



# STEAD STREET STOPBANK UPGRADE

## FAQ

### **Why are you doing this?**

Increased natural hazard risk associated with climate change, as well as the most recent overtopping event in 2016, means the top of the stopbanks on Stead St and Cobbe Rd need to be raised to prevent further overtopping and possible damage and flooding of Stead St (the Airport Straight) and wider areas. We will also be widening the current shared pedestrian and cycle pathway along the stopbank.

### **How long is it going to take?**

All work will be completed along Stead St and Cobbe Rd by the end of April 2022.

### **How will the works affect how I get to and from Otatara?**

Stead St will become one-way only heading west out from town in to Otatara from November 2021, through to end of the works at the end of April 2022.

The speed limit will be 60km/hour.

A detour will be in place from Otatara into town, meaning people will take Otatara Rd or Curran Rd to access North Road/Dee Street via Bay Road. This detour will be in place for the entirety of work.

We've thought a lot about the best way to work on Stead St with the least interruption to residents and have considered all the impacts. Using a westward one-way route into Otatara means emergency services have direct access to Otatara, we can avoid congestion around Airport Ave, and Bay Rd is better suited to any queuing that may occur when people stop at the lights.

### **What about cyclists and pedestrians?**

A shared pedestrian and cycle pathway will be temporarily relocated to the north side of Stead St for the project, and will allow for pedestrian and cyclist travel in both directions.

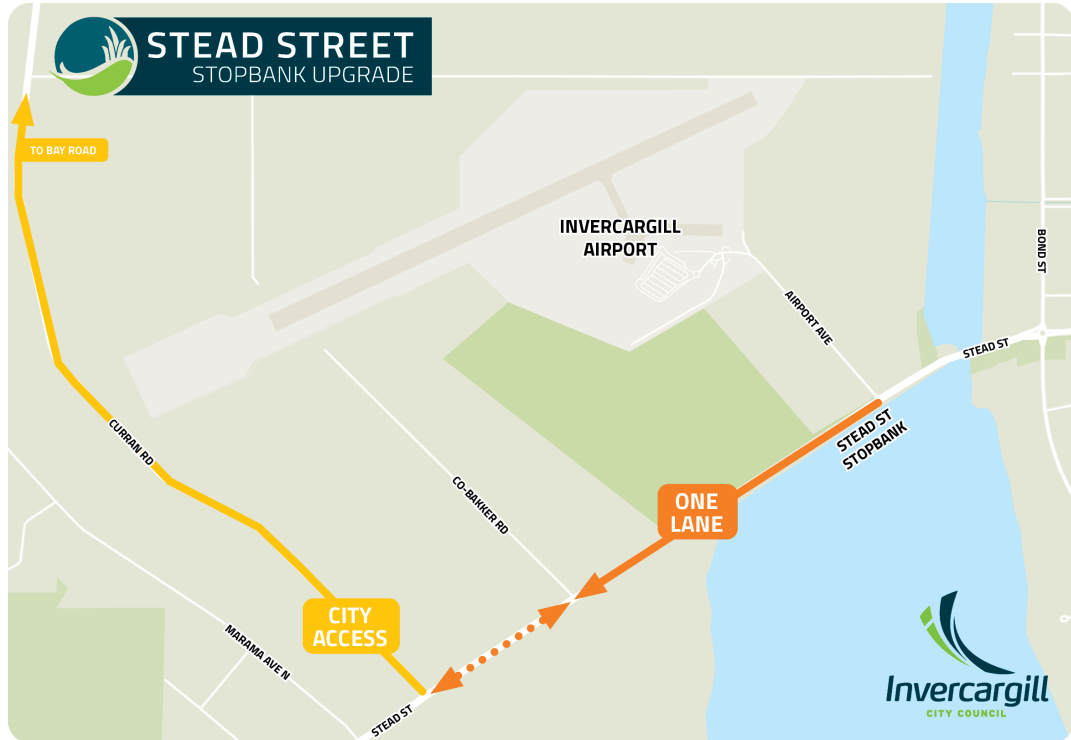
### **Why is Stead Street going to be one-way for so long?**

To ensure consistency for all residents and visitors, keeping the one-way direction of traffic will ensure the works can continue uninterrupted and that there is no confusion or variation in driver expectations along the route.

It also avoids any stop-start conflict for traffic users at Stead St roundabout and Airport Ave that traffic lights and partial one-way might otherwise cause.



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## How will the works affect how I get to and from the Airport?

Access to and from the Airport from Invercargill will be maintained as two-way from Stead St roundabout to the Airport. All access to Airport Ave from Stead St will be from the east end of Stead St only, meaning Otatara residents will have to take the detour around Bay Rd and through town.

## What happens if COVID lockdown happens again?

As witnessed in 2020 and more recently in August 2021, any Level 4 lockdown will require all work to stop. Any such delays will require recalculation of final completion dates, but all attempts will be made to try and meet original timelines and targets where possible.

## What do I do with my wheelie bins while the works are happening?

No Council infrastructure services will be interrupted by the proposed one-way traffic management along Stead St.

All utilities and services will follow the one-way traffic management and detours in place to provide continuity of Council services to residents and ratepayers, without interruption.

## What are you doing?

Work by Fulton Hogan started at Cobbe Rd in August 2021, including raising the stopbank level and rock armouring of the



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estuary-side face of the stopbanks. This involves trucks and machinery accessing Cobbe Rd from Stead St through to November 2021.

PowerNet Ltd is moving power services underground on the north side of Stead St and will complete the undergrounding works and connect new lines at the end of October 2021.

Stead St stopbank contractor HEB Construction will establish a one-way traffic flow along Stead St in November 2021. A temporary cycle and pedestrian pathway will be established on the north side of Stead St. This will enable sheet piling of the stopbank between November 2021 and the end of March 2022.

Following the sheet piling, the shared use path along the new stop bank will be replaced and landscaping installed between the path and Stead Street.

The sheet piling reinforcement will be installed at approximately 12m per day over the 1200m length of stopbank from the Waihopai River Bridge up to Cobbe Rd. This equates to 100 working days, or five months of work.

There is also other preliminary and subsequent work needed to enable the stopbank reinforcement, including power relocation and undergrounding, establishment of temporary pedestrian and cycleway connections along Stead St and the removal of overhead powerlines and power poles before the stopbank along Stead St can be reinforced.

## **Will the construction be noisy/dusty/affect my property?**

All works will be undertaken during the daytime, and will have construction management practices in place to make sure dust and noise does not affect residential activities.

## **How much is it going to cost?**

Council is investing \$4.7 million in the project and additional funding of \$10.8m is set to come from Kānoa – the Regional Economic Development and Investment Unit, as part of a wider focus on the region's flood protection and river management schemes, with support for several 'shovel-ready' projects in Southland announced in 2020.

## **How long will the stop banks last?**

The stop banks are designed to withstand a 500-year return-period high tide, coinciding with a storm surge event and taking into account projected sea level rise.

The design-life of the proposed sheet piling and reinforcement is 50 years.