAL

CIVIL

NEW ZEALAND TRANSPORT AGENCY
REEFTON, SH7 RP1



7 March 2022

Reefton Pedestrian Crossing Survey Results 2022

Buller District Council (Council) has worked with Waka Kotahi NZ Transport Agency (NZTA) to explore the option of installing a safe pedestrian crossing on State Highway 7 in Reefton. If the crossing is to progress it would be one of only two approved and fully funded safety projects on the West Coast aimed at improving pedestrian safety.

The proposed crossing is an unmarked pedestrian crossing i.e. not with road painted zebra stripes but rather with islands built out from the footpath on each side. Such a crossing would improve pedestrian visibility and provide safe zones for vulnerable users like children, elderly or people with strollers, mobility scooters or wheelchairs.

If it is to progress the crossing would need to be installed before June 2022 to utilise the external funding currently available. If the project's stakeholders (Buller District Council, NZTA and the Reefton community) are not in consensus on the need for a crossing and its location the funding will be withdrawn and will not automatically become re-available. If the project does progress in the required timeframe, it will be 100% funded by Waka Kotahi NZTA and will be delivered at no cost to the Buller District's ratepayers.

To ascertain if the Reefton Community (circ. 1000 individuals - 2018 census) supports the creation of a pedestrian crossing Council conducted a survey. The survey was live between 14 February – 21 February 2022. The questions asked in the survey were:

1. Do you want a pedestrian crossing in Reefton on the Broadway? Yes/No.
2. If you DO NOT support a pedestrian crossing please let us know why:
 - a. It would be better to lower the speed limit on the Broadway to 30 km/h
 - b. No need for one
 - c. We would lose too many car parks
 - d. Other (please specify)
3. Which block do you consider has the most value for installing a crossing? A, B or C (see diagram)
4. Do you have any other comments/feedback/suggestions regarding the pedestrian crossing on the Broadway?

In total 141 responses were collected via online (120) and paper copies (21). 74% (105 respondents) supported the creation of a pedestrian cross. 26% (36 respondents) did not support the creation of a pedestrian crossing.

While there was strong support for creating a pedestrian crossing in Reefton it is also worth noting that many respondents (both for and against the crossing) indicated that a reduction of the speed limit to 30km/h would be something that they supported.

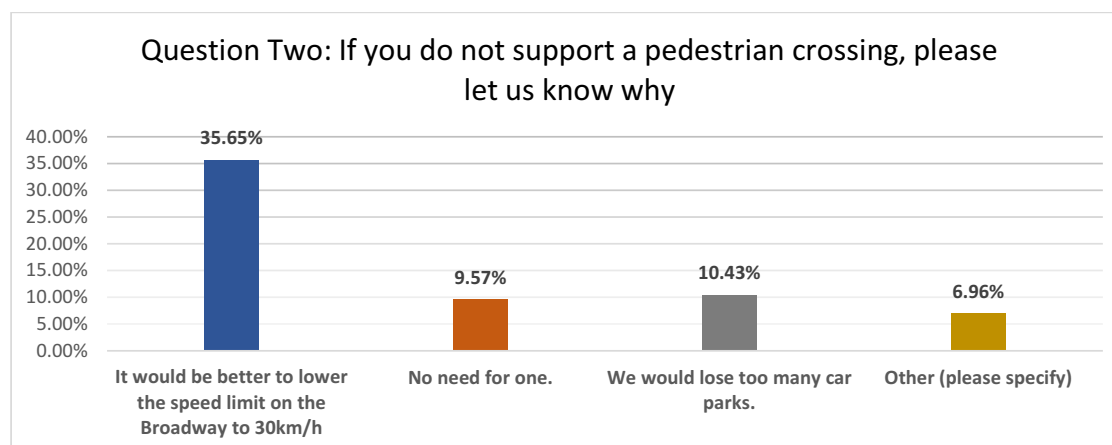
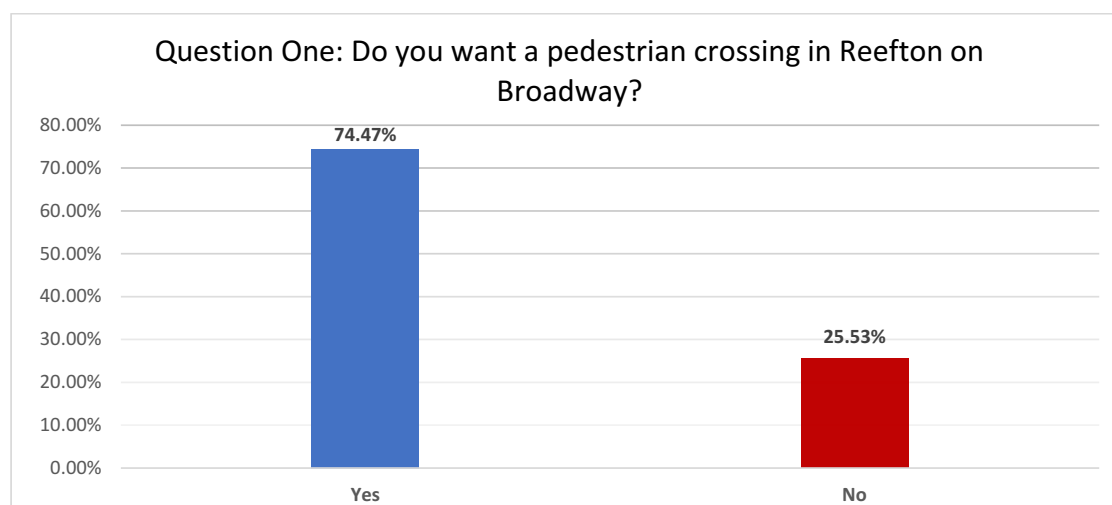
Council considers this volume of responses to be statistically significant. Council would like to thank all those who took the time to complete the survey and shared their point of view.

Details of responses to question 1-4 from the survey can be found below:



7 March 2022

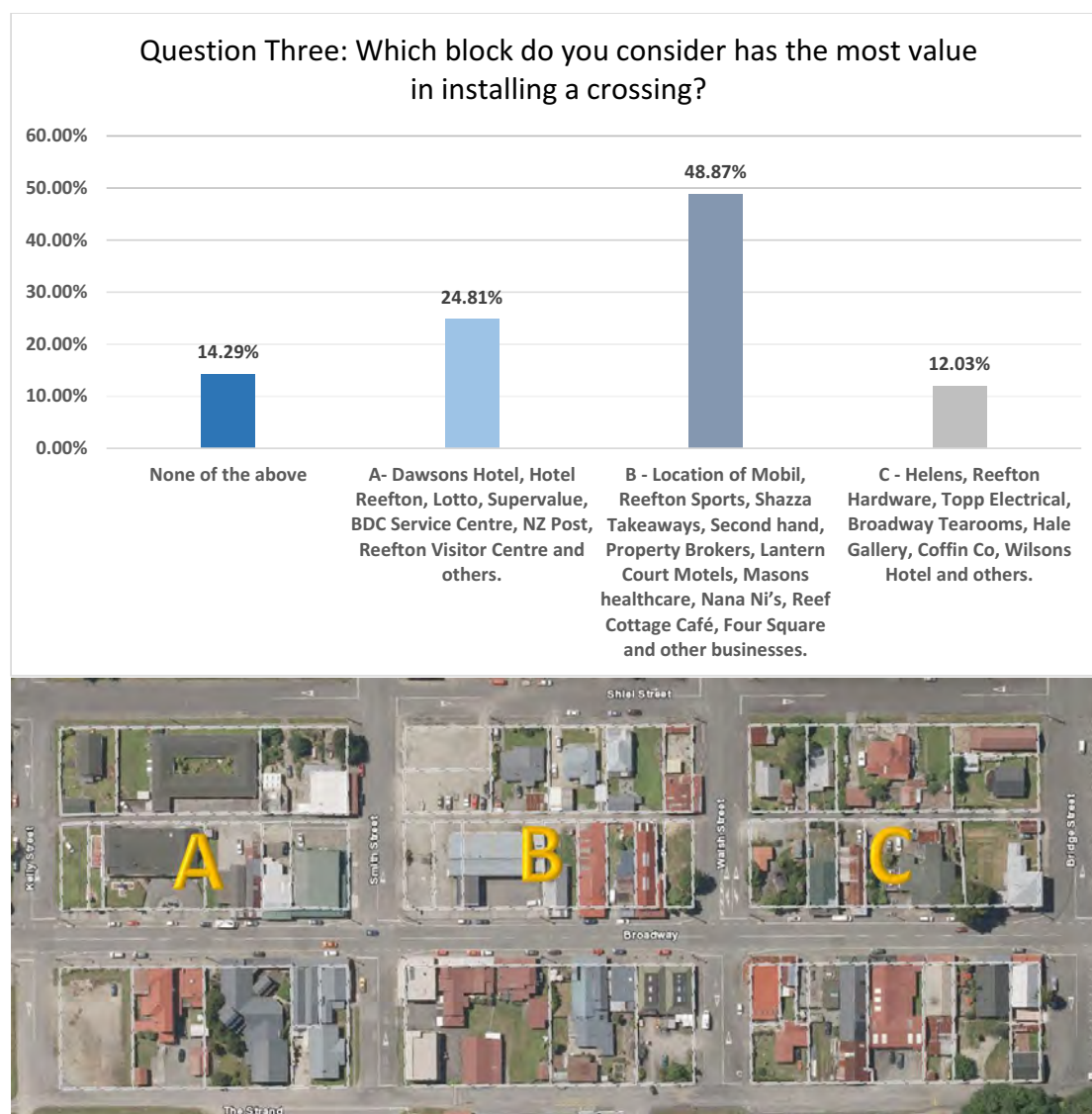
Reefton Pedestrian Crossing Survey Results 2022



Note: While 105 desired a crossing per question 1 out of the 141 many took the opportunity to comment in question 2 with 115 responses with strong support for lowering speed. Other; Reasons duplicated in question 4.

7 March 2022

Reefton Pedestrian Crossing Survey Results 2022





7 March 2022

Reefton Pedestrian Crossing Survey Results 2022

Question Four: Do you have any other comments/feedback/suggestions regarding the pedestrian crossing on the Broadway?
30km/h along Broadway/SH7 would be much, much safer for Reefton's pedestrians. OR having the speed limit from Blacks Point to Reefton on SH7 stay at 70km/h rather than increase to 100km/h then reduce to 50km/h on a corner where very few people slow to the speed limit (I walk my dog twice a day on this piece of road and am very aware of how dangerous it is). With the NZTA speed indicator sign at the entrance to Broadway on SH7 not having worked for several months, perhaps even a year, there is no visual alert to show traffic that they are exceeding the speed limit and there is a lot of heavy traffic on this piece of road; logging trucks, stock trucks, coal trucks, freight trucks, camper vans etc. Thank you for considering the residents of and visitors to Reefton with this proposal to put a pedestrian crossing on our street with the most shops and pedestrians; it will help to keep our community safer for our predominantly aged population, children, visitors, dogs and everybody using our main street!
Most people driving through park by public toilets and walk back up the street
Lower the speed limit and make it SAFE all round
This pedestrian crossing is very much needed with the aged local population and the number of pedestrians who frequent Broadway, especially on a Saturday morning. 30 km per hour speed limit would also be much safer on Broadway (the same as Mawhera Quay, Greymouth) as there are many vehicles using this road and 50 km per hour seems an excessive speed with all the logging/coal and other trucks that speed through, using their engine brakes, and the many camper vans that visit Reefton... some of the locals could do with slowing things down a bit also!
I think position where majority of Reefton residents see fit
Reefton, since has so little traffic now it's not worth it.
Great idea especially for those travelling from Wpt to Chch can't count the amount of times tried to cross the street there
1. 30km/h on Broadway should be introduced also - large trucks with trailers, other heavy vehicles, camper vans and all vehicles in general travel too fast on this road for how many pedestrians are on our footpath. 2. Footpaths need better access for those crossing with buggies, wheelchairs and prams. I use a pram every day on Broadway and push people in wheelchairs for my job so find it very difficult with the lack of low points in the curb to cross Broadway. 3. Drainage needs improving on Broadway outside Supervalu Supermarket as large, wide puddles form that you have to step into unless you park several feet from the curb.
I think there should be 2 crossings. 1 at supervalu and one at Wilsons up town
This is central
We do not have enough places to park on Broadway as it is! Be a joke to take more spots away. Lower the speed limit
Will be great
Lower the speed limit
Use empty lot for car parking entry in off main road exit ally



7 March 2022

Reefton Pedestrian Crossing Survey Results 2022

I think two crossings would be good
One done other end of town would be good too. Save people having to go all way back from tea rooms o Dawson's to cross if they have too especially if can't walk that far or on crutches, sight impaired etc
As someone who drives a lot and observes the road rules, there's a crossing outside the school at Waimauku (Auckland) I've not seen the approach design anywhere. The crossing is NOT raised it has a series of white triangles painted on each side of the lane as you approach the crossing. The triangles get larger as you get closer to the crossing. I find it is an excellent visual warning and highlights the wider area before the crossing. Perhaps that style can be incorporated to the crossing.
Reducing the speed limit on Broadway and making U-Turns illegal there also. Speed camera in Reefton would be good, on Broadway or near the railway station end of Reefton
My husband and I briefly visited Reefton last year and loved the town and area. To have a pedestrian crossing allows all drives and pedestrians know it's in place, noticeable, speed limited either side in case a child runs out by error, heavily marked for correct use and should be used by all. Safety first for all who live and visit your wonderful place in NZ.
I think judder bars would be better at the top end of Broadway above the motor camp that would slow the traffic down once it hit the main st
Good idea. 30km area is also a good idea
2 would be just fine one near supermarket. One somewhere near four square or hardware
If there is to be an island type there needs to be a space for mobility scooters, wheelchairs to be able to move thru. Or having a raised crossing would serve to slow those trucks down too.
Possibly 2, one at other end of town so people do not have to walk back to this end of town for the crossing. Mostly a disabled or person impaired would be using these
Please we really need this. We have a lot of elderly and children residents that would really benefit from having a crossing
Maybe one on each end of the Broadway.
Would be a good idea for two crossing to be put in one by Supervalu and one up by the tearooms but if this is not feasible on in the middle of town would be good. Also lowering the speed limit to 30kms right down past the hospital would be good for the pensioners who have to cross to the hospital for the wheelchair access to the medical centre. Also a good idea would be for an elderly sign to be placed at the town bridge as a lot if traffic going through town are unaware of the hospital being to close to the main road
I don't think there's enough traffic to need a crossing, but a lower speed limit would be more beneficial.
There is no need people are currently able to cross safely
Will be great , more safe for all of us
Need 2 one top and bottom end of town, but lowering the speed limit to 25 might also be a winner
What about when those big wide load trucks or all other trucks in mind come down the main street and they can't stop 🚚 they go quite fast down the main street we should make a way to stop big trucks going down main street someone might get hit with the pedestrian crossing is something to think about just in case



7 March 2022

Reefton Pedestrian Crossing Survey Results 2022

Lower the speed to 40 k/h and divert the heavy trucks away from Broadway
It would make the town a lot safer
I think a form of control for heavy vehicles should be imposed. They seem to travel at a very high speed threw the main street. And a crossing would be pointless if a kid stepped out while one was coming through.
Love wandering through Reefton on our way through, 'B' is a nice central location.
Only reason for at point C is to slow the traffic entering, especially trucks. For pedestrians B would be my preference to get to Chemist and in middle of both supermarkets plus close to take aways on either side where a lot of children sit to wait and/or eat at lunchtime and 3pm
I like to holiday in Reefton with my family, which usually involves crossing the street a lot when walking from our motel to the pub, visitor centre, shops, tearoom, etc. Would be more enjoyable if there was a crossing and slower traffic speeds.
Please also lower the speed limit. Trucks and cars speed through the main street. It is not safe for pedestrians visitors and locals
Much needed a lot of people would use it. People that are in wheel chairs. Walking frames etc can use this to their advantage. And less able people with physical impairments will find this a huge advantage.
I think there should be two crossings 1 at top of town by market. Other across from Supervalu/Post shop.
Option b is central to the street
I think we need two crossings. One by Greg Topp Electrical/Beta Electrical and one down by the Lotto Shop.
Is it possible to have more than one crossing? If so A and C would give pedestrians safer options.
Lowering the speed outside the Police Station and also near the Campground will dramatically slow down traffic going through the Main Street
Reefton needs a pedestrian crossing on the main road through the town as some traffic go too fast and people can't cross safely especially people in wheelchairs and it would be nice to have the speed limit dropped to 40kms down Broadway.
1 Pedestrian at A, 1 Pedestrian at C
Don't take parks away
It would need to be on either block a or b as on c motorists would be likely to have more trouble slowing as they are coming down a slight hill.
30 kmh on Broadway would be good with 2 pedestrian crossings
Much needed & ideally raised to also slow trucks, which speed through town. Centre of town seems most prudent, especially with Reef Cafe being popular & visitors crossing near there to visit the distillery.
It should be a proper zebra crossing so cars have to stop
Much needed and soon
Middle of Broadway, away from supermarkets as it can be hard enough to get a park there already
Fix the road as it's too steep for wheel chairs and consider lowering the speed limit



7 March 2022

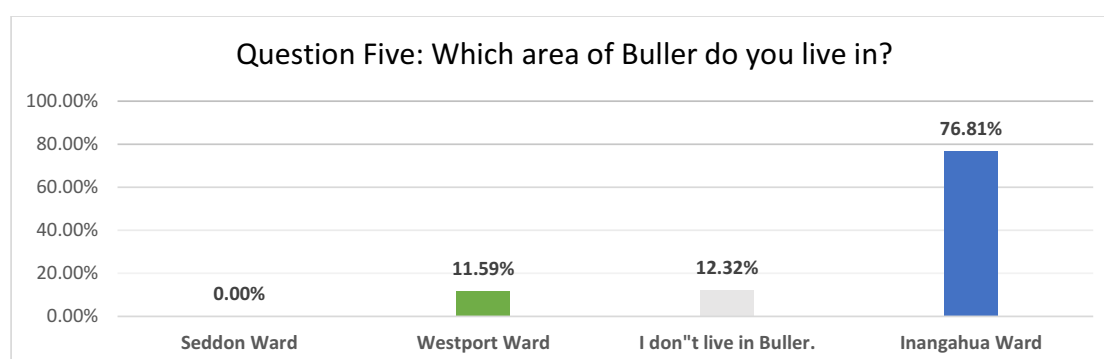
Reefton Pedestrian Crossing Survey Results 2022

At the top would hopefully make the traffic that flies through slow down when they see a pedestrian crossing. Also, the top end by the toilets and campground and parking area would arguably be where most people start walking into town? Therefore, to me this would make sense to be the best spot.
Urgently require this for children and elderly
It should go roughly in the middle of town plus there should be a proper crossing from the Hospital to the flats opposite for the elderly and it should have some sort of lighting for particular in winter
Lower the speed limit
This is well needed. It will also help with the trucks flying down Broadway. I'm a shop owner and some of them go so fast I'm grateful no one has been run over. Thankyou
Lowering the speed limit for the whole shopping area of Broadway is a must too
This is long overdue and would make it safer for the elderly. Lived in Reefton 30 years and wished there was one then
Waste of time and money
From what I've seen, as someone who walks along the street regularly, Location B is the busiest pedestrian area where the majority of people, particularly locals cross.
It's the contour of the road that is the issue. NZTA need to fix this issue so that wheelchair users can cross the roads safely.
Why only 1?
Reduce Speed Centre town. Divert heavy Traffic
30km/h speed limit good on Broadway
Put in small carpark somewhere near crossing. Can't lose carparks
Lower speed limit and make car parks (Empty section next to B)
Painted zebra strips for crossing and lower speed limit
Lower speed limit, divert heavy traffic
Painted crossing lower speed limit
Wheel chair struggles on crossing. Crossing each end of town. Regular visitor
Flashing lights and buzzer. More parks, Divert heavy traffic
Keep Parking Infront Supermarket
Reefton Lodge to Reefton Hotel
Dawsons to hotel carpark
Shame to lose carparks, 30km/h Essential before someone dies due to trucks
Lower speed limit, crossing wont suit everyone
30km/h speed limit



7 March 2022

Reefton Pedestrian Crossing Survey Results 2022



BDC Infrastructure Staff responses to points raised in question 4.

- Waka Kotahi NZTA is the road controlling authority responsible for setting speed limits on State Highways. BDC has provided feedback on the recent public review from Maruia to Reefton including Broadway. Awaiting results of the zone review. This survey feedback will be shared with the agency as additional evidence.
- BDC is planning a speed review for local roads to coincide with new rules being implemented in the near future.
- Funding is only available at this time for one crossing.
- Parking options on BDC controlled roads could be explored as a separate project to boost options close to Broadway. Converting current marked street areas on the side roads from parallel to angle parks could provide a significant increase.
- A heavy vehicle diversion is a challenging situation for Reefton with three main entrances from State Highways into town. Balancing speed controls, distance travelled, route travelled, impact to property values and those affected is not an easy change to implement.

Next Steps

BDC Infrastructure staff to supply survey results report to Waka Kotahi NZTA and the Inangahua Community Board (ICB) for review and ICB Governance Decision making to work within the available funding window.

INANGAHUA COMMUNITY BOARD

12 APRIL 2022

AGENDA ITEM 7

Prepared by Krissy Trigg
Acting Group Manager Community Services

CORRESPONDENCE

1. DRAFT RECOMMENDATION

That the Inangahua Community Board receive inwards correspondence.

INANGAHUA COMMUNITY BOARD

12 APRIL 2022

AGENDA ITEM 8

Prepared by - Councillor John Bougen
- Chair

CHAIR'S REPORT

1. REPORT SUMMARY

This report is to provide commentary of significant events and meetings attended by the Chair. The report also provides information on advocacy or political matters relevant to the Inangahua ward currently before Council.

2. DRAFT RECOMMENDATION

- 1. That the report be received for discussion and information.**
- 2. That the Inangahua Community Board endorses the Chair approaching Development West Coast regarding their assistance with the availability of fibre in Reefton.**

3. GENERAL ITEMS

3.1 Broadway Crossing

Following on from the information and advice received at the February 2022 ICB Meeting, a BDC Internet "Survey" was conducted. The results are included in as Attachment C in Item 6 of this agenda.

It is important to note that the Crossing is not a 'Pedestrian Crossing' as was advised in the Survey, but a 'Crossing for Pedestrians'. There will be no markings, no lights, no poles, no signs and no cars either side of it.

Board members will recall that we were asked to consider the Crossing last year, at which time we were advised that if the crossing was not favored by the ICB, Waka Kotahi funds were to be withdrawn and the matter was to be at an end. They cannot be used in any other pedestrian safety project.

Subsequently Waka Kotahi have found another pot of funds and are offering the same deal again. Minor changes have been made to the location of the Crossing. Specifically, the Crossing has moved slightly West of last year's location and will essentially remove all parking outside the Reefton Visitor Centre, on both sides of the Road.

However, the sole location detailed, is not the only location that will be considered by Waka Kotahi, as the Survey requested submitters to advise in

which of three blocks along Broadway, they thought the Crossing should be sited. The overwhelming majority advised that Block B, the middle block, be where the crossing should be sited. No plans have been provided as to where the Crossing might be located along Block B.

The sole consultation for the latest Crossing was an online survey, with 76% of the responses coming from Reefton residents and then helpfully, a further 24% from those living in other parts of New Zealand. No advice has been sought from the Business owners who ply their trade on either side of the proudly Heritage endowed Broadway.

Our role as community Board Members is to help ensure that the Citizens of the Inangahua District can go about their lives in a safe and inviting environment.

Thus, in considering the crossing offer, many factors need to be considered and evaluated as to whether they can be satisfied along the entire length of Broadway, in part or whole by the installation of a single Crossing.

To further assist, a copy of the original Walking Action Plan and its updates are included as Attachment A in Item 6 of this agenda. There is also a report from the Infrastructure team regarding this subject and a resolution sought for outcome.

3.2 Lake Supervalue

Waka Kotahi have advised that they will only be filling in Lake SuperValue if the Crossing is installed outside the Reefton Visitor Centre. Should the crossing either not proceed, or be installed in another location, then all those parking outside Supervalue, on Waka Kotahi Road, will have to continue wading to their vehicles in even the smallest amount of rain, be they young, old, nimble or mobility challenged.

3.3 Pool

With the appointment of a new Team Leader of Community Facilities, progress on the various shortcomings of the Pool can be addressed and resolved in consultation with pool management.

3.4 Pool Hours

Hopefully by the date of the meeting, the planned closure for the season of the Pool will have been deferred to the end of the School Holidays rather than at the start of the School Holidays. Given that the pool has been closed for 9 days for filter maintenance and staff sickness along with the disruption caused by the upgrade to the pool, a mere extra 13 days at a critical time would be well received. Council has been made with Hayley Burnham who has advised that they can stretch the budget to allow the pool to remain open until the end of Easter Weekend. This would mean 30 weeks of operation for the season, which would be 4 weeks over the contracted duration of 26 weeks with Buller Recreation Ltd. Any decision to increase the swim season further is an operational one via PERC.

3.5 Camp Ground Operation

Following the Retirement of Shane Guthrie, BDC have appointed a Contract Campground Manger. Jed Findlay will be managing the Reefton Campground for the next 6 months. His experience in managing Campgrounds on the West Coast will a valuable contribution to the operation while BDC evaluate ongoing Operational options.

The members of the Reefton Sub Committee have resigned and BDC are seeking legal advice to confirm the necessity of a sub-committee during the next 6 months. This advice will be brought to the ICB meeting.

Thank you, Shane and Mae along with the dedicated Sub-Committee members who have loyally guided and managed the Campground over many years.

3.6 Flood Damage

Following the February event BDC / Recovery

- Have contracted Rosco's, Westreef and MBC Environmental to collect flood waste from the historic landfill.
- Engaged Rosco's to work on immediate protection and immediate large item collection.
- Engaged Westreef and MBC Environmental to collect flood waste from the river fairway who have completed collection of flood waste from the zone initially impacted.
- Have engaged MBC Environmental to complete a second sweep of a broader area that was identified as impacted within the river fairway who will commence the second sweep within the next few weeks.

Operationally

- Collection of flood waste within the river fairway is a health and safety issue that is being manged by experienced professionals with the appropriate training and experience.
- If there is flood waste outside of the river fairway that needs to be collected which has not previously been identified, that needs to be logged with BDC Flood Recovery - 0800 768 348.
- If waste exists outside of the river fairway, it may or may not be from the flood, it could be collected by the community through BDC.

3.7 Reefton Visitor Centre/Reefton Service Centre Merger

Due to the workload associated with the recent Floods, the planned opening of the merged Centre has been postponed to a proposed date in October 2022.

An update of associated matters will be given at the Meeting.

3.8 Reefton Water Upgrade

Culvert replacement by Waka Kotahi across Broadway at Donovan Street.

The team are currently carrying out remediation of the storm damage work along the Reefton Water Reservoir access track. This will also include an extension of the track side drain down the access track to the highway. Remedial planting is planned for the exposed face left from the water pipeline installation works above Donovan Street. This will be done by environmental contracting firm MBC.

Longer term, an improved drainage network for storm water along Donovan Street, directing water to the State Highway culvert, is being developed by the Council stormwater team. An improved highway culvert for SH7 is being designed and installed by Waka Kotahi.

Engineering firm WSP have inspected the geotechnical stability of the access track above Donovan Street and currently hold no concerns for the structural integrity of this section of the reservoir access track.

Update from Michael Henstock, Orbit Consulting:

“The team are currently carrying out remediation of the storm damage work along the Reefton Water Reservoir access track. This will also include an extension of the track side drain down the access track to the highway. Remedial planting is planned for the exposed face left from the water pipeline installation works above Donovan Street. This will be done by environmental contracting firm MBC.

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“Engineering firm WSP have inspected the geotechnical stability of the access track above Donovan Street and currently hold no concerns for the structural integrity of this section of the reservoir access track.”

3.9 Public Toilets – Update from Rick Barry

Works are on track, however delayed until December.

The Building Consent BC210407 has been approved and issued as of 1st April 2022. These BC210407 documents have been forwarded to the main Contractors – Permaloo and All About Sewer for construction reference. There are several conditions on the approved building consent, involving tasks and costs that are not included within the Permaloo quote.

A site meeting has been arranged with Permaloo, and the main Subcontractor - All About Sewer (ABS completed the Springs Junction public toilet for BDC), to happen in Reefton at the end of this month, April 2022. This meeting is to assess and confirm the site layout, proposed timelines for the preparation and temporary works required, discuss the building demolition details, consider all

contractors involved in the siteworks, services and foundation construction, to initially identify the site/main street services (further detailed investigation/service contractors input will be required), confirm the Permaloo install details/requirements (crane access/lift plan) and discuss the necessary H&S/induction requirements.

Please note that if there is no additional budget for this project work, beyond the approved \$400K, then the predicted overrun of costs will need to be addressed urgently.

4.0 ICB annual Grant

Each year the ICB is allocated \$5,000 for it to expend on projects specific and of value to the Inangahua that could not proceed without assistance. One such project will be presented at the meeting for consideration.

INANGAHUA COMMUNITY BOARD

12 APRIL 2022

AGENDA ITEM 9

Prepared by Krissy Trigg
Acting Group Manager Community Services

RESPONSE TO PUBLIC FORUM

1. DRAFT RECOMMENDATION

That the Inangahua Community Board advise of any public forum responses.