



**Far North  
District Council**



# **TŪHONOTANGA MINITI ATTACHMENTS MINUTES**

**Ordinary Te Koukou - Transport and  
Infrastructure Committee Meeting**

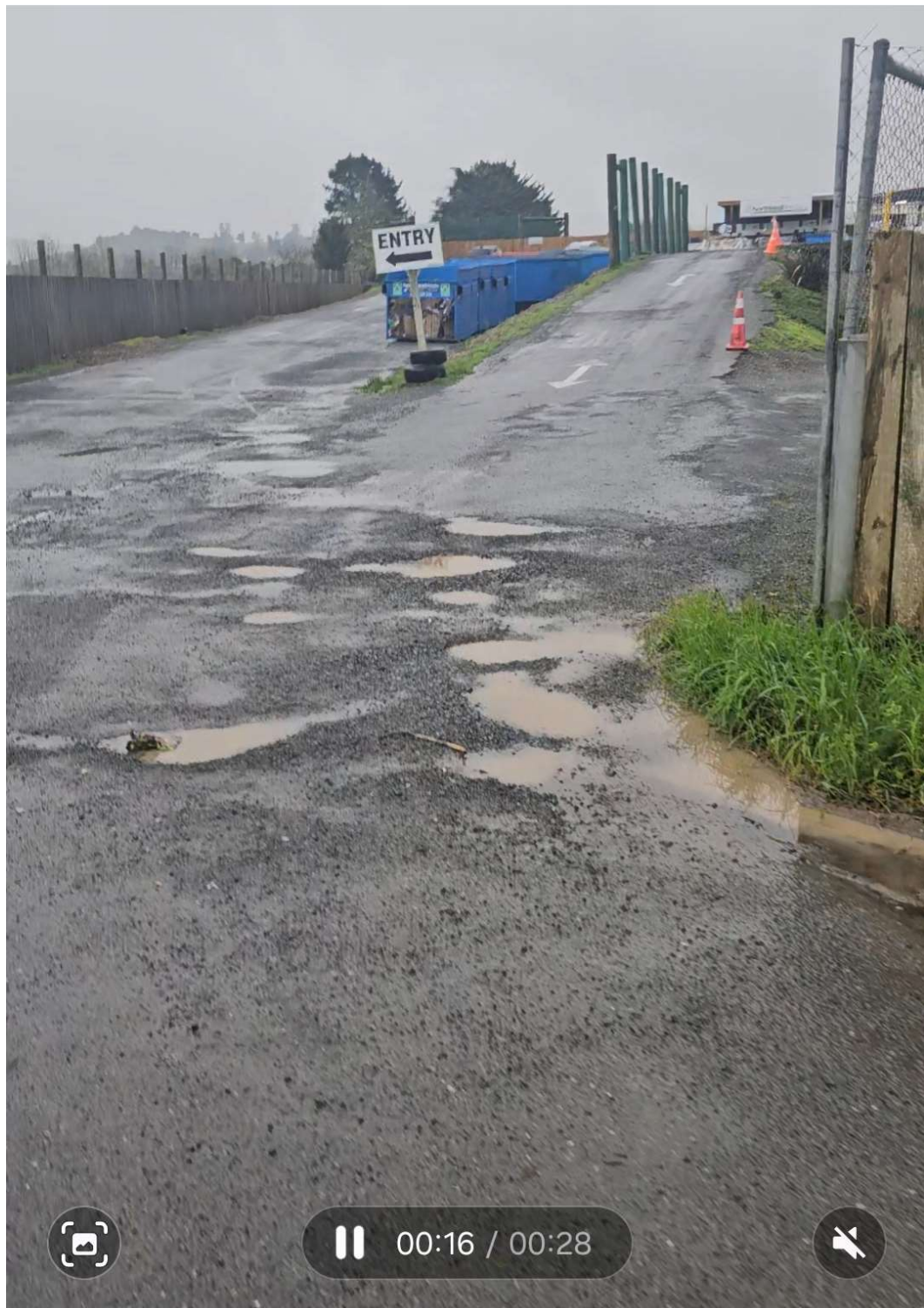
**22 July 2025**

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# Community Pedestrian Safety

Alternative solutions to respond to safety needs that save time and cost



Presentation to Far North District Council | July 2025  
by Angela Fulljames





## Topics covered today



Overview of who, why & what.



Benefits of using recycled materials in road products.



Project examples and case studies.



Technical specifications and product details.



Key benefits and cost savings of the solutions.



Q&A and follow up to address any enquiries.

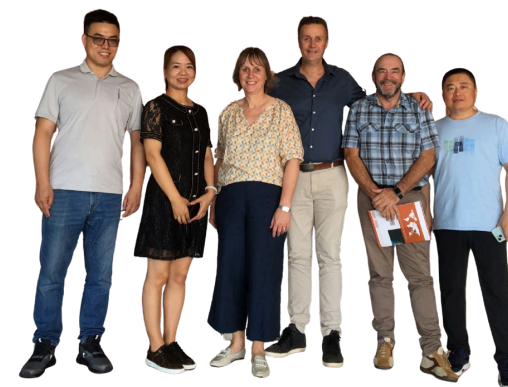


# Who, Why and What?

## What is the motivation?



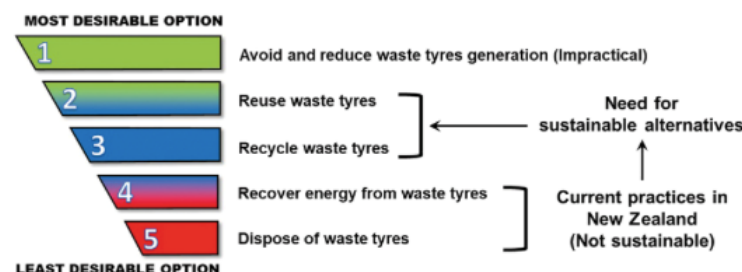
- 12 years local government – Franklin Local Board
- Franklin population 90,000, 2<sup>nd</sup> largest Auckland rural area of AC, 3 townships, 16 villages, 13 settlements, 16% of the Auckland roading network. Capex budget \$7.2m, Opex \$21.3m
- Limited budget for local transport (\$12.7m per 3 year term) – always the need to do more for less
- A core NZRSP team (NZ, Australia, Asia) 30+ years experience
- Additional services from NZ based traffic engineering, Traffic Engineering Solutions and civil construction, Nayler Contractors
- To enable communities with affordable, fast and effective solutions via efficient design and installation.





## Recycling end-of-life-tyres (ELTs)

- Globally 1 billion tyres, per year pose a problem – dumping, landfills, vacant land stockpiling, fires, insect infestations
- An estimated 4 billion ELTs are currently in landfills and stockpiled worldwide
- Supports a circular economy. Move to being a resource not waste.
- Reduce natural resource depletion. Redirect natural resources for other civil construction where concrete is necessary



Sources: World Business Council for Sustainable Development  
NZ Geotechnical Society website



Roundabouts

Pedestrian Crossings

Kerbing & Islands

Speed Cushions

Raised Tables

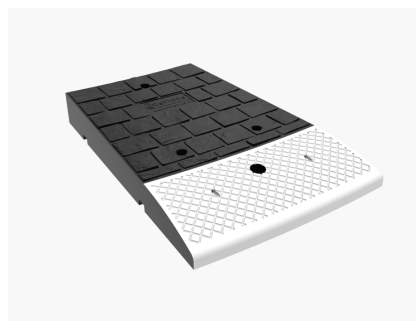
Cycle Lanes

Wheel Stops

Safety Ramps

School Safety Zones

Customised designs





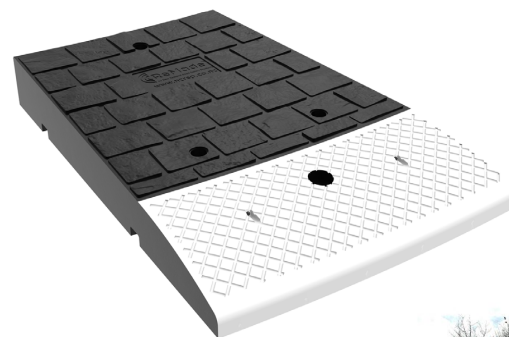
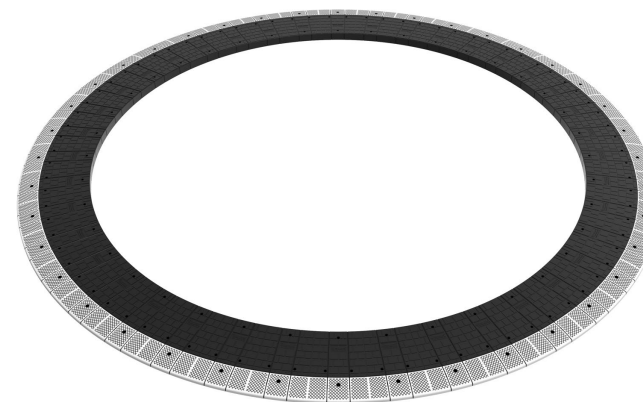


# Our design or customised





- New Zealand design
- ReMade brand ensures quality recycled tyre manufacturing and longevity
- 30 years of manufacturing experience.
- New Zealand Road Standards
- Urban design textures & patterns
- Specialised vulcanised bonding method = no crumbing
- Fixed to road = no excavation.
- Same day installation.
- 50% less cost than concrete (9m diameter)





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## Project Examples

Australia and New Zealand





## Roundabout & Islands

installed 2012 (13 years)





## Pedestrian Crossing

Bannockburn, Victoria, Australia



- 3 million vehicles since 2022
- Excess of 30,000 heavy vehicles







## Raised Traffic Calming



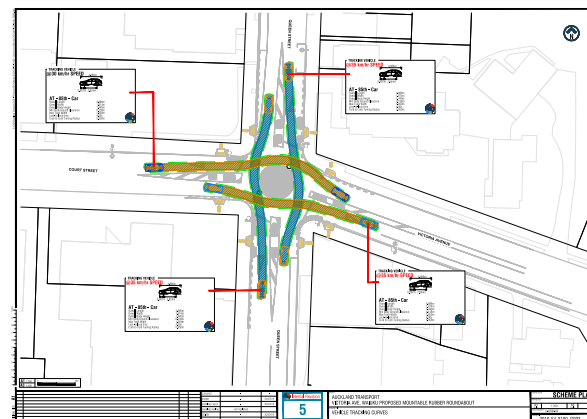


# NZ Roundabout Project

Victoria Ave/Queen St/Court St, Waiuku

9m roundabout and 8 islands / 2021 (4 years)

- Installation by Nayler Contractors – approx. 6 hours (incl AT call out and in wet conditions)
- Islands and centre fill – asphalt, additional time
- TMP 1 week = less cost
- No excavation. Good flat asphalt road surface was required
- Useable immediately, during the install
- AT trialing 5 years (in year 4) likely to be permanent solution



## + Waiuku - before





+ Waiuku Installation



## + Waiuku - after



“A traffic solution was well overdue, as this intersection had numerous accidents. We received a lot of positive feedback about the new roundabout and how quickly it was in and working with minimal disruption. We’d like another one on Racecourse Rd asap.”

Sharlene Druyven, former Waiuku Town Centre Manager.

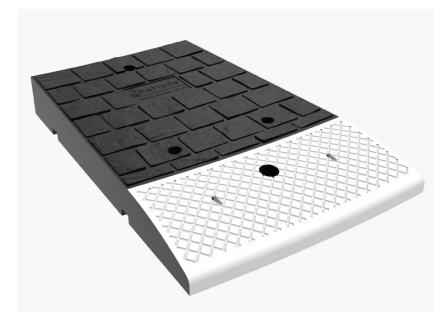
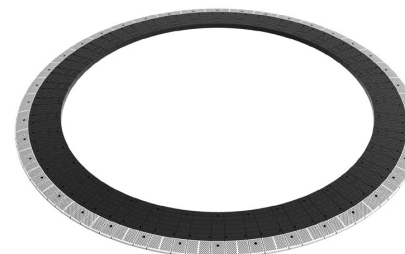


## Technical

Specification sheets available on request for project enquiry.

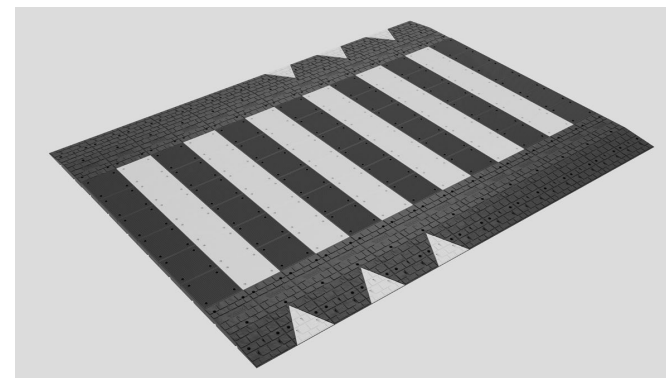
## + Technical: Roundabouts

- Variable sizes 6m – 30m+, not restricted due to modular design
- Available to increase by 100mm increments
- White Rubber includes a 50mm reflector inserted to each segment
- All segments interlinked & locked with rubber connector
- 25mm to 125mm high
- 120mm chemically (ChemSet) anchored fastener
- 9m = 40 segment roundabout and weighs approx 1800kg.
- Tested axel weight - 40 tonnes.
- Vulcanised manufacturing means no crumbing
- UV stable
- Fill with asphalt, concrete, grass, garden
- 9m roundabout = approx 120 tyres removed from waste stream



## + Technical: Pedestrian Crossings

- High UV, non-slip surface
- All segments interlinked & locked with rubber connector
- 120mm chemically (ChemSet) anchored fastener
- White Rubber Reflector molded into each segment.  
(traditional crossings generally require line re-painting every 2-3 years)
- 75mm high, 1m approach and 1m departure
- 10mm cats eye reflectors
- Factory tested axel weight 40 tonnes each segment
- Vulcanised manufacturing means no crumbing
- UV stable
- Approx 140 tyres removed from waste stream







## Key points

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High impact, low cost

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Save 50% saving compared to traditional construction (roundabout)

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Minimal traffic disruption, minimal traffic management costs

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Minimal site preparation

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Same day installation - 2 person, 1 truck job

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Replaceable components for fast, cost-effective maintenance

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Proven in climate -45 degrees to 60 degrees

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Temporary for events, work sites

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Temporary to trial and/or Permanent for safety solutions

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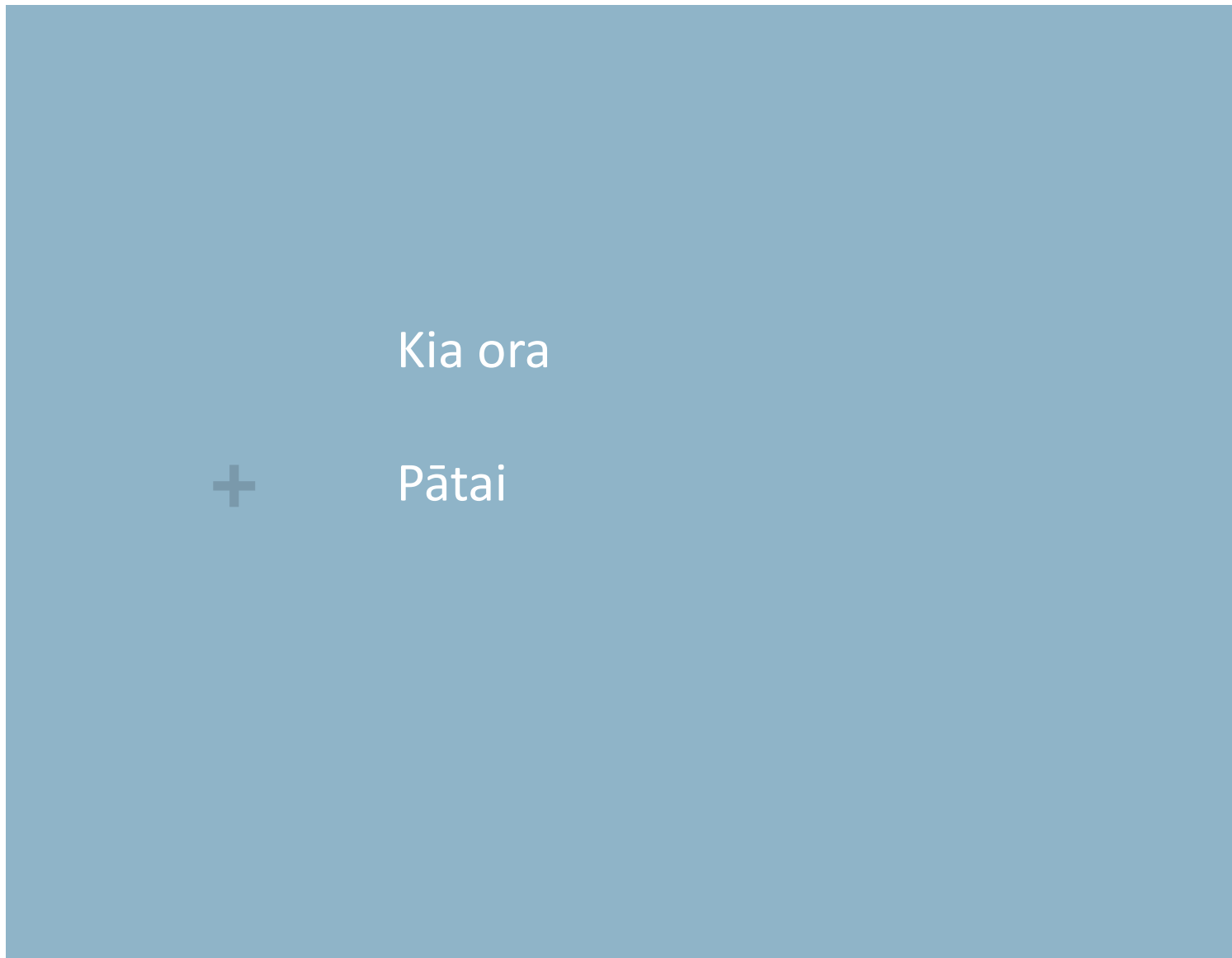
4 tyres reduces carbon dioxide by 146kg

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120 used tyres makes a 9m roundabout

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Recycling end of life tyres



Kia ora



Pātai