

I hereby give notice that an ordinary meeting of the Engineering Services Committee will be held on:

Date: Thursday 14 August 2014
Time: 9.30 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Engineering Services Committee ATTACHMENTS

ATTACHMENTS UNDER SEPARATE COVER

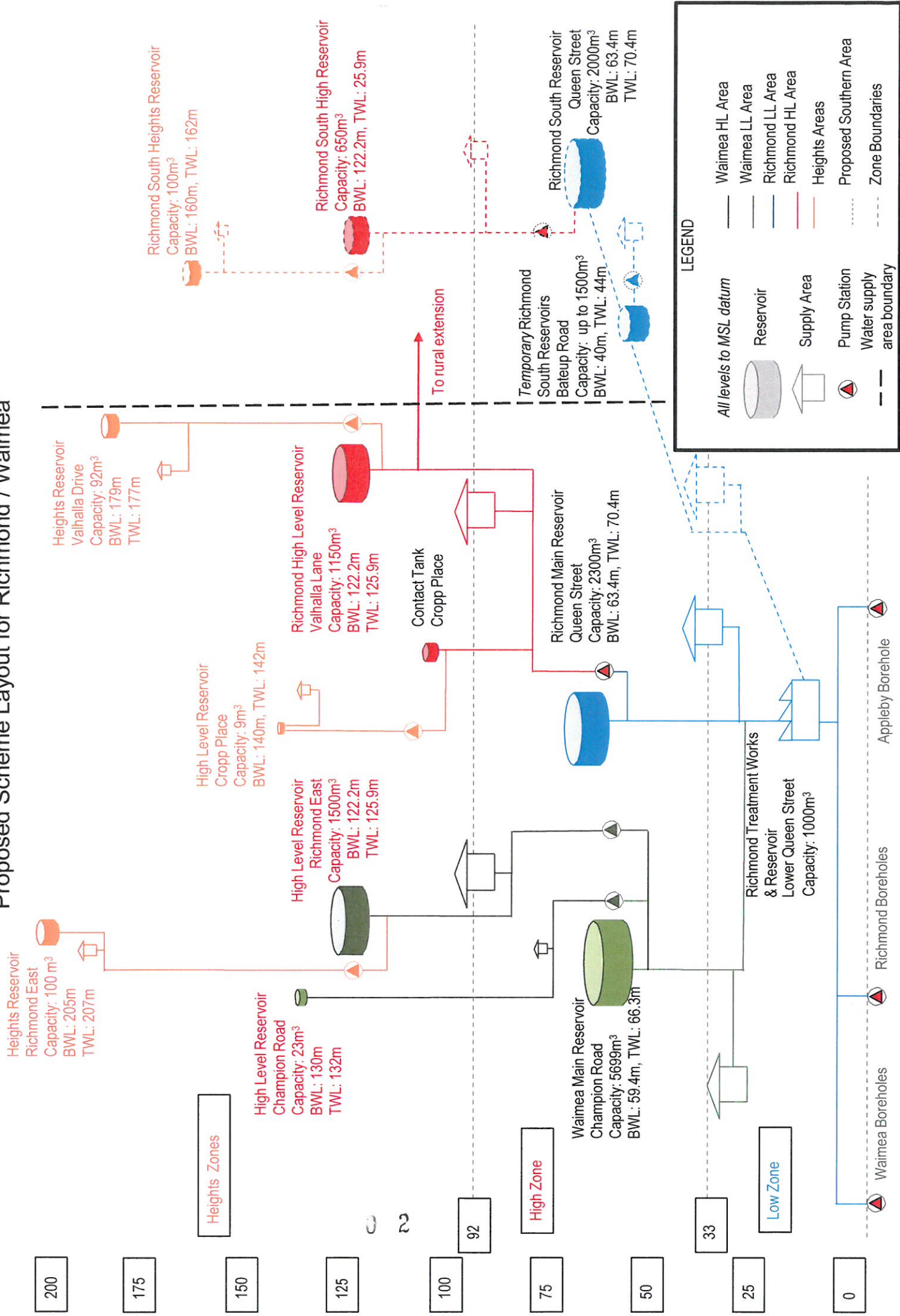
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Action Sheet – Engineering Services Committee – August 2014

Meeting Date	Minute/Action	Minute or CSR or Email request	Accountable Officer	Status
10 August 2013 – Full Council	RCN13-08-10 Engineering Services Reorganisation – Ongoing Performance KPIs	Non financial KPIs to be reported to Council – quarterly	Peter Thomson	Report to ESC Quarterly – included in Engineering Activity update
2 February 2014 – Engineering Services Committee	RESC14-02-07 Jackett Island Interim Works and RESC14-02-08 Jackett Island Long Term Solution	Jackett Island Interim Works – ongoing reports should be part of Engineering Services	Rick Lowe/Gary	Included in Engineering Activity Update
15 May 2014 – Engineering Services	RESC14-05-11 Solid Waste Provision of Services	Solid Waste – provision of services – report back on progress	David Stephenson	Verbal report at this meeting.

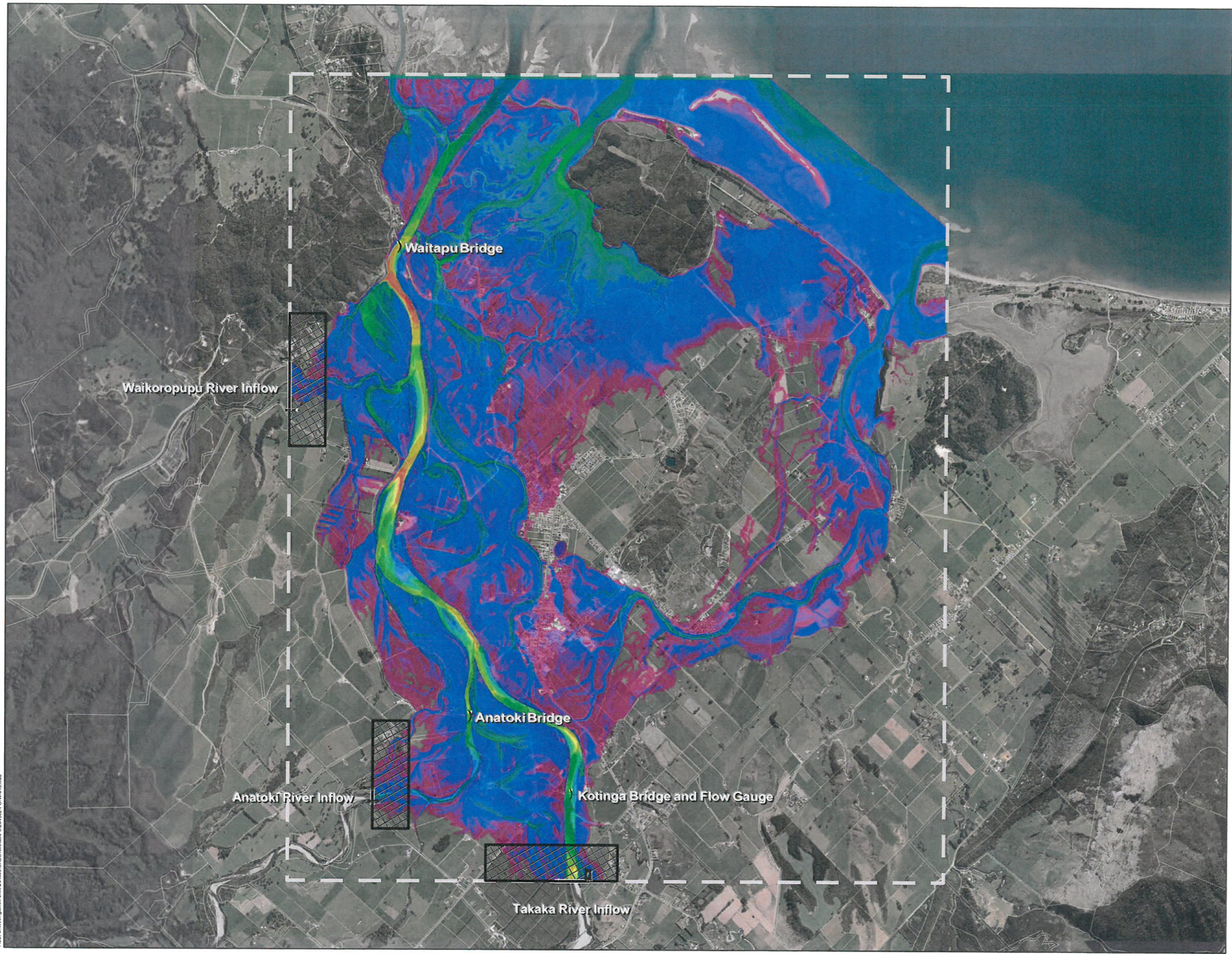
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Proposed Scheme Layout for Richmond / Waimea

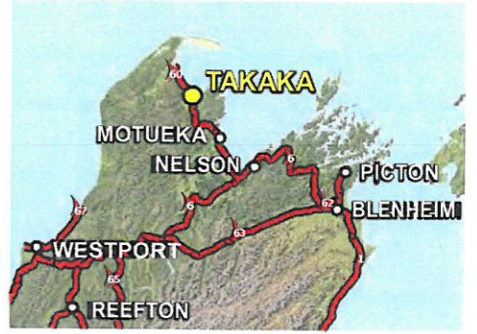


Proposed LTP 2015-2045 funding for Richmond South Water Projects

Project	Description	LTP Years	Budget
Richmond South Ris/Main/Pump Stn-LL-HL Res	New Rising main and pump station from Low Level Reservoir to High Level Reservoir	15-19	929,917
Richmond South Ris/Main-LowQnSt-LowLvl Res	300mm trunk main from new WTP to Richmond South LL Reservoir. Route along Borck Drain.	12-14	2,484,146
Richmond South-Ris/Main-HL Resvr-Heights Res	New rising main and pump station from High Level Reservoir to Heights Reservoir	18-20	621,009
Richmond South - HL Hill St South	Upsize 1230m of 50mm to 150mm along Hill Street.	15-17	502,292
Richmond South - HL Paton Road Main	New 150mm high level main from Hart Road to Ranzau Road	14-16	335,118
Richmond South - LL Paton Road Main	New 150mm low level main from end of trunk main to Ranzau Road	13-15	467,932
Richmond South-Hill Plough-Hill St	New 150mm main along Hill Street from Hillplough Heights and southwest. Connects to existing in Whites Road	17-19	956,788
Richmond South-Heights Reservoir	Construct new reservoir - 100m ³	18-20	326,969
Richmond South-High Lvl Reservoir	Construct new high level reservoir - 650m ³	15-17	1,145,877
Richmond South-Low Lvl Reservoir	Construct new low level reservoir - 2000m ³	12-14	2,345,495
Richmond South facilitation works	Works to facilitate early start in Richmond south pending full construction of new principal main from WTP and new reservoirs.	1-4	250,000



Key Plan



Legend

- Inflow Boundary Extent
- Bridge
- Model Extent
- Area With Unreliable Modeling Results (Due To Close Proximity To Model Boundary)

Water Depth (m)

Above 6.0	2.8 - 3.2
5.6 - 6.0	2.4 - 2.8
5.2 - 5.6	2.0 - 2.4
4.8 - 5.2	1.6 - 2.0
4.4 - 4.8	1.2 - 1.6
4.0 - 4.4	0.8 - 1.2
3.6 - 4.0	0.4 - 0.8
3.2 - 3.6	Below 0.4

Notes

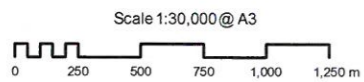
- The flood information represented on this map does not include for freeboard and as such is not recommended building level.
- The flood information represented on this map has been derived based on a 2-D hydraulic model of the identified area, using existing TDC GIS Lidar and aerial information (as supplied in April 2010). The model has been established using a 6m grid, with predefined input hydrographs applied for the Takaka, Anatoki and Waikoropupu Rivers across the identified boundary extents. Localised run-off contributions, inflows from the Motupipi river and the influence of the reticulated stormwater networks have been excluded from this model.
- Assumptions and limitations of the information represented on these maps are discussed in the associated report (Takaka Inundation Study, Aurecon 2010).
- The agencies and individuals involved in this study accept no responsibility for any action by any party that is based on the information provided.



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DATE: 22/06/2010 Version: 1



Project Number: 204582
 Projection: NZTM

Stormwater Level of Service additional background material

- Level of Service
- Mandatory Performance Measures
- Communitrak survey
- Cost of solutions
- Past flooding
- Flood modeling
- LOS upgrade timeline
- Stormwater bylaw

Level of Service

- 1.1 The full current LOS provisions, as provided for in the 2012 Activity Management Plan (AMP), are at the end of this attachment.

Mandatory Performance Measures

- 1.2 Changes to legislation means that new Mandatory Performance Measures are required and these are similar to existing LOS statements but will need targets set to fully perform the LOS function. The LTP workshop of 16 September 2014 is scheduled to address this aspect.
- 1.3 Changing the LOS to reflect the Mandatory Performance Measures makes sense as this will focus reporting efforts on measures that will meet both local and national needs. However, note that the wording of the performance measures is dictated by central government and many unresolved questions have arisen about what exactly some of them mean to measure.
- 1.4 Undertaking a full review of LOS is not necessary now and this task would be better done before the next AMP.

Communitrak survey

- 1.5 The 2014 Communitrak Survey results highlight the increased community concern about stormwater services with dissatisfaction with stormwater ranking as the second highest concern. Overall "stormwater services" also rated the highest for Spend Priority Factor and the area where residents in Richmond and Golden Bay would be most willing to pay more rates to fix. The result for satisfied with stormwater services rating was 76% which continued the low trend of 2013 recent results which are:

Year	2008	2009	2010	2011	2012	2013	2014
% satisfied	85	85	83	81	86	67	76

- 1.6 Council's current performance target for this LOS is 80% and hence this has not been met for the last 2 years.
- 1.7 The feedback on the "responsiveness to flood events" question is more static with both positive and negative comments being received about how Council (and its contractors) have been dealing with events.

Cost of solutions

- 1.8 The cost to retrofit secondary flowpaths in urban areas such that floor level flooding is avoided has averaged at around \$30,000 per house in Auckland where they are working through approximately 8000 properties. This cost is similar to that for the work done by TDC to protect houses at the bottom of Washbourne Gardens. Two other alternatives are:
- to raise the floor of buildings on piles and this can be achieved for approximately \$20,000 for medium sized house.
 - Tanking of flood prone building as is currently being investigated in Christchurch which is expected to cost about \$25,000 per house.

Past flooding

- 1.9 Council does not have the staff capacity to record the full details of flooding especially in short or widespread storms. In addition, review of the 2013 and other events shows that current reporting of flooded properties by residents is inconstant. Therefore seeking community input to the extent of flood inundation and damage will greatly assist staff to target the most cost-effective areas for remedial works.
- 1.10 However, staff are aware that some people will not wish to advise of flooding due to concerns over notes on LIMs or difficulties obtaining insurance. Where residents refuse to advise Council of a flooding problem, they will then reduce the chance of a mitigation being provided.
- 1.11 Another risk associated with the community survey approach is that the community may expect Council to prevent all future property flooding. To minimise this risk, enhanced community education material is proposed to clarify Council's LOS and how residents will need to consider their role in preventing building flooding and damage minimisation in larger events

Flood modeling

- 1.12 Undertaking further flood modeling is critical to provide mapping of areas expected to be flooded and allow testing of mitigation options. Without such modeling, Council cannot claim to have robust information upon which to base decisions and demonstrate that effective hazard mitigation planning is occurring. There is an opportunity to build upon the existing river flooding models developed for the Wairoa, Wai-iti and Motueka Rivers to provide a full urban flood model and thus minimize the additional expenditure required. Other settlements will require further modeling.
- 1.13 Modeling stormwater networks requires sufficient quality base data to make the results reliable. Knowledge of the surface coverage, ground contours and pipe data is the minimum level required. Levels based on up-to date LiDAR are important information to support the development of effective flood models and secondary flow path analysis. Council needs some additional LiDAR and pipe data to complement existing information. Fortunately, further LiDAR surveys are already scheduled to occur over time to support many functions of Council. Additional pipe data gathering is proposed with each Catchment Management Plan (CMP).

LOS upgrade timeline

- 1.14 Increasing the primary or secondary LOS for all urban areas immediately is not a realistic option as Council does not have the financial capacity to undertake the works and changing the LOS would create an expectation in the community that could not be met. This approach would also not help to tailor the LOS to each community's desires.
- 1.15 An alternative is only upgrading the LOS for the worst impacted areas eg Richmond town centre. This approach is partly happening due to existing projects such as the Queen Street Upgrade, Mt Heslington Drain and Pohara works; however, generally this option also risks getting the LOS wrong as the CMP process including modeling and community consultation offer a more robust process. Without using the full set of data and a suitable risk-prioritisation process, there would be difficulty in determining the highest need areas.
- 1.16 Obtaining new secondary flowpaths within new developments is relatively easily achieved as the ESP already requires this to the Q100 level. Changing the guidelines to Q100_{cc} is proposed pending community consultation. However, this approach does not address existing properties at risk nor the cumulative impacts of new developments on existing areas.
- 1.17 Actively pursuing secondary flow path establishment in existing urban areas is a much more difficult task. Recent large storms in the Nelson-Tasman region have highlighted the need to establish and maintain adequate secondary flow paths throughout towns. Initial flowpath modeling has been undertaken for Richmond. Estimates of potential remedial physical works and/or legal easement expenditures for Richmond are being gathered for reporting later. The reality is that the cost of the ideal network of flowpaths would exceed the available budget and hence a progressive prioritised programme will be needed.
- 1.18 The rapid adoption of changed LOS for existing developed areas will most likely result in a sub-optimal outcome both from the communities' perspective where the right level of maintenance may not be undertaken and for Council where excessive expenditure is incurred. Hence, the catchment based planning process is seen as the best approach to help specific consultations with each community on the appropriate LOS both in terms of design capacity and extent of maintenance. This is the recommended way forward and would involve the staged change in LOS after each CMP is finished.

Stormwater bylaw

- 1.19 There is currently no Stormwater Bylaw and this potentially limits the ability of the Council to manage changes that increase flood potential. Examples include maintenance of privately owned drainage; changes to surface levels that are not subject to TRMP earthworks provisions; and building solid fences or landscaping that divert secondary significant flows. Whilst the Land Drainage Act 1908 is useful, a bylaw would expand Council's enforcement options.
- 1.20 The creation of a stormwater bylaw is recommended as a lower priority action to supplement the work proposed under the CMPs. Once the new framework for effective stormwater management in urban areas is established, the bylaw will assist to maintain its performance over time. Overall, as this is not an urgent item to address it will be formally proposed later.

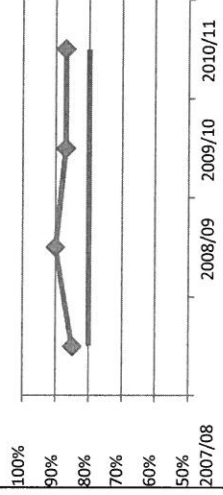
Level of service and performance measures

Table 0-1 summarises the levels of service and performance measures for the stormwater activity. Development of the levels of service is discussed in detail in Appendix R. The shaded rows indicate those Levels of Service and performance measures which are included in the Long Term Plan (LTP).

Table 0-1: Levels of Service

ID	Levels of Service (we provide)	Performance Measure (We will know we are meeting the level of service if...)	Current Performance	Future Performance			Future Performance (targets) in Year 10 2021/22
				Year 1	Year 2	Year 3	
				2012/13	2013/14	2014/15	
Community Outcome: Our unique natural environment is healthy and protected.							
1	Our stormwater systems do not adversely affect or degrade the receiving environment.	<i>Council has resource consents in place for each of the 16 stormwater UDAs. Resource consents are held in Council's Confirm database.</i>	Actual = Resource consents will be obtained once a Stormwater Catchment Management Plan has been developed for each UDA.	0	1/16 (Richmond)	2/16 (Richmond and Motueka)	16/16
2		<i>We have stormwater UDA management plans (SWCMPs) for each urban drainage area.</i>	Actual = Work has begun on the Stormwater Catchment Management Plan for Richmond. This will be complete and in place by the end of Year 1.	1/16 (Richmond)	2/16 (Richmond and Motueka)	3/16 (Richmond, Motueka and Mapua)	16/16
Community Outcome: Our urban and rural environments are pleasant, safe and sustainably managed.							
3	Our stormwater systems collect and convey stormwater safely through urban environments, reducing the adverse effects of flooding on people and residential and commercial buildings.	<i>There are no public complaints to Council of residential or commercial buildings being flooded as a result of failure of Council stormwater systems to cope with the current design capacity (this excludes capacity from rivers, private drainage failure). As measured through complaints received through Council's customer services and recorded in the Confirm database.</i>	Actual = This is a new measure which is not currently measured. Council needs to ensure this information is adequately recorded in Confirm.	0	0	0	0

ID	Levels of Service (we provide)	Performance Measure (We will know we are meeting the level of service if...)	Current Performance	Future Performance				Future Performance (targets) in Year 10 2021/22																															
				Year 1	Year 2	Year 3	Year 4																																
				2012/13	2013/14	2014/15	2015/16																																
4		Existing systems are capable of containing a 1 in 5 year storm event.	<p>Actual = The table below shows the % of areas capable of containing a 1 in 5 year storm. This table will be reassessed on a three yearly basis.</p> <p>UDA</p> <table border="1"> <tr><td>Richmond</td><td>80%</td></tr> <tr><td>Brightwater</td><td>70%</td></tr> <tr><td>Wakefield</td><td>60%</td></tr> <tr><td>Murchison</td><td>40%</td></tr> <tr><td>St Arnaud</td><td>80%</td></tr> <tr><td>Tapawera</td><td>90%</td></tr> <tr><td>Motueka</td><td>80%</td></tr> <tr><td>Mapua/ Ruby Bay</td><td>80%</td></tr> <tr><td>Tasman</td><td>60%</td></tr> <tr><td>Kaiteriteri</td><td>80%</td></tr> <tr><td>Takaka</td><td>70%</td></tr> <tr><td>Pohara</td><td>40%</td></tr> <tr><td>Ligar Bay/Tata Beach</td><td>70%</td></tr> <tr><td>Collingwood</td><td>70%</td></tr> <tr><td>Patons Rock</td><td>30%</td></tr> <tr><td>Average</td><td>67%</td></tr> </table> <p>≥ 1 in 5 Yr</p>	Richmond	80%	Brightwater	70%	Wakefield	60%	Murchison	40%	St Arnaud	80%	Tapawera	90%	Motueka	80%	Mapua/ Ruby Bay	80%	Tasman	60%	Kaiteriteri	80%	Takaka	70%	Pohara	40%	Ligar Bay/Tata Beach	70%	Collingwood	70%	Patons Rock	30%	Average	67%	75%	75%	75%	100%
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<p>Community Outcome: Our stormwater and essential services are sufficient, efficient and sustainably managed</p>																																							
5	Our stormwater activities are managed at a level which satisfies the community.	% of customers satisfied with the stormwater service. As measured through the annual resident survey.	<p>Actual = 81%</p> <p>The Communitrak™ residents survey was undertaken in May/June 2011. 81% of receivers of the service were found to be satisfied with the service they receive.</p> <table border="1"> <tr><th>Year</th><th>% Satisfied</th></tr> <tr><td>2006/07</td><td>80%</td></tr> <tr><td>2007/08</td><td>80%</td></tr> <tr><td>2008/09</td><td>80%</td></tr> <tr><td>2009/10</td><td>80%</td></tr> <tr><td>2010/11</td><td>81%</td></tr> </table>	Year	% Satisfied	2006/07	80%	2007/08	80%	2008/09	80%	2009/10	80%	2010/11	81%	80%	80%	80%	80%																				
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ID	vels of Service (we provide)	Performance Measure (We will know we are meeting the level of service if ...)	Current Performance	Future Performance			Future Performance (targets) in Year 10 2021/22
				Year 1	Year 2	Year 3	
				2012/13	2013/14	2014/15	
6		Number of complaints relating to health nuisance (odour, mosquitoes, noise...) As measured through complaints received through customer services and recorded in the Confirm database	Actual = This is a new measure which is not currently measured. Council need to ensure this information is adequately recorded in Confirm.	<10 complaints	<10 complaints	<10 complaints	<10 complaints
7		% of faults responded to within Contract time frames. (eg. Priority = clear obstructions in stormwater system in one working day) As recorded through Council's Confirm database	Actual = 97% The operations and maintenance contractor is required to meet a target of 90% of faults to be responded to and fixed within specified timeframes. This is monitored through Contract 688.	>90%	>90%	>90%	>90%
8	We have measures in place to respond to and reduce flood damage to property and risk to the community within stormwater UDAs.	All open drains are maintained in a flood ready state As measured through audits undertaken by the Engineer.	Actual = 88% 	>90%	80%	80%	80%
9	Critical stormwater assets are maintained in a flood ready state and checked prior to any event in which weather warnings are notified. As recorded through audits carried out by the Contract Engineer.	Actual = Critical assets are identified and assessed for Risk. Where mitigations measures are required, they have been included for action in the AMP.	100%	100%	100%	100%	100%

Example of Stormwater Project Prioritisation System July 2014

Project	Cost (\$000s)	Flooded sections	Flood section multiplier	Flood flooded once	Flood flooded multiplier	Flood flooded > once	2nd+ floor flooded multiplier	Growth sections	Growth multiplier	Total benefit	Cost/benefit	Priority
Borcks Creek	\$20,000	50	1	15	5	2	10	1000	3	3145	\$6,359	1
Neds Creek (Revised option)	\$500	30	1	4	5	1	10	0	3	60	\$8,333	2
Neds Creek (ESC Report option)	\$2,900	50	1	6	5	2	10	0	3	100	\$29,000	3

Examples only - all section numbers are estimates and subject to change.

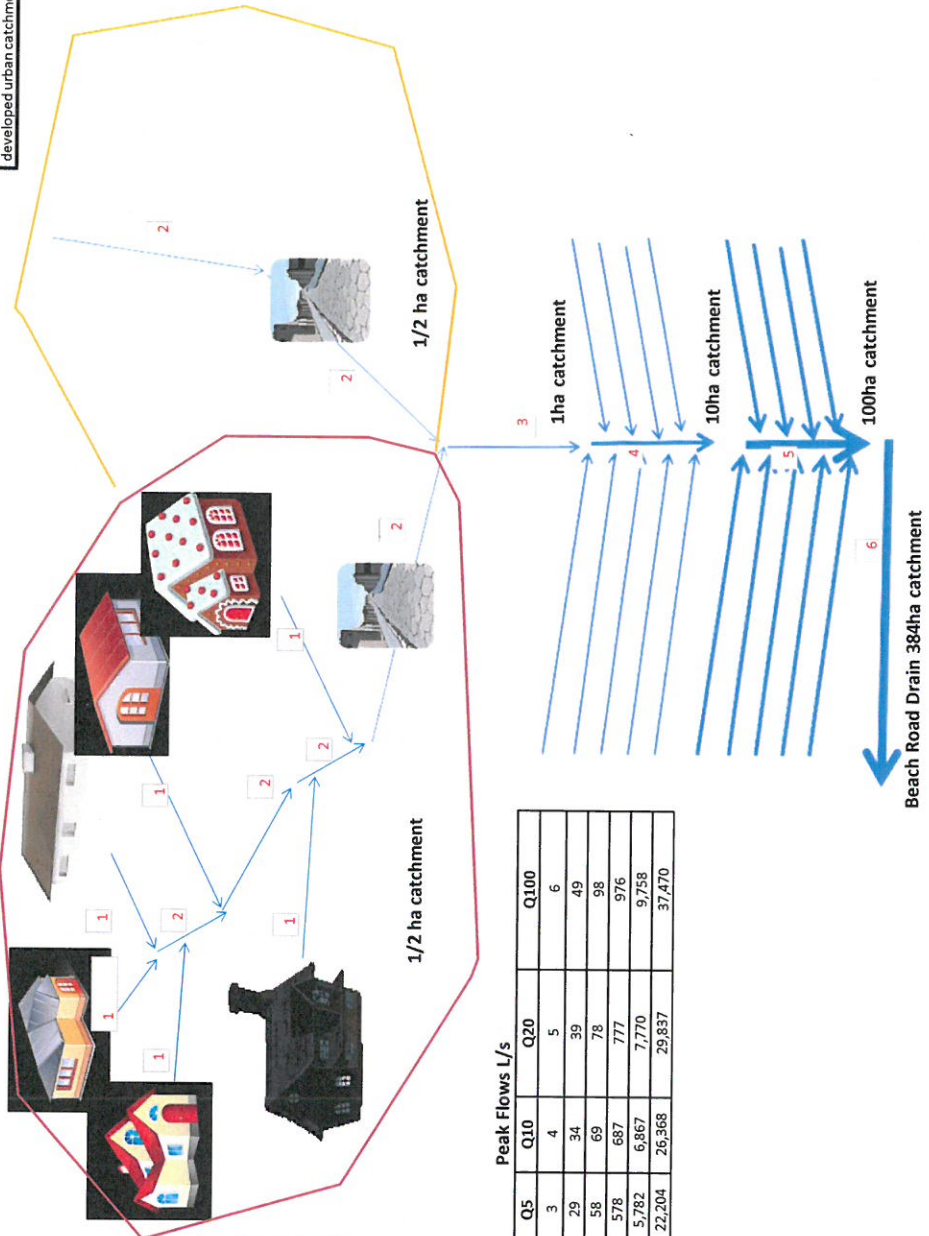
EXAMPLE OF CAPITAL COST INCREASE WITH LOS CHANGE

Concrete pipe diameter (mm)	Pipe upsize cost \$/m	New Pipe \$/m	Capacity at 1:100 grade (l/s)
300	\$ 280	\$ 420	111
375	\$ 295	\$ 443	196
450	\$ 402	\$ 603	323
525	\$ 460	\$ 690	485
600	\$ 565	\$ 848	688
675	\$ 620	\$ 930	937
750	\$ 795	\$ 1,193	1236
825	\$ 800	\$ 1,200	1587
900	\$ 900	\$ 1,350	1993
1050	\$ 1,150	\$ 1,725	2983
1200	\$ 1,400	\$ 2,100	4230
1500	\$ 2,000	\$ 3,000	7100

Richmond subcatchment	area Ha	% urban
Jimmy Lee	384	44%
Borck	1440	165%
Lower Richmond Reservoir	81	9%
Poutama	376	45%
	32	4%
	2313	100%
		873

Example Jimmy Lee Catchment 384ha (L/s)	# of 1050 pipes required	# of 1200 pipes required	Length of 1050 pipe	Length of 1200 pipe	Length of 1500 pipe	Cost increase
22,204	7.4	5.2	800	1300	200 base case	
26,368	8.8	6.2	950	1544	238 \$	4,895,097
29,837	10.0	7.1	1075	1747	269 \$	8,154,070
37,470	12.6	8.9	1350	2194	338 \$	20,479,991

Summary
 \$5m to go from Q5 to Q10
 \$8m to go from Q5 to Q20
 \$20m to go from Q5 to Q100
 Jimmy Lee is 44% of the existing developed urban catchment area.



Pipe size	Q5	Q10	Q20	Q100
1	3	4	5	6
2	29	34	39	49
3	58	69	78	98
4	578	687	777	976
5	5,782	6,867	7,770	9,758
6	22,204	26,368	29,837	37,470

Tasman Roading Minor Improvement Programme

Progress Summary June 2014

ID	Project	Description	Workstage	Procurement	Status	Status Comments
1	Kerr Hill Road Geometric Improvements	A combination of misleading horizontal and vertical curves has been a key factor in two motorcyclist fatalities. Propose to realign vertical and horizontal curves to remove out of character alignment.	Construction	Project		Contract awarded to Higgins. Construction due to commence.
2	Russ's Corner Improvements	The intersection is a crossroad that is currently marked with priority for Moutere Highway. High speed approaches in all directions and history of frequent crashes.	Land	Direct		Awaiting final land purchase before proceeding with lighting. Negotiations underway.
3	Lower Queen Street Cycle Refuge	Crossing point of the cycle trail is not well defined. Cyclist required to cross at traffic signals or at their own discretion.	Identified			On hold. Potentially a joint project between NZTA, NTCTT and Council.
4	Salisbury Road Mid Block Crossing	Pedestrian crossing on Salisbury Road for Waimea College causes delays to traffic. Signalised pedestrian crossing would improve efficiency.	Identified	Project		To be investigated and presented to Committee
5	Motuoka Signalised Pedestrian Crossings	History of pedestrian vs. vehicle accidents due to failing to give way. Visibility to existing pedestrian crossings is poor.	Design	Project		Community open evening held and submissions being received. Generally positive feedback received. Design to be undertaken.
6	Pukekoiko Bluff	Narrow curvy-linear road alignment undercut by slip. High percentage of towing and wide vehicles during summer along with pedestrians and cyclists. Route security.	Construction	Project		Construction underway.
7	Edward Street Shared Path	No off road connection to new subdivisions and the cycle trail. Pedestrians and cyclists using the carriageway through narrow bend with no shoulder. High percentage of HCVs due to nearby quarry.	Design	Project		In final stages of design. NTCTT section past the church awarded to Fulton Hogan.
8	Swamp Road and Lower Queen Street Intersection Improvements	High volume arterial road with no right or left turn treatment. 6 intersection related crashes in 10 years. Include flag lighting.	Design	Project		MWH engaged to undertake prelim design and estimate.
9	William Street and Salisbury Road Intersection	Delays expected to increase due to increasing traffic volumes. Signalised intersection would improve efficiency.	Identified	Project		To be investigated and presented to Committee
10	Mytton Heights Intersection Upgrade	Atamai development is on-going. Agreement in place for Atamai to contribute to cost of upgrade and for Council to manage the design and construction. Upgrade to be completed by end of April 2014 so that Atamai are not delayed in the sale of new titles as per agreement between Council and Atamai.	Land	Project		Detailed design complete. Land negotiations to be finalised.
11	Flett Road and Moutere Highway Intersection	Y intersection allows vehicles to negotiate the intersection at high speeds. Development at the end of Flett Road will generate an increase in traffic volume, increasing the risk. Court ordered decision as part of the resource consent process requires developer to contribute to upgrading of the intersection.	Land	Project		Concept design complete. Land purchase negotiations required.
12	Riwaka-Kaiteriti Road Localised Curve Widening	Narrow section of road through curves does not provide for the tracking of large vehicles. Isolated widening proposed so that vehicles do not need to cross the centreline.	Identified			To be investigated and presented to Committee
13	Driver Feedback Signs	Installation of speed feedback signs at strategic locations across the district.	Procurement	Project		3 speed devices and 6 locations approved.
14	Lower Queen Street and Stratford Street Intersection	Trucks are blocking the exit from Stratford Street when turning right due to insufficient width for dedicated left turn and right turn lanes. Resulting in significant delays.	Identified			On hold. Need to reconsider scope and/or funding as initial estimates exceed minor improvement threshold. Defer from 2013/14.
15	Mapua Drive Shared Path	Popular walking and cycling route between Higgs Road and Aranui Road on Mapua Drive. No off road cycle or pedestrian facilities, missing link.	Design	Package		Prelim design complete. To be tied in with development works. Awaiting confirmation of developers design.
16	Gardner Valley Road and Moutere Highway Intersection Improvements	Existing intersection alignment is at an obtuse angle encouraging high speed turning through the intersection. The visibility to the left when exiting Gardner Valley Road is poor and is in a high speed environment. Include flag lighting.	Design	Direct		Awaiting developers completion.
17	D'Arcy Street and Elizabeth Street Traffic Calming	Vehicles are using residential streets as a short cut onto Salisbury Road to avoid traffic signals.	Identified	Package		Work brief to be developed
18	Redwood Road and Moutere Highway Intersection Improvements	No existing right or left turn treatment. Used as an alternative route to SH60 instead of Pea Viner Corner.	Design	Package		Design underway.
19	Maisey Road and Moutere Highway Intersection Improvements	Insufficient sight distance and widening on high speed arterial route. Propose widening to allow for turning movements.	Design	Package		Preliminary design complete. Land negotiations to proceed.
20	Paton Road and White Road Sight Distance Improvements	Sight distance when exiting from White Road is poor. Land purchase is required to remove obstructions.	Land	Direct		Preliminary design complete. Land negotiations to proceed.
21	Paton Road and Ranzau Road Sight Distance Improvements	Sight distance when exiting from Ranzau Road is poor. Land take required to remove obstructions.	Land	Direct		Preliminary design complete. Land negotiations to proceed.
22	Moutere Highway and George Harvey Road Intersection Improvement	No existing allowance for left or right turning vehicles into George Harvey Road. Road narrows through box culvert, Upper Moutere bound vehicles could continue straight and hit the edge of bridge if curve is misjudged. No clear zone. Include flag lighting.	Investigation			Work brief to be developed
23	Whakarewa Street and Chamberlain Street Intersection	Sight distance is very poor. Lots of anecdotal evidence for near misses due to cars pulling out in front of through traffic.	Identified			To be investigated and presented to Committee
24	McShane Road and Lower Queen Street Intersection Improvements	High volume arterial road with no right turn bay and four crashes in a ten year period.	Design	Project		Detailed design underway. Land negotiations to continue upon completion of the design.
25	Edwards Road and Moutere Highway Intersection Improvements	Very poor sight distance to the right for vehicles exiting Edwards Road in high speed environment. Propose to remove obstructions on road reserve and amend layout to improve visibility.	Design	Package		Preliminary design complete. Land negotiations to proceed.
26	Redwood Valley Lane and Moutere Highway Intersection	Insufficient sight distance for right turn in and out in high speed environment. Local residents are also concerned with speed of vehicles through the lane and intersection. Consider restricting movements e.g., left turn in only.	Design	Package		Community consultation complete and design confirmed. Speed humps to be included for Redwood Valley Lane.
27	Tennyson St and Abel Tasman Drive Intersection	Tennyson Street extends straight from Abel Tasman Drive and vehicles are not required to slow down to negotiate the intersection. This results in careless turning into a narrow and congested road during summer. There is also confusion for tourists looking for Pohara Top 10.	Design	Package		Design complete. To be packaged with other Golden Bay works.
28	Motupipi Street and Abel Tasman Drive Intersection Improvements	Existing layout is a non-typical mini roundabout and is difficult for heavy vehicles to negotiate. High pavement stresses are causing premature seal failure. Fonterra factory is adjacent to the intersection and contributes to the high percentage of trucks.	Land	Package		Land negotiation underway. Preliminary design complete.
29	Abel Tasman Road and Glenview Road Intersection Improvements	Existing intersection is Y layout which causes confusion for drivers. Propose to construct T intersection to clearly identify conflict areas and reduce crash risk.	Design	Package		Detailed design complete. Awaiting other sites for package procurement.
30	Petrie Carpark Entrance	Entrance to Petrie Carpark is not well defined. At present vehicles are required to give way to pedestrians and intersection is easily missed. Proposed to amend kerb alignment and install right turn bay.	Design	Package		Detailed design complete.

Tasman Roading Minor Improvement Programme

Progress Summary June 2014

ID	Project	Description	Workstage	Procurement	Status	Status Comments
31	Waimea West Road and Lord Rutherford Road Nth Ellis Street Intersection Improvements	Poor turning radius for large vehicles that end up crossing centreline. There is the need to address services	Design			Design underway.
32	Kelling Road and Moutere Highway Intersection Improvements	The minor intersection has poor sight distance and is a very confusing layout, priority is not well defined. Council staff have witnessed traffic failing to give way.	Design			Design underway.
33	Teapot Valley Road and Waimea West Road Intersection	Difficult Y layout intersection which allows for high speed turning. Drivers are required to look back over their shoulder to check for on coming vehicles.	Identified	0 January 1900	To Be Scoped	To be reconsidered
34	Harley Road and Moutere Highway Intersection Improvements	Intersection on arterial route does not have widening for right or left turning.	Identified		To Be Scoped	Work brief being developed
35	Plain Road and SH60 Intersection	Existing intersection is a split Y layout which causes difficulty for drivers and has restricted visibility due to drivers having to look back over their shoulder. Propose to construct T intersection to improve sight distance. Trucks frequently use a through route to Bainham.	Identified		To Be Scoped	Discussion with NZTA
36	Gardner Valley Road and Old Coach Road Intersection Delineation	A combination of vertical and horizontal curves restrict visibility and are unpredictable for drivers.	Design	Direct	To Be Scoped	Work brief being developed
37	McLeans Corner - Motueka Valley Highway	Frost and ice prone site with difficult horizontal alignment. One fatal accident due to loss of control resulting in head on collision. Consider improved skid resistance and frost warning signage.	Investigation		To Be Scoped	High PSV seal complete. Frost warning RRPMS to be installed.
38	Mt Burnett Road and Collingwood-Puponga Road Intersection	High number of trucks using the intersection due to presence of Solly's quarry. Propose to extend seal and improve sight distance. Visibility is poor to the north and trucks often pull out in front of vehicles approaching from the north.	Identified	Direct		Vegetation removal to be completed by June 2014.
39	Old Coach Road and Moutere Highway Flag Lighting	Unlit intersection on arterial route. Flag lighting will better define conflict areas at night and increase alertness of drivers.	Identified	Direct	To Be Scoped	
40	Sunrise Valley Road and Moutere Intersection Improvement	Existing intersection is Y layout which causes confusion for drivers. Propose to construct T intersection to clearly identify conflict areas.	Identified	Package	To Be Scoped	
41	Flaxmore Road and Moutere Highway Flag Lighting	Unlit intersection on arterial route. Flag lighting will better define conflict areas at night and increase alertness of drivers.	Identified	Direct	To Be Scoped	
42	School Road and Moutere Highway Flag Lighting	Unlit intersection on arterial route. Flag lighting will better define conflict areas at night and increase alertness of drivers.	Identified	Direct	To Be Scoped	
43	Robinson Road and Moutere Highway Flag Lighting	Unlit intersection on arterial route. Flag lighting will better define conflict areas at night and increase alertness of drivers.	Identified	Direct	To Be Scoped	
44	Central Road and Moutere Highway Flag Lighting	Unlit intersection on arterial route. Flag lighting will better define conflict areas at night and increase alertness of drivers.	Identified	Direct	To Be Scoped	
45	Old House Road and Moutere Highway Flag Light	Unlit intersection on arterial route. Flag lighting will better define conflict areas at night and increase alertness of drivers.	Identified	Direct	To Be Scoped	
46	Alexander Bluff Road and Motueka Valley Highway Flag Lighting	Unlit intersection on arterial route. Flag lighting will better define conflict areas at night and increase alertness of drivers.	Identified	Direct	To Be Scoped	
47	Dovedale Road and Motueka Valley Highway Flag Lighting	Unlit intersection on arterial route. Flag lighting will better define conflict areas at night and increase alertness of drivers.	Identified	Direct	To Be Scoped	
48	Woodstock Road and Motueka Valley Highway Flag Lighting	Unlit intersection on arterial route. Flag lighting will better define conflict areas at night and increase alertness of drivers.	Identified	Direct	To Be Scoped	
49	College Street and Chamberlain Intersection Street Flag Lighting	Unlit intersection on arterial route. Flag lighting will better define conflict areas at night and increase alertness of drivers.	Identified	Direct	To Be Scoped	
50	Big Pokororo Bridge Approach	Large trucks have extreme difficulty trying to access the bridge when travelling out of the Graham Valley area. Road widening required to allow for vehicle tracking. Bridge structure is ok.	Investigation			Investigating tracking issues.
51	Hamama Road Stock Underpass	Joint project with the land owner to install a stock underpass on Hamama Road. The existing crossing causes nuisance to road users and significant pavement wear.	Identified		To Be Scoped	
52	Cozens Road and Dovedale Road Sight Distance Improvements	Sight distance to the right is very poor. Propose bank cutting to provide improved sight lines when exiting the intersection. Cut material could be placed on the Motueka Valley Highway shoulders to improve clear zones.	Identified	Direct	To Be Scoped	
53	Jacobs Ladder Sight Distance Improvements	Corner easing on severe curves to improve sight visibility.	Identified	Direct	To Be Scoped	
54	Howard Valley Road	Very narrow section of road with no passing ability, large drop downhill. Propose bank trimming. Numerous community complaints. Cars required to back up or downhill.	Design	Direct	To Be Scoped	
55	Woodstock Tree Clearance - Motueka Valley Highway	Road is narrow and clear zone is densely vegetated with trees. Large vehicles shy away from trees and cross the centreline.	Deleted	Direct	Deleted	Scope requires work to be completed within the existing maintenance budgets. Not a minor improvement project.
56	Golf Road and Pigeon Valley Road Intersection Improvements	Loaded log trucks cannot exit from Golf Road without queuing on the wrong side of the road.	Complete	Direct	Complete	Widening of intersection has resolved the issue.
57	Matiri Valley Road	Large vehicle accidents and near misses due to narrow road with poor visibility. Propose rock saw bank, water table and rock rip rap.	Complete	Direct	Complete	Complete
58	Excellent Street and SH60 Intersection Improvements	The existing intersection has no widening to accommodate turning movements and has limited visibility. High speed environment. Joint project with NZTA and developer.	Complete	Direct	Complete	Complete
59	Wensley Road and Queen Street Roundabout	Development of Upper Queen (Kmart) will result in a significant increase in traffic volumes through this intersection. This will most likely cause unacceptable delays. Roundabout to be constructed in conjunction with the developer.	Complete	Direct	Complete	Complete
60	Mackay Pass Road and Collingwood-Bainham Road Intersection Improvements	Exit from Mackay Pass Road is very narrow and requires vehicle to wait in a position that conflicts with vehicles entering the intersection from the right. Sight distance to the east is poor due to a hedge blocking sight lines.	Complete	Direct	Complete	Complete
61	Pohara Gateway	Local residents are concerned that a lot of vehicles do not slow to 50kph from the 80kph area before entering Pohara. In the summer months Pohara is densely populated with lots of road users. Propose gateway treatment.	Complete	Direct	Complete	Complete
62	McCallum Road Sight Distance Improvement	A narrow section of road over a sharp crest is only wide enough for one vehicle at a time has very poor sight distance. Rock trimming proposed to improve sight distance so vehicle can give way through narrow section.	Complete	Direct	Complete	Complete
63	Moutere Highway and Wilson Road Intersection Improvements	Trucks servicing the neighbouring timber mill are required to cross the centreline when exiting the intersection. Sight distance is poor and trucks are entering a high speed arterial road.	Complete	Direct	Complete	Complete

Safer Journeys to Schools

Appleby School

Learning and growing together



Prepared by: Krista Hobday, Road Safety Coordinator

Gary Clark, Transportation Manager

July 2014

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DRAFT

1. Introduction

Following concerns from some schools in the district, Tasman District Council is carrying out a review focusing on the safety of schools within the road environment in which they are located.

The framework to which speed limits are set around schools, along with the need to consider each school in context with its surroundings, forms the fundamental principle of providing effective solutions to the issues identified.

In recent times a number of different devices and solutions have been or are being trialled around New Zealand to determine their effectiveness in terms of road safety. Some of these devices are highly visible and are seen by some communities as the solution to the problems they perceive. This is not necessarily the case, but may be in some cases.

Electronic devices have been installed in a number of communities including Nelson City. Tasman District Council is carrying out surveys of these new devices to determine their effectiveness and value for money. They are seen to have limited value for most of our schools in terms of the cost associated with installation and ongoing maintenance.

The New Zealand Transport Agency (NZTA) has been developing guidelines focusing on safer journeys. One of these guidelines is around speed management and is the first part of the process in providing a more logical approach to the setting of speed limits which is currently determined by the "Setting of Speed Limits Rule 54001".

Another guideline is the recently produced "Safer Journeys for Rural Schools". This is to provide both communities and road safety practitioners' with guidance to assist them in improving road safety in these areas.

The NZTA 'Safer Journeys for Schools: Guidelines for Schools Communities' document states:

"The safety of students travelling to and from school is one of the most important issues for school communities. Road environments around schools are complex and children are not always equipped to deal with the challenges."

Improving road safety can appear challenging. However, road controlling authorities (RCAs), the New Zealand Police and other key road safety partners are committed to working with schools to improve safety. But school road safety is everyone's responsibility so we also need commitment from parents, teachers, boards of trustees, along with road safety professionals and the road funding agency to address the issues.

Each school faces unique road safety issues based on its location and the surrounding environment. The appropriate road safety solution for each school is likely to be different and may require a number of approaches and possible solutions to improve road safety"

The NZTA crash database (CAS)¹ shows that between 2008 and 2013 and across the Tasman District there have been six crashes which have involved school children. These incidents occurred during the time before and after school.

Four of these crashes involved cyclists. Of these four crashes the cyclist was at fault in three of them. These crashes occurred in different locations, at different times of the year and day, and for different reasons. These four crashes resulted in one serious injury and four minor injuries.

One crash involved a pedestrian when a car failed to stop for a pedestrian at a pedestrian crossing. This crash resulted in a minor injury.

One crash involved a bus when a vehicle failed to stop at a Stop sign and ran into the side of the bus. This crash resulted in one serious injury and three minor injuries.

To review the safety of schools a consistent approach will be followed with each individual school. Background information is collected in terms of

- school information
- the roading environment around the school
- traffic counts
- speed surveys
- crash data within 250 metres of the school
- information from the school as a result of meetings
- information received from the wider school community
- information gained from the school completing the Road Safety Survey located in the Safer journeys for Rural schools guidelines
- information from other interested parties (e.g. the Police and school bus companies).

2. Site Location and Description

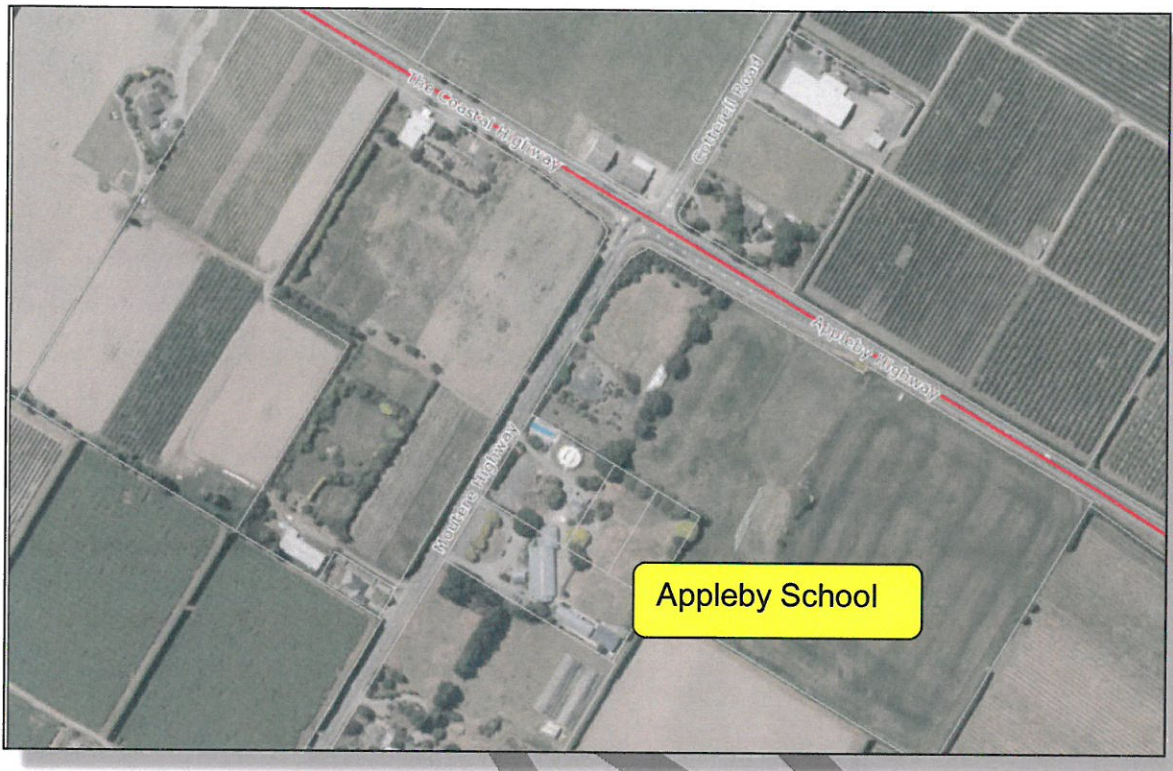
Address	19 Moutere Highway, RD 1, Richmond
Phone	03 544 2898
Email	admin@appleby.school.nz / principal@appleby.school.nz
Website	www.appleby.school.nz
Principal	Graham Avery

School location:

Appleby School is located at the start of the Moutere Highway, 150 metres from the intersection with State Highway (SH) 60. The Moutere Highway is listed as an arterial road in the Tasman Resource Management Plan which function relates mostly to through traffic rather than access to property. In July 2013 a traffic count was carried out and the section of the Moutere Highway from SH60 to Waimea West Road had an average daily traffic count of 2170.

¹ The CAS database records only crashes that are reported to the Police.

The aerial image below shows the immediate location of Appleby School and the surrounding road environment.



As shown, the school is located relatively close to the intersection of the Moutere Highway and SH60. The location of this intersection and its proximity to the school affects both driver behaviour and the speed environment along the frontage of the school. Typically motorists are adjusting their speed as a result of needing to stop or accelerate due to the major intersection. Drivers are also more alert in terms of the driving task because of the nearby intersection.

Road environment:

The Moutere Highway along the frontage of the school is around six metres wide with no kerb and channel or footpaths along its length. The road is marked with a centreline, edge lines and has edge marker posts along the road berm. The photos below provide an indication of the road environment in the vicinity of the school.

Prior to June 2014 there were yellow diamond school warning signs on both approaches to the school. However there was only one sign on the approach to the school nearest to the State Highway and this was covered by overhanging vegetation. The word 'SCHOOL' was painted in white letters on the road at this location. The photograph below (taken in June 2014) provides a view of the road environment on the north approach to the school.



On the approach to the school as you approach SH60 there were two school warning signs before the school, although the one on the right side of the road can be obscured by an overhanging tree. The word 'SCHOOL' is painted in white letters on the road at this location. The photograph below (taken in June 2014) provides a view of the road environment on the south approach to the school.



After the school warning signs there are also 'stop' signs on both sides of the road and a large green directional road sign.

Need photo of this – Krista to take

In late 2014 broken yellow lines were painted on both sides of the Moutere Highway to help with visibility for traffic leaving the school car park and to control parking arising from parents not using the onsite parking facilities. The school reports that these lines have assisted with visibility and also reduced the number of parents parking on the opposite side of the road. See photo below.

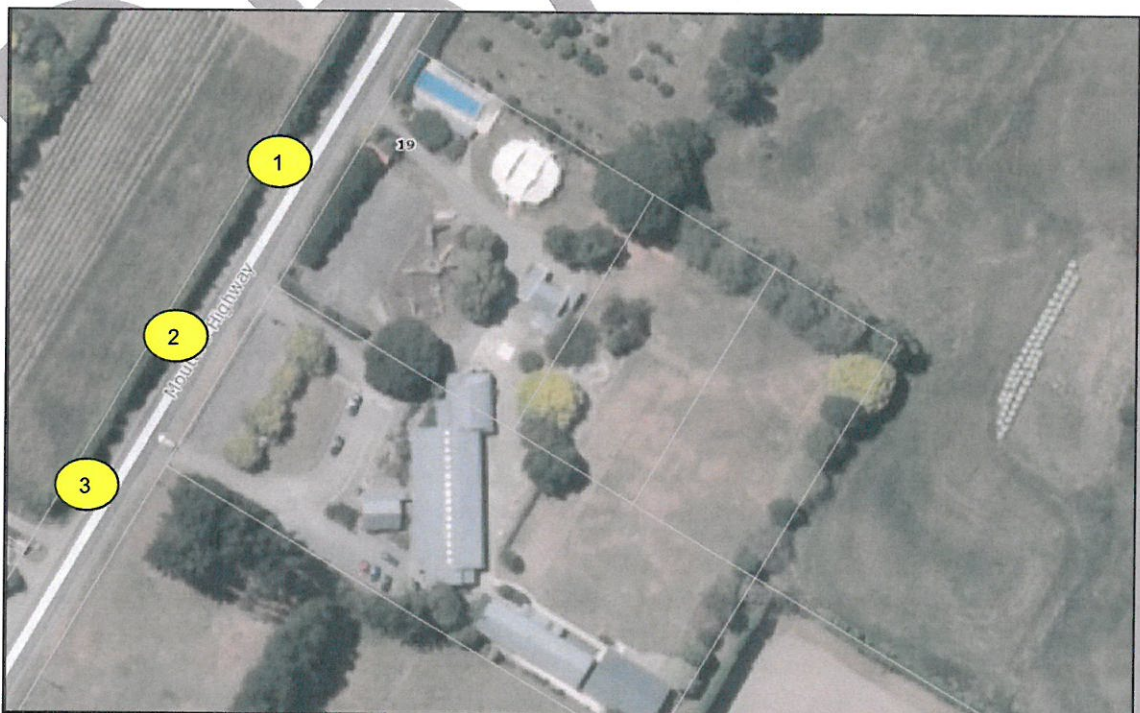


Of particular note is the lack of identification of the school entrance. The school is set back behind trees and the parking is located well off the road. This is clearly evident in this last photo.

There are several houses, orchards and patches of farming within the immediate vicinity of Appleby School. There are no large businesses or factories within the immediate environment. The area is classed as Rural under the Tasman Resource Management Plan.

Entrances / exits:

The school has three entrances/exits.



One of these entrances is only used by the school buses and is separate from the entrance to the main school car park. The bus parks up just past the swimming pool.

School to provide info on

- if this is correct about where school bus parks up?
- what time do buses start arriving?
- do buses leave at a different time from the rest of the children?

One of the other two entrances/exits to the car park is used as an entrance and the other one is used as an exit. This front car park is used by parents/guardians picking up students from the school. The staff car park is located away from the parent's car park.

School to provide info on

Which entrance is used as entrance and which one is used as exit?

School description:

School to provide info on:

School roll

What years the school covers

How many staff

School hours

Anything else in relation to the school description

Speed:

The posted speed limit outside the school is 100 km/hr. Speed counts were carried out from Tuesday 10 July to Thursday 19 July 2012 and recorded the 85th percentile speed as 88.2 km/hr. These dates were the last week of the school term and first week of the school holidays. The location of the counter was 235 metres from the SH60 / Moutere Highway intersection.

3. Crash history

General

A detailed search of the NZTA Crash Analysis System (CAS) was undertaken to understand the reported crashes in the vicinity of Appleby School.

The search for all crash types (non-injury, minor, serious and fatal) from 2004 to 2014 and within a 250m radius of the school was completed. This search showed that there were 11 crashes in total during this period. It should be noted that the 2014 data is incomplete. The table below shows in which year these crashes occurred and what type of crash they were.

Crash numbers				
Year	Fatal	Serious	Minor	Non-injury
2004			1	
2005		1	1	
2006				
2007				1
2008			1	
2009			1	1
2010			1	1
2011			1	
2012	1			
2013				
2014				
Total	1	1	6	3

The table indicates that during the last 10 years there was one fatal crash, one serious crash, six minor crashes and three non-injury crashes. No crashes have been reported for the past two years. It should be noted that at the time of writing the fatal crash that occurred at the intersection of SH60 and the Moutere Highway does not show on the database as it takes several months for reports to be processed.

Of all the reported crashes within a 250m radius of Appleby School none of them occurred outside the school on a weekday at school drop off or pick up times.
None of the crashes involved pedestrians, cyclists or schools buses.

Further details on each of the crashes are outlined below.

Crash Location:

Of the 11 crashes only one crash occurred outside the school. This crash occurred on a Saturday afternoon in 2009. It involved a motorcycle and a SUV and occurred when the motorcycle performed a u-turn in front of the SUV; the rider did not look behind before performing this manoeuvre.

Eight crashes occurred at the intersection of the Moutere Highway and SH60. One of these was a rear-end crash the other seven crashes were turning crashes.

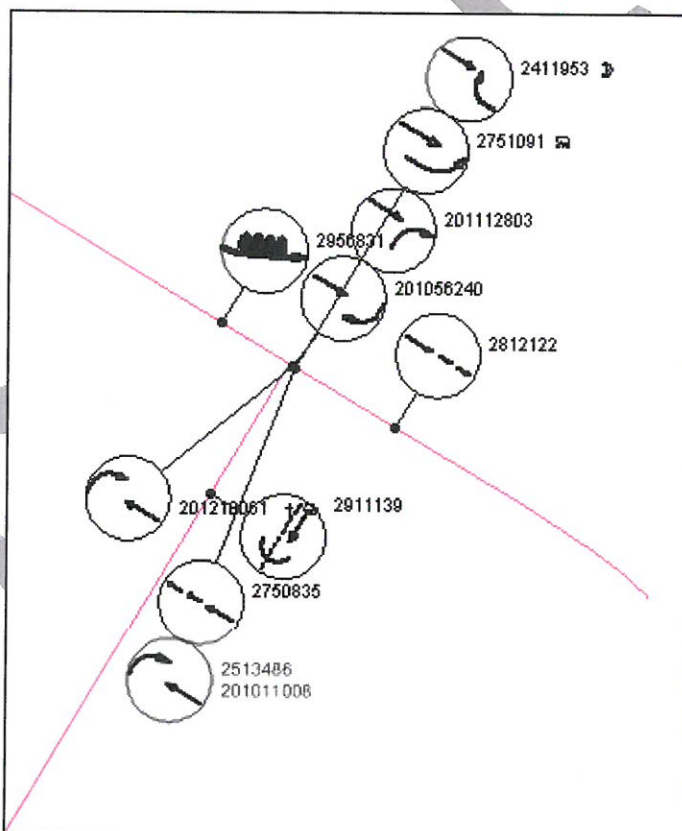
A further two crashes occurred on SH60 and were located either side of the intersection of the Moutere Highway and SH 60. One of these was due to driver fatigue which caused the vehicle to run off the road and the other was due to driver inattention which caused one vehicle to run into the back of another.

Crash Type:

The table below shows the types of crashes that occurred. It can be seen from these figures that the most common type of crash occurred during a crossing / turning manoeuvre.

Crash type	All crashes	% all crashes
Overtaking crashes	1	9
Straight road lost control / Head on	1	9
Rear end / Obstruction	3	27
Crossing / Turning	6	55
Bend – lost control/head on	0	0
Pedestrian crashes	0	0
Total	11	100

The diagram below shows the crash type for each of the crashes



4. School Practices and Policies

School Policies

School to provide info – is there a policy/practice around car park operation. Anything about parking on the street. Any other road safety policies/practices?.

School Bus Transport

The school has information on their website in regard to School Bus Transport:

- *School Support administers school bus transport under contract to the Ministry of Education. They make the final decision regarding changes, extension, etc.*
- *The bus service's procedures and routes are included in the school's information booklet.*
- *The school bus controller negotiates with the board of trustees over any changes to be made to the existing schedule.*
- *Students, and their parents/caregivers, sign a [code of conduct for bus use](#).*
- *The board of trustees is responsible for meeting the Ministry of Education requirements for operating a school bus.*

Bicycles

The school has information on their website regarding cycle safety:

The police recommend that no child under the age of ten should cycle to school unless accompanied by an adult.

- *Students cycling to and from school are expected to observe the road rules - hand signals, looking behind, mounting/dismounting, keeping well left, etc.*
- *Each student must wear a Standards Approved cycle safety helmet and have a roadworthy bicycle.*
- *Students may not "double" other students to school, and may not cycle in the school grounds during school hours, unless it is an organised school event.*
- *Students must place their cycles in the cycle stands.*

School Practices

Staff monitor the car park at 3pm and the Police talk to the students about safety within the car park and on the school bus.

Education

The school has stated that most of the regular school community are educated about good systems. Problems occur when relatives pick up/drop off students for events.

The school includes regular information in their school newsletter in regard to road safety and car park safety. An example of one of the school newsletters can be found in Appendix B.

5. Identification of issues

General

The school management has identified a number of issues in regard to the immediate school environment, the behaviour of parents and other operational matters that potentially affect road

safety. In preparing this report information was sought from the school to help with full identification of the issues perceived or otherwise that need to be considered as part of developing an Action Plan.

Appleby School

Appleby School has been in previous discussion with Tasman District Council staff regarding their parking issues, the speed of vehicles outside the school and the posted speed limit outside the school.

Broken yellow no-parking signs:

During these discussions there have been several changes in board of trustee members. The first discussions with the Council were in regard to painting broken yellow no-parking lines on the Moutere Highway either side of the school's entrance/exit. After receiving feedback from the current board of trustees in 2013 these lines were painted in December 2013.

Speed outside the school:

During August 2013 there were also discussions around the speed of vehicles and the posted speed limit outside the school. At that time the current board of trustees were concerned with the speed that they perceive vehicles are travelling at outside the school. They also expressed their concerns that the posted speed limit is 100km/hr. They would like the speed lowered outside the school, especially before and after school times.

School Road Safety Survey

The school returned this survey to the Council in May 2014. The following issues were raised through this survey.

- **Visibility of the school:**

The school commented that poor school and road signage combine to make vehicles and pedestrian movements into and out of the school unsafe. This is particularly the case at peak times or in poor visibility.

Some of the signs that are in place can be obscured by hedges and some of the signs are poorly located.

- **Speed outside the school:**

The school reported that they feel the open road speed limit outside the school also contributes to vehicle and pedestrian movements in and out of the school being unsafe.

- **Car park**

The school modified the car park in 2013 to allow for more off road parking. At school events a neighbour of the school allows parking in an adjacent field. Through the survey the school has asked for advice from the Council on the layout of the car park and suggestions on how it could be further improved.

Police

During a phone call with the Police's School Community Officer (Evan Garland) in May 2014 he raised several issues. Most of these were around the layout of the car park. Evan had some ideas around possible improvements.

6. Assessment of issues

From discussions with the school, the board of trustees, the Police and from observations there seems to be three main areas of concern for Appleby School:

- Speed outside the school
- Visibility of the school
- Car park

Speed outside the school

The school, board of trustees, parents and the school community would like the speed limit reduced outside the school from the current 100km/hr. Some of the feedback suggests this speed limit be reduced permanently; other feedback supports a reduction before and after school times.

The last speed counts were carried out from 10 July 2012 to 19 July 2012. The location of the counter was 235 metres from the SH60/Moutere Highway intersection, this location was at the furthest entrance/exit to the school.

These speed counts showed that the overall 85% percentile of speeds was 88.2km/hr

- from 8am to 9am the 85% percentile of speeds was 87.1km/hr
- from 2pm to 3pm the 85% percentile was 86.4km/hr
- from 3pm to 4pm the 85% percentile was 86.4km/hr

These results show the 85% percentile of speeds does lower slightly before and after school and all 85% percentile speeds are below the posted 100km/hr speed limit.

Visibility of the school

It can be seen from photos and on-site observations that the visibility of the school could be enhanced. This could be achieved with the signage being better placed, more visible and less obscured.

Car park

The current layout of the car park does not use all the available space to the maximum potential. There are several thoughts and suggestions from different people in regard to this. Further analysis would be needed on how to achieve the best possible result for this area.

There are also issues around visibility for vehicles leaving the car park. This would need to be included in any further development of the car park.

7. Proposed Mitigation Measures:

General

Speed outside the school

The last speed counts did not show that speed was an issue past the school. It is proposed to carry out further speed counts in **July 2014, October 2014 and March 2015 – check Action Plan for dates**. These counts can be compared to previous ones to see if any improvements in terms of increasing the school's visibility have decreased speeds. Future counts will assess whether improvements continue to assist with the reduction of traffic speeds outside the school.

Visibility of the school

New signs are to be placed on both approaches to the school. These signs will be larger than the standard school warning signs and will not be obscured by overhanging vegetation.



The word 'school' which is painted on both approaches to the school is to be re-marked with a red background.

Car park

Further discussions need to occur for possible future developments around the car park layout.

Some suggestions to date:

- remove the large grassed area in the centre and use it for additional parking
- define where children should walk to and from vehicles – raised crossings
- remove the wooden fence that is located at the front of the car park to assist with visibility of vehicles exiting the car park

- include a rail so children exiting the adventure playground are channelled into using the defined walkways/crossing areas.

8. Action Plan

Action	Timeframe	Responsible	Review date
Speed counts – Carry out speed counts after measures have been implanted	August 2014 October 2014 March 2015 September 2015	Krista to organise	The initial date for counts will depend on when signs and painting has occurred
Comments:			
Visibility of school – Oversize signs to be put in place	July 2014	Gary Clark to organise	August 2014
Comments: Signs were put in place in June 2014, but they were put in place without complete negotiations with neighbouring properties. This has led to one of the signs being obscured by overhanging vegetation. At the time of writing this report the property owner was reluctant to trim the vegetation.			
Visibility of school – School and red surround painted on both approaches to school	July 2014	Gary Clark to organise	August 2014
Comments: The red marking was painted onto the road, but it was painted during unfavourable weather conditions and within a week the red paint had started to lift.			
School car park – Further discussions need to occur for possible future developments around the car park layout		School to organise discussions around this.	November 2014
Comments: The school is to lead this action in conjunction with other parties – Ministry of Education, Evan Garland and Council representative			

9. Review of measures

Before this report is finalised the school will be provided with a draft copy for feedback.

Monitoring will occur as set out in the Action Plan. Results of any reviews will be sent back to the school and any further actions will be carried out in conjunction with the school.

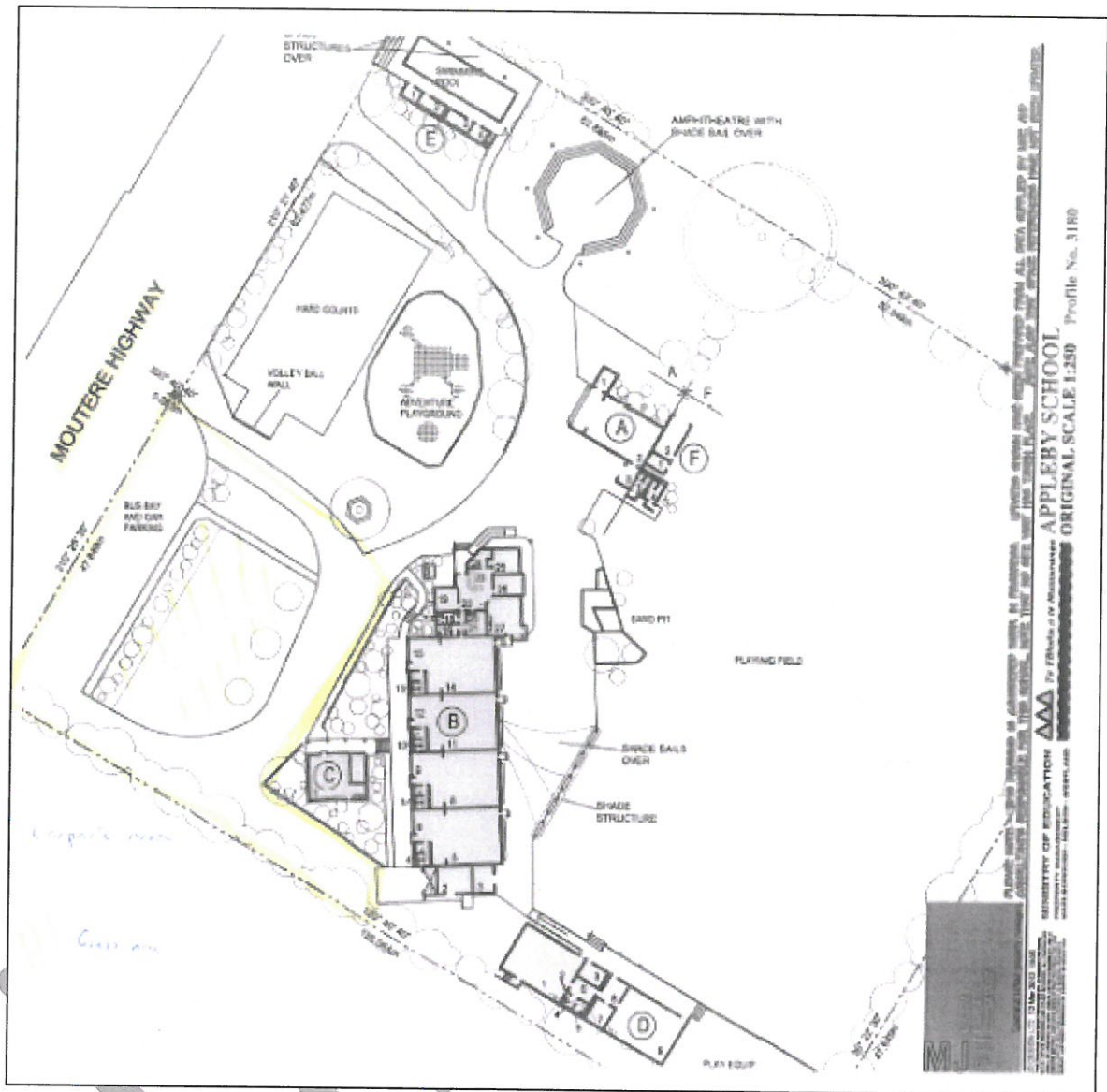
The Action Plan is intended to be a work in progress and will be reviewed as set out by the dates in this report.

10. Appendices:

- A. Appleby School layout
- B. Appleby School newsletter – May 2014
- C. Appleby School Road safety Survey

DRAFT

Appendix A Appleby School layout



Appleby School

Learning and growing together



newsletter

Phone: 544 2898

Email: admin@appleby.school.nz

ISSUE 12: Thursday 15th May 2014

The weather looks promising for our trip to **Lake Rotoiti** tomorrow. This will be a whole school trip by bus and to make the most of our day we are leaving at **8.45am** and return at around **4:00pm**. Students will need to be at school by 8.30am at the **latest**. Other details were sent out on Tuesday of this week. As a result there will be **no Appleby School bus service in the morning!** The afternoon school bus service will run from the later start time of 4pm. If we have to postpone the trip due to bad weather we will send out a text early on Friday morning. If postponed the regular school bus service will run.

Nelson Schools Cross Country League

Dave Dixon runs these events, which are a great way for the children to build up a bit of fitness for the cross-country season. All ages welcome, so long as they can complete the 1km course. No charge!

Sat 17th May - Rabbit Island 3pm

Sat 24th May - Branford Park 3pm

Enter on the day or by emailing these details to: nelsoncrosscountry@gmail.com
*Name *School * School year.

A race number will be sent by return email This number must be written on the back of the left hand with marker pen so it is visible to recorders at race end. Registration only needs to occur once as each runner will be given a unique number which they keep for the whole series.

Just a quick safety word about our **school car-park**. Things gets busy at 8:45am and at 3pm, and particularly busy at school events and Friday assemblies. If we all park sensibly, drive slowly and consider these few strategies people stay safe! Remember to share these safety messages with grandparents and other family members who attend our events.

- Please do not park on the grass verge in front of the school on either side of the road. It limits visibility for people leaving the car-park as they move into a 100 km zone. Having children cross the road to meet you is particularly dangerous.
- Use the area in front of the library on the left side as a pick up - drop off area.
- Use the other car-parks, and under the trees on the left side towards the exit as longer term parking if you are watching your kids play, or need to talk to someone.
- Park on the grass area carefully. Think about how you & others are going to leave.
- Insist that your children use the pathways and the pedestrian crossing when moving to and from the outer car-parks. Take particular care when driving near the crossing. The pedestrians have right of way.

GROWTH AWARDS

Waimea:	Noah- Antonio-	Working hard and trying to do his best. Working hard to organise and manage himself!
Moutere:	Hayley- Bruno-	A great helper and worker who tries hard at everything! A positive, friendly and helpful member of Moutere!
Kahurangi:	Abbi- Ilza-	Working really hard and focussing in maths! Taking care of younger children!
Moturoa:	Sam- Claire-	Working hard, showing initiative and always being respectful! Always working hard, helping others and being well organised!
Maungatapu:	Astin- Arthur-	Getting involved and persisting in challenging activities! Sharing his own and valuing others' ideas!

Lucky Books

Orders for Lucky, Arrow and Star books close today.

World Vision 40 Hour Famine 23-25 May 2014

2014 marks the 40th year of the 40 Hour Famine. This year funds raised will go to Malawi. Living on less than \$1.51 a day, Malawi is one of the poorest countries in the world. Severe drought, a reliance on agricultural farming and a food crisis has put millions of people at risk of having little to no food for up to six months of the year.

You can support the cause in various ways: e.g. giving up food, or TV, or even talking for 40 hours.

Go to www.worldvision.org.nz for more information and to sign up. Sponsorship booklets are available at the school office

TERM DIARY

May

- 16 Trip to Lake Rotoiti
- 19 Subway Orders before 9am
- 20 ICAS Computer Skills
- 20 BOT Meeting 7:30pm
- 21 Banking/sushi orders before 9am
- 23 Maungatapu Assembly - 2:30pm
- 30 Moturoa Assembly- 2:30pm

June

- 02 Queen's Birthday Holiday
- 03 ICAS Science
- 04 Ripa Rugby Tournament
- 09 Appleby School Cross Country 1:30
- 13 Kahurangi Assembly 2:30pm
- 16 Book Week
- 17 Waimea Zone Cross Country- Saxton
- 23 Student Led Conferences
- 24 Student Led Conferences
- 27 Moutere Assembly- 2:30pm

July

- 04 Waimea Assembly 2:30pm
- 04 End of Term 2

Appendix C Appleby School Road safety Survey

Appendix



School Road Safety Survey

Alongside data collected by your RCA, this survey will help to identify the road safety issues that exist at your school. Together with objective data, the survey findings can be used as a starting point for identifying solutions for your school.

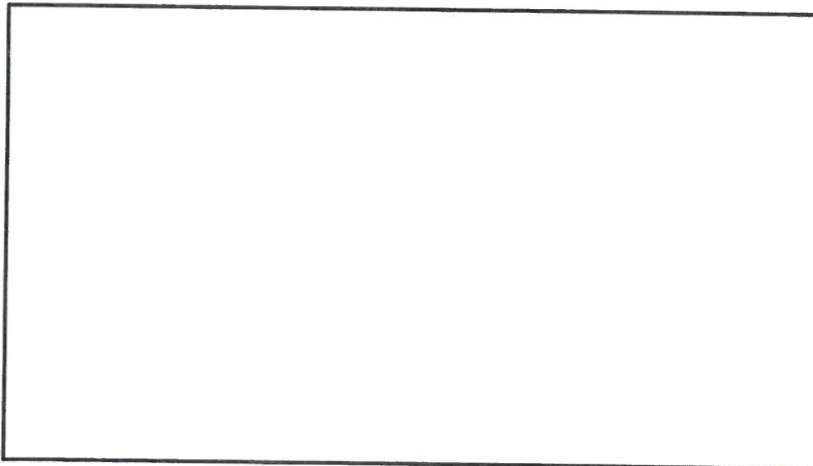
General

Name of school	APPLEBY
MOE school number	3180
School number	
Student years	Yrs 1-6

Your school and road layout

Road layout attached.

In the box below, please draw and label a picture of the road and school property environment. Please include any roads near your school, pick up and drop off areas, parking areas, car/bus/cycle/pedestrian accesses, crossings, and highlight any areas of road safety concern.



10. Please describe in your own words any driving behaviours near the school that you feel are unsafe?

Open road speed limit outside gate & poor school/road signage combined to make vehical/peostrian movement/s into & out of the school unsafe. Particularly at peak times or in poor visibility conditions.

Vehicle safety

11. How often have you noticed vehicle occupants NOT wearing safety belts or using incorrect child restraints while leaving or entering the school?

Never Sometimes Often Always

12. Have you witnessed students exiting the vehicle from the road side instead of the kerb side?

Never Sometimes Often Always N/A

Pedestrians and cyclists

13. Do some children walk or cycle to school? Yes No

14. If they do, are they well separated from traffic? Yes No

School site & visibility

15. Is the school clearly visible from the road by passing traffic? Yes No

If No, what is causing the visibility problem?

Lack of signage/road markings. Obscured signage due to hedges. Poorly placed signage

Layout of car parks & bus stops

16. Is there sufficient parking available for parents during pick up and drop off?

Never Sometimes Often Always N/A

The school modified the carpark in 2013 to allow for more off-road parking. At school events a neighbour allows parking in an adjacent field. We would like some advice from the T.O.S. on the layout of our carpark & suggestions as to how things could be improved further.

17. Is there a suitable alternative option for vehicle parking nearby that could be utilised when designated parking overflows? (eg community hall)

Yes No Possibly

Please describe: _____

18. Is there a separate area for buses to park and students to access safely without encountering other traffic?

Yes No

19. Is there a well organised and safe pick up and drop off system for buses, cars and pedestrians?

Yes No

Route to school

20. Are there adequate footpaths linking the school to nearby houses?

Never Sometimes Often Always N/A

21. Please list any troublesome locations on routes parents/students take to school

Bus routes

22. Around the bus route students are picked up and dropped off at locations within good visibility of approaching vehicles?

Never Sometimes Often Always N/A

23. Is there a system in place to ensure bus stops along bus routes are safe for students?

Yes No

If yes, please describe the system that is used, below:

24. Are any children who are picked up and dropped off by school buses required to cross the road to reach their homes?

Never Sometimes Often Always N/A

Other

We appreciate the recent engagement by the T.D.C. in helping us deal with our very-real Road Safety Issues.

We believe our shared responsibilities should be:

1. Improve signage & road markings outside the school to increase our presence/visibility.
2. A T.D.C. expert on traffic management visit our school campus & advise us on how we could make it safer for all users
3. Get the speed limit outside the school lowered significantly. At least at key times of the day, preferably always!

Safer Journeys for Rural Schools 2014

School	Initial meeting	Safety Survey received	School provided feedback on initial speed limit bylaw review?	First draft of report to be written by	Draft emailed to school	Final report completed
Appleby School	No meeting held	✓ 23 May 2014	Yes – from Meg Matthew	24 July 2014	After ESC meeting August 2014	
Mahana School	20 May 2014	x First email with survey - 7/4/14 x Second email reminder - 14/5/14 x Third email reminder - 1/7/14	No – but did receive submissions from Moutere Hills Community Association	15 August 2014		
Motueka South School	12 May 2014	✓ Received May 2014	N/A	15 August 2014		
Brooklyn School	9 June 2014	✓ Received June 2014	Yes	22 August 2014		
Lower Moutere School	24 June 2014	x Not received yet - To follow up term 3, 2014	Yes – from principal	29 August 2014		
Ngatimoti School	To be held – 13 August 2014 2pm	x Not received yet	No, one request received from Motueka Valley Association	10 October 2014		
Ranzau School	Proposed date – Monday 25 August 2014 2pm	x Not received yet	No	24 October 2014		
Richmond Primary School	Not approached yet – to do term 3, 2014	Not sent yet	Yes – from Principal – variable speed zones	5 November 2014		
Hope School	To arrange meeting date Term 3, 2104	Not sent yet	No	5 November 2014		