

## ABSTRACT SUBMISSION FORM

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#### Overview of Presentation

Following the 2010 and 2011 Canterbury earthquakes the town of Kaiapoi and the nearby beach settlements were left with extensively damaged infrastructure. The Waimakariri District Council embraced the opportunities that the rebuild offered, these included revitalising residential streets to achieve better urban design and transport outcomes. The subsequent consultation and resulting street designs were outlined at the 2011 IPENZ Transportation Conference. Later that year, with contractors ready to commence work, approximately 1000 properties in Kaiapoi and Pines Beach-Kairaki were zoned 'Red' by the Canterbury Earthquake Recovery Authority (CERA). CERA deemed it was not economic to rebuild on this land in the short to medium term.

The land rezoning meant that existing road access options and proposed street designs required reconsideration. A revised strategy was developed considering the needs of the residents adjacent to the Red Zone in terms of access and 'sense of community'. The strategy also needed to address major uncertainties such as the future use of the Red Zone land and funding. The result was a number of new street designs and in two of the rebuild areas new road alignment options have been developed for consultation.

This paper continues the story of the Kaiapoi rebuild and the ever-changing challenges facing the team dedicated to helping this community become stronger and safer through smarter design.