

Waimakariri District Council

Agenda

Tuesday 3 October 2023

1.00pm

Council Chambers

215 High Street

Rangiora

Members:

Mayor Dan Gordon

Cr Neville Atkinson

Cr Al Blackie

Cr Robbie Brine

Cr Brent Cairns

Cr Tim Fulton

Cr Jason Goldsworthy

Cr Niki Mealings

Cr Philip Redmond

Cr Joan Ward

Cr Paul Williams



WAIMAKARIRI
DISTRICT COUNCIL

AGENDA CONTENTS – COUNCIL MEETING 5 SEPTEMBER 2023

Item Number	Item Topic	Pages
4.1	Confirmation of Minutes – Council meeting 5 September 2023	22 - 40
Staff Reports		
7.1	July 2023 Flood Event Response and Recovery,	41 – 55
7.2	Submission Emergency Management Bill	56 - 198
7.3	Significance and Engagement Policy for Adoption	199 - 227
7.4	Ohoka Domain Advisory Group Grant Reallocation to Gatekeepers Lodge	228 – 270
7.5	Grant to Cust Bowling Club	271 - 274
7.6	Submission: Government Policy Statement on Land Transport	275 – 286
7.7	Establishment of the Code of Conduct Committee Membership Appt	287 – 289
7.8	Council Meeting Schedule January 2024 to December 2024	290 – 294
Matters Referred from Community Boards		
8.1	OOCB Approval to Consult Speed Management Plan for the Board Area	295 – 425
8.2	WSCB Approval to Consult Speed Management Plan for the Board Area	426 - 578
8.3	RACB Approval to Consult Speed Management Plan for the Board Area	579 - 713 -
8.4	KTCB Approval to Consult Speed Management Plan for the Board Area	714 - 844
Health, Safety and Wellbeing		
9.1	Health, Safety and Wellbeing Report September 2023	845 - 856
Minutes for Information		
10.1	Community and Recreation Committee meeting 22 August 2023	857 - 866
10.2	Audit and Risk Committee meeting 12 September 20223	867 - 875
10.3	Utilities and Roothing Committee meeting 19 September 2023	876 - 886
11.1	Kaiapoi-Tuahiwi Community Board meeting 21 August 2023	887 - 895
11.2	Oxford-Ohoka Community Board meeting 6 September 2023	896 - 911
11.3	Woodend-Sefton Community Board meeting 11 September 2023	912 - 922
11.4	Rangiora-Ashley Community Board meeting 13 September 2023	923 - 942
Mayors Diary		
13.1	Mayors Diary 1 – 30 September 2023	943 - 945

The Mayor and Councillors
WAIMAKARIRI DISTRICT COUNCIL

An ordinary meeting of the **WAIMAKARIRI DISTRICT COUNCIL** will be held in THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, on **TUESDAY 3 OCTOBER 2023 commencing at 1pm.**

Sarah Nichols
GOVERNANCE MANAGER

Recommendations in reports are not to be construed as Council policy until adopted by the Council.

BUSINESS

Page No

1. **APOLOGIES**

2. **CONFLICTS OF INTEREST**

Conflicts of interest (if any) to be reported for minuting.

3. **ACKNOWLEDGEMENTS**

3.1 The passing of community stalwart, Joanne Gumbrell.

4. **CONFIRMATION OF MINUTES**

4.1 **Minutes of a meeting of the Waimakariri District Council held on Tuesday 5 September 2023**

RECOMMENDATION

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the meeting of the Waimakariri District Council meeting held on Tuesday 5 September 2023.

MATTERS ARISING (From Minutes)

5. **DEPUTATIONS AND PRESENTATIONS**

5.1 Local resident Susan Thorpe will share her views regarding climate change economics and balancing fiscal spending against climate change projections.

6. ADJOURNED BUSINESS

Nil.

7. REPORTS

- 7.1 **July 2023 Flood Event Response and Recovery – Forecast Costs and Funding Sources** – G Cleary (General Manager Utilities and Roothing), K Simpson (3 Waters Manager), and J McBride (Roothing and Transport Manager)

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230921147926.
- (b) **Notes** that the forecast costs for the 2023/24 financial year in responding to the flood event and recovery from the flood damages have been revised to \$4.055 million, of which \$395,000 will be funded from existing budgets, leaving \$3.66 million of unbudgeted expenditure.
- (c) **Approves** additional budget of \$3.66 million for recovery from the flood damages and implementing immediate improvement works, with preliminary funding sources as follows:

Asset Area	Budget	Preliminary Funding Source
Roothing	\$1,950,000	Roothing account and Waka Kotahi Emergency Works funding
Stormwater	\$230,000	Relevant Urban Drainage account
Land Drainage	\$800,000	District Drainage account
Rivers	\$50,000	District Drainage account
Wastewater	\$30,000	Eastern Districts Sewerage Scheme account
Flood Response investigations	\$600,000	District Drainage account
TOTAL	\$3,660,000	

- (d) **Approves** the funding of the Cam River immediate works of \$250,000 from the 'Better Off' funding for Building Climate Change Resilience and Natural Hazards Mitigation in Non-Urban Waterways.
- (e) **Notes** that co-funding by Waka Kotahi is estimated at \$1,144,357 (subject to approval) with the Funding Assistance Rate anticipated to be 51% for the first \$1.2 million of expenditure and increasing to 71% for the remaining \$750,000 for Emergency Works. This is subject to approval.
- (f) **Agrees** the flood response work be debt funded in 2023/24 and then loan funded with the repayment charges being on the 2024/25 rate onwards.
- (g) **Notes** that the total additional rates required is approximately \$185,370 per year to service these loans and the rating impact from this additional budget, less the Waka Kotahi co-funding, is as follows:

Rating Area	Average Rating Implication (per property)
Roothing	Increase by approximately \$3.69 or 0.6%.
District Drainage	Increase by approximately \$2.11 or 7.8%.
Kaiapoi Urban	Increase by approximately \$1.40 or 0.4%.

Rangiora Urban	Increase by approximately \$0.15 or 0.1%.
Coastal Urban	Increase by approximately \$4.87 or 2.5%.
Eastern Districts Sewer	Increase by approximately \$0.18 or 0.03%.

- (h) **Notes** that staff are continuing to work with Waka Kotahi, insurers and other external parties to secure funding for the works where available;
- (i) **Note** that 2024/25 maintenance budgets will be reviewed in light of the additional information and may need to be revised as part of the Long Term Plan process.
- (j) **Note** that some improvement works will be completed this financial year, either as immediate works or as part of the existing capital works projects, while others will be included in the draft Long Term Plan process for consideration by Council.
- (k) **Circulates** this report to all Community Boards for information.

7.2 **Submission Emergency Management Bill** – T Allinson (Senior Policy Analyst)

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230920146989
- (b) **Authorizes** Mayor Dan Gordon and CE Jeff Millward to finalize and sign off on the submission on behalf of Council.
- (c) **Circulates** this report and the final submission to the community boards for their information.

7.3 **Significance and Engagement Policy for Adoption** – A Gray (Communications and Engagement Manager)

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230818132684
- (b) **Adopts** the Significance and Engagement Policy.
- (c) **Notes** this the Policy will be incorporated into the draft 2024-34 Long Term Plan to be consulted next year.
- (d) **Circulates** the report to the Community Boards.

7.4 **Ohoka Domain Advisory Group Grant Reallocation to Gatekeepers Lodge**– G MacLeod
(Greenspace Manager)

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230920147570
- (b) **Notes** that following a submission from the Ohoka Domain Advisory Group to the 2021/2031 LTP, funding was allocated for a three-year term towards the development of the Ohoka Bush area
- (c) **Notes** that over the last two financial years this grant has been provided and used by the group within the domain and that a letter was sent to the Ohoka Domain Advisory Group on the 4 September 2023 acknowledging the Council grant for the final year of \$10,530 for the 2023/24 financial year.
- (d) **Notes** the request from the Ohoka Domain Advisory Group to expand the terms of this grant to include assisting with the renovation work at the Gatekeepers Lodge in lieu of using it solely for new plantings/development of Ohoka Domain Bush.
- (e) **Approves** expanding the terms of the grant received by the Ohoka Domain Advisory Group as part of the 2021/31 LTP to enable them to use the grant for both the development of the Ohoka Bush area as well as the renovations of the Ohoka Gatekeepers Lodge.

7.5 **Grant for Cust Bowling Club** – K Howat (Parks and Facilities Team Leader)

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230920147556
- (b) **Approves** a grant of \$2,930 to the Cust Bowling Club from Community Grants code 10.487.100.2410 for the installation of a backflow prevention device at the Cust Bowling Club, 1646 Cust Road.
- (c) **Notes** that Three Waters annually test backflow devices, carrying out minor maintenance as required, however any significant repairs are the responsibility of the property owner.
- (d) **Notes** that the Cust Bowling Club have been working alongside Councils Three Waters Team to understand the works required and have a contractor lined up ready to perform the works to a compliant standard.
- (e) **Notes** the Cust Bowling Club is the only community group that both Three Waters and Community and Recreation are aware of that require funding assistance to implement works for backflow prevention.
- (f) **Notes** Three Waters have communicated across the district with water supply owners who would need to undertake this works. They are currently at 90% compliance and are on track for completion.

7.6 **Submission: Government Policy Statement on Land Transport** – T Allinson (Senior Policy Analyst)

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230913143223.
- (b) **Receives** the attached submission on the Government Policy Statement on land transport. (TRIM: 230907139364)
- (c) **Circulates** the report and attached submission to the community boards for their information.

7.7 **Establishment of the Code of Conduct Committee Membership Appointment** – S Nichols (Governance Manager)

RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 230918145775.
- (b) **Notes** under section 41A of the Local Government Act, the Mayor has the power to establish Committees of the Council and to appoint the Chairperson of each Committee and may make the appointment before the other members of the Committee are determined and may appoint him/herself.
- (c) **Establishes** the Code of Conduct Committee, until the end of the October 2025 triennium.
- (d) **Appoints** Deputy Mayor Atkinson and Councillors Mealings, Redmond and Ward to the Code of Conduct Committee.
- (e) **Appoints** Deputy Mayor Atkinson as the Chair of the Code of Conduct Committee.
- (f) **Notes** the Code of Conduct Committee will meet on a 'when required' basis, as deemed by the Mayor and Chief Executive.

7.8 **Council Meeting Schedule January 2024 to December 2024** – S Nichols (Governance Manager)

RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 230914143778.
- (b) **Adopts** the following meeting schedule for the period from 1 January 2024 to 31 December 2024 (as outlined in Trim 230913142881).
 - (i) Ordinary Council Meeting dates for 2024, commencing at 1pm on Tuesdays (except for February):

7 February 2024 (Wednesday)	5 March 2024 (Tuesday)	2 April 2024
7 May 2024	4 June 2024	2 July 2024
6 August 2024	3 September 2024	1 October 2024
5 November 2024	3 December 2024	

- (ii) Council meetings relating to (Draft) 2024/34 Long Term Plan and Annual Report including submissions and hearings:

Long Term Plan Budget Meetings	30 January 2024 (Tuesday)
	31 January 2024 (Wednesday)
	1 February 2024 (Reserved)
Approval to Consult on Long Term Plan	20 February 2024 (Tuesday)
Hearing Long Term Plan Submissions	8 May 2024 (Wednesday)
	8 May 2024
	9 May 2024 (Thursday)
Long Term Plan Deliberations	28 May 2024 (Tuesday)
	29 May 2024 (Wednesday)
	30 May 2024 (Thursday)
Adoption of Long Term Plan	18 June 2024 (Tuesday)
Annual Report Adoption	15 October 2024

- (c) **Adopts** the following meeting schedule for the period from 1 January 2024 to 31 December 2024 for Committees:

- (i) Audit and Risk Committee generally commencing at 9am on Tuesdays:

13 February 2024	12 March 2024	14 May 2024
11 June 2024	13 August 2024	10 September 2024
12 November 2024	10 December 2024	

- (ii) Community and Recreation Committee generally commencing at 3.30pm on Tuesdays:

20 February 2024	19 March 2024	21 May 2024
23 July 2024	17 September 2024	26 November 2024

- (iii) District Planning and Regulation Committee generally commencing at 1pm on Tuesdays:

20 February 2024	19 March 2024	16 April 2024
21 May 2024	16 July 2024	20 August 2024
17 September 2024	15 October 2024	19 November 2024

- (iv) Utilities and Roothing Committee generally at 9am on Tuesdays:

20 February 2024	19 March 2024	16 April 2024
21 May 2024	18 June 2024	16 July 2024
20 August 2024	17 September 2024	15 October 2024
19 November 2024	10 December 2024 @ 1pm	

- (v) Mahi Tahi Joint Development Committee generally at 9am on Tuesdays:

5 March 2024	9 April 2024	4 June 2024
6 August 2024	1 October 2024	3 December 2024

- (vi) District Licencing Committee generally at 9am on Mondays:

26 February 2024	25 March 2024	29 April 2024
27 May 2024	24 June 2024	29 July 2024
19 August 2024	23 September 2024	21 October 2024
25 November 2024		

- (vii) Waimakariri Water Zone Committee generally at 3.30pm on Mondays

29 January 2024	4 March 2024	May 2024
1 July 2024	September 2024	November 2024

(viii) Facilities and Consents Fee Waiver Sub-Committee generally at 1pm on Tuesdays

27 February 2024	30 April 2024	25 June 2024
24 September 2024	22 October 2024	10 December @ 11.30am

- (d) **Notes** the Mahi Tahi Joint Development Committee dates and locations will be subject to further confirmation with our Ngāi Tūāhuriri partners.
- (e) **Notes** the Waimakariri Water Zone Committee dates will be subject to further confirmation with Environment Canterbury.
- (f) **Notes** the Community Boards will adopt their timetable at their October meetings, as proposed in Trim document 230913142881.
- (g) **Circulates** a copy of the finalised meeting times to the Community Boards for their information.

8. **MATTERS REFERRED FROM THE COMMUNITY BOARDS**

- 8.1 **Approval to Consult on the 2023-27 Waimakariri District Speed Management Plan for the Oxford-Ohoka Board Area** - G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transportation Manager), S Binder (Senior Transportation Engineer) and A Mace-Cochrane (Transportation Engineer).
(Refer to attached copy of report number 230821128211 to the Oxford-Ohoka Community Board meeting of 6 September 2023, and minutes of that meeting, Item 11.2 in this agenda.) Note that subsequent to the report going onto the OOCB agenda, staff tabled an updated recommendation at the Community Board meeting for the Board to consider.

RECOMMENDATION

THAT the Council:

- (a) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **schools** (refer to TRIM No. 230731116010 and 230731116038), **as listed in table 1 below**. These roads are within the Boards area.
- (b) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **intersection speed zones** (refer to TRIM No. 230731116010 and 230731116038), **as listed in table 2 below**. These roads are within the Boards area.
- (c) **Notes** that, staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in recommendation (f) not endorsed by the Community Board, noting that this is following the Central Government election and Council will have final approval on the consultation.

NOTE: This refers to recommendation (f) in the attached report to the Community Board

- (d) **Notes** that recommendation (a) is considered to be the minimum which should be progressed, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to use reasonable efforts to set safe speed limits outside all schools by December 2027, with 40% of these needing to be undertaken by June 2024.

Table 1. Extents of school speed limits within the Board's ward area

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

Table 2. Proposed variable speed limits for Intersection Speed Zones

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60 (VSL)
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60 (VSL)
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60 (VSL)
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60 (VSL)

AND

- (e) **Notes** that the permanent 60km/h speed zone (outside of Swannanoa School) proposed on Tram Road, is subject to the surrounding Tram Road area being reduced to 80km/h. if this was not to proceed, then the existing 60km/h variable speed would stay in place.
- (f) **Notes** the included in recommendation (b) is the Intersection Speed Zones (ISZ) which are safety initiatives supporting Road to Zero and are co-funded by Waka Kotahi. The electronic signs operate on the major road through an intersection and only turn on when

a vehicle approaches on the side road. Tram Road / Earlys Road had funding in 2023/24 and not progressing will result in co-funding being lost.

- (g) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (h) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across Canterbury RCAs and as listed below, which had alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed Limits 2022* guidelines.
- 80km/h on rural sealed roads.
 - 60km/h on rural unsealed roads.
 - 40km/h in urban and settlement areas.
 - 30km/h around schools, where not deemed a Category Two school.
- (i) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (j) **Notes** that following consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard.
- (k) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) – TRIM No. 230731116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

- 8.2 **Approval to Consult on the 2023-27 Waimakariri District Speed Management Plan for the Woodend-Sefton Board Area** G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transportation Manager), S Binder (Senior Transportation Engineer) and A Mace-Cochrane (Transportation Engineer).
(Refer to attached copy of report number 230530079076 to the Woodend-Sefton Community Board meeting of 11 September 2023, and minutes of that meeting, Item 11.3 in this agenda.

RECOMMENDATION

THAT the Council:

- (a) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads are within the Board's area.
- (b) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **Pegasus Boulevard, between State Highway One and Infinity Drive** (refer to TRIM No. 230731116010 and 230731116038), and **as was shown in bold text in Table 3 below**. This road was within the Board's area.
- (c) **Notes** that staff would then undertake a workshop with the Council in early 2024, and then present a report to the Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (f) not endorsed by the Community Board, noting that this was following the Central Government election and the Council would have final approval on the consultation.

NOTE: This refers to recommendation (f) in the attached report to the Community Board

- (d) **Notes** that Recommendation (a) was considered the ‘bare’ minimum that Council could approve, as the *Land Transport Rule: Setting of Speed Limits 2022* required the Road Controlling Authority to set safe speed limits outside of all schools by June 2027, with 40% of these needing to be undertaken by June 2024.

Table 3. Extents of school speed limits within the Board’s ward area.

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 4. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Pegasus Boulevard – State Highway One to 50m west of Infinity Drive	70	60

AND:

- (e) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school.
- (f) **Notes** that included in Recommendation (b) was a proposal to reduce the speed limit on Pegasus Boulevard, between State Highway One and the Infinity Drive intersection. This had been included due to Waka Kotahi proposing a 60km/h speed limit along the immediately adjacent State Highway One section.
- (g) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables would require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (h) **Notes** that the proposed speed limits were framed around a regional approach, which had been agreed by staff across the Canterbury RCAs and listed below, which had alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.
- 80 km/h on rural sealed roads.

- 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (i) **Notes** that while the draft Speed Management Plan was in line with national strategy, it had also been adapted to the local context, and was intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (j) **Notes** that following Consultation on the Speed Management Plan, it was recommended that the full Council hold hearings for any submitters who wished to be heard.
- (k) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) had been developed at a regional level and would be consulted upon as part of the Regional Speed Management Plan.

8.3 **Approval to Consult on the 2023-27 Waimakariri District Speed Management Plan for the Rangiora-Ashley Board Area**

(Refer to attached copy of report number 230524075906 to the Rangiora-Ashley Community Board meeting of 13 September 2023, and minutes of that meeting, Item 11.4 in this agenda.

RECOMMENDATION

THAT the Council:

- (a) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads were within the Board's area.
- (b) **Notes** that staff would then undertake a workshop with the Council in early 2024, and then present a report to the Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (f) not endorsed by the Community Board, noting that this is following the Central Government election and Council will have final approval on the consultation.

NOTE: This refers to recommendation (f) in the attached report to the Community Board)

- (c) **Notes** that Recommendation (a) was considered the 'bare' minimum that the Council could approve, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to set safe speed limits outside of all schools by June 2027, with 40% of these needing to be undertaken by June 2024.

Table 1. Extents of school speed limits within the Board's ward area.

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent

AND:

- (e) **Notes** that the proposed school zone extents were subject to change after consultation progresses with each school.
- (f) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables would require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (g) **Notes** that the proposed speed limits were framed around a regional approach, which had been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.
 - 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (h) **Notes** that while the draft Speed Management Plan was in line with National Strategy, it had also been adapted to the local context, and was intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (i) **Notes** that following Consultation on the Speed Management Plan, it was recommended that the full Council hold hearings for any submitters who wished to be heard.
- (j) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) had been developed at a regional level and would be consulted upon as part of the Regional Speed Management Plan.

- 8.4 **Approval to Consult on the 2023-27 Waimakariri District Speed Management Plan for the Kaiapoi-Tuahiwi Board Area** - G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transportation Manager), S Binder (Senior Transportation Engineer) and A Mace-Cochrane (Transportation Engineer)
(Refer to attached copy of report number 230530079555 to the Kaiapoi-Tuahiwi Community Board meeting of 18 September 2023, and the decision below that the Board agreed at the meeting.

RECOMMENDATION

THAT the Council:

- (a) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads are within the Board's area.
- (b) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **Beach Road and Ferry Road** (refer to TRIM No. 230731116010 and 230731116038), **as shown in bold text in Table 3 and Table 8 below**. These roads are within the Board's area.
- (c) **Notes** that, staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (a) not endorsed by the Community Board, noting that this is following the Central Government election and Council will have final approval on the consultation.

NOTE: This refers to recommendation (f) in the attached report to the Community Board)

- (d) **Notes** that Recommendation (a) is considered to be the minimum which should be progressed, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to use reasonable efforts to set safe speed limits outside all schools by December 2027, with 40% of these needing to be undertaken by June 2024.

Table 5. Extents of school speed limits within the Board's ward area.

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Black Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Variable

Table 6. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50

Table 7. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60

AND:

- (e) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school.
- (f) **Notes** that the Beach Grove development has been progressing on the northern side of Beach Road. Another collector road from this development will intersect Beach Road within the existing 70 km/h zone and therefore, to ensure safe operation of the intersection in its urban context, the speed limit needs to be reduced along Beach Road for the extents noted in Recommendation (b).
- (g) **Notes** that at the recommendation of the engineering report following a fatal crash on Beach Road, near the intersection of Ferry Road, a lower speed limit has been proposed and included in Recommendation (b). Both sections of Ferry Road have also been included in this recommendation, as they are unsealed, dead-end roads which intersect Beach Road and do not meet the minimum length requirement to retain a 100 km/h speed limit.
- (h) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (i) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines:
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (j) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (k) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard.
- (l) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to Attachment (i) - TRIM No. 230731116010 has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

9. **HEALTH, SAFETY AND WELLBEING**

9.1 **Health, Safety and Wellbeing Report September 2023** – J Millward (Chief Executive)

RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No 230920147212
- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

10. **COMMITTEE MINUTES FOR INFORMATION**

10.1 Minutes of a meeting of the Community and Recreation Committee of 22 August 2023

10.2 Minutes of a meeting of the Audit and Risk Committee of 12 September 2023

10.3 Minutes of a meeting of the Utilities and Roding Committee of 19 September 2023

RECOMMENDATION

THAT Items 10.1 to 10.3 be received information.

11. **COMMUNITY BOARD MINUTES FOR INFORMATION**

11.1 Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 21 August 2023

11.2 Minutes of the Oxford-Ohoka Community Board meeting of 6 September 2023

11.3 Minutes of the Woodend-Sefton Community Board meeting of 11 September 2023

11.4 Minutes of the Rangiora-Ashley Community Board meeting of 13 September 2023

RECOMMENDATION

THAT Items 11.1 to 11.4 be received for information.

12. **CORRESPONDENCE**

Nil.

13. **MAYORS DIARY – 1 – 30 SEPTEMBER 2023**

RECOMMENDATION

THAT the Council:

- (a) **Receives** report no. 230926151269.

14. COUNCIL PORTFOLIO UPDATES

- 14.1 **Iwi Relationships** – Mayor Dan Gordon
- 14.2 **Greater Christchurch Partnership Update** – Mayor Dan Gordon
- 14.3 **Government Reforms** – Mayor Dan Gordon
- 14.4 **Canterbury Water Management Strategy** – Councillor Tim Fulton
- 14.5 **Climate Change and Sustainability** – Councillor Niki Mealings
- 14.6 **International Relationships** – Deputy Mayor Neville Atkinson
- 14.7 **Property and Housing** – Deputy Mayor Neville Atkinson

15. QUESTIONS

(under Standing Orders)

16 URGENT GENERAL BUSINESS

(under Standing Orders)

17. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987.

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

1. That the public is excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
17.1	Confirmation of Council public excluded minutes 5 September 2023 meeting	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
17.2	Minutes for information of the Public Excluded portion of the Audit and Risk Cttee meeting of 12 September 2023	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
REPORTS			
17.3	Decision on Chlorination	Good reason to withhold exists under section 7	As per LGOIMA Section 7 (2) (c) ii, to protect information which is subject to an obligation of confidence where the making of the information available would likely to damage the public interest; 7 (2)(d) to avoid prejudice to measures protecting the health or safety of members of the public; and (f) (ii) to maintain the effective conduct of public affairs by protecting members or employees of the Council in the course of their duty, from improper pressure or harassment.
17.4	On-demand UV Treatment	Good reason to withhold exists under section 7	As per LGOIMA section 7 (2) (h) the contents of the report remain public excluded to enable any local authority holding the information to carry out without prejudice or disadvantage, commercial activities. The Recommendation can be made publicly available.

17.5	Contract 22/44 Reservoir Improvement Works – View Hill Reservoir	Good reason to withhold exists under section 7	As per LGOIMA Section 7(2) (b) (ii) to protect information which is public would unreasonably prejudice the commercial position of the person who supplied or who is the subject of the information; and 7(h) the contents of the report to remain public excluded to enable any local authority holding the information to carry out without prejudice or disadvantage, commercial activities. The Recommendation can be made publicly available.
17.6	Waikuku Beach Campground Lease and Request for Proposals	Good reason to withhold exists under section 7	As per LGOIMA Section 7 (2) (h) and (i) to enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) and enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities and maintain legal professional privilege
17.7	28 Edward Street, Purchase from NCSRT and Lease Agreement	Good reason to withhold exists under section 7	To protect the privacy of natural persons and enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial), and maintain legal professional privilege as per LGOIMA Section 7 (2)(a), (g) and (i)
17.8	Updated Memorandum of Understanding Agreement for South MUBA development	Good reason to withhold exists under section 7	To protect the privacy of natural persons and enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial), and maintain legal professional privilege as per LGOIMA Section 7 (2)(a), (g) and (i)
PUBLIC EXCLUDED REPORT FOR INFORMATION			
17.9	Report to Audit and Risk Cttee meeting 12 September 2023 - Chief Executive Recruitment Cost	Good reason to withhold exists under section 7	The recommendation has become public, and the report, discussion, and minutes to remain public excluded for reasons of enabling the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities and to prevent the disclosure or use of official information for improper gain or improper advantage as per LGOIMA 7(2)(h) and (j).

CLOSED MEETING

Refer to Public Excluded Agenda (separate document)

OPEN MEETING

18. NEXT MEETING

The next ordinary meeting of the Council is scheduled to commence at 1pm on Tuesday 7 November 2023, to be held in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY, 5 SEPTEMBER 2023, THAT COMMENCED AT 1.00PM

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson, Councillors A Blackie, R Brine, B Cairns (via Teams), T Fulton, J Goldsworthy, N Mealings, P Redmond (until 5.35pm), J Ward and P Williams.

IN ATTENDANCE

J Millward (Chief Executive), S Hart (General Manager Strategy, Engagement and Economic Development), G Cleary (General Manager Utilities and Roding), C Brown (General Manager Community and Recreation), J McBride (Roding and Transport Manager), G MacLeod (Greenspace Manager), K Waghorn (Solid Waste Asset Manager via Teams), D Young (Senior Engineering Advisor), R Hawthorne (Property Manager), V Thompson (Senior Advisor Business and Centres), T Allinson (Senior Policy Analyst, via Teams), K Rabe (Governance Advisor) and A Smith (Governance Coordinator).

1. APOLOGIES

Moved: Mayor Gordon

Seconded: Deputy Mayor Atkinson

That an apology for early departure be received and accepted from Councillor Redmond who retired from the meeting at 5.35pm.

CARRIED

2. CONFLICTS OF INTEREST

There were no conflicts of interest recorded.

3. ACKNOWLEDGEMENTS

The Mayor acknowledged the following:

- Mr Ian Thompson, President of the Rangiora Returned Services Association (RSA) who was presented the Gold Star Award by New Zealand RSA for services to the Rangiora RSA.
- Mr Bernie Power, a member of the Rangiora RSA, was also recognised by New Zealand RSA with a merit badge.
- Mr Bill Peak, who was acknowledged on TV One's 'Good Sorts' for his dedication to honouring fallen soldiers by playing the last post whenever he passes a cenotaph. He also volunteered to play at memorial services on ANZAC Day and the Day of Remembrance.
- The Northern A&P Association for enabling the Canterbury Rugby to host the National Provincial Championship (NPC) rugby game in Rangiora which created a wonderful vibe in the town.

The Mayor requested the meeting to stand for a moments silence in acknowledgement of the passing of Samuel Coxhill, a young gentleman who assisted with security in the Rangiora Civic Building who recently passed away at the age of 24.

4. **CONFIRMATION OF MINUTES**

4.1 **Minutes of a meeting of the Waimakariri District Council held on Tuesday 1 August 2023**

Moved: Councillor Williams

Seconded: Councillor Goldsworthy

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the meeting of the Waimakariri District Council meeting held on Tuesday 1 August 2023.

CARRIED

4.2 **Minutes of an extraordinary meeting of the Waimakariri District Council held on Tuesday 15 August 2023**

Moved: Councillor Redmond

Seconded: Councillor Goldsworthy

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the extraordinary meeting of the Waimakariri District Council meeting held on Tuesday 15 August 2023.

CARRIED

MATTERS ARISING (From Minutes)

There were no matters arising from the Minutes.

5. **DEPUTATIONS AND PRESENTATIONS**

5.1 **Christchurch ReadyMix Limited**

Brian Grant, Managing Director, and Rob Uffindell, Aggregates Manager, from Christchurch ReadyMix Limited (ReadyMix) spoke in support of ReadyMix's request to seal Browns Road (south of South Eyre Road) under the Private Funding of Seal Extension Policy (Item 7.1 referred).

It was acknowledged that Browns Road was mainly used by ReadyMix, a timber processing plant, two farms owned by Ngāi Tahu and eight or nine houses who had access to the road from their properties. The timber processing plant and farms accessed the unsealed section of Browns Road which could be problematic during wet weather and increased the need for maintenance. ReadyMix was requesting permission to seal the full length of Browns Road to the width of nine metres. The normal requirement for a carriageway was eight metres, however, as heavy vehicles would be using the carriageway, ReadyMix would prefer to seal nine metres to stop degradation at the edge of the seal thus reducing the need for constant maintenance. The extra metre would be funded by ReadyMix and not impact the Council's 50% share.

Councillor Fulton queried if ReadyMix expected an increase in traffic once the road was sealed. R Uffindell replied that they did not expect a significant increase, however, the seal would have a significant effect for the company in efficiencies and the ability for maximum pay loads to be transported.

Councillor Redmond sought clarity on the costs surrounding the increased width of the carriageway and that this would not impact on the Council's share of costs.

The Mayor thanked Messrs Grant and Uffindell for coming to speak and acknowledged the contribution that the Grant family had made to the district for several generations.

Items 7.1 and 7.8 were then considered, however, the Minutes follow the order of the agenda.

6. ADJOURNED BUSINESS (from 15 August 2023)

The matter of the Notice of Motion was left on the table from the Council meeting of 15 August.

NOTICE OF MOTION

Installation of New Zealand Wool Carpet in Council owned Facilities

The Mayor advised that staff had sent an email with further information on this matter and paused the meeting for five minutes to allow Councillors to read the email.

C Brown and G MacLeod were present to speak to the email and answer any questions. C Brown acknowledged the properties of wool verses nylon carpets, however, noted that at times it would be more practical and cost effective to utilise nylon carpeting and requested that staff be given flexibility in choosing the best options for any given space.

Mayor Gordon noted the wording of recommendation (a) of the Notice of Motion, which stated “wherever practical”, which he believed gave staff the flexibility they required.

Councillor Blackie spoke to the motion noting that wool was a natural fibre which was biodegradable whereas nylon, although hardwearing gave off nano particles throughout its lifespan which were then spread far with wide reaching effects and detrimental to the health and wellbeing of humans, animals, and waterways. Wool was also more fire resistant than its nylon counterpart. There was approximately 25% difference in price which would not significantly impact on the Council budgets which averaged approximately a spend of \$40,000 annually. Wool New Zealand were also in the process of producing a heavy duty, hard wearing wool carpet which would compete well with nylon carpets in the future. Councillor Blackie noted that the Council had a duty to be a leader in sustainability and to support the district’s farmers by promoting the use of wool.

Councillor Williams queried the protocol used when determining which product to use especially when this impacted on budgets and longevity of projects. Staff agreed that budgets played a part in which product was chosen, however, there could be flexibility with using wool in areas that were not in a high use area.

Councillor Fulton queried if it was possible to use Australian wool if New Zealand wool was in short supply. There was a suggestion that the word “preferably” be added to recommendation (a) of the motion so that it read ‘*be preferably manufactured from New Zealand wool*’, however, Councillor Redmond noted that the Standing Orders stated that Notices of Motion could not be altered and would either have to be withdrawn and resubmitted with the change or accepted as it currently read. Councillor Redmond queried if the Economic Development Strategy was the correct strategy to be quoted. Councillor Blackie was unable to answer the question as recommendation (c) was included by the Governance Manager to make the motion more robust.

Councillor Fulton raised the question of the Council’s Procurement Policy and if it considered the desirability for sustainability. Staff replied that the procurement policy was in the process of being reviewed to ensure that sustainability was acknowledged and embraced.

Moved: Councillor Blackie

Seconded: Councillor Mealings

THAT the Council:

- (a) **Endorses** that all carpets installed and/or replaced in Council owned facilities be manufactured from New Zealand wool or New Zealand wool blend, wherever practical.
- (b) **Endorses** that should a Council owned facility not be installed or refurbished with New Zealand wool or wool blend carpet, then the Council is notified on the reasoning.

- (c) **Authorises** that the Waimakariri District Council's Economic Development Strategy should reflect consideration of emission reductions.
- (d) **Authorises** that this recommendation, should it be adopted, be effective from 5 September 2023.

CARRIED

Deputy Mayor Atkinson supported the motion and its intent although he believed that it would be replaced by a more detailed, prescriptive version in the future. He agreed that the use of nylon should not be encouraged due to the harmful effect it had on the environment.

Mayor Gordon also supported the motion and thanked staff for their input, however, believed that the wording of the motion would give staff sufficient flexibility.

Councillor Redmond supported the intent of the motion and agreed that the issue of nano particles was worrying. He also noted that by supporting the use of wool and Wool New Zealand the Council would also be supporting the local economy.

Councillor Mealings noted that this was both good for the environment and the local economy, and the Council should be using sustainable products wherever possible in the future.

Councillor Blackie reiterated that the cost for using wool was marginal when considering the advantages gained and this was an initiative that could be started immediately. He also believed that staff had the flexibility to achieve a win-win situation when considering carpeting in the future.

7. REPORTS

7.1 Christchurch ReadyMix Limited Request for Sealing of Browns Road under the Private Funding of Seal Extension Policy – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

J McBride and G Cleary presented the report which sought approval of ReadyMix's request for the sealing of Browns Road (south of South Eyre Road) under the Private Funding of Seal Extension Policy. The Council had previously supported ReadyMix in the sealing of Browns Road under this policy. In August 2018 sealing was approved for cost share of sealing 1.85 kilometres of Browns Road, south of South Eyre Road. The current request was to seal the entire length of Browns Road from South Eyre Road to number one Browns Road.

Moved: Councillor Redmond

Seconded: Councillor Fulton

THAT the Council:

- (a) **Receives** Report No. 230824130996.
- (b) **Approves** the sealing of Browns Road by Christchurch ReadyMix Limited to a maximum value of \$704,345.00 excluding GST, with the Council share to be paid over three years for three sections of Browns Road south of South Eyre Road as detailed in report No. 230824130996.
- (c) **Notes** that the Council's 50% share would be \$352,172.50 excluding GST for Christchurch ReadyMix Limited to seal the road, with the total cost split evenly across the three years as follows:
 - (i) 2023/24 - \$117,390.84 excluding GST
 - (ii) 2024/25 - \$117,390.83 excluding GST
 - (iii) 2025/26 - \$117,390.83 excluding GST
- (d) **Approves** an exemption to the 50% cost share policy of one kilometre per year over the next three years, acknowledging the seal extension works which were planned by Christchurch ReadyMix Limited during the 2023/24, 2024/25 and 2025/26 years.

- (e) **Notes** that the Council's 50% share would be funded from the Subdivision Contribution Area which had a budget of \$1,519,077.
- (f) **Notes** that a Memorandum of Understanding would be entered into with Christchurch ReadyMix Limited for the sealing and funding arrangement.
- (g) **Notes** that Christchurch ReadyMix Limited would continue to maintain Browns Road post sealing as was the current arrangement.
- (h) **Authorises** the General Manager Utilities and Roading to continue to allow up to one kilometre of extensions under this policy, for the years 2023, 2024, and 2025 in addition to the extension approved by the Council in this resolution.
- (i) **Circulates** a copy of this report to the Oxford-Ohoka Community Board for their information.

CARRIED

Councillor Redmond noted that this was a good deal for the Council carried out by a reputable company.

Councillor Fulton supported the motion noting that residents had previously raised concerns about the unsealed sections of Browns Road. He also noted that the extra metre would future proof the work.

Councillor Brine also supported the motion, however, he was concerned that other companies may look for similar assistance in the future.

Councillor Ward concurred with previous speakers, noting that the Grant family contribution in the district.

Mayor Gordon believed this was a pragmatic solution that suited all parties affected.

7.2 **Endorsement of the Canterbury Climate Partnership Plan Strategic Framework** – V Spittal (Principal Policy Analyst – Climate Change and Sustainability)

M Maxwell was in attendance and introduced Sylvia Docherty, Senior Policy Analyst. S Docherty noted the report provided an update on regional collaboration on climate action planning and the progress of the Canterbury Climate Partnership Plan. Several updates and a workshop had produced feedback which was used to form the amendments being offered to the Council for consideration.

There were no questions from this item.

Moved: Councillor Mealings Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** Report No. 230823130069.
- (b) **Provides** the following feedback to the Canterbury Climate Partnership Plan secretariat on the strategic framework of the Canterbury Climate Partnership Plan for consideration by the CCPP Reference Group:

Current Outcome	Suggested Amendment	Rationale
Adapted and resilient Communities Our communities are resilient and can access the knowledge and tools they need to adapt to climate change.	Adapted and resilient Communities Our communities are resilient and have the necessary infrastructure, knowledge and tools they need to adapt to climate change.	Takes into account the key role appropriate infrastructure, including green infrastructure, plays in supporting communities to adapt.

Current Outcome	Suggested Amendment	Rationale
A healthy environment Our communities are equipped to thrive in a healthy environment.	A healthy environment Our healthy environment enables our communities to thrive.	Takes into account the feedback from ECan that the framework did not adequately address environmental protection and enhancement and better aligns with the Council's draft Natural Environment Strategy action 1.1.2.1 <i>Advocate for nature-centric policies, strategies, and plans both within the organisation and externally.</i>

- (c) **Delegates** Councillor Mealings and Mayor Gordon the authority to signoff the draft strategic framework on the Waimakariri District Council's behalf during the CCPP Reference Group's consideration of the feedback from all Canterbury Council's.
- (d) **Delegates** Mayor Gordon the authority to signoff the final CCPP strategic framework on the Waimakariri District Council's behalf during the consideration of the recommendations from the CCPP Reference Group by the Mayoral Forum.

CARRIED

Councillor Mealings noted that this topic had been discussed through workshops and the wording refined to enable the best format to be presented to the public for consultation.

7.3 **July 2023 Flood Response – Emergency and Immediate Works Expenditure** – G Cleary (General Manager Utilities and Roading), K Simpson (3 Waters Manager), and J McBride (Roading and Transport Manager)

G Cleary noted that most of the information in the report had been discussed during a recent workshop with the Council. The report under consideration sought approval for the unbudgeted expenditure of \$4.04 million to respond to and recover Council infrastructure services impacted by the flooding. It also requested consideration of the establishment of an Infrastructure Resilience Team consisting of permanent staff to manage the response and recovery from this current and future events.

Councillor Fulton queried if more attention could be given to future proofing the repairs rather than just doing reactive repairs. G Cleary replied that only some of the work done was reactive and that most of the work included improvements to increase capacity and to mitigate impacts of future weather events. Councillor Fulton clarified that work being carried out would improve resilience. G Cleary noted that it was a balancing act between need and budget, however, they were working on improving resilience in the district.

Councillor Brine questioned why there was no Councillor representative included in the proposed Infrastructure Resilience Team. The Mayor requested G Cleary to consider whether there would be benefit for a Councillor to participate.

Councillor Redmond noted that there had been comments about fords in the district and asked what the status of these were. J McBride acknowledged that many of the fords had been closed for quite some time due to high water flows, however, Corde was repairing the fords most impacted by the recent heavy weather.

Councillor Cairns asked what modelling was used when considering repairs such as ten or 20 year events. G Cleary replied that this was a difficult question to answer as existing infrastructure had differing needs depending on its location and age, however, most modelling was for a one in 200 year event.

Councillor Goldsworthy noted that the repair costs were high, and questioned if sufficient maintenance had been done if the costs would have been lower. G Cleary responded that the ground water table was high, and the area received much rain and there was nowhere for the water to go as the ground was already saturated. He also reminded Councillors that most of the greatest affected areas had infrastructure that had been designed many years ago for rural use rather than the increased growth that now existed, thereby causing many of the problems now affecting the new developments and lifestyle blocks.

Councillor Fulton asked if the proposed Infrastructure Resilience Team would include a member with scientific knowledge who could read and understand the latest data regarding climate change. G Cleary stated that currently no decision had been made regarding possible position holders, however, he believed that they would not limit positions to one discipline and noted that the Council did have scientists on staff who could provide input.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No. 230824130649.
- (b) **Approves** the unbudgeted expenditure of up to \$4.04 million in the current (2023/2024) financial year for emergency and immediate works responding to and recovering from the flooding.
- (c) **Notes** that a total of 72 investigations and 123 maintenance tasks had currently been identified for action.
- (d) **Notes** that staff had established a Flood Team and Flood Recovery Project Control Group to oversee delivery of these investigations and maintenance tasks.
- (e) **Notes** that staff had secured additional external resources to assist with the delivery of these investigations, through to the end of December 2023.
- (f) **Notes** that even with these additional resources, it was likely to be a 6-12 month delivery period, but that staff would prioritise the investigations based on scale, effect, and community interest.
- (g) **Approves** the establishment of a permanent Infrastructure Resilience Team, consisting of full time staff; to be initially funded from the allocated budget for the Flood Team included under Recommendation (b) above.
- (h) **Notes** that the ongoing funding of the Infrastructure Resilience Team would be included in the draft budgets for Council to consider as part of the deliberations on the Long Term Plan.
- (i) **Notes** that staff would bring a further report to the October 2023 Council meeting to give an update and refined cost estimate and rating implications.
- (j) **Notes** that if the unbudgeted expenditure, not covered by Waka Kotahi co-funding, were to be loan funded on a district wide basis over a 10 year period this would increase rates by approximately \$15 (including GST) per ratepayer.
- (k) **Notes** that staff would work with Waka Kotahi, insurers, and other external parties to seek funding for the works where available.
- (l) **Notes** that staff would be preparing a fortnightly emailed update to Councillors and Community Boards, and a more detailed monthly report to the Utilities and Rooding Committee on progress on these projects and would be preparing an updated communications strategy for public information.
- (m) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Williams supported the motion noting that this would be continuing long term improvements and planning for the future of the district. He supported the establishment of an inhouse team to fully explore and resolve the issues that had been highlighted through recent weather events.

Councillor Redmond noted that roading and drainage were core functions of the Council, as such the Council should have specialised teams to achieve the results needed as had been done during the earthquakes and other flooding events. He was confident that the Council would get good results in the future from establishing this multi-disciplined team. In regard to Councillor Brine's question about Councillor input, he believed that this was an operational matter and not a Governance issue and therefore fell to the Chief Executive and staff to manage, however, he did acknowledge that the Portfolio Holders for Roading and Drainage would have an oversight of the work being undertaken.

Deputy Mayor Atkinson supported the motion as the team would build resilience into all repairs and was in favour of an in-house team rather than relying on contractors. Staff had the background and knowledge that contractors did not and therefore were better positioned to achieve the required results. Contractors came and went whereas staff were more likely to stay and therefore did not require the amount of briefing at the start of a weather event.

Councillor Mealings noted she had been living in her home for over 20 years and had seen an increase in rainfall and differences in waterflow patterns, so she was aware of the need to build resilience in the rural community and life stylers.

Mayor Gordon endorsed his colleague's comments and acknowledged staff's dedication and work during rain events. He believed that having a specialist team on staff would reassure the community. There was also the opportunity to share this resource with neighbouring local authorities in a co-governance and cost sharing way in the future.

Councillor Ward thanked the staff for their work and support of communities and stated that she believed that some of the riverbeds were in fact higher than some of the surrounding land which increased the impact of flooding. She noted that Environment Canterbury were surveying the Cam and Kaiapoi riverbeds and she would be interested in seeing those results.

Councillor Brine acknowledged that this was an operational matter, however, he felt that operational matters often ended up becoming Governance issues and therefore suggested having Councillor representation on the team. He also suggested that it may be an good idea to create a Resilience Portfolio. Mayor Gordon noted that the current portfolios had been operational for 12 months and it was appropriate to review them to see if they needed to be changed and thanked Councillor Brine for his suggestion of a Resilience Portfolio.

Councillor Fulton queried if there was a role for North Canterbury Neighbourhood Support (NCNS) in managing resilience in the community and G Cleary agreed that both NCNS and Civil Defence had roles to play.

7.4 **Moving Forward: Waimakariri Integrated Transport Strategy 2035+ – Draft for Consultation** - H Downie, Senior Advisor – Strategy & Programme, on behalf of the Integrated Transport Strategy Project Control Group (PCG)

H Downie was in attendance, on behalf of the Integrated Transport Strategy Project Control Group, to present the Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation (draft ITS) document and request the Council's approval to release the draft ITS for public consultation during September and October 2023.

There were no questions from this item.

Moved: Deputy Mayor Atkinson Seconded: Councillor Fulton

THAT the Council:

- (a) **Receives** Report No. 230817126045.
- (b) **Approves** the Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation (Trim: 230824130822) for public consultation, to occur between mid-September and early October 2023.
- (c) **Approves** the Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation, Summary (Trim: 230817126146) for public consultation, to occur between mid-September and early October 2023.
- (d) **Nominates** the General Manager, Strategy, Engagement and Economic Development to approve any minor edits to the Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation and Summary document as required prior to public consultation commencing.
- (e) **Notes** that the development of the Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation had been informed by a series of technical assessments and considerable early stakeholder engagement, including Management Team and elected member involvement.
- (f) **Notes** that the Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation and Summary document had been endorsed by the Integrated Transport Strategy Project Control Group (PCG) on whose behalf this report is written.
- (g) **Notes** that a final Moving Forward: Waimakariri Integrated Transport Strategy 2035+, based on the comments received during consultation as well as further Council engagement planned to be undertaken on final directions in November 2023, would be presented to the Council for adoption in February 2024.
- (h) **Circulates** this report to all Community Boards for their information.
- (i) **Notes** that Community Boards engagement has informed the Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Draft for Consultation, including Community Board membership on the dedicated Stakeholder Working Group established for this project, together with memos circulated and Community Board workshops held, and that Community Boards now had the opportunity to submit on the draft Strategy.

CARRIED

The Deputy Mayor congratulated the team for a well-developed strategy and well written summary document.

Councillor Fulton acknowledged the extensive discussion that had gone into the drafting of this strategy.

Councillor Mealings stated that this was a work in progress that had taken feedback from a large number of stakeholders.

7.5 Establish the Rangiora Civic Precinct and Library Extensions Project Steering Group – D Roxborough (Implementation Project Manager, District Regeneration)

D Roxborough noted that the report sought the election of Councillors onto the proposed Project Steering Group for the Rangiora Civic Precinct and Library Extensions 2023 business case project.

Councillor Blackie noted that as the Greenspace Portfolio Holder he did not believe that he would be needed at this point and stepped down from nomination.

There were no questions on this topic.

Moved: Mayor Gordon

Seconded: Councillor Redmond

- (a) **Receives** Report No. 230804119044.
- (b) **Approves** the appointment of Deputy Mayor Atkinson, Councillors Brine, Cairns, Goldsworthy, Mealings and Ward to the Project Steering Group for the Rangiora Civic Precinct and Library Extensions 2023.
- (c) **Notes** that Mayor Gordon and the Chief Executive were members of the Project Steering Group for the Rangiora Civic Precinct and Library Extensions 2023 on an ex-officio basis.
- (d) **Notes** the balance of Project Steering Group for the Rangiora Civic Precinct and Library Extensions 2023 consisted of staff and General Managers per the draft Terms of Reference (Trim 230726113583).
- (e) **Circulates** this report to the Rangiora-Ashley Community Board for their information.

CARRIED

Mayor Gordon believed that this would be a good mix of skills across relevant portfolios.

7.6 **District Regeneration – Annual Progress Report to June 2023** – D Roxburgh (Implementation Project Manager – District Regeneration)

D Roxburgh was in attendance to provide the regular activity summary for the District Regeneration Programme, to allow for monitoring of progress. He also provided a brief update on the Huria Reserve Heritage and Mahinga Kai area progress, Regional Programme Awards and the Kaiapoi Community Hub which was scheduled to break ground later in the month.

Moved: Councillor Blackie

Seconded: Deputy Mayor Atkinson

THAT the Council:

- (a) **Receives** report No. 230720109833.
- (b) **Circulates** this report to Land Information New Zealand, as agents on behalf of the Crown, for the purposes of monitoring the implementation of the Recovery Plan.
- (c) **Circulates** this report to all Community Boards for their information.

CARRIED

Councillor Blackie commented that this was a well written report.

Deputy Mayor Atkinson noted that the three projects not yet achieved were all capital projects and had been deferred or re-scheduled due to lack of budget and rating considerations.

7.7 **Request to Bring Forward Budget for the Island Road/Ohoka Road Intersection Upgrade** – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

J McBride and G Cleary presented the report which sought approval to bring the budget of \$1.2 million forward from the 2024/25 financial year to the current year to allow the upgrade of the Island Road / Ohoka Road intersection to proceed. Staff had recently been advised that there was an underspend in the Waka Kotahi's Road to Zero Activity Class Fund and there was therefore an opportunity to progress this specific safety project with co-funding available (noting this offer was only for the Island Road / Ohoka Road Intersection).

Councillor Mealings requested a quick review of the previous discussions regarding a round-about verses lights. J McBride provided a short overview noting that traffic lights had been agreed as the better option.

Councillor Fulton queried how traffic lights would moderate high speed vehicles coming off the motorway. J McBride explained that this would be a two-fold method, one being the lights themselves and the raised platforms which would slow traffic.

Councillor Ward noted that the area was tight and queried if a truck and trailer would have sufficient room to manoeuvre. J McBride noted the query and would check measurements and get back to the Council.

Moved: Mayor Gordon

Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** Report No. 230824131122.
- (b) **Approves** bringing forward budget of \$1,200,000 from the 2024/25 financial year to the 2023/24 financial year, to allow the upgrade of the Island Road / Ohoka Road intersection to progress.
- (c) **Notes** that a requirement of the funding being allocated would be that the project must be completed by 30 June 2024, so that it could be claimed in the current financial year.
- (d) **Notes** that bringing budget forward would be subject to confirmation that 51% co-funding share was available through Waka Kotahi.
- (e) **Notes** that the offer to progress this safety project was for the Island Road / Ohoka Road Intersection only and could not be used for any other purpose.
- (f) **Notes** that following approval, this project would go to market through an open tender process.
- (g) **Notes** that the scheme design was approved by the Utilities and Roading Committee in August 2022.
- (h) **Circulates** this report to the Kaiapoi-Tuahiwi Community Board for information.

CARRIED

A division was called with the following result:

For: (6) Mayor Gordon, Councillors Brine, Cairns, Goldsworthy, Redmond, and Ward
Against: (5) Deputy Mayor Atkinson, Councillors Blackie, Fulton, Mealings and Williams.

Mayor Gordon noted that several workshops were held to discuss the best options for this intersection including slowing traffic and improved traffic flow due to the increased development in the vicinity. He believed that with Waka Kotahi's funding assistance it was too good an opportunity to pass up to enhance this intersection made safer not only for present need but for the proposed future development.

Councillor Williams did not support the motion, as he believed that there were other intersections in the district which were more dangerous and in need of work to make them safer. He believed that this was too much money to be spending on an intersection that, in his opinion, had a low priority.

Councillor Blackie had reservations about this work being needed at this time. He was also concerned that the tailback from the motorway would be more dangerous than the current situation. He felt that the safety issues at this intersection were caused by bad driving practices and the lack of enforcement and therefore did not support the motion.

Councillor Fulton also did not support the motion as he believed that aggressive or speeding drivers would not be slowed by traffic lights.

Deputy Mayor Atkinson would not support the motion as the work was not currently required, and he noted that people would continue to speed when turning into Crosgrove Road.

Councillor Redmond was supportive of this work being carried out while acknowledging that there were more dangerous intersections along Tram Road, however, Waka Kotahi was co-funding this work, and he therefore believed that the Council should take the opportunity to future proof this intersection.

Mayor Gordon clarified that an audit would be carried out and its recommendations followed which would be included in later recommendations. J McBride concurred and also stated that this intersection would continue to be monitored to ensure the final outcomes were what was expected.

Councillor Cairns supported the motion as with the Stirling Development, the Council was future proofing the intersection which would continue to have an increased traffic flow.

Mayor Gordon noted that the traffic lights had been supported by the Kaiapoi-Tuahwi and Rangiora-Ashley Community Boards and most people agreed that this intersection was currently unsafe. He noted that there was never a perfect solution, however, this opportunity should be taken to enhance safety in the future.

7.8 **Re-Establishment of the Solid and Hazardous Waste Working Party Post the 2022 Elections** – K Waghorn (Solid Waste Asset Manager)

K Waghorn was in attendance and presented the report which requested the re-establishment of the Solid and Hazardous Waste Working Party. Previously this Working Party was established to deal with waste issues which benefited by informal discussions.

THAT the Council:

- (a) **Receives** Report No. 230825131340.
- (b) **Establishes** a Solid and Hazardous Waste Working Party.
- (c) **Approves** the Terms of Reference for the Solid and Hazardous Waste Working Party as contained in Trim: 230823130315.
- (d) **Appoints** Councillors Brine, Goldsworthy, Redmond, Meiling, and Williams as members of the Solid and Hazardous Waste Working Party.
- (e) **Notes** that Mayor Gordon was an ex-officio member of the Solid and Hazardous Waste Working Party.
- (f) **Circulates** the report to all the Community Boards for information.

CARRIED

Councillor Brine noted that this Working Party was an invaluable resource and he believed it should never have been disestablished.

7.9 **Compulsory Acquisition – Land Adjoining 67 Otaki Street** - A Childs (Property Acquisitions and Disposals Officer), D Roxborough (Implementation Project Manager – District Regeneration),

A Childs and D Roxburgh presented of this report, recommending the issuing of a Notice of Intention under section 23 of the Public Works Act 1981 to take a freehold interest in land for road of an accessway between Chapman Place and Otaki Street, Kaiapoi. This required land was within the boundaries of 67 Otaki Street Kaiapoi, which was acquired by the Council in 2021 for the Kaiapoi Stormwater and Flooding Improvements Projects. Following investigations, it was determined that the last known owners of this property were now deceased. This Notice of Intention would be advertised and if no objections were received, the land would be vested as road.

There were no questions from members.

Moved Deputy Mayor Atkinson Seconded Councillor Ward

THAT the Council:

- (a) **Receives** Report No. 230821128011.
- (b) **Delegates** the execution by the Chief Executive of the attached Notices of Intention to Take Land under section 23 of the Public Works Act 1981.
- (c) **Notes** that the costs of this acquisition were allowed for in the Kaiapoi Stormwater and Flooding Improvements Upgrade budget, and the remaining estimated cost of \$6,000 plus GST and disbursements to complete the acquisition will be paid out of this budget.

CARRIED

7.10 **Revocation: Waimakariri District Council Housing for the Elderly Policy** - T Allinson, (Senior Policy Analyst) and R Hawthorne, (Property Manager)

T Allinson and T Hawthorne presented this report, which recommended that the Housing for the Elderly Policy 2016 Policy be revoked.

This report was taken as read and there were no questions from members.

Moved Councillor Goldsworthy Seconded Councillor Ward

THAT the Council:

- (a) **Receives** Report No. 230822129364.
- (b) **Revokes** the Housing for the Elderly Policy which is no longer required (120712044072).
- (c) **Circulates** this report to the Community Boards for their information.

CARRIED

7.11 **Submission: Strengthening the resilience of Aotearoa New Zealand's critical infrastructure system** - T Allinson (Senior Policy Analyst)

T Allinson presented the report which provided the Council with the formal opportunity to receive a submission that was submitted to meet the the Department of the Prime Minister and Cabinet on Strengthening the resilience of Aotearoa New Zealand's critical infrastructure system. To meet the required submission closing date, this was not able to be received at a previous Council meeting.

The report was taken as read and there were no questions from members.

Moved Deputy Mayor Atkinson Seconded Councillor Fulton

THAT the Council:

- (a) **Receives** Report No. 230822129420.
- (b) **Receives** the submission on Strengthening the Resilience of Critical Infrastructure.
- (c) **Circulates** the report and submission to the Community Boards for their information.

CARRIED

Agenda Item 7.13 was taken at this time. The Minutes are recorded as in the order of the agenda.

7.12 **Request for Funding for the Waimakariri Passchendaele Advisory Group to become a life member of the Last Post Association - Belgium** – K Rabe (Governance Advisor)

K Rabe was present for consideration of this report, speaking on behalf of the Waimakariri Passchendaele Working Group. At a recent meeting of the Advisory Group, it was agreed to seek funding from the Council for the Advisory Group to become a lifetime member of the Last Post Association, Belgium. The Association provided a daily tribute to fallen soldiers of the former British Empire and their allies, by playing of the Last Post every evening at Menin Gate Memorial, in Leper, Belgium. It was noted that the Advisory Group did not have any budget.

There were no questions from members.

Moved Deputy Mayor Atkinson Seconded Councillor Blackie

THAT the Council:

- (a) **Receives** Report No. 230817125820.
- (b) **Approves** a once off donation of no more than \$2,300 to enable the Waimakariri Passchendaele Advisory Group to become a lifetime member of the Last Post Association, Leper, Belgium.
- (c) **Approves** that the once off donation to the Last Post Association, Belgium, would be taken from the Council's International Relations Budget Account (GL 10.135.333.2465).
- (d) **Notes** all Council grants were reviewed as part of its Annual Plan and Long Term Plan process yearly.
- (e) **Advises** the Passchendaele Advisory Group of the outcome.

CARRIED

Deputy Mayor Atkinson encouraged colleagues to support this motion, which would provide a small contribution towards an ongoing remembrance to fallen soldiers, as it was essential to acknowledge the sacrifices made by so many.

Mayor Gordon also supported the motion, especially in light of the twinning relationship between the Municipality of Zonnebeke and the Waimakariri District Council. Mayor Gordon mentioned the planned self-funded delegation visit Belgium in November 2024, which would include members of both Kaiapoi and Rangiora RSAs and supporters.

7.13 **Observer Appointment to the Christchurch City Council Coastal Hazards Working Group** – S Nichols (Governance Manager)

Mayor Gordon recommended that Councillor Mealings remained as the observer to the Christchurch City lead Coastal Hazards Working Group, as this fitted within her portfolio responsibilities.

This report was taken as read and there were no questions from members.

Moved Councillor Redmond Seconded Councillor Ward

THAT the Council:

- (a) **Receives** Report No. 230831135053.

- (b) **Appoints** Councillor Mealings, as an observer, to the Christchurch City Council Coastal Hazards Working Group at Christchurch City Council, until October 2025.

CARRIED

Councillor Mealings noted her appreciation for the opportunity to continue as an observer at these Working Group meetings and to keep the Council informed on matters of interest.

8. MATTERS REFERRED FROM COMMITTEES AND COMMUNITY BOARDS

There were no matters referred to the Council.

9. HEALTH, SAFETY AND WELLBEING

9.1 Health, Safety and Wellbeing Report August 2023 – J Millward (Chief Executive)

J Millward spoke to this report, noting that there had recently been two notifications to the New Zealand Police and prosecutions, resulting from staff wearing body cameras. It was unfortunate that in recent times some staff had encountered aggressive behaviour from members of the public while undertaking their work.

J Millward advised that an Audit was currently underway, noting that there had been a delayed due to several staff being on leave with Covid. It was also noted that the Ergonomic Assessment's function had been shifted from the IT Team to the Health and Safety Team.

Moved Councillor Mealings

Seconded Councillor Brine

THAT the Council:

- (a) **Receives** Report No 230823130280.
- (b) **Notes** that there were no notifiable incidents this month. The organisation was, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at Work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

CARRIED

10. COMMITTEE MINUTES FOR INFORMATION

10.1 Minutes of a meeting of the Audit and Risk Committee meeting of 8 August 2023

10.2 Minutes of a meeting of the Utilities and Roading Committee meeting of 15 August 2023

Moved Mayor Gordon

Seconded Councillor Redmond

THAT Items 10.1 and 10.2 be received information.

CARRIED

11. COMMUNITY BOARD MINUTES FOR INFORMATION

11.1 Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 17 July 2023

11.2 Minutes of the Oxford-Ohoka Community Board meeting of 2 August 2023

11.3 Minutes of the Rangiora-Ashley Community Board meeting of 9 August 2023

11.4 Minutes of the Woodend-Sefton Community Board meeting of 14 August 2023

Moved Councillor Mealings

Seconded Councillor Goldsworthy

THAT Items 11.1 to 10.4 be received information.

CARRIED

12. CORRESPONDENCE

There was no correspondence.

13. MAYORS DIARY 1 TO 31 AUGUST 2023

Moved Deputy Mayor Atkinson

Seconded Councillor Ward

THAT the Council:

- (a) **Receives** report no. 230829133305.

CARRIED

The open meeting was adjourned at this time 3.27pm, to consider public excluded items. The open meeting reconvened at 5.35pm.

14. COUNCIL PORTFOLIO UPDATES

14.1 Iwi Relationships – Mayor Dan Gordon

There was no update on Iwi relationships.

14.2 Greater Christchurch Partnership Update – Mayor Dan Gordon

A partnership had most recently met for a briefing. Mayor Gordon thanked Councillor Brine for undertaking the role on the Spatial Plan Hearing Panel.

14.3 Government Reforms – Mayor Dan Gordon

Mayor Gordon noted the range of announcements regarding Government Reform from multiple political parties leading up to the Government elections in October 2023.

14.4 Canterbury Water Management Strategy – Councillor Tim Fulton

Councillor Fulton recently attended a site visit to a wetland in Fernside, which was followed with a workshop. At the workshop concern was raised about the communication between Environment Canterbury (ECan) and the Council regarding the water pollution incident that occurred last weekend at Saltwater Creek. The lack of information provided to both the public and the Council on this pollution event was alarming.

Deputy Mayor Atkinson suggested that the lack of communication should be raised at the next joint meeting held with ECan. J Millward advised that the Council's Utilities and Roading staff had been advised that the contaminants were faecal matter from a burst pipe. However, J Millward agreed that the level of information received from ECan was not sufficient.

Councillor Fulton mentioned the upcoming inaugural Environmental Awards which would be announced at the Community Service Awards Function on 18 October 2023. The Biodiversity Trust was currently seeking nominations for these awards.

14.5 **Climate Change and Sustainability** – Councillor Niki Mealings

The Natural Environment Strategy should be ready to be submitted to the Council for consideration as part of the Long Term Plan. The Waimakariri Economic Development Strategy was currently out for consultation. The Waimakariri Integrated Transport Strategy 2035+, draft for consultation, had been approved earlier during this meeting to go out for public consultation.

The Christchurch City Council Coastal Hazards Working Group had reconvened, also as dealt with earlier at this meeting.

14.6 **International Relationships** – Deputy Mayor Neville Atkinson

Deputy Mayor Atkinson noted there had been a further meeting to discuss arrangements for the tour to Belgium in November 2024. It had been agreed that Freddie Declerk would be the tour guide for the delegation from New Zealand.

14.7 **Property and Housing** – Deputy Mayor Neville Atkinson

Deputy Mayor Atkinson advised that three Council-owned properties had recently been sold and three more would be going onto the market in the next two weeks. The next meeting of the Property Portfolio Working Group was scheduled for this coming Thursday 7 September 2023.

15. **QUESTIONS**

(under Standing Orders)

There were no questions.

16. **URGENT GENERAL BUSINESS**

(under Standing Orders)

There was no urgent general business.

17. **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

Section 48, Local Government Official Information and Meetings Act 1987.

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it was moved:

Moved Deputy Mayor Atkinson

Seconded Councillor Mealings

That the public be excluded from the following parts of the proceedings of this meeting:

- 17.1 Confirmation of Council public excluded minutes 1 August 2023 meeting.
- 17.2 Confirmation of Council public excluded minutes 15 August 2023 extraordinary meeting.
- 17.3 Hallfield Stage 2 Development Contributions
- 17.4 Private Developer Agreement with Bellgrove Land Development
- 17.5 Kaiapoi South Mixed Use Business Area and Kaiapoi Marina Project Update
- 17.6 Proposed sale of property Fishers Road, Okuku
- 17.7 Report for information from Management Team – Approval Single-Source Provider Disposal Kerbside Organics

The general subject of each matter to be considered while the public was excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution were as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
17.1	Confirmation of Council public excluded minutes 1 August 2023 meeting.	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
17.2	Confirmation of Council public excluded minutes 15 August 2023 extraordinary meeting.	Good reason to withhold exist6s under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section7(2)(i)
17.3	Hallfield Stage 2 Development Contributions	Good reason to withhold exists under section 7	As per LGOIMA section 7 (2) (b)(ii) making available the information is likely to unreasonably prejudice the commercial position of the developer and Council, (h) enable Council to carry out, without prejudice or disadvantage, commercial activities and (i) enable Council to carry on, without prejudice or disadvantage, negotiations.
17.4	Private Developer Agreement with Bellgrove Land Development	Good reason to withhold exists under section 7	As per LGOIMA section 7 (2) (b)(ii) making available the information is likely to unreasonably prejudice the commercial position of the developer and Council, (h) enable Council to carry out, without prejudice or disadvantage, commercial activities and (i) enable Council to carry on, without prejudice or disadvantage, negotiations.
17.5	Kaiapoi South Mixed Use Business Area and Kaiapoi Marina Project Update	Good reason to withhold exists under section 7	As per LGOIMA Section 7 (2)(a), (g) and (i) for the protection of privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) and maintain legal professional privilege.
17.6	Proposed sale of property Fishers Road, Okuku	Good reason to withhold exists under section 7	As per LGOIMA Section 7 (2)(a), (g) and (i) for protecting the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege.
17.7	Report for information from Management Team – Approval Single-Source Provider Disposal Kerbside Organics	Good reason to withhold exists under section 7	As per LGOIMA Section 7(2) (b) (ii) the report to remain public excluded due to the commercially sensitive information. The Recommendation can be made publicly available.

CARRIED

CLOSED MEETING

Recommendation to resume Open Meeting

Moved Mayor Gordon

Seconded Councillor Ward

THAT open meeting resumes and the business discussed with the public excluded remains public excluded as resolved.

CARRIED

The public excluded portion of the meeting commenced at 3.28pm and concluded at 5.35pm.

OPEN MEETING

18. NEXT MEETING

The next ordinary meeting of the Council was scheduled to commence at 1pm on Tuesday 3 October 2023, to be held in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora.

THERE BEING NO FURTHER BUSINESS, THE MEETING CLOSED AT 5.45PM.

CONFIRMED

Chairperson
Mayor Dan Gordon

Date

Unconfirmed

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RDG-22-04, DRA-28 / 230921147926**REPORT TO:** COUNCIL**DATE OF MEETING:** 3 October 2023**AUTHOR(S):**
Gerard Cleary, General Manager Utilities & Roading
Kalley Simpson, 3 Waters Manager
Joanne McBride, Roading & Transport Manager**SUBJECT:** July 2023 Flood Event Response & Recovery – Forecast Costs and Funding Sources**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1 SUMMARY**

- 1.1 In September 2023 Council considered a report on the July 2023 flood event and approved initial un-budgeted expenditure of \$4.04 million for the emergency response and immediate recovery works to repair damaged infrastructure and resolve the flooding issues that have been identified. This further report is to provide an update on the forecast costs, which have been revised to \$4.055 million, and to confirm budgets for completing these works, as well as advise of the rating impact.
- 1.2 The rainfall events which occurred over the 22-24 July 2022, required a substantial response from our maintenance contractors and there has been some damage to Roading and 3 Waters infrastructure in the district. Additionally, there has been a large number of drainage related service requests that need to be worked through, which may result in additional improvement works being required.
- 1.3 Work has been underway since the flood event to identify all issues in the network and restore infrastructure. This has included repairing underground services, roads, bridges, culverts, slips and washouts from overland flow. In some areas, the work required to repair infrastructure is reasonably substantial and as such is ongoing.
- 1.4 All of the 335 service requests related to the July 2023 storm event have been collated, triaged and categorised. This work has identified that there is a total of 67 investigations and 123 maintenance tasks that need to be undertaken to address the issues raised in the service requests. Additionally, 16 areas have already been identified where immediate works are required.
- 1.5 Some improvement works will be completed this financial year, either as immediate works or as part of the existing capital works projects, while the balance will be part of the upcoming Long Term Plan process once the investigations are complete. The 2024/25 maintenance budgets will be reviewed in light of the additional information and may need to be revised as part of the Long Term Plan process.
- 1.6 The estimate to complete the emergency response and immediate recovery works has been revised to \$4.055 million, of which \$395,000 can be funded from existing budgets. This report seeks the approval of \$3.66 million of additional budget and the table within the main body of the report sets out staff's recommendations as to how this is funded. Generally, the principals for allocation of funding are related to the source of flood waters, and so costs are recovered:

- 1.6.1 Against the urban or rural drainage scheme where the source of flood water is from the urban area,
- 1.6.2 Through District Drainage scheme, which is funded district-wide, where flood waters are derived from non-rated drainage catchments or are spread across all schemes (such as investigation costs), and
- 1.6.3 From the 'Better Off' funding for Building Climate Change Resilience and Natural Hazards Mitigation in Non-Urban Waterways where capacity improvements would no be normally covered by existing drainage schemes.
- 1.6.4 District Wide Roding following assistance from the National Land Transport Fund (NLTF) based on the funding assistance rate (FAR) that applies to emergency works.
- 1.7 It is recommended that the flood response work be debt funded in 2023/24 and then loan funded with the charge being on the 2024/25 rate.
- 1.8 Attachments:
- i. Emergency Response and Immediate Works Expenditure and Funding – 3 Waters
 - ii. Emergency Works Expenditure and Funding – Roding
 - iii. Flood Recovery Status Report as at 21 September 2023 (TRIM No. 230921148206)

2 RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230921147926;
- (b) **Notes** that the forecast costs for the 2023/24 financial year in responding to the flood event and recovery from the flood damages have been revised to \$4.055 million, of which \$395,000 will be funded from existing budgets, leaving \$3.66 million of unbudgeted expenditure.
- (c) **Approves** additional budget of \$3.66 million for recovery from the flood damages and implementing immediate improvement works, with preliminary funding sources as follows:

Asset Area	Budget	Preliminary Funding Source
Roding	\$1,950,000	Roding account and Waka Kotahi Emergency Works funding
Stormwater	\$230,000	Relevant Urban Drainage account
Land Drainage	\$800,000	District Drainage account
Rivers	\$50,000	District Drainage account
Wastewater	\$30,000	Eastern Districts Sewerage Scheme account
Flood Response investigations	\$600,000	District Drainage account
TOTAL	\$3,660,000	

- (d) **Approves** the funding of the Cam River immediate works of \$250,000 from the 'Better Off' funding for Building Climate Change Resilience and Natural Hazards Mitigation in Non-Urban Waterways.
- (e) **Notes** that co-funding by Waka Kotahi is estimated at \$1,144,357 (subject to approval) with the Funding Assistance Rate anticipated to be 51% for the first \$1.2 million of expenditure and increasing to 71% for the remaining \$750,000 for Emergency Works. This is subject to approval.

- (f) **Agrees** the flood response work be debt funded in 2023/24 and then loan funded with the repayment charges being on the 2024/25 rate onwards.
- (g) **Notes** that the total additional rates required is approximately \$185,370 per year to service these loans and the rating impact from this additional budget, less the Waka Kotahi co-funding, is as follows:

Rating Area	Average Rating Implication (per property)
Roading	Increase by approximately \$3.69 or 0.6%.
District Drainage	Increase by approximately \$2.11 or 7.8%.
Kaiapoi Urban	Increase by approximately \$1.40 or 0.4%.
Rangiora Urban	Increase by approximately \$0.15 or 0.1%.
Coastal Urban	Increase by approximately \$4.87 or 2.5%.
Eastern Districts Sewer	Increase by approximately \$0.18 or 0.03%.

- (h) **Notes** that staff are continuing to work with Waka Kotahi, insurers and other external parties to secure funding for the works where available;
- (i) **Note** that 2024/25 maintenance budgets will be reviewed in light of the additional information and may need to be revised as part of the Long Term Plan process.
- (j) **Note** that some improvement works will be completed this financial year, either as immediate works or as part of the existing capital works projects, while others will be included in the draft Long Term Plan process for consideration by Council.
- (k) **Circulates** this report to all Community Boards for information.

3 **BACKGROUND**

- 3.1 The district experienced a significant rainfall event over the weekend of 22-24 July 2023, with the coastal area around Woodend receiving approximately 150mm of the rainfall over a 48 hour period. The event was estimated to be more than a 50 year event for Woodend, yet less than a 10 year event for the inland areas of Summerhill and Oxford. Further background on the July 2023 flood event can be found in the previous report to Council (refer TRIM No. 230824130649).
- 3.2 The event required a substantial response from our maintenance contractors, with sucker trucks being deployed to Kaiapoi, Kairaki, Woodend Beach, Woodend and Waikuku Beach, and temporary pumps being deployed to Kaiapoi, Waikuku Beach and West Eyreton. There has been some damage to Roothing and 3 Waters infrastructure in the district (as outlined in the following sections below). Additionally, there has been a large number of flooding related service requests which are currently being worked through, which may result in additional improvement works being required.
- 3.3 A total of 347 service requests related to the July 2023 storm event were received. All service requests have been collated, triaged and categorised. This work has identified that there is a total of 78 investigations and 126 maintenance tasks that need to be undertaken to address the issues raised in the service requests (refer Table 1 below). There are also 31 service requests predominantly related to private drainage issues where advise is required to be provided to the customer.

Table 1 – Classification of Service Requests

Classification		No. SR	Investigations	Maintenance Tasks
Investigations	Recent (July 2022)	82	36	-
	Historical	54	30	-
	New	21	12	-
Maintenance		159	-	126
Customer Advised		31	-	-
TOTAL¹		347	78	126

¹ Note that the total number of service requests is greater than the number of investigations and maintenance tasks as an investigation or maintenance task can have multiple service requests associated with the work.

- 3.4 A Flood Team has been established, predominantly comprising of external resources but with support from internal resources where there is existing project work underway related to the issue. The Flood Team will be overseen by a Flood Recovery Project Control Group (PCG), comprised of relevant managers from the Utilities & Roothing department. Progress reports will be presented to the Utilities and Roothing Committee monthly.

4 **ISSUES AND OPTIONS**

Roothing

- 4.1 The total cost of our Roothing response has been developed further and the initial estimate has been confirmed to be in the order of \$1.95 million.
- 4.2 Included within this estimate is the following:
- Initial flood responses for all events - \$125,000
 - Lees Valley & Okuku Pass Road drainage repairs, to address water table scour & culvert scour - \$90,000
 - Lees Valley Road slip repairs - \$260,000
 - Repair of damaged / scoured culverts / drains & road scour on unsealed roads - \$150,000
 - Repair of damaged / scoured culverts / drains & road scour on sealed roads - \$105,000
 - Unsealed road remetalling from scour and washing out of fines - \$650,000
 - Reinstatement of river fords (to be carried out) - \$70,000
 - Post flood bridge inspections, repair of structures and scour repairs - \$171,000
 - Culverts cleaning / unblocking post flood - \$70,000
 - Consultant services and staff time - \$70,000
 - Contingency - \$189,000
- 4.3 WSP are currently progressing the design work for the repair of the slips on Lees Valley Road. At this time there remains limited access into the valley for heavy vehicles, with truck only allowed and no trailer units. This is due to the narrow section of road at the drop out not being suitable for heavy loads and a risk of further slippage / failure.
- 4.4 Scour repairs, grading and some remetalling of the most urgent roads has been continuing.
- 4.5 The request for Emergency Works funding was submitted to Waka Kotahi on the 1st September 2023 and is currently being processed.

Urban Stormwater

- 4.6 The costs for the emergency response work in urban areas, including the deployment of temporary pumps to Kaiapoi and Waikuku Beach, totalled \$60,000 of unbudgeted operational expenditure.
- 4.7 It is estimated that additional unbudgeted operational expenditure in the order of \$50,000 will be required for CCTV inspection work in Kaiapoi, Rangiora and Woodend. This is over and above existing budgets for planned CCTV work.
- 4.8 The following urban stormwater projects have been identified that need to be progressed as urgent work, which are currently not in the capital works programme:
- Broadway Ave, Waikuku Beach - Install two non-return valves and provide new stormwater lateral connection - \$15,000.
 - 10 Beach Crescent, Waikuku Beach - Install sumps and pipework to connect existing low points to a new pump chamber in the campground and install a discharge main through to the sand dunes for the discharge from a portable pump - \$80,000.
 - Rotten Row, Waikuku Beach - Undertake localised improvements, bunding and ROW reshaping, to reduce the likelihood of water entering garages - \$50,000
- 4.9 The total cost of our emergency response and immediate recovery works in urban stormwater areas is estimated to be \$230,000. These works will be funded from the respective urban drainage account.

Rural Land Drainage

- 4.10 The drains in the rural drainage areas were overloaded and out of bank flow occurred at a number of locations across the district. In particular, extensive flooding occurred on the Cam River, Tuahiwi Stream and Taranaki Stream catchments. These are the key focus areas that will require more detailed assessment and investigation.
- 4.11 The costs for the emergency response work, including the deployment of temporary pumps to West Eyreton, totalled \$10,000 of unbudgeted operational expenditure.
- 4.12 The following rural land drainage projects have been identified that need to be progressed as immediate work, which are currently not in the capital works programme:
- Tram Road, Clarkville - Upsize 375mm on north side of Tram Road to a 600mm and install additional duplicate 375mm pipe (or larger) on culvert north of Tram Road - \$100,000.
 - Edmunds Road, Clarkville – Construct new drain in paper road between Tram Road and Edmunds Road - \$50,000.
 - Revells Road, Tuahiwi - Install culvert and non-return valve to Cam River. Regrade drain along east side of Revells Road to the south - \$50,000.
 - Greens Road, Tuahiwi - Undertake heavy maintenance on both the Tuahiwi Stream / Waituere and the diversion channel, including upsizing the first pipe downstream of the diversion - \$200,000.
 - Woodfields Road, Cust - Upgrade of culverts along Woodfields Road between Howson Road and Earlys Road. Bunding to protect properties. Construct overflow channel from the irrigation race into Hunters Stream. - \$200,000.
 - Washington Place, West Eyreton - Immediate interim improvements, including bunding and culvert upgrades, in advance of more long term works next financial year - \$50,000

- Lower Sefton Road, Ashley - Construct bund on McGifferts Road at Saltwater Creek. Upgrade downstream culverts along Lower Sefton Road - \$100,000.
- Upper Sefton Road, Ashley - Improvements to the flow control structure on Upper Sefton Road, including upgrading of the downstream driveway culvert - \$80,000.

4.13 The total cost of our emergency response and immediate works in rural land drainage areas and also the wider district is estimated to be \$800,000. These works will be funded from the District Drainage account.

Rivers

4.14 As mentioned above, extensive flooding occurred on the Cam River/ Ruataniwha, where out of bank flow occurred at a number of locations. It has been identified that heavy maintenance and localised stopbank improvement works are required as immediate works to improve the upper Cam River / Ruataniwha system (above Bramleys Road).

4.15 The following river projects have been identified that need to be progressed as immediate work, which are currently not in the capital works programme:

- Bramleys Road, Tuahiwi - Localised stopbank improvement works, including raising of the bund on the true right bank immediately upstream of the Bramleys Road bridge and improvements to the culverts under Bramleys Road - \$100,000.
- Upper Cam River - Heavy maintenance work on the section above Bramleys Road. Stopbank improvement works on the true left bank downstream of the confluence of the South Brook and bunding on the Topito Road drain above the confluence of the South Brook - \$150,000.

4.16 The total cost of immediate works on rivers is estimated to be \$250,000. It is proposed that these works are funded from the Better Off Funding for drainage capacity improvement works. Alternatively, the works will be funded from the District Drainage account.

4.17 Council staff are also proactively working with Environment Canterbury staff on maintenance works required in the lower Cam River (below Bramleys Road), stopbank improvements works near Tuahiwi Road and Revells Road, and also the extension of Cam River Scheme Design work to include the upper reaches of the Cam River above Bramleys Road.

4.18 The scope of the Cam River Scheme Design work includes re-survey of the rivers (at the previous survey cross sections) to ascertain changes in both bed and bank level, and updating the hydrology and hydraulic modelling, including the development that has occurred in the east of Rangiora over the last 20-30 year. It is expected that this will require additional funding from Council for the extent of the scheme plan to be revised.

4.19 The cost of extending the Cam River Scheme Design work to include the upper reaches of the Cam River above Bramleys Road is estimated to be \$50,000. These works will be funded from the District Drainage account as an operational expense.

Wastewater

4.20 The costs for the emergency response work, including the deployment of sucker trucks, totalled \$80,000 of operational expenditure, which will be funded from existing operational budgets. However future rainfall events in the 2023/24 financial year will likely mean that operational budgets are exceeded for this financial year.

4.21 It is estimated that additional unbudgeted operational expenditure in the order of \$50,000 will be required for CCTV inspection work in Kaiapoi, Woodend and Waikuku Beach.

This is over and above existing budgets for planned CCTV work.

- 4.22 The following projects have been identified that need to be progressed as immediate work, which are currently not in the capital works programme:
- Mandeville Septic Tanks – A number of additional septic tanks that are prone to inundation have been identified that need modifications (e.g.: raising or sealing turrets / lids) to reduce inflow and infiltration - \$30,000
- 4.23 The total cost of our emergency response and immediate works on the sewer system is estimated to be \$160,000. These works will be funded from the Eastern Districts Sewer Scheme account.

Flood Team

- 4.24 The total cost of our Flood Team to investigation and respond to all the service requests identified has been developed further and the estimate is estimated to be \$600,000. This work will be charged to the Drainage District account as an operational expense.
- 4.25 The establishment of the Infrastructure Recovery Team of full time Council employees, as approved by Council in September 2023, will provide additional capacity to respond to events, the ability to commence the recovery works immediately without the delay of securing external assistance, and resources to implement ongoing upgrades to build resilience and prepare for future events.
- 4.26 Due to the nature of these events, there is no ability to plan in advance for infrastructure that may need to be replaced or repaired. As such staff often need to make informed decision in a very short timeframe regarding reinstatement of infrastructure but are aware of the need to make sound decisions regarding the best whole of life costs for either repairing or reinstating these assets.
- 4.27 It is anticipated that some investigations will identify work that is able to be completed in this financial year while others will be included in the draft Long Term Plan process. Some investigations are complementary to existing capital works projects and are being incorporated into this work programme where appropriate. The 2024/25 maintenance budgets will be reviewed in light of the additional information and may need to be revised.
- 4.28 The ongoing funding for the Infrastructure Recovery Team will be included in the draft Long Term Plan budgets for Council to consider as part of the deliberations on the Long Term Plan.
- 4.29 Where there are specific decisions which require Council input or for a decision to be made, this will be reported through to Council.

Implications for Community Wellbeing

- 4.30 There are implications on community wellbeing by the issues and options that are the subject matter of this report. A timely engagement with the affected residents will greatly assist in enhancing community well being, and trust in the Council.
- 4.31 Safe and reliable Roding and 3 Waters infrastructure is critical for wellbeing. 3 Waters infrastructure includes adequate wastewater and drainage services to provide a safe environment for all and Roding infrastructure is require to provide safe egress and

enable residents to access goods and services within the community.

4.32 The Management Team has reviewed this report and support the recommendations.

5 **COMMUNITY VIEWS**

Mana whenua

- 5.1 Te Ngāi Tūāhuriri hapū are likely to be affected by, or have an interest in the subject matter of this report as it relates to impacts on on drainage systems, waterways and rivers. Staff will update the Rūnanga at the joint representatives meetings and where relevant on specific projects or consents engage with Mahaanui Kurataiao Ltd.
- 5.2 This event has had a particularly significant impact on areas that are important to Ngāi Tūāhuriri. The three key areas are Tuahiwi Stream (Waituere), Cam River (Ruatanuiwha) and Waikuku Beach (Taranaki Stream).

Groups and Organisations

- 5.3 Some of the issues in this report cross over with Environment Canterbury in terms of consenting, or in relation to rivers and natural waterways assets and services they maintain. Staff from Environment Canterbury and WDC are working to proactively coordinate where necessary.
- 5.4 There are some drainage related issues that also relate to water races and irrigation races. Where this is the case staff are coordinating with Waimakariri Irrigation Limited.

Wider Community

- 5.5 The wider community is likely to be affected by, or to have an interest in the subject matter of this report, as the wider community has been impacted by the recent flood event.
- 5.6 Each area impacted by this event will require engagement with residents and the local community. Communication with the residents and the wider community is an important part of the scope of this work. Staff are currently developing an updated communications strategy will be presented to the Utilities & Roading Committee meeting in October for endorsement.

6 **OTHER IMPLICATIONS AND RISK MANAGEMENT**

Financial Implications

- 6.1 There are financial implications of this report. The updated cost estimate for the works associated with recovery from the flood is summarised below with the preliminary assessment of the funding source.

Table 2 – Proposed Funding Source

Asset Area	Budget	Preliminary Funding Source
Roading	\$1,950,000	Roading account and Waka Kotahi Emergency Works funding
Stormwater	\$230,000	Relevant Urban Drainage account
Land Drainage	\$800,000	District Drainage account
Rivers	\$50,000	District Drainage account
Wastewater	\$30,000	Eastern Districts Sewerage Scheme account
Flood Response investigations	\$600,000	District Drainage account
TOTAL	\$3,660,000	

- 6.2 Roading assets attract Waka Kotahi co-funding for Emergency Flood events. Work category 141 enables funding from the National Land Transport Fund (NLTF) in response to a defined, major, short-duration natural event (a qualifying event) that has reduced or will reduce customer levels of transport service significantly below those that existed prior to the event and results in unforeseen, significant expenditure.
- 6.3 Events that qualify for NLTF funding as emergency works will:
- be of unusually large magnitude or severity for the particular area in which they occur (as a guide, they would be expected to have an annual return period greater than 1 in 10 years)
 - originate from natural, short duration triggering events, including very high intensity rainfall, severe wind, severe drought in government declared drought areas or seismic events
 - have reduced, or will reduce within a 12-month period, levels of transport service significantly below those that existed prior to the event
 - involve a total cost of \$100,000 or more per event per approved organisation or Waka Kotahi NZ Transport Agency (state highways) region
 - be clearly defined, named and described, with a separate funding application required for each event.
- 6.4 The usual funding assistance rate (FAR) that applies to emergency works for qualifying events within each financial year is:
- the approved organisation's normal FAR. This covers cumulative claims for total costs of emergency works **up to 10%** of the approved organisation's total cost of its maintenance programme for the year (as approved when the National Land Transport Programme (NLTP) was adopted), or
 - the approved organisation's normal FAR plus 20% to a maximum of 95%. This is for the part of the cumulative claims of total costs of emergency works that **exceeds 10%** of the approved organisation's total cost of its approved maintenance programme for the year.
- 6.5 This has been taken into account when calculating co-funding from Waka Kotahi in the table above. Initial discussions on the claim have been undertaken with the Waka Kotahi Investment Advisor to advise that an application will be made under the Emergency Works Funding Activity.
- 6.6 The flood response associated works to date have been undertaken and will be claimed in the 2023/24 year. Co-funding by Waka Kotahi is estimated at \$1,144,357 (subject to approval) and the Funding Assistance Rate is anticipated to be 51% for the first \$1.2 million of expenditure and increasing to 71% for the remaining \$750,000 for Emergency Works.
- 6.7 The Council has allocated \$1.05m of the Government's 'Better Off' funding for Building Climate Change Resilience and Natural Hazards Mitigation in Non-Urban Waterways. Currently not all of this fund has been fully allocated so \$250,000 of this funding has been allocated to immediate works proposed on the upper Cam River. This work is considered to meet the criteria of land drainage and waterways capacity improvements and enhancements in non-urban locations for which this funding was allocated (refer TRIM No. 220911157300).
- 6.8 The flood response work will be debt funded in 2023/24 and then loan funded with the charge being recognised on the rates from 2024/25 onwards. The rating impact from this additional budget, less the estimated Waka Kotahi co-funding, is shown in the table below. This does not include the residual book value of any assets which needs to be written off due to replacement or renewal.

Table 3 – Indicative Rating Implications

Rating Area	Average Rating Implication (per property)
Roading	Increase by approximately \$3.69 or 0.6%.
District Drainage	Increase by approximately \$2.11 or 7.8%.
Kaiapoi Urban	Increase by approximately \$1.40 or 0.4%.
Rangiora Urban	Increase by approximately \$0.15 or 0.1%.
Coastal Urban	Increase by approximately \$4.87 or 2.5%.
Eastern Districts Sewer	Increase by approximately \$0.18 or 0.03%.

6.9 The investigation work that is still ongoing may identify further improvement work, which if not required to be undertaken immediately, will be included in the draft Long Term Plan process. The 2024/25 maintenance budgets will be reviewed in light of the additional information and may need to be revised.

6.10 The ongoing funding for the Infrastructure Recovery Team will be included in the draft Long Term Plan budgets for Council to consider as part of the deliberations on the Long Term Plan..

Sustainability and Climate Change Impacts

6.11 The frequency and severity of flood events is likely to increase due to the impacts of climate change.

Risk Management

6.12 There are risks arising from the adoption/implementation of the recommendations in this report.

6.13 A risk-based approach has needed to be adopted around the management of repairs to infrastructure damage. The best whole of life cost needs to be considered when agreeing the extent of repair and there is a residual risk of ongoing repairs being required due to further rainfall events.

Health and Safety

6.14 There are health and safety risks arising from the adoption/implementation of the recommendations in this report.

6.15 Physical works will be undertaken to repair flood damage and as per standard process for any physical works, the contractor will be required to provide a Site Specific Health & Safety Plan for approval prior to work commencing on site.

7 CONTEXT

Consistency with Policy

7.1 This matter is likely to be a matter of significance in terms of the Council's Significance and Engagement Policy. Due to the emergency nature of the work it is not possible to consult with the Community, however the investigations will result in projects and work programmes that will be the subject of consultation in future Annual and Long Term Plans.

Authorising Legislation

7.2 The Land Transport Management Act is the relevant legislation in relation to Roothing activities.

Consistency with Community Outcomes

- 7.3 The Council's community outcomes are relevant to the actions arising from recommendations in this report.

This report considers the following outcomes:

There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.
- Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.
- Climate change challenges are addressed in an appropriate, timely, cost-effective and equitable manner.
- Our District is well served by emergency services and volunteers are encouraged.

Transport is accessible, convenient, reliable and sustainable

- The standard of our District's transportation system is keeping pace with increasing traffic numbers.
- Communities in our District are well linked with each other and Christchurch is readily accessible by a range of transport modes.
- Public transport serves our District effectively.
- Opportunities to increase the occupancy of commuter vehicles is actively encouraged..

Core utility services are sustainable, resilient, affordable; and provided in a timely manner

- Harm to the environment from sewage and stormwater discharges is minimised.
- Council sewerage and water supply schemes, and drainage and waste collection services are provided to a high standard.
- Waste recycling and re-use of solid waste is encouraged and residues are managed so that they minimise harm to the environment.
- Renewable energy technologies and their efficient use is encouraged.
- High-speed telecommunications services are readily available across the District.
- Climate change considerations are incorporated into all infrastructure decision-making processes.
- Good procurement practice and effective long-term planning ensures services are sustainable, affordable and value for money for the community.
- Infrastructure services are managed in a way that reduces emissions over time.

Authorising Delegations

- 7.4 Council has the authority to receive this report.
- 7.5 Relevant staff have delegation to authorise unbudgeted emergency works where needed. These delegations have been exercised during these the response to, recovery from and immediate works in association with these flood events. Future reports will seek approval for unbudgeted expenditure.

Attachment 1 - July 2023 Flood Event, Emergency Response and Recovery Immediate Works, Expenditure and Funding - 3 Waters

Asset Area	Project	Estimate of Expenditure	Additional Budget Requested	Funding Source	Rating Implications
Water	Nil	\$0	\$0	-	Nil
Wastewater	Sucker trucks - deployed to Ohoka Road, Cridland Street West, Alexandra Lane and Sneyd Street in Kaiapoi; Feathersone Ave in Kairaki; Pankhurst Drive, Woodend; Stalkers Road in Woodend Beach; and Kings Ave in Waikuku Beach.	\$80,000	\$0	Eastern Districts Sewer Scheme	Nil - funded from existing operational budgets. However future rainfall events in the 2023/24 financial year will likely mean that operational budgets are exceeded for the financial year.
	CCTV Inspections - still to be scoped but are planned in areas of the network that experienced unexpected issues, such as Alpine Lane, Kaiapoi, Pankhurst Drive, Woodend and Park Terrace, Waikuku Beach.	\$50,000	\$0	Eastern Districts Sewer Scheme	Nil - funded from existing operational budgets. However future rainfall events in the 2023/24 financial year will likely mean that operational budgets are exceeded for the financial year.
	Mandeville - A number of additional septic tanks that are prone to inundation have been identified that need modifications, e.g.: raising or sealing turrets / lids.	\$30,000	\$30,000	Eastern Districts Sewer Scheme	Operational expenditure as these works can not be capitalised. The additional budget requested will be loan funded from the Eastern Districts Sewer rate, which will increase the rate by approximately \$0.18 or 0.03% from 2024/25 (assuming the expenditure is loan funded over 10 years).
Urban Stormwater	Temporary pumps - reactively deployed to Cam Road, Cridland Street West, Alexandra Lane and Beach Road, Kaiapoi;	\$30,000	\$30,000	Kaiapoi Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2023/24, which will increase the rate by approximately \$0.70 or 0.2% from 2024/25 (assuming the overspend is loan funded over 10 years).
	CCTV Inspection - Kaiapoi	\$30,000	\$30,000	Kaiapoi Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2023/24, which will increase the rate by approximately \$0.70 or 0.2% from 2024/25 (assuming the overspend is loan funded over 10 years).
	Temporary pumps - proactively deployed to Swindells Road, Waikuku Beach, and reactively deployed to Waikuku Beach Campground and the Taranaki Stream floodgate (large capacity pump).	\$30,000	\$30,000	Coastal Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2023/24, which will increase the rate by approximately \$1.41 or 0.7% from 2024/25 (assuming the overspend is loan funded over 10 years).
	CCTV Inspection - Woodend	\$10,000	\$10,000	Coastal Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2023/24, which will increase the rate by approximately \$0.47 or 0.20% from 2024/25 (assuming the overspend is loan funded over 10 years).
	Broadway Ave, Waikuku Beach - Install two non-return valves and provide new stormwater lateral connection.	\$15,000	\$15,000	Coastal Urban Drainage	Capital expenditure that will increase the Coastal Urban Drainage rate by approximately \$0.37 or 0.2% from 2024/25.
	10 Beach Crescent, Waikuku Beach - Install sumps and pipework to connect existing low points to a new pump chamber in the campground. Install a discharge main through to the sand dunes for discharge from a portable pump.	\$80,000	\$80,000	Coastal Urban Drainage	Capital expenditure that will increase the Coastal Urban Drainage rate by approximately \$1.99 or 1.0% from 2024/25.
	Rotten Row, Waikuku Beach - Undertake localised improvements, bunding and ROW reshaping, to reduce the likelihood of water entering garages.	\$25,000	\$25,000	Coastal Urban Drainage	Capital expenditure that will increase the Coastal Urban Drainage rate by approximately \$0.62 or 0.31% from 2024/25.
	CCTV Inspection - Rangiora	\$10,000	\$10,000	Rangiora Urban Drainage	Operational expenditure to be funded from existing budgets. Budgets will be overspent in 2023/24, which will increase the rate by approximately \$0.15 or 0.1% from 2024/25 (assuming the overspend is loan funded over 10 years).

Asset Area	Project	Estimate of Expenditure	Additional Budget Requested	Funding Source	Rating Implications
Rural Land Drainage	Temporary pumps - reactively deployed after the event in Washington Place in West Eyreton.	\$10,000	\$0	District Drainage	Nil - funded from existing operational budgets. However future rainfall events in the 2023/24 financial year will likely mean that operational budgets are exceeded for the financial year.
	Main North Road, Kaiapoi - install a new lateral to connect up remaining property to new pipework.	\$5,000	\$0	District Drainage	Nil - funded from existing operational budgets. However future rainfall events in the 2023/24 financial year will likely mean that operational budgets are exceeded for the financial year.
	Tram Road, Clarkville - Upsize 375mm on north side of Tram Road to a 600mm and install additional duplicate 375mm pipe (or larger) on culvert north of Tram Road. Coordinate with Ecan regarding Silverstream stop banks and tree maintenance works.	\$100,000	\$100,000	District Drainage	Capital expenditure that will increase the District Drainage rate by approximately \$0.23 or 0.9% from 2024/25.
	Edmunds Road, Clarkville – Construct new drain in paper road between Tram Road and Edmunds Road.	\$50,000	\$50,000	District Drainage	Capital expenditure that will increase the District Drainage rate by approximately \$0.23 or 0.9% from 2024/25.
	Revells Road, Tuahiwi - Install culvert and non-return valve to Cam River. Regrade drain along east side fo Revells Road to the south.	\$50,000	\$50,000	District Drainage	Capital expenditure that will increase the District Drainage rate by approximately \$0.12 or 0.4% from 2024/25.
	Greens Road, Tuahiwi - Undertake heavy maintenance on both the Tuahiwi Stream / Waituere and the diversion channel, includes upsizing the first pipe downstream of the diversion.	\$200,000	\$200,000	District Drainage	Capital expenditure that will increase the District Drainage rate by approximately \$0.47 or 1.7% from 2024/25.
	Woodfields Road, Cust - Upgrade of culverts along Woodfeilds Road between Howson Road and Earlys Road. Install bunding to protect properties. Construct overflow channel from the irrigation race into Hunters Stream.	\$150,000	\$150,000	District Drainage	Capital expenditure that will increase the District Drainage rate by approximately \$0.35 or 1.3% from 2024/25.
	South Eyre Road, Eyrewell - Undertake localised drainage improvement works.	\$20,000	\$20,000	District Drainage	Capital expenditure that will increase the District Drainage rate by approximately \$0.05 or 0.2% from 2024/25.
	Washington Place, West Eyreton - Immediate interim improvements, including bunding and culvert upgrades, in advance of more long term works next financial year.	\$50,000	\$50,000	District Drainage	Capital expenditure that will increase the District Drainage rate by approximately \$0.23 or 0.9% from 2024/25.
	Lower Sefton Road, Ashley - Construct bund on McGifferts Road at Saltwater Creek. Upgrade downstream culverts along Lower Sefton Road.	\$100,000	\$100,000	District Drainage	Capital expenditure that will increase the District Drainage rate by approximately \$0.23 or 0.9% from 2024/25.
Upper Sefton Road, Ashley - Improvements to the flow control structure on Upper Sefton Road, including upgrading of the downstream driveway culvert.	\$80,000	\$80,000	District Drainage	Capital expenditure that will increase the District Drainage rate by approximately \$0.19 or 0.7% from 2024/25.	
Rivers	Bramleys Road, Tuahiwi - Localised stopbank improvement works, including raising of the bund on the true right bank immediately upstream of the Bramleys Road bridge and improvements to the culverts under Bramleys Road.	\$100,000	\$0	Better off Funding	Nil - funded from existing Better Off Funding budget for Building Climate Change Resilience and Natural Hazards Mitigation in Non-Urban Waterways.
	Upper Cam River - Heavy maintenance work on the section above Bramleys Road. Stopbank improvement works on the true left bank downstream of the confluence of the South Brook and bunding on the Topito Road drain above the confluence of the South Brook.	\$150,000	\$0	Better off Funding	Nil - funded from existing Better Off Funding budget for Building Climate Change Resilience and Natural Hazards Mitigation in Non-Urban Waterways.

	Upper Cam River - WDC contribution to Environment Canterbury to extend their Cam River Scheme Design work to include the upper reaches of the Cam River above Bramleys Road.	\$50,000	\$50,000	District Drainage	Operational expenditure that will increase the District Drainage rate by approximately \$0.22 or 0.8% from 2024/25.
--	--	----------	----------	-------------------	---

Attachment 2 - July 2023 Flood Event, Emergency Works, Expenditure and Funding - Roothing

Asset Area	Project	Estimate of Expenditure	Additional Budget Requested	Funding Source	Rating Implications
Roothing	Initial flood responses for all events - \$115,000	\$125,000	\$125,000	Roothing account and Waka Kotahi Emergency Co-funding	Operational expenditure that will increase the Roothing rate by approximately \$3.69 or 0.6% from 2024/25.
	Lees Valley & Okuku Pass Road drainage repairs, to address water table scour & culvert scour - \$85,000	\$90,000	\$90,000		
	Lees Valley Road slip repairs - \$260,000	\$260,000	\$260,000		
	Repair of damaged / scoured culverts / drains & road scour on unsealed roads - \$150,000	\$150,000	\$150,000		
	Repair of damaged / scoured culverts / drains & road scour on sealed roads - \$80,000	\$105,000	\$105,000		
	Unsealed road remetalling from scour and washing out of fines - \$650,000	\$650,000	\$650,000		
	Reinstatement of river fords (to be carried out) - \$50,000	\$70,000	\$70,000		
	Post flood bridge inspections, repair of structures and scour repairs - \$171,000	\$171,000	\$171,000		
	Culverts cleaning / unblocking post flood - \$70,000	\$70,000	\$70,000		
	Consultant & staff fees	\$70,000	\$70,000		
	Roothing contingency	\$189,000	\$189,000		

FLOOD RECOVERY FORTNIGHTLY STATUS REPORT

As at Thursday, 21 September 2023

Fortnightly Report

Introduction

The district experienced a significant rainfall event over the weekend of 22-24 July 2023, with the coastal area around Woodend receiving approximately 150mm of the rainfall over a 48 hour period.

The purpose of this report is to update the Utilities and Roading Committee and Community Boards on the status of the drainage and sewer service requests and further investigations:

Report Format

This report will be prepared fortnightly and will include the following information

- This Dashboard showing:
 - General commentary
 - Dashboard metrics
 - Specific commentary on Key Focus Areas
- An attached traffic light report on all 78 investigations

General Update

There have now been 1 out of 79 investigations completed, 5 have works programmed for this financial year, 29 are under investigation and 44 are in the scoping phase (yet to start).

After 7 September 2023, a new service request relating to the July 2023 event was added to the list of investigations, bringing the number to 79.

In the key focus areas which are reported on the right hand side of this page, all are progressing well. One is amber due to the tight delivery timeframe and the other investigations are close to completion.

The maintenance team have made good progress with 68 under work in progress with 58 remaining to be started.



Image of Flood Investigations, North Waikuku Beach



Image of Tram road investigation progress

Key Metrics

Investigation Phase	As at 7 September	This report	Change
Triaging	0	0	0
Scoping	48	44	-4
Under investigation	30	29	-1
Review & approval	0	0	0
Works programmed	0	5	5
Improvement works proposed	0	0	0
Completed	0	1	1
Total	78	79	

Implementation Solutions	As at 7 September	This report	Change
Not yet determined	78	46	-32
Physical Works FY23/24	0	11	11
Future year capex	0	17	17
O&M changes	0	5	5
No action/Customer Advice	0	0	0
Total	78	79	

Maintenance Actions Phase	As at 7 September	This report	Change
To be started	82	57	-25
Work in progress	44	69	25
Works Programmed	0	0	0
Completed	0	0	0
Total	126	126	



ATTACHMENT iii

Key Focus Areas

Location	Update	Status
Cam River	It has been identified that heavy maintenance and localised stopbank improvement works are required as immediate works to improve the upper Cam River / Ruataniwha system.	Under Investigation
Tuahiwi	A detailed site investigation is required to establish the extent of maintenance works required on the main channel of the Tuahiwi Stream / Waituere and the on the diversion channel from Greens Road to the Cam River / Ruataniwha.	Under Investigation
Waikuku Beach	Detailed assessment is required to determine the cause of flooding which was higher than expected. This work will look at factors such as the operation of the flood gate, upstream development, and the catchment hydrology, including any recharge from the Ashley River.	Under Investigation
Swindells Road, Waikuku Beach	Options memo currently being finalised. Construct planned in 2023/24. Amber due to tight timeframe to meet these dates.	Works Programmed
Broadway Avenue, Waikuku Beach	Complete. Flap gate to prevent backflow have been installed and lateral to property provided.	Completed
Stalkers Road, Woodend Beach	Issue with regular flooding during periods of high groundwater and causing issue with overloading the sewer. Investigations completed. Works have been tendered.	Works Programmed
Cust Road, Cust	New larger soakpits have been installed, but were overloaded in the July 2023 event. Solution to install overflow pipe to the lower terrace to be progressed.	Future year capex
Washington Place, West Eyreton	Residents meeting with landowners held at West Eyreton Hall. Confirm recommended works proposed for next financial year based on recent flooding. Evaluate and implement short-term works this financial year.	Works Programmed
Featherstone Ave, Kairaki	Issue with inflow and infiltration overloading the sewer. Urgent works to address main issues in campground completed. Additional remedial work on manholes and laterals in Featherstone Ave to be progressed.	Works Programmed
Cones Road, Ashley	Modelling work currently underway to confirm the proposed design. Weir has been modified. Proposed drain upgrading works are schedule for February-March 2024.	Works Programmed
Resurgence Flow, Mandeville	Consultation underway for the proposed Mandeville Resurgence Channel Upgrade/Diversion. The work is planned for the coming financial years. Investigation and service requests now closed with capital works project in coming years.	Future year capex
Beach Crescent, Waikuku Beach	Install sumps and pipework to connect existing low points to a new pump chamber in the campground and install a discharge main through to the sand dunes for the discharge from a portable pump.	Works Programmed
Cridland Street West, Kaiapoi	Review works proposed in future years based on recent flooding. Investigate if any interim improvements can be made.	Under Investigation
Tram Road, Clarkville	Upsize 375mm on north side of Tram Road to a 600mm and install additional duplicate 375mm pipe (or larger) on culvert north of Tram Road.	Works Programmed

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO and TRIM NO: EXT-39 / 230920146989

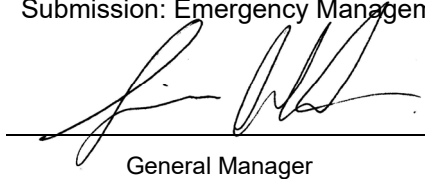
REPORT TO: COUNCIL

DATE OF MEETING: 3 October 2023

AUTHOR(S): Témi Allinson
Senior Policy Analyst

SUBJECT: Submission: Emergency Management Bill

ENDORSED BY:
(for Reports to Council,
Committees or Boards)



General Manager



Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to provide Council with the formal opportunity to authorize Mayor Dan Gordon and CE Jeff Millward to sign off on a submission to the draft Emergency Management Bill.
- 1.2 The consultation period on the draft bill closes 3 November and the final submission will not be able to be received at another formal Council meeting prior to that submission date.
- 1.3 A Council workshop was held on 19 September to provide an update with Councillors on the consultation and secure their feedback. The draft submission will be circulated via email to Councillors for their review prior to being finalised by staff.
- 1.4 The submission will also be considered by the Management Team prior to being finalised and submitted.

Attachments:

- i. Document 230609084673 – Draft Emergency Management Bill
- ii. Document 230609084673 – Factsheet about the Emergency Management Bill

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230920146989
- (b) **Authorizes** Mayor Dan Gordon and CE Jeff Millward to finalize and sign off on the submission on behalf of Council.
- (c) **Circulates** this report and the final submission to the community boards for their information.

3. BACKGROUND

- 3.1. The Government is undertaking a reform of Aotearoa New Zealand's emergency management system and is consulting on a draft Emergency Management Bill that has passed its first reading in Parliament. The consultation closes on 3 November 2023.

- 3.2. The Emergency Management Bill has been drafted to replace the twenty-year old Civil Defence Emergency Management [CDEM] Act 2002.
- 3.3. Some of the key measures in the Emergency Management Bill include:
 - 3.3.1. clarifying roles and responsibilities across the sector.
 - 3.3.2. recognising and enhancing the role of Māori in emergency management.
 - 3.3.3. enabling equitable outcomes for communities disproportionately impacted by emergencies.
 - 3.3.4. enhancing the resilience and accountability of critical infrastructure.
 - 3.3.5. modernising the legislative design, including establishing a more responsive regulatory framework for setting standards.
- 3.4. The bill does not remove the existing key local and regional response and recovery roles or change the emergency powers available under a state of emergency or transition period.
- 3.5. The bill as written, is not a fundamental transformation of the emergency management system, but rather seeks to make some practical improvements to ensure the system can meet current and future needs. The development of the bill has taken into account many lessons identified from emergencies and reviews over the years. There are however criticisms that the draft bill does not reflect more recent learnings from the Auckland floods and severe tropical cyclone Gabrielle that occurred at the beginning of 2023.

4. ISSUES AND OPTIONS

- 4.1 Issues and options in relation to the topic and the subject of the submissions are being canvassed as part of preparing the submission.
- 4.2 There are no anticipated issues with this report. The Council has two options: it may receive the report and authorize the delegation or it may choose not to.

Implications for Community Wellbeing

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

- 4.1. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by the submission. The draft bill has identified Māori involvement in emergency management responses as an area that needs strengthened support, as well as improving clarity around the roles played by iwi and hapū in an emergency response.

marae as locations of interest where additional support may be required to install electric vehicle chargers.

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. The full scope of likely impacts will emerge as the bill makes its way through parliament and gets finalized. Council will need to consider these carefully as they unfold.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report have no sustainability and/or climate change impacts.

6.3 Risk Management

There are no risks arising from the adoption/implementation of the recommendations in this report.

6.3 Health and Safety

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. CONTEXT

7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Authorising Legislation

Local Government Act 2002

Civil Defence Emergency Management Act 2002

7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

Core utility services are sustainable, resilient, affordable; and provided in a timely manner.

There is a safe environment for all.

Transport is accessible, convenient, reliable and sustainable.

7.4. Authorising Delegations

The Mayor and CE are delegated authority to make the submission on behalf of the Council.

Emergency Management Bill

Government Bill

Explanatory note

General policy statement

The Emergency Management Bill replaces the Civil Defence Emergency Management Act 2002 (the **2002 Act**). This Bill builds on the 2002 Act, and retains the existing functions and powers it provides for managing emergencies at local, regional, and national levels.

The Bill makes changes to improve the performance of the emergency management system, and modernise the current legislative and regulatory framework. It establishes a more flexible regulatory framework for setting standards and managing the emergency management system across the 4 stages of risk reduction, readiness, response, and recovery (known as the 4 Rs).

The Bill includes provisions addressing recommendations from the 2017 Technical Advisory Group's (the **TAG's**) Ministerial Review into how New Zealand responds to natural disasters and other emergencies. It also addresses matters raised in the Government's response to the TAG's review. The Government response expanded on the recommendations of the TAG's review by making additional proposals aimed at strengthening New Zealand's emergency management system, but also acknowledged the importance of community resilience and preparedness.

Māori play a significant role in emergency management, responding swiftly to emergencies, and providing valuable insights to inform risk reduction, readiness, response, and recovery activities. However, their roles are not formally recognised under the 2002 Act. This Bill recognises and enhances Māori participation in the emergency management system at national, regional, and local levels and across governance, planning, and operational activity, including by—

- introducing a requirement to include Māori members on Emergency Management Committees and Emergency Management Co-ordinating Executives (currently referred to as Civil Defence Emergency Management Groups and Co-ordinating Executive Groups in the 2002 Act):

- establishing a National Māori Emergency Management Advisory Group to advise the Director of Emergency Management on Māori interests and knowledge, as they relate to the purpose and functions of emergency management:
- requiring Emergency Management Committees to engage with Māori on the development of emergency management committee plans.

The Bill also includes a descriptive Tiriti o Waitangi/Treaty of Waitangi clause.

Critical infrastructure entities (referred to as **lifeline utilities** in the 2002 Act) provide essential and enabling infrastructure and services that support commercial and domestic activity. The Bill proposes to improve the resilience of New Zealand's infrastructure and infrastructure services before, during, and after an emergency by—

- clarifying the roles and responsibilities of critical infrastructure providers in the emergency management system:
- requiring critical infrastructure entities to proactively, and on request, share information with the National Emergency Management Agency (NEMA), regulatory agencies, and Emergency Management Committees for monitoring and planning:
- requiring critical infrastructure entities to establish and publish their planning emergency levels of service:
- requiring annual reporting to the Director of Emergency Management, and the critical infrastructure entity's responsible agency.

The Bill clarifies the roles and responsibilities of local government participants in the emergency management system by specifying the distinct and separate functions of Emergency Management Committees and local authorities within each area.

The Bill also includes an enabling provision for the making of regulations to establish the roles and responsibilities of lead and support agencies in the management of hazards and emergencies.

The current legal arrangements for the statutory position of Director of Civil Defence Emergency Management required updating to take account of NEMA's creation in 2019 as an operationally autonomous departmental agency with its own chief executive. The Bill specifies that the chief executive of NEMA holds the role of Director of Emergency Management. The Director will continue to delegate national emergency response and recovery functions and powers to the National Controller and National Recovery Manager as appropriate.

The Bill also proposes a new power that enables rule-making by the Director of Emergency Management to improve the responsiveness of the emergency management regulatory framework. The Bill sets out the scope for the rule-making power, and includes additional safeguards to ensure that the use of the power is transparent and follows a participatory development process.

Emergencies can amplify existing inequalities within society and disproportionately impact some population groups during emergency events. These populations may include rural communities, culturally and linguistically diverse communities, seniors,

disabled people, children, and those experiencing socio-economic deprivation or isolation. To this end, the Bill requires each Emergency Management Committee to identify and engage with communities within its area that may be disproportionately impacted by emergencies, and to engage with them about how to address their needs in emergency management committee plans.

The Bill comes into force on the day after the date of Royal assent. However, there are aspects of the Bill requiring delayed commencement, including—

- extending the permanent legislative authority to provide for direct reimbursement of costs to Māori:
- establishing the National Māori Emergency Management Advisory Group.

These proposals will be brought into force by Order in Council, or 12 months after the date of Royal assent if no Order in Council is made, to allow time for regulations to be developed with Māori.

To provide time for necessary adjustments, the Bill also includes delayed commencement for some critical infrastructure proposals, including—

- a 2-year delayed commencement for planning emergency levels of service and annual compliance reporting:
- a 2-year delayed commencement for relevant provisions to enable a review of the entities listed in Schedule 1 (Lifelines Utilities) of the 2002 Act to be undertaken.

Departmental disclosure statement

The Department of Prime Minister and Cabinet is required to prepare a disclosure statement to assist with the scrutiny of this Bill. The disclosure statement provides access to information about the policy development of the Bill and identifies any significant or unusual legislative features of the Bill.

A copy of the statement can be found at <http://legislation.govt.nz/disclosure.aspx?type=bill&subtype=government&year=2023&no=225>

Regulatory impact statement

The Department of Prime Minister and Cabinet produced regulatory impact statements on 30 July 2018, 23 July 2020, 28 October 2021, and 22 July 2022 to help inform the main policy decisions taken by the Government relating to the contents of this Bill.

Copies of these regulatory impact statements can be found at—

- <https://www.civildefence.govt.nz/emergency-management-bill/>
- <https://treasury.govt.nz/publications/informationreleases/ris>

Clause by clause analysis

Clause 1 is the Title clause.

Clause 2 provides that the majority of the Bill comes into force on the day after the date of Royal assent. The exceptions to this are—

- the provisions relating to the National Māori Emergency Management Advisory Group (*clauses 20 and 21*) and the permanent legislative authority for the payment of welfare expenses incurred by iwi or Māori organisations in respect of emergency management (*clause 149(b)*), which come into force 12 months later or at an earlier date set by Order in Council; and
- provisions relating to the definitions of critical infrastructure entities and critical infrastructure sector in *clause 5*, recognition of critical infrastructure entities and critical infrastructure sectors (*clauses 50 to 52*), and certain duties of critical infrastructure entities (*clauses 57 and 58*), which come into force 2 years later.

Part 1

Preliminary provisions

Clause 3 sets out the purpose of the Bill.

Clause 4 sets out ways in which the Bill recognises and respects the Crown's responsibility to give effect to te Tiriti o Waitangi/the Treaty of Waitangi.

Clause 5 defines terms used in the Bill.

Clause 6 gives effect to the transitional, savings, and related provisions set out in *Schedule 1*.

Clause 7 provides that the Bill binds the Crown.

Clause 8 provides that the Bill does not affect functions, duties, and powers under the provisions of another Act or rule of law.

Clause 9 sets out the precautionary approach, requiring those exercising functions in relation to emergency management plans to be cautious in managing risks.

Clause 10 is an overview of the Bill.

Part 2

Emergency management system

Clause 11 provides for the role of the Director of Emergency Management (the **Director**).

Clause 12 sets out the powers of the Director.

Clause 13 provides that the Director may publish statements relating to any emergency or to the performance or non-performance of a duty imposed under the Bill.

Clause 14 provides that the Director must not act inconsistently with the national disaster resilience strategy.

Clause 15 provides that the Director may perform a function or duty under the Bill that an Emergency Management Committee or person fails to perform.

Clause 16 provides that the Director may require a person to provide the Director with certain information that is necessary for the exercise of emergency management.

Clause 17 provides that the Director may delegate to a person any of the functions, duties, and powers of the Director, other than that power to delegate.

Clause 18 provides for the role of the National Controller, who has certain powers during a state of national emergency.

Clause 19 provides for the role of the National Recovery Manager, who has certain powers during a national transition period.

Clause 20 provides for the establishment and role of the National Māori Emergency Management Advisory Group.

Clause 21 relates to the membership of the National Māori Emergency Management Advisory Group.

Clause 22 provides for the responsible department (which is defined in *clause 5* as the department that is, with the authority of the Prime Minister, for the time being responsible for the administration of this Act) and an entity appointed by the Minister to be approved providers of warnings and notifications.

Clause 23 provides for the role of approved providers of warnings and notifications.

Clause 24 provides for an Emergency Management Committee to be maintained in each area by the local authorities for that area.

Clause 25 provides for the membership of Emergency Management Committees.

Clause 26 provides that Emergency Management Committees must appoint Māori members in accordance with regulations that apply to each area. However, the Minister must appoint a Māori member to a Committee if the first Māori members have not been appointed in accordance with the process and time frame prescribed in those regulations.

Clause 27 provides for the appointment of a chairperson to each Emergency Management Committee.

Clause 28 sets out the powers and duties of each member of an Emergency Management Committee.

Clause 29 provides for the role of Emergency Management Committees.

Clause 30 sets out the powers of Emergency Management Committees.

Clause 31 provides that an Emergency Management Committee must not act inconsistently with the national disaster resilience strategy.

Clause 32 provides that Emergency Management Committees are not PCBUs for the purpose of the Health and Safety at Work Act 2015.

Clause 33 provides for each Emergency Management Committee to appoint and maintain an Emergency Management Co-ordinating Executive and provides for the membership of the Executive.

Clause 34 sets out the role of the Emergency Management Co-ordinating Executive.

Clause 35 provides that each Emergency Management Committee must have an administering authority and provides for the appointment of administering authorities.

Clause 36 provides for the role of the administering authorities and their chief executives.

Clause 37 sets out the functions and duties of the local authority members of Emergency Management Committees.

Clause 38 sets out the duty of the local authorities to ensure their continued functioning during and after an emergency.

Clause 39 provides that the emergency management functions and duties in respect of an off-shore island must be carried out by the Minister of Local Government and the relevant Emergency Management Committee together.

Clause 40 provides for the appointment of persons who are authorised to declare states of local emergency or give notices of local transition periods for a whole area, a whole region, multiple districts within an area, or multiple wards from within different districts within an area.

Clause 41 provides for the appointment of persons who are authorised to declare states of local emergency or give notices of local transition periods for individual districts and wards within districts.

Clause 42 provides for the appointment of Area Controllers by Emergency Management Committees.

Clause 43 provides for the appointment of Local Controllers by Emergency Management Committees.

Clause 44 sets out the role of Area Controllers and Local Controllers, which applies during a state of local emergency.

Clause 45 provides for the appointment of Area Recovery Managers by Emergency Management Committees.

Clause 46 provides for the appointment of Local Recovery Managers by Emergency Management Committees.

Clause 47 sets out the role of Area Recovery Managers and Local Recovery Managers, which applies during a local transition period.

Clause 48 provides that public service agencies must ensure they are able to function to the fullest possible extent during and after an emergency and make available to the Director a plan to show this.

Clause 49 provides that public service agencies, Emergency Management Committees, local authorities, emergency services, and critical infrastructure entities must take all necessary steps to undertake emergency management or to perform their functions or duties as required.

Clause 50 provides that the Minister may recognise an entity as a critical infrastructure entity or a sector of entities as a critical infrastructure sector.

Clause 51 sets out consultation requirements and criteria for the Minister when recognising critical infrastructure entities and critical infrastructure sectors.

Clause 52 provides that the Minister may remove recognition of a critical infrastructure entity or a critical infrastructure sector that no longer meets those criteria.

Clause 53 provides that the Minister may exempt a critical infrastructure entity or critical infrastructure sector from the provisions of the Bill relating to critical infrastructure entities.

Clause 54 sets out the duties of critical infrastructure entities.

Clause 55 sets out the information-sharing obligations that apply to critical infrastructure entities.

Clause 56 provides for the disclosure of information from critical infrastructure entities that is relevant to buildings designated under the Building Act 2004 as being affected by an emergency.

Clause 57 provides that critical infrastructure entities have obligations to establish, maintain, and publish their planning emergency levels of service, which is defined as the planning goals relating to the levels of service they can provide during and after an emergency.

Clause 58 provides that critical infrastructure entities must report annually to the Director and responsible public service agencies.

Clause 59 sets out duties for emergency services in emergency management.

Clause 60 provides that the Minister must establish and maintain a national disaster resilience strategy, which may include goals, objectives, and measurable targets relating to emergency management.

Clause 61 provides that the Minister must review the strategy within 10 years of it taking effect and may amend, replace, or continue the strategy.

Clause 62 sets out the procedure by which the strategy may be amended or replaced, including the presentation of a copy of the strategy to the House of Representatives.

Clause 63 sets out when the strategy takes effect and remains operative.

Clause 64 provides that, if the House of Representatives does not approve the strategy, the Minister must revise the strategy and present the revised strategy to the House of Representatives.

Clause 65 provides for several matters to which all persons exercising functions in relation to the development of emergency management plans must have regard.

Clause 66 provides that the Director must prepare and the Minister must approve a national emergency management plan and sets out the purpose of the plan.

Clause 67 sets out matters that must or may be included in the national emergency management plan.

Clause 68 provides for the review of the national emergency management plan by the Minister and actions the Minister may take as a result of the review.

Clause 69 sets out the process for preparing a new or revised national emergency management plan.

Clause 70 sets out the publication requirements for the national emergency management plan.

Clause 71 sets out when the national emergency management plan takes effect and remains operative.

Clause 72 provides that each Emergency Management Committee must prepare and approve an emergency management committee plan.

Clause 73 sets out matters that must or may be included in an emergency management committee plan.

Clause 74 requires that the Director must issue and maintain guidelines for emergency management committee plans.

Clause 75 provides for the review of the emergency management committee plan by the Emergency Management Committee and actions the Committee may take as a result of the review.

Clause 76 sets out the process for preparing a new or revised emergency management committee plan.

Clause 77 sets out when the emergency management committee plan takes effect and remains operative.

Part 3

Emergency designations and powers

Clause 78 is an outline of *Part 3*.

Clause 79 defines terms used in *Part 3*.

Clause 80 establishes that *Schedule 3* provides for procedural matters and matters of detail in relation to *Part 3*.

Clause 81 provides that the Minister may declare a state of national emergency over the whole of New Zealand and that the Minister must inform the House of Representatives of this.

Clause 82 provides for the House of Representatives to meet following a declaration of national emergency.

Clause 83 provides that an authorised person or the Minister may make a declaration of local emergency and sets out the consultation requirements for making this declaration.

Clause 84 provides for the commencement and duration of a state of emergency, and the form and publication requirements for its declaration.

Clause 85 provides for the Minister or an authorised person to extend states of emergency.

Clause 86 provides for the Minister or an authorised person to terminate states of emergency.

Clause 87 provides that the Minister may give notice of a national transition period over the whole or part of New Zealand and that the Minister must inform the House of Representatives of this.

Clause 88 provides that the Minister or an authorised person may give notice of a local transition period.

Clause 89 provides for the commencement and duration of a transition period.

Clause 90 provides for the Minister or person authorised to give notice of a transition period to extend the duration of national and local transition periods.

Clause 91 sets out considerations that the decision maker must have regard to when deciding whether to give notice of, or extend, a transition period.

Clause 92 provides for the Minister or the person who gave notice of the transition period to terminate a transition period.

Clause 93 provides that states of local emergency and local transition periods may be concurrent with a state of national emergency or national transition period.

Clause 94 is an overview of how the emergency powers apply in different emergency designations.

Clause 95 sets out which emergency powers apply in a state of emergency.

Clause 96 sets out which emergency powers apply in a transition period.

Clause 97 sets out which emergency powers apply when the Minister considers that there is an imminent threat of an emergency.

Clauses 98 to 108 set out the emergency powers that apply when an emergency designation is in place.

Clause 98 provides for the Minister's power to direct the Director, an Emergency Management Committee, or any person to perform or cease to perform a function, duty, or power under the Bill.

Clause 99 provides for the Minister to give directions in relation to buildings that have been given an emergency designation under the Building Act 2004.

Clause 100 provides a variety of general powers for Emergency Management Committees, in the case of states of emergency, and Recovery Managers, in the case of transition periods.

Clause 101 provides for a Controller, Recovery Manager, constable, or authorised person to evacuate, or exclude persons or vehicles from, any premises or place.

Clause 102 provides for a Controller, Recovery Manager, constable, or an authorised person to enter any premises or place for certain purposes.

Clause 103 provides for a Controller, Recovery Manager, constable, or an authorised person to prohibit or restrict public access to a road or public place.

Clause 104 provides for a Controller, constable, or authorised person to remove a vehicle or craft.

Clause 105 provides for a Controller, constable, or authorised person to requisition land or other property from the property's owner or the person in control of the property.

Clause 106 provides for a Controller, Recovery Manager, constable, or an authorised person to direct a person to stop an activity or to take action.

Clause 107 provides for a Controller, constable, or an authorised person to carry out inspections and other activities in relation to property, animals, or other things.

Clause 108 provides for a the chairperson or deputy chairperson of an Emergency Management Committee, any authorised employee of the Committee, or an Area Controller to enter into a contract on behalf of the Committee for the purposes of the Bill.

Clause 109 provides reporting obligations for a Recovery Manager or authorised person exercising a power under *subpart 3 of Part 3*.

Clause 110 provides for the presentation of reports provided under *clause 109* to the Minister and the publication of those reports.

Clause 111 provides for a District Court Judge to grant a warrant to a constable to enter and search any premises other than a dwellinghouse to obtain information that is urgently required in relation to an emergency.

Clause 112 provides for the form of the warrant that may be issued under *clause 111*.

Clause 113 sets out the powers that are authorised by a warrant issued under *clause 111*.

Clause 114 provides for how information seized in exercise of the powers under *clause 113* must be disposed of.

Clause 115 provides for a person who is required to give information under *clause 106* or who executes a warrant issued under *clause 111* to disclose information that is relevant to buildings designated under the Building Act 2004 as being affected by an emergency.

Part 4

Rights, liabilities, and administrative matters

Clause 116 provides that compensation may be payable if property has been requisitioned under *clause 105*.

Clause 117 provides that compensation may be payable if a member of an Emergency Management Committee or another eligible person suffers loss of or damage to personal property as a result of performing a function or duty arising from an emergency designation.

Clause 118 provides that a court of competent jurisdiction may determine a dispute that arises under *clause 116* or *117*.

Clause 119 provides that compensation may be payable to a person for loss or damage that is due to the exercise of certain powers during an emergency designation.

Clause 120 limits liability under *clause 119* and provides for who is liable to pay that compensation.

Clause 121 sets out considerations that a court determining whether compensation may be paid under *clause 119* must take into account.

Clause 122 protects the Crown and members of Emergency Management Committees, and their employees, and persons performing a function under the Bill from civil proceedings.

Clause 123 provides that an Emergency Management Committee can recover from another Emergency Management Committee costs and expenses incurred in carrying out certain emergency management functions for that Committee.

Clause 124 provides that a person who is required to be absent from their usual employment by the Director or a Controller for emergency management duties is not liable to dismissal and is not required to be paid in respect of the absence.

Clause 125 provides that it is an offence for a person to threaten, assault, or intentionally obstruct another person performing a function under the Bill.

Clause 126 provides that it is an offence for a person to fail to comply with a direction given under *clause 101*.

Clause 127 provides that it is an offence for a person to fail to comply with a prohibition or restriction imposed under *clause 103*.

Clause 128 provides that it is an offence for a person to fail to comply with a direction given under *clause 105* or to fail to provide assistance required under that section.

Clause 129 provides that it is an offence for a person to fail to comply with a direction or request given under *clause 106*.

Clause 130 provides that it is an offence for a person to fail to comply with a requirement under the Bill to provide information.

Clause 131 provides that it is an offence for a person to intentionally disclose or use information in breach of *clause 54(h), 56, or 115* or *clause 11* of *Schedule 2*.

Clause 132 provides that it is an offence for a person to pretend to be the Director, a Controller, a Recovery Manager, a member of an Emergency Management Committee, or a person acting under the authority of, or authorised or employed by, any of those persons.

Clauses 133 to 141 set out provisions relating to infringement offences under the Bill. These clauses provide that the Director may issue infringement notices for infringement offences (which will be identified in regulations). They prescribe the grounds for issuing an infringement notice for an infringement offence (*see clause 136*) and set out other provisions relating to the infringement offences under the Bill.

Clause 142 provides that persons who are the subject of an exercise of the powers requiring the provision of information or the power requiring an assessment in relation to a structure may appeal to the District Court on the grounds that the exercise of the power was unreasonable.

Clause 143 is a general regulation-making power.

Clause 144 is a regulation-making power for regulations relating to the appointment of Māori members of Emergency Management Committees and Emergency Management Co-ordinating Executives.

Clause 145 is a regulation-making power for regulations relating to critical infrastructure entities.

Clause 146 is a regulation-making power for regulations relating to the role of lead and support agencies in emergency management.

Clause 147 is a rule-making power for the Director to make rules that support and are in accordance with the purposes of the Bill.

Clause 148 sets out the requirements that apply if a document under this Act is to be served on a person.

Clause 149 provides that the Crown may incur expenses, without further appropriation than that clause, in order to reimburse local authorities for certain expenses relating to emergency management activities and iwi or Māori organisations for certain welfare expenses relating to emergency management activities.

Clause 150 provides for the interaction between the Bill and the Resource Management Act 1991 in relation to activities undertaken for the purpose of emergency designations.

Clause 151 repeals the Civil Defence Emergency Management Act 2002.

Clause 152 provides that *Schedule 4* sets out amendments to Acts and secondary legislation.

Hon Kieran McAnulty

Emergency Management Bill

Government Bill

Contents

	Page
1 Title	8
2 Commencement	8
Part 1	
Preliminary provisions	
3 Purpose	8
4 Tiriti o Waitangi/Treaty of Waitangi	9
5 Interpretation	11
6 Transitional, savings, and related provisions	16
7 Act binds the Crown	16
8 Act not to affect functions, duties, and powers under other Acts or general law	16
9 Precautionary approach	16
10 Overview	17
Part 2	
Emergency management system	
Subpart 1—Roles and responsibilities: national level	
<i>Director of Emergency Management</i>	
11 Role of Director of Emergency Management	18
12 Powers of Director	18
13 Statements by Director	20
14 Director must not act inconsistently with national disaster resilience strategy	20
15 Power of Director to act on default by others	20
16 Power of Director to require information	21
17 Delegation of powers of Director	21

Emergency Management Bill

	<i>National Controller</i>	
18	Role of National Controller	22
	<i>National Recovery Manager</i>	
19	Role of National Recovery Manager	22
	<i>National Māori Emergency Management Advisory Group</i>	
20	National Māori Emergency Management Advisory Group	23
21	Membership of National Māori Emergency Management Advisory Group	23
	<i>Approved providers of warnings and notifications</i>	
22	Approved providers of warnings and notifications	24
23	Role of approved providers of warnings and notifications	24
	Subpart 2—Roles and responsibilities: area level	
	<i>Emergency Management Committees</i>	
24	Emergency Management Committees	24
25	Membership of Emergency Management Committees	25
26	Appointment of Māori members of Emergency Management Committees	25
27	Appointment of chairperson	25
28	Powers and duties of members of Emergency Management Committees	25
29	Role of Emergency Management Committees	26
30	General powers of Emergency Management Committees	27
31	Emergency Management Committees must not act inconsistently with national disaster resilience strategy	28
32	Emergency Management Committees not PCBUs under Health and Safety at Work Act 2015	28
	<i>Emergency Management Co-ordinating Executive</i>	
33	Appointment of Emergency Management Co-ordinating Executive	28
34	Role of Emergency Management Co-ordinating Executive	29
	<i>Administering authorities</i>	
35	Administering authorities	29
36	Role of administering authorities and chief executives of administering authorities	30
	<i>Functions and duties of local authorities</i>	
37	Functions and duties of local authorities members of Emergency Management Committees in emergency management	30
38	Duty of local authorities to continue to function during and after emergency	31
39	Emergency management functions and duties for offshore islands	31

Emergency Management Bill

	<i>Persons authorised to make local emergency designations</i>	
40	Persons appointed or authorised to make local emergency designations: whole area, region, multiple districts, or multiple wards from within different districts	32
41	Persons authorised to make local emergency designations: individual districts and wards within districts	32
	<i>Area Controllers and Local Controllers</i>	
42	Appointment of Area Controllers	33
43	Appointment of Local Controllers	33
44	Role of Area Controllers and Local Controllers	34
	<i>Area Recovery Managers and Local Recovery Managers</i>	
45	Appointment of Area Recovery Managers	34
46	Appointment of Local Recovery Managers	35
47	Role of Area and Local Recovery Managers	35
	Subpart 3—Roles and responsibilities: other parties	
	<i>General duties of public service agencies and others</i>	
48	Public service agencies to prepare plans to continue functioning during and after emergency	36
49	Public service agencies and others to undertake emergency management functions	36
	<i>Critical infrastructure entities</i>	
50	Recognition of critical infrastructure entities and critical infrastructure sectors	36
51	Requirements for recognition of critical infrastructure entities and critical infrastructure sectors	37
52	Minister may remove recognition of critical infrastructure entity	38
53	Minister may exempt critical infrastructure entity	38
54	Duties of critical infrastructure entities	38
55	Information-sharing obligations of critical infrastructure entities	39
56	Disclosure by critical infrastructure entities of information relevant to buildings affected by emergency	39
57	Obligation to establish, review, and publish planning emergency levels of service	39
58	Obligation to report annually to Director and relevant regulatory departments or agencies	39
	<i>Duties of emergency services</i>	
59	Duties of emergency services	40
	Subpart 4—Emergency management planning	
	<i>National disaster resilience strategy</i>	
60	National disaster resilience strategy	40

Emergency Management Bill

61	Review of national disaster resilience strategy	40
62	Procedure for amending or replacing national disaster resilience strategy	41
63	Currency of national disaster resilience strategy	41
64	Presentation of national disaster resilience strategy to House of Representatives	41
	<i>Emergency management plans: matters relevant to development</i>	
65	Matters relevant to development of emergency management plans	42
	<i>National emergency management plan</i>	
66	National emergency management plan	42
67	Content of national emergency management plan	42
68	Review of national emergency management plan	43
69	Preparation of new or revised national emergency management plan	43
70	Publication of national emergency management plan	44
71	Currency of national emergency management plan	44
	<i>Emergency management committee plans</i>	
72	Emergency management committee plans	44
73	Content of emergency management committee plan	45
74	Director's guidelines for emergency management committee plans	45
75	Review of emergency management committee plans	45
76	Procedure for making proposed new or revised emergency management committee plan	46
77	Currency of emergency management committee plan	47
	Part 3	
	Emergency designations and powers	
	Subpart 1—General and interpretative provisions	
78	Outline of Part	47
79	Definitions for Part 3	47
80	Procedural provisions in Schedule 3	48
	Subpart 2—States of emergency and transition periods	
	<i>Declaration of state of national emergency</i>	
81	Minister may declare state of national emergency	48
82	When Parliament must be made to meet for state of national emergency	48
	<i>Declaration of state of local emergency</i>	
83	Declaration of state of local emergency	49
	<i>General provisions applying to states of emergency</i>	
84	Commencement and duration of state of emergency	50
85	Extension of duration of state of emergency	51

Emergency Management Bill

86	Termination of state of emergency	51
	<i>Notice of national transition period</i>	
87	Minister may give notice of national transition period	52
	<i>Notice of local transition period</i>	
88	Notice of local transition period	52
	<i>General provisions applying to transition periods</i>	
89	Commencement and duration of transition periods	53
90	Extension of duration of transition period	53
91	Considerations when giving notice of, or giving notice extending, transition period	54
92	Termination of transition periods	55
	<i>Concurrent emergency designations</i>	
93	Concurrent emergency designations: states of emergency and transition periods	56
	Subpart 3—Emergency powers	
	<i>When emergency powers apply</i>	
94	Emergency powers: overview	56
95	Emergency powers in states of emergency: application	57
96	Emergency powers in transition periods: application	57
97	Emergency power if imminent threat of emergency: application	58
	<i>Emergency powers</i>	
98	Minister's general power of direction	58
99	Minister's power of direction relating to earthquake-affected buildings	59
100	Emergency powers of Emergency Management Committees and Recovery Managers	59
101	Evacuation of premises and places	60
102	Entry on premises	61
103	Closing roads and public places	61
104	Removal of vehicles and craft	62
105	Requisitioning power	62
106	Power to give directions	63
107	Power to carry out inspections and other activities in relation to property and things	65
108	Power to make contracts in urgent cases	65
	Subpart 4—Emergency powers: related provisions	
	<i>Reporting obligation when exercising emergency powers in transition period</i>	
109	Reporting obligation for Recovery Managers	65
110	Presentation and publication of reports	66

Emergency Management Bill

*Warrant for entry to obtain information in urgent cases during
state of emergency*

111	Warrant for entry to obtain information	67
112	Form and content of warrant under section 111	67
113	Powers conferred by warrant	68
114	Disposal of information	68

Restriction on disclosure of information obtained under powers

115	Disclosure of information relevant to buildings affected by emergency obtained under powers	69
-----	--	----

Part 4

Rights, liabilities, and administrative matters

Subpart 1—Rights and liabilities

Compensation and liabilities

116	Compensation if property requisitioned during state of emergency	69
117	Compensation for loss or damage to personal property	70
118	Court may hear dispute relating to compensation under section 116 or 117	71
119	Compensation for loss or damage due to exercise of other powers during emergency designations	71
120	Liability for compensation payable under section 119	72
121	Considerations for court if claim brought under section 119	73
122	Protection from liability	73
123	Recovery of costs by Emergency Management Committees	74

*Effect on employment rights of absence due to emergency
management duties*

124	Absence on duty not to affect employment rights	74
-----	---	----

Offences and penalties

125	Offence involving obstruction	75
126	Offence involving failure to comply with direction to evacuate premises or place	75
127	Offence involving failure to comply with prohibition or restriction on access to road or public place	75
128	Offence involving requisitioning	76
129	Offence involving failure to comply with direction or request	76
130	Offence involving withholding information or giving false or misleading information	76
131	Offence involving disclosing information	77
132	Offence involving personation	77

Infringement offences

133	Interpretation	78
134	Infringement offences	78

Emergency Management Bill

135	Who may issue infringement notices	78
136	When infringement notice may be issued	78
137	Revocation of infringement notice before payment made	78
138	What infringement notice must contain	79
139	How infringement notice may be served	79
140	Payment of infringement fees	80
141	Reminder notices	80
	<i>Appeals</i>	
142	Right of appeal against exercise of certain powers	80
	Subpart 2—Administration	
	<i>Regulations</i>	
143	General regulations	80
144	Regulations relating to Māori representation on Emergency Management Committees and Emergency Management Co-ordinating Executives	82
145	Regulations relating to critical infrastructure entities	82
146	Regulations relating to roles of lead and support agencies	82
	<i>Emergency management rules</i>	
147	Director’s power to make rules	83
	<i>Service of documents</i>	
148	Service of documents	84
	<i>Authority for payment of expenses</i>	
149	Permanent legislative authority for payment of certain expenses	85
	<i>Interaction with other legislation</i>	
150	Restricted application of Resource Management Act 1991	86
	<i>Repeals and amendments</i>	
151	Repeal of Civil Defence Emergency Management Act 2002	86
152	Amendments to other legislation	86
	Schedule 1	87
	Transitional, savings, and related provisions	
	Schedule 2	96
	Matters of detail relating to Part 2	
	Schedule 3	104
	Procedural matters relating to Part 3	
	Schedule 4	107
	Consequential amendments to legislation	

The Parliament of New Zealand enacts as follows:

1 Title

This Act is the Emergency Management Act **2022**.

2 Commencement

- (1) This Act comes into force as follows: 5
- (a) the following provisions come into force on 1 or more dates set by Order in Council or, to the extent not brought into force earlier, on the day that is 12 months after the date of Royal assent:
- (i) **sections 20 and 21** (which relate to the National Māori Emergency Management Advisory Group): 10
- (ii) **section 149(b)** (which relates to the permanent legislative authority for the payment of welfare expenses incurred by iwi or Māori organisations):
- (b) the following provisions come into force on the day that is 2 years after the date of Royal assent: 15
- (i) the definitions of critical infrastructure entity and critical infrastructure sector in **section 5**:
- (ii) **sections 50 to 52** (which relate to the recognition of critical infrastructure entities and critical infrastructure sectors):
- (iii) **sections 57 and 58** (which relate to certain duties of critical infrastructure entities): 20
- (c) the rest of this Act comes into force on the day after the date of Royal assent.
- (2) One or more Orders in Council made under **subsection (1)(a)** may set different dates for different provisions (and, for that purpose, may commence a provision only for the purpose of giving effect to some, but not other, parts of this Act). 25
- (3) An Order in Council made under **subsection (1)(a)** is secondary legislation (*see* Part 3 of the Legislation Act 2019 for publication requirements).

Part 1 30

Preliminary provisions

3 Purpose

The purpose of this Act is to—

- (a) improve and promote the sustainable management of hazards in order to contribute to the social, economic, cultural, and environmental well-being and safety of the public and also to the protection of property; and 35

- (b) encourage and enable communities to achieve acceptable levels of risk, including by—
- (i) identifying, assessing, and managing risks; and
 - (ii) consulting and communicating about risks; and
 - (iii) identifying and implementing cost-effective risk reduction; and 5
 - (iv) monitoring and reviewing these processes; and
- (c) provide for planning and preparation for emergencies and for response and recovery in the event of an emergency; and
- (d) require local authorities to co-ordinate, through Emergency Management Committees, planning, programmes, and activities related to emergency management (as that term is defined in this Act) across the stages of reduction, readiness, response, and recovery, and encourage co-operation and joint action within those regional committees; and 10
- (e) provide a basis for the integration of national and local emergency management planning and activity through the alignment of local planning with a national disaster resilience strategy and a national emergency management plan; and 15
- (f) provide greater recognition of the role of Māori in emergency management and enhance Māori participation throughout the emergency management system; and 20
- (g) encourage the co-ordination of emergency management, planning, and related activities among the wide range of agencies and organisations preventing or managing emergencies under this Act and the Acts listed in **clause 3 of Schedule 2**; and
- (h) provide for a framework for managing risks relating to critical infrastructure in planning for and contributing to emergency management. 25

Compare: 2002 No 33 s 3

4 Tiriti o Waitangi/Treaty of Waitangi

- In order to recognise and respect the Crown's responsibility to give effect to the principles of te Tiriti o Waitangi/the Treaty of Waitangi, this Act— 30
- (a) specifies in **section 3** providing greater recognition of the role of Māori and enhancing Māori participation in emergency management:
 - (b) establishes in **section 20** the National Māori Emergency Management Advisory Group, which has the role of advising the Director on Māori interests and knowledge in relation to emergency management: 35
 - (c) provides in **section 25** for Māori members to be appointed to Emergency Management Committees and provides in **section 26** that those members must be appointed in accordance with regulations made under **section 144**, which may include locally appropriate processes and mechanisms for the appointments: 40

- (d) requires in **section 29** each Emergency Management Committee to—
- (i) identify hazards and risks and develop plans to address the emergency management needs of iwi and Māori within their area; and
 - (ii) recognise the role and contributions of iwi and Māori in emergency management and communicate that information to local authorities, communities, and others; and 5
 - (iii) engage with iwi and Māori in the development of the emergency management committee plan; and
 - (iv) establish systems and processes to ensure that it has the capability and capacity to engage with iwi and Māori and to understand their perspectives: 10
- (e) provides in **section 33** for Māori members to be included on each Emergency Management Committee’s Emergency Management Co-ordinating Executive, after having been appointed in accordance with regulations made under **section 144**, which may include locally appropriate processes and mechanisms for the appointments: 15
- (f) states in **section 67** that the national emergency management plan—
- (i) must provide for the role of Māori in emergency management; and
 - (ii) may prescribe the process for co-development of national-level planning arrangements with Māori and the principles for guiding the appointment of Māori members on Emergency Management Committees and Emergency Management Co-ordinating Executives: 20
- (g) requires in **section 73** that the arrangements for co-ordination with iwi and Māori during all stages of emergency management be provided for in emergency management committee plans: 25
- (h) requires in **section 76** that each Emergency Management Committee, when developing a new or revised emergency management committee plan,— 30
- (i) engage with representatives of iwi and Māori within the Committee’s area; and
 - (ii) give notice of proposed new or revised plans to those representatives; and
 - (iii) have regard to any comments made by iwi and Māori regarding the proposals: 35
- (i) requires in **section 147** that, before making rules prescribing matters of detail and procedure in relation to the emergency management system, the Director consult appropriate persons including, if relevant, representatives of iwi and Māori: 40

- (j) provides in **section 149** for an iwi or a Māori organisation to be reimbursed for certain welfare expenses incurred in connection with an emergency.

5 Interpretation

In this Act, unless the context otherwise requires,— 5

administering authority means, in relation to an Emergency Management Committee, the administering authority described in **section 35**

approved provider of warnings and notifications means an organisation described in **section 22(1)**

area, in relation to an Emergency Management Committee,— 10

- (a) means all the regions and districts of the local authorities that are members of the Committee; and

(b) extends to—

- (i) the landward boundaries of the territorial authorities in the Committee; and 15

- (ii) the seaward boundaries of the regions of regional councils or unitary authorities in the Committee

Area Controller means a person appointed as an Area Controller under **section 42**

Area Recovery Manager means a person appointed as an Area Recovery Manager under **section 45** 20

constable—

- (a) has the same meaning as in section 4 of the Policing Act 2008; and

- (b) in **Part 3**, includes any person acting under the authority of a constable

Controller means the person who is the National Controller in accordance with **section 18**, or an Area Controller appointed under **section 42** 25

critical infrastructure means assets, systems, networks, and services that are necessary for the provision of public services and are essential to public safety, national security, economic security, or the functioning and stability of New Zealand 30

critical infrastructure entity means—

- (a) an entity that the Minister recognises under **section 50(a)**; or

- (b) an entity that is a part of a critical infrastructure sector

critical infrastructure sector means a sector that the Minister recognises under **section 50(b)** 35

Director of Emergency Management or **Director** means the chief executive of the responsible department

district means the district of a territorial authority

- emergency** means a situation that—
- (a) is the result of any happening, whether natural or otherwise, including any explosion, earthquake, eruption, tsunami, land movement, flood, storm, tornado, cyclone, serious fire, leakage or spillage of any dangerous gas or substance, technological failure, infestation, pandemic, epidemic, failure of or disruption to an emergency service or critical infrastructure, or actual or imminent attack or warlike act; and 5
 - (b) causes or may cause loss of life, injury, illness, or distress or in any way endangers the safety of the public or property in New Zealand or any part of New Zealand; and 10
 - (c) cannot be dealt with by emergency services, or otherwise requires a significant and co-ordinated response under this Act
- emergency ambulance service** means an organisation that the Minister identifies as an emergency ambulance service by notice in the *Gazette*
- emergency designation** means— 15
- (a) a state of emergency;
 - (b) a transition period
- emergency management**—
- (a) means the application of knowledge, measures, and practices that—
 - (i) are necessary or desirable for the safety of the public or property; and 20
 - (ii) are designed to guard against, prevent, reduce, aid recovery from, or overcome any hazard or harm or loss that may be associated with any emergency; and
 - (b) includes the planning, organisation, co-ordination, and implementation of those measures and practices and that knowledge 25
- Emergency Management Committee** or **Committee** means a Committee maintained under **section 24** or established or re-established under **clause 7 of Schedule 2**
- emergency management committee plan** means a plan prepared and approved under **section 72** 30
- Emergency Management Co-ordinating Executive** or **Executive** means a committee maintained under **section 33**
- emergency management plan** means a national emergency management plan or an emergency management committee plan 35
- emergency services** means the New Zealand Police, Fire and Emergency New Zealand, ambulance services, Taumata Arowai, and providers of health and disability services

- hazard** means something that may cause, or contribute substantially to the cause of, an emergency
- health and disability services** means services as defined in section 4 of the Pae Ora (Healthy Futures) Act 2022
- local authority** has the same meaning as in section 5(1) of the Local Government Act 2002 5
- local authority member**, in relation to an Emergency Management Committee, means a member of the Committee that is a local authority
- Local Controller** means a person appointed as a Local Controller under **section 43** 10
- Local Recovery Manager** means a person appointed as a Local Recovery Manager under **section 46**
- local transition period** means a local transition period notified under **section 88**
- make an emergency designation** means— 15
- (a) to declare a state of emergency:
 - (b) to give notice of a transition period
- member**, in relation to an Emergency Management Committee, means a local authority member or a Māori member
- Minister** means, subject to any enactment, the Minister of the Crown who, with the authority of the Prime Minister, is for the time being responsible for the administration of this Act 20
- National Controller** means the person who is the National Controller in accordance with **section 18**
- national disaster resilience strategy**— 25
- (a) means a strategy made under **section 60**; and
 - (b) includes a strategy that is amended or replaced under that section
- national emergency management plan** means a plan made under **section 66**
- National Māori Emergency Management Advisory Group** or **Advisory Group** means the advisory group established under **section 20** 30
- National Recovery Manager** means the person who is the National Recovery Manager in accordance with **section 19**
- national significance** includes any case where the Minister or the Director considers that—
- (a) there is widespread public concern or interest; or 35
 - (b) there is likely to be significant use of resources; or
 - (c) an area of more than 1 Emergency Management Committee is likely to be affected; or

- (d) New Zealand’s international obligations are, or are likely to be, affected or are relevant; or
- (e) technology, processes, or methods that are new to New Zealand are, or are likely to be, involved; or
- (f) significant or irreversible changes to the environment (including the global environment) will, or are likely to, result or be contributed to 5
- national transition period** means a national transition period notified under **section 87**
- notification**, in relation to the role of the Director or approved providers of warnings and notifications,— 10
- (a) means information, other than a warning, provided to the public or a group of the public relating to a hazard, an emergency or a potential or imminent emergency, or emergency management; and
- (b) includes an advisory, a non-threat-related notification, and a cancellation
- owner**, in relation to a structure, includes a person who owns part of the structure 15
- planning emergency levels of service** means the planning goals that a critical infrastructure entity is required to establish and maintain under **section 57** relating to the levels of service that it will be able to provide during and after an emergency 20
- provider of health and disability services** means a provider as defined in section 4 of the Pae Ora (Healthy Futures) Act 2022
- public place**—
- (a) means a place that, at any material time, is open to or is being used by the public, whether or not on payment of a charge, and whether or not any owner or occupier of the place is lawfully entitled to exclude or reject any person; and 25
- (b) includes any vehicle, craft, or vessel that carries or is available to carry passengers for reward (for example, an aircraft, a hovercraft, a ship, a ferry, a train, or a motor vehicle) 30
- public service agency** has the same meaning as in section 5 of the Public Service Act 2020
- recovery** means the co-ordinated efforts and processes used to bring about the immediate, medium-term, and long-term holistic regeneration and enhancement of a community following an emergency 35
- recovery activity**—
- (a) means an activity carried out under this Act or any emergency management plan to deal with the consequences of an emergency; and
- (b) includes—

-
- (i) the assessment and ongoing monitoring of the needs of a community affected by the emergency; and
 - (ii) the co-ordination and integration of planning, decisions, actions, and resources; and
 - (iii) measures to support— 5
 - (A) the regeneration, restoration, and enhancement of communities throughout the built, natural, social, and economic environments; and
 - (B) the cultural and physical well-being of individuals and their communities; and 10
 - (C) government and non-government organisations and entities working together; and
 - (iv) measures to enable community participation in recovery planning; and
 - (v) new measures— 15
 - (A) to reduce risks from hazards; and
 - (B) to build resilience
- Recovery Manager**—
- (a) means the National Recovery Manager, an Area Recovery Manager, or a Local Recovery Manager; and 20
 - (b) includes any person acting under the authority of the National Recovery Manager, an Area Recovery Manager, or a Local Recovery Manager
- region** has the same meaning as in section 5(1) of the Local Government Act 2002
- regional council** has the same meaning as in section 5(1) of the Local Government Act 2002 25
- regulations** means regulations made under this Act
- relevant chief executive**, in relation to a particular critical infrastructure entity, means the chief executive of any responsible public service agency relevant to the entity 30
- representative**, in relation to an Emergency Management Committee, means—
- (a) an elected member of a local authority member of the Committee, including an elected member of a community board; or
 - (b) an individual who is a Māori member of the Committee
- requisitioned property** means property that, because of an exercise of the power in **section 105**, comes under the control and direction of a Controller, a constable, or a person authorised by a Controller or a constable 35

- responsible department** means the department that is, with the authority of the Prime Minister, for the time being responsible for the administration of this Act
- risk** means the likelihood and consequences of a hazard
- road** has the same meaning as in section 2(1) of the Land Transport Act 1998 5
- state of emergency** means a state of national emergency or a state of local emergency
- state of local emergency** means a state of local emergency declared under **section 83**
- state of national emergency** means a state of national emergency declared under **section 81** 10
- State services** has the same meaning as in section 5 of the Public Service Act 2020
- Taumata Arowai** means Taumata Arowai established under section 8 of the Taumata Arowai—the Water Services Regulator Act 2020 15
- territorial authority** has the same meaning as in section 5(1) of the Local Government Act 2002
- transition period** means a national transition period or a local transition period
- unitary authority** has the same meaning as in section 5(1) of the Local Government Act 2002 20
- ward** has the same meaning as in section 5(1) of the Local Electoral Act 2001.
Compare: 2002 No 33 s 4
- 6 Transitional, savings, and related provisions**
- The transitional, savings, and related provisions set out in **Schedule 1** have effect according to their terms. 25
- 7 Act binds the Crown**
- This Act binds the Crown.
Compare: 2002 No 33 s 5
- 8 Act not to affect functions, duties, and powers under other Acts or general law** 30
- Unless this Act otherwise provides, this Act does not limit, is not in substitution for, and does not affect the functions, duties, or powers of any person under the provisions of any other enactment or any rule of law.
Compare: 2002 No 33 s 6
- 9 Precautionary approach** 35
- All persons performing functions in relation to the development and implementation of emergency management plans under this Act may be cautious in man-

aging risks even if there is scientific and technical uncertainty about those risks.

Compare: 2002 No 33 s 7

10 Overview

- (1) This Part provides for preliminary matters, including the purposes of this Act and interpretation. 5
- (2) **Part 2** sets out the roles and responsibilities of the actors in the emergency management system and sets out the documents for emergency management planning.
- Actors in emergency management system: national level* 10
- (3) **Subpart 1 of Part 2** sets out the role and powers of the Director of Emergency Management. It also sets out the roles of National Controller and National Recovery Manager, which apply during national states of emergency and national transition periods respectively.
- (4) That subpart also establishes the National Māori Emergency Management Advisory Group to advise the Director and provides for approved providers of warnings and notifications. 15
- Actors in emergency management system: area level*
- (5) **Subpart 2 of Part 2** sets out the role and responsibility of Emergency Management Committees, which are the main actors in the emergency management system at a regional level. 20
- (6) That subpart also provides for actors related to or within the Emergency Management Committees, including the Emergency Management Co-ordinating Executives (which have advice, implementation, and oversight responsibilities), administering authorities (for the provision of administrative services), local authority members of the Committees, persons who are authorised to make emergency designations on behalf of each Committee, Area and Local Controllers, and Area and Local Recovery Managers. 25
- Other actors in emergency management system*
- (7) **Subpart 3 of Part 2** provides for the roles and responsibilities of other actors that contribute to the emergency management system, including public service agencies, critical infrastructure entities, and emergency services. 30
- Emergency management planning documents*
- (8) **Subpart 4 of Part 3** provides for a national disaster resilience strategy and a national emergency management plan at a national level, and for each Emergency Management Committee to have an emergency management committee plan. 35
- Emergency designations and powers that come with them*
- (9) **Part 3** provides for the making of emergency designations (states of emergency and transition periods), which may be at a national level or a local level. 40

- (10) **Part 3** sets out emergency powers that apply during the different emergency designations.

Various additional components of emergency management system

- (11) **Part 4** provides for further components of the emergency management system, including compensation, offences, regulation-making powers, and the Director's power to make emergency management rules. 5

Part 2

Emergency management system

Subpart 1—Roles and responsibilities: national level

Director of Emergency Management 10

11 Role of Director of Emergency Management

- (1) The role of the Director of Emergency Management is to—
- (a) identify hazards and risks that the Director considers are of national significance:
 - (b) monitor and evaluate the national disaster resilience strategy: 15
 - (c) develop, monitor, and evaluate the national emergency management plan:
 - (d) develop, in consultation with the relevant persons and organisations that have responsibilities under this Act, any guidelines, codes, or technical standards that may be required for the purposes of this Act: 20
 - (e) monitor the performance of Emergency Management Committees and persons who have responsibilities under this Act:
 - (f) promote emergency management that is consistent with the purpose of this Act:
 - (g) during a state of national emergency or a national transition period, direct and control for the purposes of this Act the resources available for emergency management. 25
- (2) The Director also has any other functions that are conferred or imposed on the Director by or under this Act or any other enactment.

Compare: 2002 No 33 s 8 30

12 Powers of Director

- (1) The Director has all the powers that are reasonably necessary or expedient to enable the Director to perform the role, including the powers set out in **sub-sections (2) to (4)**.
- (2) The Director may— 35

-
- (a) co-ordinate the use of specified resources for the purposes of this Act, including the following:
- (i) the provision of transport:
 - (ii) the removal of endangered persons and casualties from any area affected by an emergency to areas of safety or to hospitals: 5
 - (iii) medical care and attention to casualties:
 - (iv) the relief of distress and suffering:
 - (v) the accommodation, feeding, care, and protection of persons:
 - (vi) the provision of other services necessary to restore community services and provide for the welfare of the public; and 10
- (b) during a state of national emergency or national transition period, use the specified resources for the purposes of the Act, including those listed in **paragraph (a)**.
- (3) The Director may,—
- (a) during a state of national emergency, control the performance or exercise of the functions, duties, and powers of Emergency Management Committees and Area Controllers: 15
 - (b) during a national transition period, control the performance or exercise of the functions, duties, and powers of Emergency Management Committees and Recovery Managers: 20
 - (c) devise, promote, and carry out, or cause to be carried out, research and investigations into matters relating to emergency management:
 - (d) issue or cause to be issued warnings and notifications:
 - (e) co-ordinate the planning of emergency management between Emergency Management Committees: 25
 - (f) give advice in relation to, and assist in the planning, preparation, co-ordination, and carrying out of, emergency management.
- (4) The Director may issue guidelines, codes, or technical standards to any person or organisation with responsibilities under this Act, including guidelines, codes, or technical standards for— 30
- (a) the establishment and operation of Emergency Management Committees and Emergency Management Co-ordinating Executives:
 - (b) the development of emergency management committee plans and operational plans for the response to, and recovery from, specific emergencies: 35
 - (c) the development of strategic recovery planning for emergencies:
 - (d) the development by the Crown, local government agencies, emergency services, and critical infrastructure entities of plans required under this Act:

- (e) the operational role of Controllers, Recovery Managers, and other persons with responsibilities under this Act:
- (f) any other matters that—
- (i) the Director considers necessary; and
 - (ii) are consistent with the purposes of this Act. 5
- (5) In this section, **specified resources** means the personnel, material, information, services, and any other resources made available by public service agencies, Emergency Management Committees, emergency services, the New Zealand Defence Force (as provided in the Defence Act 1990), and other persons. 10
- Compare: 2002 No 33 s 9
- 13 Statements by Director**
- (1) The Director may, for the purpose of protecting the public, publish statements relating to any emergency, or to the performance or non-performance of any duty imposed on any person by or under this Act.
- (2) Every statement published under this section is protected by qualified privilege. 15
- Compare: 2002 No 33 s 74
- 14 Director must not act inconsistently with national disaster resilience strategy**
- In performing or exercising the functions, duties, and powers of the Director under this Act, the Director must not act inconsistently with the national disaster resilience strategy that is in force under **subpart 4**. 20
- Compare: 2002 No 33 s 37(2)
- 15 Power of Director to act on default by others**
- (1) If an Emergency Management Committee or a person (other than the Minister) fails to commence or to complete the performance of a function or duty under this Act within the time that the Director considers reasonable, the Director may commence and complete the performance of the function or duty. 25
- (2) For the purposes of this section, the Director may employ any officers, employees, contractors, and others that may be necessary. 30
- (3) Subject to **subsections (4) to (6)**, if a function or duty is performed by or on behalf of the Director under this section, it must be treated for all purposes as having been performed by the Emergency Management Committee or person responsible for performing the function or duty.
- (4) All expenses incurred by the Director under this section must be authorised in accordance with the Public Finance Act 1989. 35
- (5) The expenses, together with reasonable costs for administration, are recoverable as a debt due to the Crown from the Emergency Management Committee or the person responsible for performing the function or duty, or may be recovered

by deduction from any money payable by the Crown to that Emergency Management Committee or the person responsible for performing the function or duty.

- (6) All money recovered from a debtor under this section, or deducted under **sub-clause (5)**, must be paid into a Crown Bank Account or a Departmental Bank Account in accordance with section 65U of the Public Finance Act 1989. 5

Compare: 2002 No 33 s 75

16 Power of Director to require information

- (1) The Director, or a person acting under the authority of the Director, may, by notice in writing, require any person to give the Director information described in **subsection (2)**. 10
- (2) The information referred to is information that, in the opinion of the Director, is reasonably necessary for the exercise of emergency management by the Director and that is—
- (a) in the possession of the person who is asked to give the information; and 15
- (b) capable of being provided without unreasonable difficulty or expense.
- (3) **Clauses 9 to 11 of Schedule 2** provide details regarding how this information is to be given and limits on the extent of this power.

Compare: 2002 No 33 ss 76, 82(1), 94I

17 Delegation of powers of Director 20

- (1) The Director may, in writing, either generally or particularly, delegate to any person employed in the State services all or any of the functions, duties, and powers that the Director may perform or exercise under this Act, except this power of delegation.
- (2) Subject to any general or special directions given or conditions attached by the Director, a person to whom any functions, duties, or powers are delegated under this section may perform or exercise those functions, duties, or powers in the same manner and with the same effect as if they had been conferred directly by this section and not by delegation. 25
- (3) A delegation under this section may be made to a specified employee or to employees of a specified class, or may be made to the holder or holders for the time being of a specified office or class of offices. 30
- (4) **Clause 1 of Schedule 2** applies to an exercise of the power of delegation under this section.
- (5) This section does not limit **section 18**. 35

Compare: 2002 No 33 s 105(1), (2), (4), (7)

*National Controller***18 Role of National Controller**

- (1) The National Controller is the Director or, if a delegation under **subsection (3)** is in force, the Director's delegate.
- (2) The National Controller has all the powers conferred on the National Controller by this Act. 5
- (3) The Director may, in writing, delegate any or all the functions and powers of the Director referred to in **sections 11(1)(g) and 12(2)** to any person for the purposes of dealing with any state of national emergency.
- (4) The Director may exercise the power of delegation at any time, whether or not a state of national emergency is in force or is imminent. 10
- (5) A delegate may perform or exercise the delegated functions and powers in the same manner and with the same effect as if they had been conferred directly and not by delegation, except to the extent that any general or special directions given or conditions attached by the Director apply. 15
- (6) **Clause 1 of Schedule 2** applies to an exercise of the power of delegation under this section.

Compare: 2002 No 33 s 10

*National Recovery Manager***19 Role of National Recovery Manager** 20

- (1) The National Recovery Manager is the Director or, if a delegation under **subsection (3)** is in force, the Director's delegate.
- (2) The National Recovery Manager has all the powers conferred on the National Recovery Manager by this Act.
- (3) The Director may, in writing, delegate any or all of the functions and powers of the Director referred to in **sections 11(1)(g) and 12(2)** to any person for the purposes of dealing with a national transition period. 25
- (4) The Director may exercise the power of delegation at any time, whether or not a national transition period is in force or is imminent.
- (5) A delegate may perform or exercise the delegated functions and powers in the same manner and with the same effect as if they had been conferred directly and not by delegation, except to the extent that any general or special directions given or conditions attached by the Director apply. 30
- (6) The National Recovery Manager may require any person to give them information in accordance with **section 16**, as if a reference in that section to the Director were a reference to the National Recovery Manager. 35

- (7) **Clause 1 of Schedule 2** applies to an exercise of the power of delegation under this section.

Compare: 2002 No 33 ss 11A, 94I

National Māori Emergency Management Advisory Group

- 20 National Māori Emergency Management Advisory Group** 5
- (1) The Minister must establish the National Māori Emergency Management Advisory Group in accordance with **section 21**.
- (2) The role of the Advisory Group is to advise the Director on Māori interests and knowledge, as they relate to the purpose and functions of emergency management. 10
- (3) That role includes—
- (a) advising on policy development, including policies for regulations and rules made under this Act; and
- (b) advising on the role of the National Emergency Management Agency as it relates to the delivery of positive outcomes for Māori through the emergency management system; and 15
- (c) developing guidance, including guidance relating to how Māori and local government may develop processes for the appointment of Māori to Emergency Management Committees and Emergency Management Co-ordinating Executives. 20
- (4) The Advisory Group may regulate its own procedure in any manner the Advisory Group thinks fit.
- (5) The Advisory Group may, with the approval of the Minister, choose an appropriate alternative name for itself.
- 21 Membership of National Māori Emergency Management Advisory Group** 25
- (1) The Minister must appoint no fewer than 5 and no more than 8 members of the National Māori Emergency Management Advisory Group.
- (2) The Minister must appoint only persons who, in the Minister’s opinion, have the appropriate knowledge, skills, and experience to assist the Advisory Group to perform its role. 30
- (3) The Minister must consult the Ministers with portfolio responsibilities that relate to Māori development and Māori-Crown relations before making any appointments.
- (4) The Minister must, on the recommendation of the Advisory Group, appoint a chairperson of the Advisory Group. 35
- (5) However, if the Advisory Group does not recommend a person to be appointed as chairperson, the Minister must choose a person to appoint as chairperson.

*Approved providers of warnings and notifications***22 Approved providers of warnings and notifications**

- (1) The following are approved providers of warnings and notifications:
- (a) the responsible department:
 - (b) an entity appointed as an approved provider of warnings and notifications by the Minister by notice in the *Gazette*. 5
- (2) Before making the appointment, the Minister must consult the Director.
- (3) The Minister may make the appointment on the terms the Minister thinks fit, which may include specifying the type of hazard to which the appointment applies. 10

23 Role of approved providers of warnings and notifications

- (1) An approved provider of warnings and notifications may issue warnings and notifications.
- (2) If the approved provider is an entity appointed under **section 22(1)(b)**, the approved provider may issue warnings and notifications only in accordance with the terms of the appointment. 15
- (3) This section does not affect—
- (a) the Director’s power under **section 12(3)(d)**; or
 - (b) an Emergency Management Committee’s power under **section 30(2)(d)**. 20

Subpart 2—Roles and responsibilities: area level

*Emergency Management Committees***24 Emergency Management Committees**

- (1) The local authorities of an area must maintain an Emergency Management Committee for the purpose of emergency management within that area. 25
- (2) Clause 30(5) or (7) of Schedule 7 of the Local Government Act 2002 must not be read as permitting, during a term of local government or as a consequence of a local government election, the discharge or reconstitution of an Emergency Management Committee maintained for the purposes of this Act.
- (3) **Clauses 5(1)(a) and (b), 6, and 7 of Schedule 1** set out provisions relating to the establishment of Emergency Management Committees, their form under the Local Government Act 2002, and their membership at the commencement of this Act. 30
- (4) **Clauses 2 to 7 of Schedule 2** set out matters of detail and procedure relating to membership and meetings of Emergency Management Committees. 35

Compare: 2002 No 33 s 12

25 Membership of Emergency Management Committees

- (1) The membership of each Emergency Management Committee consists of—
 - (a) the local authorities within the Committee's area; and
 - (b) 1 or more Māori members appointed in accordance with **section 26**.
- (2) Every local authority must be a member of an Emergency Management Committee. 5
- (3) Each local authority that is a member of a Committee with other local authorities must be represented on the Committee by 1 person, being the mayor or chairperson of that local authority or an elected person from that local authority who has delegated authority to act for the mayor or chairperson. 10
- (4) Nothing in this Act requires the Minister of Local Government to be a member of a Committee.

Compare: 2002 No 33 s 13

26 Appointment of Māori members of Emergency Management Committees

- (1) An Emergency Management Committee must appoint Māori members to the Committee in accordance with regulations made under **section 144**. 15
- (2) The Minister must appoint at least 1 Māori member to the Committee if the Committee does not appoint a Māori member in accordance with the relevant process and time frame prescribed in those regulations.
- (3) Before making an appointment to a Committee, the Minister must consult the Director and the Committee. 20

27 Appointment of chairperson

- (1) Each Emergency Management Committee may appoint 1 of its representatives to act as chairperson.
- (2) The appointed chairperson may hold office for the period agreed by the Committee at the time of the appointment. 25
- (3) Despite **subsection (2)**, the term of office of an appointed chairperson ends if that person ceases to be a representative.

Compare: 2002 No 33 s 15

28 Powers and duties of members of Emergency Management Committees 30

- (1) Each local authority member of an Emergency Management Committee—
 - (a) may acquire, hold, and dispose of real or personal property for the use of the Committee; and
 - (b) may remunerate its representative for the cost of that person's participation in the Committee; and 35
 - (c) must provide to the Committee the information or reports that may be required by the Committee; and

- (d) must pay the costs of administrative and related services in accordance with **clause 8 of Schedule 2**; and
- (e) must pay the costs, or a share of the costs, of any emergency management activity that the member has agreed to pay.
- (2) Each member of an Emergency Management Committee may carry out any other functions or duties conferred on a member of a Committee under this Act. 5

Compare: 2002 No 33 s 16

29 Role of Emergency Management Committees

- (1) The role of an Emergency Management Committee is to,— 10
- (a) in relation to hazards and risks within the Committee's area,—
- (i) take the lead in identifying and assessing those hazards and risks:
- (ii) co-ordinate the management of those hazards and risks:
- (iii) identify and implement cost-effective risk reduction:
- (iv) assist each local authority represented in the Committee to— 15
- (A) identify and assess those hazards and risks relevant to that local authority:
- (B) consult and communicate with the communities within that local authority about those hazards and risks:
- (b) ensure that suitably trained and competent personnel, including volunteers, are available and there is an appropriate organisational structure for those personnel for effective emergency management in its area: 20
- (c) respond to and manage the adverse effects of emergencies in its area:
- (d) co-ordinate emergency management throughout its area:
- (e) plan and carry out recovery activities in its area: 25
- (f) when requested, assist other Committees in the implementation of emergency management in their areas (having regard to the competing emergency management demands within the Committee's own area and any other requests for assistance from other Committees):
- (g) within its area, promote and raise public awareness of, and compliance with, this Act and legislative provisions relevant to the purpose of this Act: 30
- (h) identify the needs of iwi and Māori within its area in relation to emergency management and develop plans to address those needs:
- (i) recognise the role and contributions of iwi and Māori in emergency management in its area and communicate that information to local authorities, communities, and others within the area if it is relevant: 35

- (j) monitor and report on compliance within its area with this Act and legislative provisions relevant to the purpose of this Act (including the Acts set out in **clause 3 of Schedule 2**):
 - (k) develop, approve, implement, and monitor an emergency management committee plan and regularly review the plan: 5
 - (l) engage with Māori and iwi within its area in the development of the emergency management committee plan:
 - (m) establish systems and processes to ensure that the Committee has the capability and capacity to engage with iwi and Māori and to understand the perspectives of iwi and Māori: 10
 - (n) participate in the development of the national disaster resilience strategy and the national emergency management plan:
 - (o) promote emergency management in its area that is consistent with the purpose of this Act.
- (2) A Committee also has any other functions that are conferred or imposed by or under this Act or any other enactment. 15

Compare: 2002 No 33 s 17

30 General powers of Emergency Management Committees

- (1) An Emergency Management Committee has all the powers that are reasonably necessary or expedient to enable it to perform its functions, including the power to delegate any of its functions to members, the Area Controller, the Area Recovery Manager, or other persons. 20
- (2) Those powers include the power to—
 - (a) recruit and train volunteers for emergency management tasks:
 - (b) conduct emergency management training exercises, practices, and rehearsals: 25
 - (c) issue and control the use of signs, badges, insignia, and identification passes authorised under this Act, regulations, or any emergency management plan:
 - (d) provide, maintain, control, and operate warning systems: 30
 - (e) provide communications, equipment, accommodation, and facilities for the performance and exercise of the Committee’s functions and powers during an emergency:
 - (f) perform any other functions that are necessary to give effect to any emergency management plan. 35
- (3) A Committee, or a person acting under the authority of a Committee, may require any person to give the Committee information in accordance with **sec-**

tion 16, as if a reference in that section to the Director were a reference to a Committee.

Compare: 2002 No 33 s 18

31 Emergency Management Committees must not act inconsistently with national disaster resilience strategy 5

In performing or exercising its functions, duties, and powers under this Act, an Emergency Management Committee must not act inconsistently with any national disaster resilience strategy that is in force.

Compare: 2002 No 33 s 37(1)

32 Emergency Management Committees not PCBUs under Health and Safety at Work Act 2015 10

For the purposes of the Health and Safety at Work Act 2015, an Emergency Management Committee is not a PCBU within the meaning of section 17 of that Act.

Emergency Management Co-ordinating Executive 15

33 Appointment of Emergency Management Co-ordinating Executive

- (1) An Emergency Management Committee must appoint and maintain an Emergency Management Co-ordinating Executive consisting of—
- (a) the chief executive of each local authority member or a person acting on the chief executive's behalf; and 20
 - (b) a senior Police employee who is assigned for the purpose by the Commissioner of Police; and
 - (c) a senior employee, volunteer, or contractor of Fire and Emergency New Zealand who is assigned for the purpose by the board of Fire and Emergency New Zealand; and 25
 - (d) the chief executive or a senior officer of an ambulance service operating in the area; and
 - (e) the chief executive or a senior member of a provider of health and disability services operating in the area; and
 - (f) 1 or more Māori members appointed in accordance with **subsection (2)**; and 30
 - (g) any other persons that may be co-opted by the Emergency Management Committee.
- (2) Māori members of an Emergency Management Co-ordinating Executive must be appointed— 35
- (a) in accordance with an appointment process and a time frame prescribed in regulations applying to the appointment of Māori members to that Committee's Executive made under **section 144**; or

- (b) if no appointment process has been prescribed or no appointment has been made within the prescribed time frame, by the Minister.

Compare: 2002 No 33 s 20(1)–(2)

34 Role of Emergency Management Co-ordinating Executive

An Emergency Management Co-ordinating Executive is responsible to the Emergency Management Committee for— 5

- (a) providing advice to the Emergency Management Committee and any subgroups or subcommittees of the Committee: 5
- (b) implementing, as appropriate, the decisions of the Emergency Management Committee: 10
- (c) overseeing the implementation, development, maintenance, monitoring, and evaluation of the emergency management co-ordinating executive plan. 10

Compare: 2002 No 33 s 20(2)

Administering authorities 15

35 Administering authorities

- (1) Every Emergency Management Committee must have an administering authority.
- (2) The administering authority is a local authority member of a Committee that all of the members of the Committee agree to appoint as the administering authority. 20
- (3) However, if the Committee decides to change the administering authority but members fail to agree on the appointment within 2 months of that decision,—
- (a) if the Committee includes a regional council, the regional council becomes the administering authority; and 25
- (b) if **paragraph (a)** does not apply, and the Committee has 2 or more unitary authorities as members and those members have failed to reach agreement to appoint the administering authority, the Minister must direct 1 or more of the unitary authorities to establish their own Committees; and 30
- (c) in all other cases, the Minister must appoint one of the local authority members as the administering authority.
- (4) A unitary authority that is subject to a ministerial direction under **subsection (3)(b)** must comply with that direction. 35

Compare: 2002 No 33 s 23

36 Role of administering authorities and chief executives of administering authorities

- (1) An administering authority established under **section 35** and, as appropriate, the chief executive of that authority are responsible for providing administrative and related services that may from time to time be required by the relevant Emergency Management Committee. 5
- (2) The administrative and related services referred to in **subsection (1)** include services required for the purposes of the Local Government Act 2002, this Act, or any other legislation that applies to the conduct of a joint standing committee under clause 30(1)(b) of Schedule 7 of the Local Government Act 2002. 10
- (3) **Clause 8 of Schedule 2** provides for agreement to and division of the costs of administering authorities.
- Compare: 2002 No 33 s 24(1)–(2)

Functions and duties of local authorities

37 Functions and duties of local authorities members of Emergency Management Committees in emergency management 15

The functions and duties of each local authority member of an Emergency Management Committee are to—

- (a) do, in relation to hazards and risks within its region or district, the following: 20
- (i) identify and assess those hazards and risks:
 - (ii) report to the Committee on its identification and assessment of hazards and risks:
 - (iii) manage those hazards and risks:
 - (iv) identify how to reduce risks and implement cost-effective risk reduction: 25
 - (v) consult and communicate with the communities within that region or district about those hazards and risks:
- (b) arrange for the provision of suitably trained and competent personnel, including volunteers, and an appropriate organisation structure for those personnel for effective emergency management: 30
- (c) take all steps necessary to maintain and provide, or to arrange the provision of, or otherwise to make available material, services, information, and any other resources for effective emergency management:
- (d) respond to and manage the adverse effects of emergencies in its region or district: 35
- (e) plan and carry out recovery activities in its region or district:
- (f) assist, when requested, other local authorities in the implementation of emergency management in their regions or districts as appropriate:

- (g) promote and raise public awareness of, and compliance with, this Act, and legislative provisions relevant to the purpose of this Act, within its region or district:
- (h) monitor and report on compliance within its region or district with this Act and legislative provisions relevant to the purpose of this Act: 5
- (i) do, in relation to an emergency management committee plan of the Committee, the following:
- (i) provide input in the development or review of the plan:
- (ii) implement the relevant aspects of the plan:
- (iii) ensure alignment between the relevant aspects of the plan and the local authority's local government planning instruments relevant to the purpose of this Act: 10
- (j) participate in the development of the national disaster resilience strategy and the national emergency management plan:
- (k) promote emergency management in its region or district that is consistent with the purpose of this Act. 15

Compare: 2002 No 33 s 64(1)

38 **Duty of local authorities to continue to function during and after emergency**

A local authority must ensure that it is able to function to the fullest possible extent, even though this may be at a reduced level, during and after an emergency. 20

Compare: 1983 No 46 s 43; 2002 No 33 s 64(2)

39 **Emergency management functions and duties for offshore islands**

- (1) The Minister of Local Government and the relevant Emergency Management Committee must together carry out in respect of an offshore island the functions and duties set out in **section 37**. 25

- (2) In this section,—

offshore island means a part of New Zealand for which the Minister of Local Government is the territorial authority in accordance with section 22 of the Local Government Act 2002 30

relevant Emergency Management Committee, in relation to an offshore island, means the Emergency Management Committee that has responsibility for that offshore island.

Persons authorised to make local emergency designations

- 40 Persons appointed or authorised to make local emergency designations: whole area, region, multiple districts, or multiple wards from within different districts**
- (1) An Emergency Management Committee must appoint— 5
- (a) at least 1 person as a person authorised to declare a state of local emergency; and
- (b) at least 1 person as a person authorised to give notice of a local transition period.
- (2) An appointed person may be authorised to make a declaration, or give a notice, that covers one of the following: 10
- (a) the whole of the Emergency Management Committee’s area:
- (b) a region within the area:
- (c) 2 or more districts within the area:
- (d) 2 or more wards within the area if those wards are from within more than 1 district. 15
- (3) The Committee must ensure that there is at least 1 person authorised to make a declaration, or give a notice, in relation to the whole area.
- (4) An appointed person must be chosen from the representatives of the Committee. 20
- (5) The instrument of appointment must state—
- (a) whether the appointees have equal status to make an emergency designation, or whether any of the appointees is authorised to act only in the absence of another named person; and
- (b) any other conditions or limitations. 25
- (6) If no appointed person is, or is likely to be, able to perform or exercise their functions, duties, and powers under this Act, a representative of the Committee may exercise the power in **subsection (1)(a) or (b)** to make an emergency designation. 30
- Compare: 2002 No 33 s 25
- 41 Persons authorised to make local emergency designations: individual districts and wards within districts**
- (1) The mayor of a territorial authority, or an elected member of a territorial authority designated to act on behalf of the mayor if the mayor is absent, may declare a state of local emergency, or give notice of a local transition period, that covers one of the following: 35
- (a) the district of that territorial authority:
- (b) 1 or more wards within that district.

- (2) If at any time it appears to the Emergency Management Committee of the relevant area or district that an emergency has occurred or may occur and the power in **subsection (1)** has not been exercised, a representative of the Committee for that area or district may exercise the power.

Area Controllers and Local Controllers

5

42 Appointment of Area Controllers

- (1) An Emergency Management Committee must appoint, either by name or by reference to the holder of an office, a suitably qualified and experienced person to be the Area Controller for its area.
- (2) A Committee must also appoint, either by name or by reference to the holder of an office, at least 1 suitably qualified and experienced person to perform or exercise the functions, duties, and powers of the Area Controller for the duration of any vacancy in the office of Area Controller or absence from duty of the Area Controller. 10
- (3) A Committee may, at any time, remove from office or replace an Area Controller appointed under **subsection (1)** or a person appointed under **subsection (2)**. 15
- (4) A Committee may—
- (a) delegate the authority to appoint a person under **subsection (2)** to perform or exercise the functions, duties, and powers of the Area Controller during a state of emergency to 1 or more of the representatives who are authorised under **section 40(1)(a)** to declare a state of emergency for the whole of that Committee's area; and 20
- (b) impose conditions or limitations on the use of the authority delegated under **paragraph (a)**. 25

Compare: 2002 No 33 s 26

43 Appointment of Local Controllers

- (1) An Emergency Management Committee may appoint, either by name or by reference to the holder of an office, 1 or more suitably qualified and experienced persons to be a Local Controller. 30
- (2) The Committee may direct any person appointed to—
- (a) perform any of the functions and duties of, or delegated to, the Area Controller of the Committee; and
- (b) exercise the powers of Controllers in the area for which the Area Controller is appointed, including the emergency powers in **Part 3**. 35
- (3) Despite anything in this section, a Local Controller must follow any directions given by the Area Controller during an emergency.

Compare: 2002 No 33 s 27

44 Role of Area Controllers and Local Controllers

- (1) During a state of local emergency for the area for which the Area Controller is appointed, the Area Controller must, for the purposes of this Act, direct and co-ordinate the use of the personnel, material, information, services, and other resources made available by public service agencies, Emergency Management Committees, and other persons. 5
- (2) The Area Controller must also perform or exercise any functions, duties, or powers delegated to the Area Controller by the Emergency Management Committee or conferred on Controllers by this Act or any other enactment.
- (3) An Area Controller or a Local Controller may authorise any suitably qualified and experienced person to perform or exercise any function, duty, or power of that Area Controller or Local Controller, including the power to delegate those powers, functions, and duties. 10
- (4) No Area Controller, Local Controller, or person authorised under **subsection (3)** may exercise any power conferred on Controllers by this Act during any state of national emergency in any manner contrary to any priorities for the use of resources and services that have been determined by the Director or National Controller. 15

Compare: 2002 No 33 s 28

Area Recovery Managers and Local Recovery Managers 20

45 Appointment of Area Recovery Managers

- (1) An Emergency Management Committee must appoint, either by name or by reference to the holder of an office, a suitably qualified and experienced person to be the Area Recovery Manager for its area.
- (2) A Committee must also appoint, either by name or by reference to the holder of an office, at least 1 suitably qualified and experienced person to perform or exercise the functions, duties, and powers of the Area Recovery Manager for the duration of any vacancy in the office of Area Recovery Manager or absence from duty of the Area Recovery Manager. 25
- (3) A Committee may, at any time, remove from office or replace an Area Recovery Manager appointed under **subsection (1)** or a person appointed under **subsection (2)**. 30
- (4) A Committee may—
- (a) delegate the authority to appoint a person under **subsection (2)** to perform or exercise the functions, duties, and powers of the Area Recovery Manager during a transition period to 1 or more of the representatives who are authorised under **section 40(1)(b)** to give notice of a transition period for its area; and 35

- (b) impose conditions or limitations on the use of the authority under **paragraph (a)**.

Compare: 2002 No 33 s 29

46 Appointment of Local Recovery Managers

- (1) An Emergency Management Committee may appoint, either by name or by reference to the holder of an office, 1 or more suitably qualified and experienced persons to be a Local Recovery Manager. 5
- (2) The Committee may direct any person appointed to—
- (a) perform any of the functions and duties of, or delegated to, the Area Recovery Manager of the Committee; and 10
- (b) exercise the powers of Recovery Managers in the area for which the Area Recovery Manager is appointed, including the emergency powers in **Part 3** that apply to Area Recovery Managers.
- (3) Despite anything in this section, a Local Recovery Manager must follow any directions given by the Area Recovery Manager during a transition period. 15

Compare: 2002 No 33 s 30

47 Role of Area and Local Recovery Managers

- (1) During a local transition period for the area for which the Area Recovery Manager is appointed, an Area Recovery Manager must direct and co-ordinate the use of the personnel, material, information, services, and other resources made available by public service agencies, Emergency Management Committees, and other persons for the purpose of carrying out recovery activities. 20
- (2) The Area Recovery Manager must also perform or exercise any functions, duties, or powers delegated to the Area Recovery Manager by the Emergency Management Committee or conferred on Area Recovery Managers by this Act or any other enactment, and may perform any function conferred on the Area Recovery Manager by delegation under this Act. 25
- (3) An Area Recovery Manager or a Local Recovery Manager may require any person to give that Recovery Manager information in accordance with **section 16**, as if a reference in that section to the Director were a reference to that Recovery Manager. 30
- (4) An Area Recovery Manager or a Local Recovery Manager may authorise any suitably qualified and experienced person to perform or exercise any functions, duties, or powers of that Area Recovery Manager or Local Recovery Manager, except the power to authorise another person to perform or exercise those functions, duties, and powers. 35
- (5) An Area Recovery Manager or a Local Recovery Manager who authorises a person under **subsection (4)** to perform or exercise a function, duty, or power remains responsible and accountable under this Act for the performance or exercise of the function, duty, or power. 40

- (6) No Area Recovery Manager, Local Recovery Manager, or person authorised under **subsection (5)** may exercise any power conferred on Area Recovery Managers by this Act during any national transition period in any manner contrary to any priorities for the use of resources and services that have been determined by the Director or National Recovery Manager. 5
- Compare: 2002 No 33 ss 30A, 94I

Subpart 3—Roles and responsibilities: other parties

General duties of public service agencies and others

48 Public service agencies to prepare plans to continue functioning during and after emergency 10

Every public service agency must—

- (a) ensure that it is able to function to the fullest possible extent, even though this may be at a reduced level, during and after an emergency:
- (b) make available to the Director in writing, on request, its plan for functioning during and after an emergency. 15

Compare: 2002 No 33 s 58

49 Public service agencies and others to undertake emergency management functions

- (1) This section applies to any person who is required by this Act or regulations, or any emergency management plan, to undertake emergency management or to perform any functions or duties, including— 20

- (a) public service agencies:
- (b) Emergency Management Committees:
- (c) local authorities:
- (d) emergency services: 25
- (e) critical infrastructure entities.

- (2) A person to whom this section applies must take all necessary steps to undertake emergency management or to perform their functions or duties as required.

Compare: 2002 No 33 s 59 30

Critical infrastructure entities

50 Recognition of critical infrastructure entities and critical infrastructure sectors

The Minister may, by notice in the *Gazette*, recognise—

- (a) an entity that provides or is related to critical infrastructure as a critical infrastructure entity: 35

- (b) a sector or group of entities that provides or is related to critical infrastructure as a critical infrastructure sector.

Compare: 2002 No 33 s 61

- 51 Requirements for recognition of critical infrastructure entities and critical infrastructure sectors** 5
- (1) Before giving notice under **section 50**, the Minister must—
- (a) consult the Director:
- (b) be satisfied that the criteria in **subsection (2)** are met after having regard to 1 or more factors set out in **subsection (3)**.
- (2) The criteria are that— 10
- (a) the entity’s or sector’s assets, systems, networks, and services are essential for the effective functioning of the economy, public safety and security, or the provision of basic public services or other critical infrastructure; and
- (b) any loss or immobilisation of, or damage or disruption to, the entity or sector is likely to severely prejudice— 15
- (i) the provision of basic public services; or
- (ii) public safety and security; or
- (iii) the maintenance of law and order; or
- (iv) national security; or 20
- (v) the functioning and stability of New Zealand.
- (3) The factors are as follows:
- (a) the economic, public, social, and strategic significance of the relevant critical infrastructure and the entity or sector:
- (b) the degree to which New Zealand’s ability to function, the provision of basic public services, and the maintenance of law and order are likely to be affected by any loss or immobilisation of, or damage or disruption to, the entity or sector: 25
- (c) the degree to which the environment, public safety and security, public health, or other critical infrastructure is likely to be affected by any loss or immobilisation of, or damage or disruption to, the entity or sector: 30
- (d) the likely potential for and degree of any negative effect of recognising a particular entity or sector:
- (e) whether recognising a particular entity or sector would meet the requirements of an obligation under international law: 35
- (f) a factor identified by the Minister in accordance with **subsection (4)**.

- (4) After consulting the Director, the Minister may, by notice in the *Gazette*, identify additional factors that the Minister must give weight to under **subsection (3)**.

52 Minister may remove recognition of critical infrastructure entity

The Minister may, by notice in the *Gazette*, remove recognition of a critical infrastructure entity or critical infrastructure sector if, after consultation with the Director, the Minister considers that the entity or sector no longer meets the criteria in **section 51(2)**. 5

53 Minister may exempt critical infrastructure entity

The Minister may, by notice in the *Gazette*, on any condition that the Minister thinks fit, exempt a critical infrastructure entity, or all or part of a critical infrastructure sector, in whole or in part from the provisions of this Act relating to critical infrastructure entities if the Minister is satisfied that the application of the provisions is not appropriate in the case of that entity or all or that part of that sector. 10
15

Compare: 2002 No 33 s 62

54 Duties of critical infrastructure entities

- (1) A critical infrastructure entity must, in respect of its critical infrastructure,—
- (a) ensure that it is able to function to the fullest possible extent, even though this may be at a reduced level, during and after an emergency: 20
 - (b) develop a plan for functioning during and after an emergency:
 - (c) develop, or contribute to the development of, plans relating to responding to and recovering from emergencies that are specific to the sector in which the entity operates:
 - (d) review and update the plans described in **paragraphs (b) and (c)** every 3 years: 25
 - (e) make available to the Director in writing, on request, the plans described in **paragraphs (b) and (c)**:
 - (f) participate in the development of the national disaster resilience strategy and emergency management plans: 30
 - (g) provide, free of charge, any technical advice to the Director or any Emergency Management Committee that may be reasonably required by the Director or that Committee:
 - (h) ensure, so far as possible, that any information that is disclosed to the entity is used by the entity, or disclosed to another person, only for the purposes of this Act. 35
- (2) Further obligations relating to the fulfilment of duties under **subsection (1)** are set out in **clauses 12 and 13 of Schedule 2**.

Compare: 2002 No 33 s 60

- 55 Information-sharing obligations of critical infrastructure entities**
- (1) A critical infrastructure entity must proactively share information with the specified bodies to which the information is relevant for the purposes of planning and monitoring in relation to emergencies, including sharing information before, during, and after an emergency. 5
- (2) A critical infrastructure entity must, if requested in writing to do so, provide information for the purpose of planning for emergencies to the Director, a relevant chief executive, or a representative of an Emergency Management Committee.
- (3) In this section, **specified bodies**, in relation to a particular critical infrastructure entity, means the responsible department, 1 or more responsible public service agencies relevant to the entity, and relevant Emergency Management Committees. 10
- 56 Disclosure by critical infrastructure entities of information relevant to buildings affected by emergency** 15
- (1) A person who receives information under **section 54 or 55** may use or disclose that information only for the purposes of this Act.
- (2) Despite **subsection (1)**, the person may disclose to a responsible person information that—
- (a) is relevant to the exercise of powers under subpart 6B of Part 2 of the Building Act 2004 in an area for which a state of emergency has been declared or a notice of a transition period has been given; and 20
- (b) is to be used in connection with the exercise of those powers in that area.
- (3) In this section, **responsible person** has the same meaning as in section 133BB(1) of the Building Act 2004. 25
- Compare: 2002 No 33 s 83
- 57 Obligation to establish, review, and publish planning emergency levels of service**
- (1) A critical infrastructure entity must establish and maintain planning emergency levels of service in respect of its critical infrastructure. 30
- (2) The entity must review its planning emergency levels of service—
- (a) at least once every 5 years; and
- (b) at an earlier time if the Director requests a review.
- (3) The entity must publish its planning emergency levels of service on an Internet site maintained by or on behalf of the entity. 35
- 58 Obligation to report annually to Director and relevant regulatory departments or agencies**
- A critical infrastructure entity must—

- (a) report annually to the Director and 1 or more responsible public service agencies relevant to the entity regarding the entity's compliance with its obligations under this Act; and
- (b) if requested to do so by the Director or a relevant chief executive, provide relevant information to the Director or that chief executive to support the consideration of the entity's compliance. 5

Duties of emergency services

59 Duties of emergency services

Emergency services must—

- (a) participate in the development of the national disaster resilience strategy and emergency management plans: 10
- (b) provide an active member for each of the Emergency Management Coordinating Executives, if required by **section 33**.

Compare: 2002 No 33 s 63

Subpart 4—Emergency management planning 15

National disaster resilience strategy

60 National disaster resilience strategy

- (1) The Minister must, on behalf of the Crown, establish and maintain a current national disaster resilience strategy.
- (2) The strategy may include statements of— 20
 - (a) the Crown's goals in relation to emergency management in New Zealand:
 - (b) the objectives to be pursued to achieve those goals:
 - (c) the measurable targets to be met to achieve those objectives.
- (3) A national disaster resilience strategy is secondary legislation (*see* Part 3 of the Legislation Act 2019 for publication requirements). 25

Compare: 2002 No 33 s 31

61 Review of national disaster resilience strategy

- (1) The Minister must commence a review of a national disaster resilience strategy within 10 years of that strategy taking effect. 30
- (2) Following a review, the Minister may—
 - (a) amend or replace the strategy by following the procedure set out in **section 62**; or
 - (b) decide not to change the strategy.

Compare: 2002 No 33 s 36

35

- 62 Procedure for amending or replacing national disaster resilience strategy**
- (1) This section applies before the Minister amends or replaces a national disaster resilience strategy.
- (2) The Minister must—
- (a) publicly notify the proposed replacement strategy or the proposed amendments to the strategy by—
- (i) publishing a notice in the *Gazette*; and
- (ii) giving any other notification that the Minister considers appropriate, having regard to the persons likely to have an interest in the proposal; and
- (b) give interested persons a reasonable time, which must be specified in the notice published under **paragraph (a)**, to make submissions on the proposal; and
- (c) consult any persons that the Minister in each case considers appropriate.
- (3) The Minister may sign the finalised new or revised national disaster resilience strategy and, as soon as possible after signing the strategy, must present a copy of the strategy to the House of Representatives.
- Compare: 2002 No 33 ss 32, 36
- 63 Currency of national disaster resilience strategy**
- The national disaster resilience strategy—
- (a) takes effect 28 days after the date of its publication under the Legislation Act 2019, or on any later date specified in the strategy; and
- (b) subject to **section 61**, remains operative for the period specified in the strategy, but if the strategy is not replaced before the close of that period it continues in force until replaced.
- Compare: 2002 No 33 s 34
- 64 Presentation of national disaster resilience strategy to House of Representatives**
- (1) The national disaster resilience strategy takes effect under **section 63** unless, within 15 sitting days after it is presented, the House of Representatives resolves not to approve the strategy.
- (2) If the House of Representatives resolves not to approve a strategy, the Minister must, within 30 working days of that resolution,—
- (a) complete a new or revised strategy under **section 62**; and
- (b) present the new or revised strategy to the House of Representatives under **section 62**.
- (3) The new or revised strategy takes effect in accordance with **subsection (1)**.
- Compare: 2002 No 33 s 35

*Emergency management plans: matters relevant to development***65 Matters relevant to development of emergency management plans**

- (1) All persons performing functions in relation to the development of emergency management plans under this Act must have regard to—
- (a) the responsibility of people and communities to provide for their own well-being and the well-being of future generations: 5
 - (b) the benefits to be derived for people and communities from the management of hazards and risks:
 - (c) New Zealand’s international obligations.
- (2) Some matters of detail relating to the emergency management plans are set out in **clauses 14 to 16 of Schedule 2.** 10

Compare: 2002 No 33 s 38

*National emergency management plan***66 National emergency management plan**

- (1) The Director must prepare and the Minister must approve a current national emergency management plan. 15
- (2) The purpose of the plan is to state the guiding principles and roles and responsibilities for emergency management across the stages of reduction, readiness, response, and recovery at the national level so that Emergency Management Committees and relevant organisations are able to— 20
- (a) understand the hazards and risks to be managed at the national level; and
 - (b) work to reduce the impact of those hazards and reduce those risks; and
 - (c) build resilience in respect of those hazards and risks; and
 - (d) build capability and capacity to provide co-ordinated, integrated, and effective responses to, and recovery from, emergencies. 25
- (3) The plan must be consistent with the national disaster resilience strategy in force when the plan takes effect.

Compare: 2002 No 33 ss 39(1), 42

67 Content of national emergency management plan

- (1) The national emergency management plan must state and provide for— 30
- (a) the hazards and risks to be managed at the national level:
 - (b) the emergency management necessary at the national level to manage the hazards and risks stated under **paragraph (a):**
 - (c) the objectives of the plan and the relationship of each objective to the national disaster resilience strategy: 35

- (d) the co-ordination of emergency management during a state of national emergency or a national transition period:
 - (e) the role of Māori in emergency management:
 - (f) the period for which the plan remains in force.
- (2) The national emergency management plan may also address other matters relating to emergency management at a national level as the Minister directs, including— 5
- (a) prescribing—
 - (i) default activities and arrangements relating to collaboration of the agencies to which the Act applies: 10
 - (ii) the outcomes sought for equity in emergency management and the roles and responsibilities of national agencies in achieving those outcomes:
 - (iii) the process for co-development of national-level planning arrangements with Māori: 15
 - (iv) principles for guiding the appointment of Māori members on Emergency Management Committees and Emergency Management Co-ordinating Executives:
 - (v) the intended national-level outcomes for the provision of early warnings and advisories to individuals and communities at risk from hazards: 20
 - (vi) details relating to the operation of the permanent legislative authority:
 - (b) authorising a person to exercise the power in **section 103**. 25
Compare: 2002 No 33 s 39(2), (3)

68 Review of national emergency management plan

- (1) The Minister may at any time review a national emergency management plan.
 - (2) If a plan has been operative for 5 years or more and it is more than 5 years since the plan has been reviewed, the Minister must review the plan.
 - (3) Following a review, the Minister may decide to— 30
 - (a) amend the plan; or
 - (b) replace the plan; or
 - (c) leave the plan unchanged.
- Compare: 2002 No 33 s 46

69 Preparation of new or revised national emergency management plan 35

- (1) Before the Minister approves a new or revised national emergency management plan, the Director must—

- (a) develop a proposed new or revised plan; and
 - (b) consult persons and agencies who would have roles and responsibilities under the new or revised plan; and
 - (c) submit the proposed new or revised plan to the Minister for approval.
- (2) The Minister must, after consulting relevant Ministers about the proposed new or revised plan,— 5
- (a) approve the proposed new or revised plan; or
 - (b) refer it back to the Director for reconsideration, together with the Minister's reasons for referring it back.
- (3) The Director, on receiving a referral under **subsection (2)(b)**, must reconsider the draft plan and, as soon as is reasonably practicable, submit a revised draft plan to the Minister for approval under **subsection (1)**. 10
- (4) The final version of the plan must, as soon as practicable after it is made,—
- (a) be presented to the House of Representatives; and
 - (b) be made publicly available. 15

Compare: 2002 No 33 s 41

70 Publication of national emergency management plan

As soon as practicable after the Minister approves a new or revised national emergency management plan, the final version of the plan must be—

- (a) notified in the *Gazette*; and 20
- (b) published on an Internet site maintained by or on behalf of the Director.

71 Currency of national emergency management plan

A national emergency management plan—

- (a) takes effect on the date specified in the plan; and
- (b) remains operative for the period specified in the plan, but if the plan is not replaced before the close of that period it continues in force until replaced. 25

Compare: 2002 No 33 s 45

Emergency management committee plans

- #### **72 Emergency management committee plans** 30
- (1) Every Emergency Management Committee must prepare and approve a current emergency management committee plan.
- (2) Each Committee must publish its plan on an Internet site maintained by or on behalf of the Committee.
- (3) An emergency management committee plan must not be inconsistent with the national disaster resilience strategy in force when the plan is approved. 35

- (4) An emergency management committee plan must take account of the guidelines, codes, or technical standards issued by the Director under this Act.

Compare: 2002 No 33 ss 48, 53

73 Content of emergency management committee plan

- (1) An emergency management committee plan must state and provide for— 5
- (a) the local authorities that have united to establish the Emergency Management Committee:
 - (b) the hazards and risks to be managed by the Committee:
 - (c) the emergency management necessary to manage those hazards and risks: 10
 - (d) the strategic planning for recovery from those hazards and risks:
 - (e) the objectives of the plan and the relationship of each objective to the national disaster resilience strategy:
 - (f) the area of the Committee:
 - (g) the apportionment between local authorities of liability for the provision of financial and other resources for the activities of the Committee, and the basis for that apportionment: 15
 - (h) the arrangements for declaring a state of emergency:
 - (i) the arrangements for giving notice of a local transition period:
 - (j) the arrangements for co-operation and co-ordination with other Emergency Management Committees: 20
 - (k) the arrangements for co-ordination with iwi and Māori during all the stages of emergency management, including reduction, readiness, response, and recovery:
 - (l) the period for which the plan remains in force. 25
- (2) The emergency management committee plan may authorise a person to exercise the power in **section 103**.

Compare: 2002 No 33 s 49(2), (4)

74 Director's guidelines for emergency management committee plans

The Director must issue and maintain current guidelines in relation to the matters described in **section 73**. 30

Compare: 2002 No 33 ss 49(3), 50

75 Review of emergency management committee plans

- (1) An Emergency Management Committee may at any time review its emergency management committee plan. 35
- (2) If a plan has been operative for 5 years or more and it is more than 5 years since the plan was reviewed, the Committee must review the plan.

- (3) Following a review, the Committee may decide to—
- (a) amend the plan; or
 - (b) replace the plan; or
 - (c) leave the plan unchanged.
- Compare: 2002 No 33 s 56 5
- 76 Procedure for making proposed new or revised emergency management committee plan**
- (1) Before approving a proposed new or revised emergency management committee plan, an Emergency Management Committee must—
- (a) engage in the development of the new or revised plan with— 10
 - (i) representatives of communities that are likely to be disproportionately impacted by emergency events in the Committee’s area; and
 - (ii) representatives of iwi and Māori within the Committee’s area; and
 - (b) give notice of the proposal to make a new plan or to revise a plan to— 15
 - (i) the public; and
 - (ii) representatives of iwi and Māori within the Committee’s area; and
 - (iii) any other specific person or group that the Committee considers appropriate; and
 - (c) specify in every notice given under **paragraph (b)** a period within which persons interested in the proposal may make submissions on the proposal to— 20
 - (i) the Committee; or
 - (ii) a subgroup of the Committee; and
 - (d) ensure that any person who makes written submissions on the proposal within the period specified in the notice given under **paragraph (b)** is given a reasonable opportunity to be heard by the body to which the submissions are made; and 25
 - (e) make all written submissions on the proposal available to the public unless there is some good reason in law why it should not do so; and
 - (f) have regard to any comments on a proposal made by iwi and Māori within the Committee’s area. 30
- (2) The period specified under **subsection (1)(c)**—
- (a) must not be less than 1 month; and
 - (b) unless the Committee otherwise directs, must not be more than 3 months. 35
- (3) The Committee must—

- (a) send a copy of the proposed new or revised plan to the Minister for the Minister's comments and allow the Minister 20 working days to comment; and
- (b) have regard to any comments made by the Minister.
- (4) The Committee may only approve a proposed new or revised plan at a meeting of the Committee. 5
- Compare: 2002 No 33 ss 49(1)–(2), 52

77 **Currency of emergency management committee plan**

An emergency management committee plan—

- (a) takes effect on the date of the final decision taken at the meeting referred to in **section 76(4)**; and 10
- (b) remains operative for the period specified in the plan, but if the plan is not replaced before the close of that period it continues in force until replaced.

Compare: 2002 No 33 s 55

15

Part 3

Emergency designations and powers

Subpart 1—General and interpretative provisions

78 **Outline of Part**

- (1) This Part, which concerns the emergency designations and what powers may be exercised during them, is divided into 5 subparts. 20
- (2) **Subpart 1** sets out general and interpretive provisions for the Part.
- (3) **Subpart 2** outlines how the emergency designations (states of emergency and transition periods) are established, continued, and terminated, and what procedural requirements there are in relation to these. **Schedule 3** contains matters of procedural detail relating to **subpart 2**. 25
- (4) **Subpart 3** contains provisions that set out which of the emergency powers apply during the different emergency designations. The subpart also sets out the emergency powers that various persons have during an emergency designation. Each section details a particular power, setting out when the power can be exercised, who may exercise the power, what the power is, and any conditions on the exercise of the power. 30
- (5) **Subpart 4** contains provisions related to the exercise of those powers, including reporting obligations and obtaining information by a search warrant.

79 **Definitions for Part 3**

35

In this Part, unless the context otherwise requires,—

- authorised person** means a person authorised to declare a state of local emergency or give notice of a local transition period—
- (a) under **section 40**, in respect of an area, a region, or 2 or more districts within that area, or 2 or more wards within that area if those wards are from more than 1 district; or 5
 - (b) under **section 41**, in respect of a district or 1 or more wards within that district
- relevant location** means, in relation to an authorised person, the area, districts, or wards in which the person is authorised to declare a state of local emergency or give notice of a local transition period. 10
- 80 Procedural provisions in Schedule 3**
- Schedule 3** provides for procedural matters and matters of detail relating to declarations of states of emergency and notices of transition periods.
- Subpart 2—States of emergency and transition periods
- Declaration of state of national emergency* 15
- 81 Minister may declare state of national emergency**
- (1) The Minister may declare that a state of national emergency exists over the whole of New Zealand or any areas or districts if it appears to the Minister that—
 - (a) an emergency has occurred or may occur; and 20
 - (b) the emergency is, or is likely to be, of such extent, magnitude, or severity that the emergency management necessary or desirable in respect of it is, or is likely to be, beyond the resources of the Emergency Management Committees whose areas may be affected by the emergency. 25
 - (2) The Minister must inform the House of Representatives as soon as practicable if the Minister has declared or extended a state of national emergency.
Compare: 2002 No 33 s 66(1)–(2)
- 82 When Parliament must be made to meet for state of national emergency**
- If Parliament dissolved, expired, or prorogued* 30
- (1) **Subsection (2)** applies if—
 - (a) the Minister makes a declaration of a state of national emergency; and
 - (b) Parliament—
 - (i) has been dissolved or has expired and no Proclamation has been made summoning Parliament to meet on a day not later than 7 35
days after the date on which the declaration is made; or

- (ii) has been prorogued until a date more than 7 days after the date on which the declaration is made or the date on which Parliament is next to meet has not been determined.
- (2) If this subsection applies,—
- (a) a Proclamation must be made appointing a day for Parliament to meet that is—
- (i) not later than 7 days after the date of the making of the declaration of a state of national emergency; or
- (ii) if the Minister makes a declaration after the date on which Parliament has been dissolved or has expired and before the latest day appointed under the Electoral Act 1993 for the return of the writ for the election of members of Parliament, not later than 7 days after the latest day appointed for the return of the writ; and
- (b) Parliament must meet and sit on the day appointed.
- If House of Representatives adjourned*
- (3) **Subsection (4)** applies if—
- (a) the Minister makes a declaration of a state of national emergency; and
- (b) the House of Representatives is adjourned until a date more than 7 days after the date on which the declaration is made.
- (4) If this subsection applies,—
- (a) the Speaker of the House of Representatives must, as soon as practicable, by notice in the *Gazette*, appoint a day and time for the House of Representatives to meet, which must be not later than 7 days after the declaration is made; and
- (b) the House of Representatives must meet and sit at the time and on the day specified in the notice.

Compare: 2002 No 33 s 67

Declaration of state of local emergency

83 Declaration of state of local emergency

Declaration by authorised person

- (1) If at any time it appears to an authorised person that an emergency has occurred or may occur in a relevant location, the person may declare that a state of local emergency exists in that location.
- (2) Before making a declaration under **subsection (1)**,—
- (a) an authorised person who is authorised under **section 40** to declare a state of local emergency must, if practicable and if the situation is not urgent, seek and consider advice regarding whether to make the declaration from—

- (i) the mayor of any district that is or may be affected by the emergency; and
 - (ii) the Area Controller for the relevant area:
- (b) an authorised person who is authorised under **section 41** to declare a state of local emergency must, if practicable, seek and consider advice regarding whether to make the declaration from the Area Controller for the relevant area. 5

Declaration by Minister

- (3) If at any time it appears to the Minister that an emergency has occurred or may occur in the area of any Emergency Management Committee and a state of local emergency has not been declared under **subsection (1)**, the Minister may declare a state of local emergency for that area or for a district within that area. 10

Declaration for another location for purposes of support

- (4) After a state of emergency has been declared for a location (the **first location**), a further state of local emergency may be declared for another area, district, or ward that is not affected by an emergency if, in the opinion of any authorised person who is authorised to declare a state of local emergency in respect of that location, the resources of that other area, district, or ward are needed to assist the first location. 15
20

Compare: 2002 No 33 s 68

General provisions applying to states of emergency

84 Commencement and duration of state of emergency

- (1) A state of emergency comes into force at the time and on the date that the declaration of the state of emergency is made. 25
- (2) The form and publication requirements for declarations are set out in **clause 2 of Schedule 3**.
- (3) A state of emergency expires 7 days after the time and date on which the state of emergency comes into force (that is, it expires immediately after the time and date that is at the same time of day and 7 days after the day on which it came into force). 30
- (4) Nothing in this section prevents—
- (a) the extension of the duration of a state of emergency under **section 85**;
or
 - (b) the termination of a state of emergency under **section 86**. 35

Compare: 2002 No 33 s 70

- 85 Extension of duration of state of emergency**
- Extension of state of national emergency*
- (1) Before a state of national emergency expires, the Minister may, by declaration, extend the duration of the state of national emergency.
- Extension of state of local emergency* 5
- (2) Before a state of local emergency expires, the person who declared the state of emergency (or another person, including the Minister, authorised to make that declaration) may, by declaration, extend the duration of the state of local emergency in that area.
- Extension may apply to smaller location* 10
- (3) When making a declaration extending a state of emergency, the person who declared the state of emergency (or another person, including the Minister, authorised to make that declaration) may apply the state of emergency to a smaller location than the location to which it previously applied (for example, a state of emergency that originally applied to an area may, once extended, be applied to 1 district). 15
- Commencement and duration of extension*
- (4) An extension of the duration of a state of emergency comes into force—
- (a) immediately before the state of emergency would expire under **section 84(3)**; or 20
- (b) if the duration of the state of emergency was previously extended under this section, immediately before that extension would expire under **subsection (5)**.
- (5) An extension of the duration of a state of emergency expires at the end of the period that is 7 days after the time and date on which the extension of the state of emergency comes into force (that is, it expires immediately after the time and date that is at the same time of day and 7 days after the day on which it came into force). 25
- Further extension and termination not affected*
- (6) Nothing in this section prevents— 30
- (a) the further extension of the duration of a state of emergency that has been extended under this section; or
- (b) the termination of a state of emergency under **section 86**.
- Compare: 2002 No 33 s 71
- 86 Termination of state of emergency** 35
- (1) A person who is authorised to declare a state of emergency may, by declaration, terminate that state of emergency, whether or not the declaration of the state of emergency or any extension of it was made by that person.

- (2) A declaration made under **subsection (1)** terminates the state of emergency when made.
- (3) In addition, a state of local emergency is terminated when a notice of a local transition period given by the Minister under **section 88(4)** comes into force.
Compare: 2002 No 33 s 72

5

Notice of national transition period

87 Minister may give notice of national transition period

- (1) The Minister may give notice of a national transition period over the whole of New Zealand or any areas or districts at the following times if it appears to the Minister that a national transition period is required:
- (a) after a state of emergency has been declared for any area:
- (b) after an emergency arises for which a state of emergency has not been declared.
- (2) If the Minister gives notice of a national transition period, the Minister must inform the House of Representatives as soon as practicable.
Compare: 2002 No 33 ss 94A(1), (4)(a)

10

15

Notice of local transition period

88 Notice of local transition period

Notice by authorised person following state of emergency

- (1) After a state of emergency has been declared for an area of an Emergency Management Committee, an authorised person may give notice of a local transition period for a relevant location if it appears to the authorised person that the local transition period is required.
- (2) Before giving notice, an authorised person must, if practicable and if the situation is not urgent, seek and consider advice regarding whether to give the notice from the Area Recovery Manager for the relevant area.

20

25

Notice by authorised person if state of emergency not in force

- (3) After an emergency arises for which a state of emergency has not been declared, an authorised person may give notice of a local transition period in accordance with **subsection (1)** with the approval of the Minister.

30

Notice by Minister

- (4) After a state of emergency has been declared for the area of an Emergency Management Committee, or after an emergency arises for which a state of emergency has not been declared, the Minister may give notice of a local transition period for the area or for 1 or more districts or wards within the area if—
- (a) it appears to the Minister that a local transition period is required for the whole or any part of the area; and

35

- (b) notice of a local transition period has not been given under **subsection (1)**.

Notice for another location for purposes of support

- (5) After notice of a local transition period has been given for an area (the **first area**), a further notice of a local transition period may be given for another district or ward in the area of the relevant Emergency Management Committee that is not affected by an emergency if it appears to the person giving notice that the resources of that other district or ward are needed to assist the first area. 5

Compare: 2002 No 33 ss 94B(1)–(4), (9) 10

General provisions applying to transition periods

89 Commencement and duration of transition periods

- (1) A transition period for which a state of emergency has been declared comes into force—
- (a) on the termination of the state of emergency under **section 86(1)**; or 15
- (b) on the expiry of the state of emergency under **section 84(3) or 85(5)**, if the transition notice states that the transition period comes into force on the expiry of the state of emergency.
- (2) In any other case, a transition period comes into force at the time and on the date the notice of transition is given. 20
- (3) A national transition period ends 90 days after the time and date on which the period comes into force, unless extended or terminated earlier.
- (4) A local transition period ends 28 days after the time and date on which the period comes into force, unless extended or terminated earlier.

Compare: 2002 No 33 s 94C 25

90 Extension of duration of transition period

Extension of national transition period

- (1) Before a national transition period ends, the Minister may by notice extend the national transition period if it appears to the Minister that the extension is required. 30

Extension of local transition period

- (2) Before a local transition period ends, the person who gave notice of that local transition period (or another person, including the Minister, authorised to give that notice) may by notice extend the local transition period if it appears to the person that the extension is required. 35

Extension may apply to smaller location

- (3) When extending a transition period, the person who gave notice of the transition period (or another person, including the Minister, authorised to give that

notice) may apply the transition period to a smaller location than it previously applied to (for example, a local transition period that originally applied to an area may, once extended, be applied to a district).

Commencement and duration of extension

- (4) An extension of a transition period comes into force immediately before the end of the transition period that is extended and ends,— 5
- (a) in the case of a national transition period, 90 days after the time and date on which the extension comes into force, unless terminated earlier; or
- (b) in the case of a local transition period, 28 days after the time and date on which the extension comes into force, unless terminated earlier. 10

Multiple extensions allowed

- (5) A transition period may be extended more than once.

When notification must be given to House of Representatives or public

- (6) If the Minister extends a national transition period, the Minister must inform the House of Representatives as soon as practicable. 15
- (7) If a local transition period is extended a third or further time,—
- (a) the person (other than the Minister) who extends the period must give the Minister a copy of the notice at the same time as notifying the public of that extension under **clause 3(3) of Schedule 3**; and
- (b) the Minister must inform the House of Representatives as soon as practicable. 20

Compare: 2002 No 33 s 94D

91 Considerations when giving notice of, or giving notice extending, transition period

- (1) This section applies when— 25
- (a) the Minister is deciding whether to give notice of a national transition period under **section 87**;
- (b) an authorised person or the Minister is deciding whether to give notice of a local transition period under **section 88**;
- (c) the Minister or an authorised person is deciding whether to give notice extending a transition period under **section 90**. 30
- (2) Without limiting the section under which notice is given, the person must not give notice of the transition period, or extending the transition period, unless satisfied that invoking the powers to manage, co-ordinate, or direct recovery activities is— 35
- (a) in the public interest; and
- (b) necessary or desirable to ensure a timely and effective recovery.

- (3) A person making a decision to which this section applies must have regard to the areas or districts, or, in the case of a local transition period, wards, affected by the emergency.
- (4) A person making a decision referred to in **subsection (1)(a) or (b)** must have regard to whether the focus of activities in any area or district, or, in the case of a local transition period, ward, is moving from response to recovery, including whether a state of emergency is about to expire or be terminated. 5
- (5) If the Minister is the person deciding whether to give notice of a local transition period or extending a local transition period, the Minister must, before giving notice,— 10
- (a) have regard to the capacity of any Emergency Management Committee and any local authority in any area or district, or, in the case of a local transition period, ward, affected by the emergency to carry out recovery activities; and
- (b) in a manner the Minister considers appropriate, seek and consider comment from any affected Emergency Management Committee and the mayor of any affected local authority, unless— 15
- (i) it is impracticable in the circumstances; or
- (ii) in the opinion of the Minister, the urgency of the situation requires the notice to be given immediately. 20

Compare: 2002 No 33 ss 94A(2), (3), 94B(4)–(7), 94D(3)–(5)

92 Termination of transition periods

- (1) The Minister may by notice terminate a national transition period.
- (2) The person who gave notice of a local transition period (or the Minister or another person appointed or otherwise authorised to give that notice) may by notice terminate the local transition period. 25
- (3) A notice terminating a transition period terminates the relevant transition period when given.
- (4) Before giving notice under **subsection (2)**, the Minister must, in a manner the Minister considers appropriate, seek and consider comment from any affected Emergency Management Committee and the mayor of any affected local authority, unless— 30
- (a) it is impracticable in the circumstances; or
- (b) in the opinion of the Minister, the urgency of the situation requires the notice of termination to be given immediately. 35
- (5) If a state of local emergency is declared over an area (or any part of an area) to which a local transition period applies, the transition period ends without a termination notice being given.

Compare: 2002 No 33 s 94E

Concurrent emergency designations

- 93 Concurrent emergency designations: states of emergency and transition periods**
- States of local emergency may be concurrent with national emergency designations* 5
- (1) A state of local emergency for an emergency—
- (a) may be declared under **section 83** even while a state of national emergency or national transition period is in force in respect of another emergency:
- (b) remains in force if a state of national emergency is declared under **section 81**, even if both emergencies affect the same location. 10
- (2) *See section 44(4)*, under which Area Controllers and Local Controllers must not exercise their powers in a manner contrary to the priorities determined by the Director or National Controller during a state of national emergency.
- Local transition periods may be concurrent with national emergency designations* 15
- (3) A notice of local transition period in respect of an emergency may be given under **section 88** even while a state of national emergency or national transition period is in force in respect of another emergency.
- (4) A local transition period for an emergency remains in force if a state of national emergency is declared under **section 81**, even if both emergencies affect the same location. 20
- (5) *See section 47(6)*, under which Area Recovery Managers and Local Recovery Managers must not exercise their powers in a manner contrary to the priorities determined by the Director or National Recovery Manager during a national transition period. 25

Subpart 3—Emergency powers

When emergency powers apply

- 94 Emergency powers: overview**
- (1) Some or all of the emergency powers set out in **sections 98 to 108** apply during each of the following circumstances: 30
- (a) when a state of emergency is in force or in relation to a state of emergency:
- (b) when a transition period is in force or in relation to a transition period:
- (c) when the Minister considers that an imminent threat of an emergency exists. 35

- (2) The following table sets out which of those powers apply in accordance with **sections 95 to 97** during a state of emergency, a transition period, and when the Minister considers there is an imminent threat of an emergency:

Emergency power provisions	State of emergency	Transition period	Imminent threat of emergency
s 98 (Minister's general power of direction)	Yes	Yes	Yes
s 99 (Minister's power of direction relating to earthquake-affected buildings)	Yes	Yes	
s 100 (emergency powers of Emergency Management Committees and Recovery Managers)	Yes	Subsection (3)(a), (e), and (h) only	
s 101 (evacuation of premises and places)	Yes	Yes	
s 102 (entry on premises)	Yes	Yes	
s 103 (closing roads and public places)	Yes	Yes	
s 104 (removal of vehicles and craft)	Yes		
s 105 (requisitioning power)	Yes		
s 106 (power to give directions)	Yes	Yes	
s 107 (power to carry out inspections, etc)	Yes		
s 108 (power to make contracts in urgent cases)	Yes		

- (3) The table is intended as a guide only.

95 Emergency powers in states of emergency: application 5

The powers set out in **sections 98 to 108** apply if a state of emergency is in force or in relation to a state of emergency.

Compare: 2002 No 33 Part 5

96 Emergency powers in transition periods: application 10

Powers applying to transition periods

- (1) The following powers apply if a transition period is in force or in relation to a transition period:

- (a) **section 98** (Minister's general power of direction):
- (b) **section 99** (Minister's power of direction relating to earthquake-affected buildings): 15
- (c) **section 100(3)(a), (e), and (h)** (emergency powers of Recovery Managers):
- (d) **section 101** (power to evacuate premises and places):
- (e) **section 102** (power to enter premises):
- (f) **section 103** (power to close roads and public places): 20
- (g) **section 106** (power to give directions).

Exercise of powers by Recovery Manager and constables

- (2) A Recovery Manager may exercise the powers conferred on Recovery Managers under the provisions set out in **subsection (1)** if the exercise of the powers—
- (a) is in respect of those areas, districts, or wards for which the Recovery Manager is responsible; and 5
 - (b) is, in the opinion of the Recovery Manager,—
 - (i) in the public interest; and
 - (ii) necessary or desirable to ensure a timely and effective recovery; and 10
 - (iii) proportionate in the circumstances.
- (3) A constable may exercise the powers conferred on constables under the provisions set out in **subsection (1)** if the exercise of the powers is, in the opinion of the constable,—
- (a) in the public interest; and 15
 - (b) necessary or desirable to ensure a timely and effective recovery; and
 - (c) proportionate in the circumstances.

Compare: 2002 No 33 ss 94G–94N

97 Emergency power if imminent threat of emergency: application

- (1) The power in **section 98** applies if the Minister considers that an imminent threat of an emergency exists. 20
- (2) *See also section 111*, under which a District Court Judge may issue a warrant for entry and search of premises when the Director, the Controller, or a person authorised by an Emergency Management Committee considers that an imminent threat of an emergency exists. 25

Compare: 2002 No 33 s 84(1)(a)

*Emergency powers***98 Minister's general power of direction***When power can be exercised*

- (1) This section applies if the Minister considers that, having regard to all of the circumstances, it is expedient to exercise the power in **subsection (2)**. 30

Power

- (2) If this section applies, the Minister may direct the Director or any Emergency Management Committee or person—
- (a) to perform or exercise any of the functions, duties, or powers conferred on the Director, Committee, or person under this Act; or 35
 - (b) to cease to perform or exercise any of those functions, duties, or powers.

Conditions on exercise of power

- (3) If the Minister directs any Emergency Management Committee or person under this section, the Minister may direct that the function, duty, or power be performed or exercised under the control and to the satisfaction of the Director.

Compare: 2002 No 33 ss 84, 94J

5

99 Minister's power of direction relating to earthquake-affected buildings*When power can be exercised*

- (1) This section applies if—
- (a) an area is subject to—
- (i) a state of emergency or transition period; and 10
- (ii) a designation under subpart 6B of Part 2 of the Building Act 2004; and
- (b) a person who may exercise powers under this Act in relation to the state of emergency or transition period is the responsible person under that subpart (the **responsible person**) (*see* section 133BK of the Building Act 2004). 15

Power

- (2) If this section applies, the Minister may direct the responsible person—
- (a) to exercise any of the powers conferred on the person under that subpart; or 20
- (b) to cease to exercise any of those powers.

Conditions on exercise of power

- (3) If the Minister directs a responsible person under this section, the Minister may direct that the powers conferred be exercised under the control and to the satisfaction of the Director. 25

Compare: 2002 No 33 ss 84(2A), (2B), 94J(2A), (2B)

100 Emergency powers of Emergency Management Committees and Recovery Managers*Who may exercise power*

- (1) If a state of emergency is in force, an Emergency Management Committee may exercise the powers set out in **subsection (3)**. 30
- (2) If a transition period is in force, a Recovery Manager may exercise the powers set out in **subsection (3)(a), (e), and (h)**.

Power

- (3) If this section applies, a specified person may— 35
- (a) carry out or require to be carried out all or any of the following:
- (i) works:

-
- (ii) clearing roads and other public places:
 - (iii) examining and marking any property, animal, or other thing:
 - (iv) removing or disposing of, or securing or otherwise making safe, dangerous structures and materials wherever they may be:
- (b) provide for the rescue of endangered persons and their removal to areas of safety: 5
 - (c) set up first aid posts, and provide for first aid to be given to casualties and for their movement to hospital, other place of treatment, or areas of safety:
 - (d) provide for the relief of distress, including emergency food, clothing, and shelter: 10
 - (e) provide for the conservation and supply of food, fuel, and other essential supplies:
 - (f) prohibit or regulate land, air, and water traffic within the area or district to the extent necessary to conduct emergency management: 15
 - (g) undertake emergency measures for the disposal of dead persons or animals if it is satisfied that the measures are urgently necessary in the interests of public health:
 - (h) disseminate information and advice to the public:
 - (i) enter into arrangements, including employment arrangements, with any person for the purpose of carrying out emergency management as may be agreed: 20
 - (j) provide equipment, accommodation, and facilities for the exercise of any of the powers conferred by this subsection.
- Condition on exercise of power* 25
- (4) In exercising a power under this section, Emergency Management Committees and Recovery Managers must not act inconsistently with any directions given by the Minister or the Director.
- Compare: 2002 No 33 ss 85, 94H
- 101 Evacuation of premises and places** 30
- When power can be exercised*
- (1) This section applies if the action authorised by this section is necessary for the preservation of human life in the opinion of,—
 - (a) if a state of emergency is in force, a Controller or a constable:
 - (b) if a transition period is in force, a Recovery Manager or a constable. 35
- Who may exercise power*
- (2) The following persons (**specified persons**) may exercise the power in **subsection (3)**:

- (a) if a state of emergency is in force,—
- (i) a Controller or a constable; or
 - (ii) a person authorised by a Controller or a constable:
- (b) if a transition period is in force, a Recovery Manager or a constable.
- Power* 5
- (3) If this section applies, a specified person may direct, within the area or district in which the emergency or transition period is in force,—
- (a) the evacuation of any premises or place, including any public place; or
 - (b) the exclusion of persons or vehicles from any premises or place, including any public place. 10
- Compare: 2002 No 33 ss 86, 94K
- 102 Entry on premises**
- Who may exercise power*
- (1) The following persons (**specified persons**) may exercise the power in **subsection (2)**: 15
- (a) if a state of emergency is in force,—
 - (i) a Controller or a constable; or
 - (ii) a person acting under the authority of a Controller or constable:
- (b) if a transition period is in force, a Recovery Manager or a constable.
- Power* 20
- (2) A specified person may enter on, and if necessary break into, any premises or place within the area or district in respect of which the state of emergency or transition period is in force if the person believes on reasonable grounds that the action is necessary for—
- (a) saving life, preventing injury, or rescuing and removing injured or endangered persons; or 25
 - (b) permitting or facilitating the carrying out of any urgent measure for the relief of suffering or distress.
- Where power may be exercised*
- (3) This power may be exercised within the area or district in respect of which the state of emergency or transition period is in force. 30
- Compare: 2002 No 33 ss 87, 94L
- 103 Closing roads and public places**
- Who may exercise power*
- (1) The following persons (**specified persons**) may exercise the power in **subsection (2)**: 35
- (a) if a state of emergency is in force,—

-
- (i) a Controller or a constable; or
- (ii) any person acting under the authority of a Controller or constable; or
- (iii) a person authorised to exercise the power in a relevant emergency management plan: 5
- (b) if a transition period is in force, a Recovery Manager or a constable.
- Power*
- (2) A specified person may, in order to prevent, limit, or reduce the extent or consequences of the emergency, totally or partially prohibit or restrict public access, with or without vehicles, to any road or public place. 10
- Where power may be exercised*
- (3) This power may be exercised within the area or district in respect of which the state of emergency or transition period is in force.
- Compare: 2002 No 33 ss 88, 94M
- 104 Removal of vehicles and craft** 15
- Who may exercise power*
- (1) A Controller or a constable, or a person acting under the authority of a Controller or constable, may exercise the power in **subsection (2)**.
- Power*
- (2) A person authorised to exercise this power may, in order to prevent or limit the extent of the emergency,— 20
- (a) remove from any place within the area or district in respect of which the state of emergency is in force any aircraft, hovercraft, ship or ferry or other vessel, train, or vehicle impeding emergency management; and
- (b) if reasonably necessary for that purpose, use force or break into the aircraft, hovercraft, ship or ferry or other vessel, train, or vehicle. 25
- Where power may be exercised*
- (3) This power may be exercised within the area or district in respect of which the state of emergency is in force. 30
- Compare: 2002 No 33 s 89
- 105 Requisitioning power**
- When power can be exercised*
- (1) This section applies if, in the opinion of a Controller or a constable, the action authorised by this section is necessary for the preservation of human life.
- Who may exercise power* 35
- (2) The following persons (**specified persons**) may exercise the power in **subsection (3)**:

- (a) a Controller or a constable; or
- (b) a person acting under the authority of a Controller or a constable.

Power

- (3) A specified person may direct the owner or person for the time being in control of any land, building, vehicle, animal, boat, apparatus, implement, earth-moving equipment, construction materials or equipment, furniture, bedding, food, medicines, medical supplies, or other equipment, materials, or supplies to immediately place that property— 5
 - (a) under that specified person’s control and direction; or
 - (b) under the control and direction of another person who is a Controller, a constable, or a person authorised by a Controller or a constable, and who requested the specified person to make the requisition. 10
 - (4) A person exercising the power conferred by this section must give to the owner or person in charge of the requisitioned property a written statement specifying the property that is requisitioned and the person under whose control the property is to be placed. 15
 - (5) If the owner or person for the time being in control of any property that may be requisitioned under this section cannot be immediately found, the authorised person may assume immediately the control and direction of the requisitioned property. 20
 - (6) If a person assumes the control and direction of requisitioned property under **subsection (5)**, that person must ensure that, as soon as is reasonably practicable in the circumstances, a written statement is given to the owner or person formerly in charge of the requisitioned property specifying the property that has been requisitioned and the person under whose control it has been placed. 25
 - (7) The owner or person in control of any property immediately before it is requisitioned under this section must give the person exercising the power any assistance that the person may reasonably require for the effective and safe use of that property. 30
- Compare: 2002 No 33 s 90 30

106 Power to give directions

Who may exercise power

- (1) The following persons (**specified persons**) may exercise the power in **subsection (2)**: 35
 - (a) if a state of emergency is in force,—
 - (i) a Controller or a constable; or
 - (ii) a person acting under the authority of a Controller or a constable:
 - (b) if a transition period is in force, a Recovery Manager or a constable.

Power relating to activity or action

- (2) A specified person may—
- (a) direct any person to stop any activity that—
 - (i) may cause or substantially contribute to an emergency (if a state of emergency is in force) or the consequences of an emergency (if a transition period is in force): 5
 - (ii) may prevent or substantially hinder recovery from an emergency (if a transition period is in force):
 - (b) request any person, either verbally or in writing, to take any action to prevent, limit, or reduce the extent or consequences of the emergency. 10

Power relating to structures

- (3) A specified person may—
- (a) direct the owner of a structure (or the owner's agent) to obtain an assessment of the effect of the emergency (and any related subsequent events) on the structure: 15
 - (b) direct the owners of structures of a particular type (or the owners' agents) to obtain assessments of the effect of the emergency (and any related subsequent events) on the structures of that type that they own.
- (4) A person must not give a direction under **subsection (3)** unless the person has had regard to whether the structure or type of structure may, in the circumstances, pose a risk of injury or a risk to the safety of life or the safety of other property. 20
- (5) A direction given under **subsection (3)** must—
- (a) state the purpose of the assessment and specify the assessment that is required; and 25
 - (b) specify a reasonable time within which the assessment must be concluded; and
 - (c) require the owner (or the owner's agent) to give a copy of the assessment to the person who gave the direction.
- (6) An owner (or owner's agent) who is given a direction under **subsection (3)** must— 30
- (a) obtain the assessment, which must be conducted in accordance with the direction and at the owner's expense; and
 - (b) give a copy of the assessment to the person who gave the direction.
- (7) *See section 142* (relating to appeals against an exercise of this power) and **clause 4 of Schedule 3** (regarding notice requirements when exercising the power under this section). 35

Compare: 2002 No 33 ss 91, 94N

107	Power to carry out inspections and other activities in relation to property and things	
	<i>Who may exercise power</i>	
(1)	A Controller or a constable, or a person acting under the authority of a Controller or constable, may exercise the power in subsection (2) .	5
	<i>Power</i>	
(2)	A person authorised to exercise this power may examine, mark, seize, sample, secure, disinfect, or destroy any property, animal, or any other thing in order to prevent or limit the extent of the emergency.	
	Compare: 2002 No 33 s 92	10
108	Power to make contracts in urgent cases	
	<i>Who may exercise power</i>	
(1)	The following persons (specified persons) may exercise the power in subsection (2) :	
(a)	the chairperson of an Emergency Management Committee:	15
(b)	the deputy chairperson of the Committee:	
(c)	any employee of the Committee who is authorised for the purpose in the Committee's emergency management plan:	
(d)	the Area Controller.	
	<i>Power</i>	20
(2)	A specified person may enter into any contract on behalf of an Emergency Management Committee for any of the purposes of this Act.	
	<i>Conditions</i>	
(3)	A person who exercises the power conferred by this section must report the full circumstances of its exercise to the Emergency Management Committee at its next ordinary meeting or, if that is not practicable, at its next succeeding ordinary meeting.	25
(4)	This section applies despite anything in the Public Bodies Contracts Act 1959.	
	Compare: 2002 No 33 s 94	
	Subpart 4—Emergency powers: related provisions	30
	<i>Reporting obligation when exercising emergency powers in transition period</i>	
109	Reporting obligation for Recovery Managers	
	<i>When obligation must be carried out</i>	
(1)	This section applies in relation to the exercise of a power conferred by subpart 3 that applies for the purposes of a transition period.	35

Obligation

- (2) If a Recovery Manager or a person acting under the authority of a Recovery Manager exercises a power under **subpart 3**,—
- (a) if the National Recovery Manager is the Director, the National Recovery Manager must give a written report to the Minister; and 5
- (b) in all other cases, the National Recovery Manager must give a written report to the Director.
- (3) If a Recovery Manager or a person acting under the authority of a Recovery Manager exercises a power under **subpart 3**, the Recovery Manager must give— 10
- (a) a written report to the Director; and
- (b) a copy of the report to the Emergency Management Committee.
- (4) A report and a copy of a report under **subsection (2) or (3)** must be given within 7 days after the date on which the relevant transition period ends.
- (5) If a power was exercised by a person other than the Recovery Manager giving the report, that Recovery Manager must consult that person in preparing the report. 15
- (6) The report must—
- (a) identify the powers exercised under **subpart 3**, the person who exercised each power, and the number of times each power was exercised; and 20
- (b) include the reasons for each exercise of each of the powers.
- (7) In this section, **Recovery Manager** means a person appointed under **section 45 or 46**, but does not include any person authorised by the Recovery Manager. 25
- Compare: 2002 No 33 s 94P(1)–(5), (10)

110 Presentation and publication of reports

- (1) On receiving a report under—
- (a) **section 109(2)(b)**, the Director must give a copy of the report to the Minister; 30
- (b) **section 109(3)(a)**, the Director may give a copy of the report to the Minister.
- (2) If the Minister receives a copy of a report under **section 109(2)(a)** or **subsection (1)**, the Minister must present it to the House of Representatives as soon as practicable. 35
- (3) If the National Recovery Manager gives a report to the Director under **section 109(2)(b)**, the National Recovery Manager must also, as soon as practicable, publish a copy of the report on an Internet site maintained by or on behalf of the National Recovery Manager.

- (4) On receiving a copy of a report under **section 109(3)(b)**, an Emergency Management Committee must, as soon as practicable, publish it on an Internet site maintained by or on behalf of the Committee.

Compare: 2002 No 33 s 94P(6)–(9)

Warrant for entry to obtain information in urgent cases during state of emergency 5

111 Warrant for entry to obtain information

- (1) This section applies if—
- (a) a state of emergency is in force; or
 - (b) the Director or a Controller, or a person authorised by an Emergency Management Committee to consider this matter, considers that an imminent threat of an emergency exists. 10
- (2) A District Court Judge may, by warrant, authorise any constable to enter and search any premises, other than a dwelling house, to obtain information in the circumstances described in **subsection (3)**. 15
- (3) The District Court Judge may issue the warrant only if satisfied by a person described in **subsection (1)(b)** on oath that—
- (a) the information is urgently required in order to prevent or limit the extent of the emergency; and
 - (b) the person in possession of the information has refused to provide the information. 20
- (4) A warrant may be issued under this section—
- (a) even if a requirement to give the information referred to in **subsection (3)** has been imposed at an earlier time under **section 16**; and
 - (b) whether or not appeal proceedings or the prosecution of an offence in respect of that requirement have been completed. 25

Compare: 2002 No 33 s 78

112 Form and content of warrant under section 111

A warrant issued under **section 111** must—

- (a) be in the prescribed form; and 30
- (b) state the period, not exceeding 10 days, for which it is valid; and
- (c) be directed to any constable by name, or to any class of constables stated in the warrant, or generally to every constable; and
- (d) be subject to any special conditions that the District Court Judge may state in the warrant. 35

Compare: 2002 No 33 s 79

113 Powers conferred by warrant

- (1) Subject to any special conditions stated in the warrant under **section 112**, every warrant issued under **section 111** authorises the constable executing the warrant—
- (a) to enter and search the premises stated in the warrant at any time by day or night during the currency of the warrant; and 5
 - (b) to use any assistants that may be reasonable in the circumstances for the purpose of the entry and search; and
 - (c) to use any force that is reasonable in the circumstances for the purposes of effecting entry, and for breaking open anything in or on the place searched; and 10
 - (d) to search for and seize the information referred to in **section 111** and, for that purpose,—
 - (i) to take copies of any document, or extracts from any document; and 15
 - (ii) to require any person who has a document in their possession or under their control to reproduce, or to assist the person executing the warrant to reproduce, in usable form, any information recorded or stored in the document.
- (2) Every person called on to assist any constable executing a warrant issued under **section 111** has the powers described in **subsection (1)(c) and (d)**. 20
- (3) Nothing in this section authorises the seizure of information that—
- (a) concerns the medical condition or history of any person; or
 - (b) is protected by legal professional privilege. 25
- Compare: 2002 No 33 ss 80, 82(2)

114 Disposal of information

- (1) If a constable seizes any information or document under **section 113**, the constable must—
- (a) give it to the Director, a Controller, or a person authorised by an Emergency Management Committee; or 30
 - (b) if it is no longer required for the purpose for which it was seized, return it to the person from whom it was seized.
- (2) Any person to whom a constable gives any information or document under **subsection (1)(a)** must return it to the person from whom it was seized when the information is no longer required for the purpose for which it was seized. 35
- Compare: 2002 No 33 s 81

Restriction on disclosure of information obtained under powers

- 115 Disclosure of information relevant to buildings affected by emergency obtained under powers**
- (1) A person who receives information following a requirement imposed under **section 106** to provide a copy of an assessment or in the execution of a warrant issued under **section 111** may use or disclose that information only for the purposes of this Act. 5
- (2) Despite **subsection (1)**, the person may disclose to a responsible person information that—
- (a) is relevant to the exercise of powers under subpart 6B of Part 2 of the Building Act 2004 in an area for which a state of emergency has been declared or a notice of transition period has been given; and 10
- (b) is to be used in connection with the exercise of those powers in that area.
- (3) In this section, **responsible person** has the same meaning as in section 133BB(1) of the Building Act 2004. 15
- Compare: 2002 No 33 s 83

Part 4**Rights, liabilities, and administrative matters**

Subpart 1—Rights and liabilities

Compensation and liabilities 20

- 116 Compensation if property requisitioned during state of emergency**
- (1) This section applies if, as a result of an exercise of the power in **section 105**, requisitioned property has come under the control and direction of—
- (a) the National Controller, a constable, or a person authorised by the National Controller or a constable; or 25
- (b) an Emergency Management Committee, an Area Controller, or a person authorised by a Committee or an Area Controller.
- (2) On the application of a person with an interest in the requisitioned property, reasonable compensation is payable to that person for—
- (a) the use of that requisitioned property while under that control and direction; and 30
- (b) any loss of or damage or injury to that requisitioned property while under that control and direction.
- (3) The compensation is payable,—

- (a) if the requisitioned property has come under the control and direction of a person described in **subsection (1)(a)**, by the Crown out of money appropriated by Parliament for the purpose:
- (b) if the requisitioned property has come under the control and direction of a person described in **subsection (1)(b)**, by the relevant Emergency Management Committee. 5
- (4) The amount of compensation payable under this section must take into account any amount that the person having an interest in the property has recovered or is likely to recover under a contract of insurance or another means. 10
- Compare: 2002 No 33 s 107
- 117 Compensation for loss or damage to personal property**
- (1) This section applies if one of the following persons suffers loss of or damage to personal property as a result of the person performing a function or duty arising from an emergency designation:
- (a) a member of an Emergency Management Committee: 15
- (b) any other person who carries out emergency management under the direction of the Director or an Emergency Management Committee or a Controller or a Recovery Manager:
- (c) at the discretion of the Minister, a person who is not a person referred to in **paragraph (a) or (b)**. 20
- (2) The person is entitled to receive compensation equal to—
- (a) the value of any personal property that has been lost; or
- (b) the reduction in value of any personal property that has been damaged.
- (3) However, **subsection (2)** does not apply if, or to the extent that,—
- (a) the loss of or damage to property is covered by a contract of insurance; 25
or
- (b) the person has recovered, or, having regard to the circumstances of the case, may reasonably be expected to recover, any damages, compensation, or ex gratia payment for the loss or damage.
- (4) Compensation payable under **subsection (2)** must be paid by— 30
- (a) the Crown out of money appropriated by Parliament for the purpose if the person entitled to the payment was, at the time of the loss or damage, carrying out emergency management under the control of the Director, the National Controller, or the National Recovery Manager or any person acting under the authority of the Director, the National Controller, or the National Recovery Manager: 35
- (b) the Emergency Management Committee if the person entitled to the payment was, at the time of the loss or damage, carrying out emergency management under the control of—

-
- (i) the Emergency Management Committee; or
- (ii) the Area Controller appointed by the Emergency Management Committee; or
- (iii) a Recovery Manager; or
- (iv) any person acting under the authority of the Emergency Management Committee, the Area Controller, or an Area Recovery Manager appointed by the Committee. 5
- (5) Despite anything to the contrary in the Social Security Act 2018, nothing in this section limits or affects the entitlement of any person to any benefit under that Act. 10
- Compare: 2002 No 33 s 108
- 118 Court may hear dispute relating to compensation under section 116 or 117**
- A dispute relating to one of the following that arises in relation to **section 116 or 117** may be determined by a court of competent jurisdiction: 15
- (a) the entitlement of any person to compensation under the section:
- (b) the amount of compensation:
- (c) the liability of the Crown or any Emergency Management Committee or other person to pay compensation.
- Compare: 2002 No 33 ss 107(6), 108(6) 20
- 119 Compensation for loss or damage due to exercise of other powers during emergency designations**
- (1) This section does not apply if **section 116 or 117** applies.
- (2) This section applies to a person—
- (a) who has suffered loss or damage as a result of an action or a measure described in **subsection (3)**; and 25
- (b) for whom the good done, or likely to be done, by the action or measure was disproportionately less than that loss or damage.
- (3) The actions or measures to which this section applies are those taken in exercise of a power under **sections 101 to 107** by,— 30
- (a) if they occurred while a state of national emergency was in force, the National Controller or a constable, or a person authorised by the National Controller or a constable:
- (b) if they occurred while a state of local emergency was in force, an Area Controller, or a person authorised by an Area Controller: 35
- (c) if they occurred while a national transition period was in force, the National Recovery Manager or a constable, or a person authorised by the National Recovery Manager or a constable:

- (d) if they occurred while a local transition period was in force, an Area Recovery Manager or a Local Recovery Manager, or a person authorised by an Area Recovery Manager or a Local Recovery Manager.
- (4) The person is entitled to compensation, in accordance with **section 120**, from,— 5
- (a) if the action or measure was taken while a state of national emergency or national transition period was in force, the Crown; or
- (b) if the action or measure was taken while a state of local emergency or local transition period was in force, the Emergency Management Committee that appointed the Area Controller, Area Recovery Manager, or Local Recovery Manager that carried out the action or measure or authorised the action or measure to be carried out. 10
- (5) The amount of compensation payable under this section must take into account any amount that the person has recovered or is likely to recover under a contract of insurance or another means. 15
- Compare: 2002 No 33 s 109(1)–(4)

120 Liability for compensation payable under section 119

- (1) This section applies in respect of compensation payable under **section 119(4)** if the damage or loss for which compensation is payable was caused by a person in the performance or exercise in good faith of their functions, duties, or powers during, or in connection with, an emergency designation. 20
- (2) Liability for the loss or damage must not exceed the replacement value.
- (3) In the case of insured property, liability is covered—
- (a) by any contract of insurance that covers the property regardless of how it describes loss or damage; and 25
- (b) with respect to any loss or damage exceeding the cover of that contract of insurance,—
- (i) by the local authority members of the relevant Emergency Management Committee or Committees if the action or measure that caused the damage was undertaken by or on behalf of the Committee or Committees; or 30
- (ii) by the Crown if the action or measure that caused the damage was undertaken by or on behalf of the Crown.
- (4) In the case of uninsured property, liability is covered—
- (a) by the local authority members of the relevant Emergency Management Committee or Committees if the action or measure that caused the damage was undertaken by or on behalf of the Committee or Committees; or 35
- (b) by the Crown if the action or measure that caused the damage was undertaken by or on behalf of the Crown.

- (5) Despite anything in this section, if any emergency or anticipated emergency is a natural disaster, as that term is defined in section 2(1) of the Earthquake Commission Act 1993, or within the meaning of any policy or contract of insurance, the loss or damage is to be treated as natural disaster damage for the purposes of that Act, policy, or contract. 5
- (6) Nothing in this section or **section 119** prevents the Crown or an Emergency Management Committee from making an *ex gratia* payment it considers justifiable on the basis of hardship or fairness.
- (7) For the purposes of this section and **section 121**, **property** means— 10
- (a) real property; and
 - (b) livestock; and
 - (c) personal property, excluding livestock, not exceeding in value \$20,000 less any insurance cover for that personal property.
- Compare: 2002 No 33 s 109(7)–(9)
- 121 Considerations for court if claim brought under section 119** 15
- (1) If a claim is brought against the Crown or an Emergency Management Committee for compensation under **section 119** in respect of an action or measure described in **section 119(3)**, a court, in determining whether **section 119** applies, must take into account— 20
- (a) the likelihood that the adverse effect on the claimant’s property that the action or measure is intended to avert would have occurred if the action or measure had not been taken; and
 - (b) the extent of the loss or damage that has been caused by the action or measure taken.
- (2) Any claim for compensation brought against the Crown or an Emergency Management Committee— 25
- (a) may be brought only for direct loss or damage suffered in relation to property; and
 - (b) may be brought only in respect of uninsured loss or damage that does not exceed the replacement value of that property; and 30
 - (c) must not be brought by any insurer in relation to any person who has insured against the loss or damage.
- (3) For the purposes of this section, **insurer** means any provider of insurance. 35
- Compare: 2002 No 33 s 109(5), (6), (10)
- 122 Protection from liability** 35
- (1) **Subsection (2)** applies to the following persons:
- (a) the Crown:
 - (b) a member of an Emergency Management Committee:

- (c) an officer or employee of a person identified in **paragraph (a) or (b)**:
 - (d) any other person acting under the direction of a person performing a function or duty under this Act.
- (2) Except as provided in **sections 116 to 121**, the person is protected from liability in civil proceedings for any act that the person does or omits to do— 5
- (a) in the performance or exercise of the person’s functions, duties, and powers under this Act; and
 - (b) in good faith; and
 - (c) directly or indirectly in relation to a state of emergency or a transition period. 10
- (3) **Subsection (4)** applies to a person who, in good faith, issues or fails to issue a warning of a hazard in accordance with this Act (whether or not in connection with a state of emergency or transition period), including a person or an entity acting on behalf of an approved warning provider.
- (4) The person is protected from liability in civil proceedings relating to any loss or damage that is due, directly or indirectly, to the issue of, or failure to issue, the warning. 15

Compare: 2002 No 33 s 110

123 Recovery of costs by Emergency Management Committees

Subject to any agreement entered into between them, if an Emergency Management Committee agrees to undertake emergency management at the request of another Emergency Management Committee under **section 29(1)(f)**, it may recover as a debt due to it from that other Committee all actual and reasonable costs and expenses incurred for that emergency management. 20

Compare: 2002 No 33 s 113

25

Effect on employment rights of absence due to emergency management duties

124 Absence on duty not to affect employment rights

- (1) This section applies if the Director or a Controller requires a person to be absent from the person’s usual employment on emergency management duties during a state of emergency or transition period. 30
- (2) The person is not liable to dismissal from that employment merely because of the absence, whether or not the person’s usual employer has consented to that absence.
- (3) A person must be treated as having been required, as described in **subclause (1)**, if the person was personally required or if the person was required to participate in the functions or duties an organisation was required to perform. 35

- (4) This section does not impose on the person's employer any obligation to pay the person remuneration in respect of a period of absence from employment on emergency management duties.

Compare: 1983 No 46 s 74; 2002 No 33 s 112

Offences and penalties

5

125 Offence involving obstruction

- (1) A person commits an offence if the person, during a state of emergency or transition period, threatens, assaults, or intentionally obstructs or hinders any person in that person's performance or exercise of a function, duty, or power under this Act.

10

- (2) A person who commits an offence against **subsection (1)** is liable on conviction,—

- (a) in the case of an individual, to a fine not exceeding \$50,000; or
 (b) in the case of a body corporate, to a fine not exceeding \$150,000.

Compare: 2002 No 33 s 98

15

126 Offence involving failure to comply with direction to evacuate premises or place

- (1) A person commits an offence if the person intentionally fails to comply with any direction given to them under **section 101**.

- (2) It is a defence to any proceedings for an offence against this section if the court is satisfied that the Controller, Recovery Manager, or constable did not have reasonable grounds for believing that in all the circumstances of the case the requirement was necessary for the preservation of human life.

20

- (3) A person who commits an offence against **subsection (1)** is liable on conviction,—

25

- (a) in the case of an individual, to a fine not exceeding \$10,000; or
 (b) in the case of a body corporate, to a fine not exceeding \$100,000.

Compare: 2002 No 33 s 99

127 Offence involving failure to comply with prohibition or restriction on access to road or public place

30

- (1) A person commits an offence if the person intentionally fails to comply with any prohibition or restriction imposed under **section 103**.

- (2) A person who commits an offence against **subsection (1)** is liable on conviction,—

- (a) in the case of an individual, to a fine not exceeding \$10,000; or
 (b) in the case of a body corporate, to a fine not exceeding \$100,000.

35

Compare: 2002 No 33 s 100

128 Offence involving requisitioning

- (1) A person commits an offence if the person—
- (a) intentionally fails to comply with any direction given to them under **section 105(3)**; or
 - (b) intentionally fails to provide assistance under **section 105(7)**. 5
- (2) It is a defence in any proceedings for an offence against **subsection (1)(a)** if the court is satisfied that the Controller or the constable did not have reasonable grounds for believing that in all the circumstances of the case the direction requisitioning property was necessary for the preservation of human life.
- (3) It is a defence in any proceedings for an offence against **subsection (1)(b)** if the court is satisfied that the person had reasonable grounds for not providing assistance. 10
- (4) A person who commits an offence against **subsection (1)** is liable on conviction,—
- (a) in the case of an individual, to a fine not exceeding \$10,000; or 15
 - (b) in the case of a body corporate, to a fine not exceeding \$100,000.

Compare: 2002 No 33 s 101

129 Offence involving failure to comply with direction or request

- (1) A person commits an offence if the person intentionally fails to comply with a direction or request given under— 20
- (a) **section 106(2)**;
 - (b) **section 106(3)**.
- (2) A person who commits an offence against **subsection (1)(a)** is liable on conviction,—
- (a) in the case of an individual, to a fine not exceeding \$50,000; or 25
 - (b) in the case of a body corporate, to a fine not exceeding \$150,000.
- (3) A person who commits an offence against **subsection (1)(b)** is liable on conviction,—
- (a) in the case of an individual, to a fine not exceeding \$5,000; or
 - (b) in the case of a body corporate, to a fine not exceeding \$50,000. 30

Compare: 2002 No 33 s 102

130 Offence involving withholding information or giving false or misleading information

- (1) A person commits an offence if the person, when required under **section 16, 19(6), 30(3), 47(3), or 106(6)** to provide information,— 35
- (a) intentionally fails or refuses to supply the information within the time specified in the request; or

- (b) knowingly gives false or misleading information.
- (2) No prosecution may be brought under this section before the time for appeal has expired under **section 142** and, if a person appeals under that section, no prosecution may be brought under this section until the determination of the appeal. 5
- (3) A person who commits an offence against **subsection (1)(a)** is liable on conviction,—
- (a) in the case of an individual, to a fine not exceeding \$5,000; or
- (b) in the case of a body corporate, to a fine not exceeding \$50,000.
- (4) A person who commits an offence against **subsection (1)(b)** that relates to a requirement under **section 16, 19(6), 30(3), or 47(3)** is liable on conviction,— 10
- (a) in the case of an individual, to a fine not exceeding \$30,000; or
- (b) in the case of a body corporate, to a fine not exceeding \$100,000.
- (5) A person who commits an offence against **subsection (1)(b)** that relates to a requirement under **section 106(6)** is liable on conviction,— 15
- (a) in the case of an individual, to a fine not exceeding \$20,000; or
- (b) in the case of a body corporate, to a fine not exceeding \$60,000.
- Compare: 2002 No 33 s 96
- 131 Offence involving disclosing information** 20
- (1) A person who intentionally discloses or uses information in breach of **section 54(h), 56, or 115 or clause 11 of Schedule 2** commits an offence.
- (2) A person who commits an offence against **subsection (1)** is liable on conviction,—
- (a) in the case of an individual, to a fine not exceeding \$5,000; or 25
- (b) in the case of a body corporate, to a fine not exceeding \$50,000.
- Compare: 2002 No 33 s 97
- 132 Offence involving personation**
- (1) A person commits an offence if the person by words, conduct, or demeanour pretends to be the Director, a Controller, a Recovery Manager, a member of an Emergency Management Committee, or a person acting under the authority of any of those persons, or any person authorised or employed for carrying out any provision of this Act or any emergency management plan. 30
- (2) A person who commits an offence against **subsection (1)** is liable on conviction,— 35
- (a) in the case of an individual, to a fine not exceeding \$50,000; or
- (b) in the case of a body corporate, to a fine not exceeding \$150,000.
- Compare: 2002 No 33 s 103

*Infringement offences***133 Interpretation**

In **sections 134 to 141**,—

enforcement officer means a person authorised as an enforcement officer under **section 135**

5

infringement fee, in relation to an infringement offence, means the infringement fee for the offence specified in regulations made under **section 143**

infringement offence means an offence identified in regulations as being an infringement offence.

134 Infringement offences

10

(1) A person who is alleged to have committed an infringement offence may—

(a) be proceeded against by the filing of a charging document under section 14 of the Criminal Procedure Act 2011; or

(b) be issued with an infringement notice under **section 136**.

(2) Proceedings commenced in the way described in **subsection (1)(a)** do not require the leave of a District Court Judge or Registrar under section 21(1)(a) of the Summary Proceedings Act 1957.

15

(3) The procedure for issuing infringement notices is set out in section 21 of the Summary Proceedings Act 1957.

135 Who may issue infringement notices

20

The Director may, in writing, authorise an enforcement officer to issue and revoke infringement notices under this Act.

136 When infringement notice may be issued

The Director or an enforcement officer may issue an infringement notice to a person if the Director or enforcement officer believes on reasonable grounds that the person is committing, or has committed, an infringement offence.

25

137 Revocation of infringement notice before payment made

(1) The Director or an enforcement officer may revoke an infringement notice before—

(a) the infringement fee is paid; or

30

(b) an order for payment of a fine is made or deemed to be made by a court under section 21 of the Summary Proceedings Act 1957.

(2) The Director or enforcement officer must take reasonable steps to ensure that the person to whom the notice was issued is made aware of the revocation of the notice.

35

- (3) The revocation of an infringement notice before the infringement fee is paid is not a bar to any further action as described in **section 134(1)(a) or (b)** against the person to whom the notice was issued in respect of the same matter.

138 What infringement notice must contain

An infringement notice must be in the form prescribed in the regulations and must contain the following particulars: 5

- (a) details of the alleged infringement offence that fairly inform a person of the time, place, and nature of the alleged offence:
- (b) the amount of the infringement fee:
- (c) the address of the responsible department: 10
- (d) how the infringement fee may be paid:
- (e) the time within which the infringement fee must be paid:
- (f) a summary of the provisions of section 21(10) of the Summary Proceedings Act 1957:
- (g) a statement that the person served with the notice has a right to request a hearing: 15
- (h) a statement of what will happen if the person served with the notice neither pays the infringement fee nor requests a hearing:
- (i) any other matters prescribed in the regulations.

139 How infringement notice may be served 20

- (1) An infringement notice may be served on the person who the Director or enforcement officer believes is committing or has committed the infringement offence by—
- (a) delivering it to the person or, if the person refuses to accept it, bringing it to the person's notice; or 25
 - (b) leaving it for the person at the person's last known place of residence with another person who appears to be of or over the age of 14 years; or
 - (c) leaving it for the person at the person's place of business or work with another person; or
 - (d) sending it to the person by prepaid post addressed to the person's last known place of residence or place of business or work; or 30
 - (e) sending it to an electronic address of the person in any case where the person does not have a known place of residence or business in New Zealand.
- (2) Unless the contrary is shown,— 35
- (a) an infringement notice (or a copy of it) sent by prepaid post to a person under **subsection (1)** is to be treated as having been served on that person on the fifth working day after the date on which it was posted; and

- (b) an infringement notice sent to a valid electronic address is to be treated as having been served at the time the electronic communication first entered an information system that is outside the control of the Director.

140 Payment of infringement fees

All infringement fees paid for infringement offences must be paid into a Crown Bank Account. 5

141 Reminder notices

A reminder notice must be in the form prescribed in the regulations and must include the same particulars, or substantially the same particulars, as the infringement notice. 10

Appeals

142 Right of appeal against exercise of certain powers

- (1) The following persons may appeal to the District Court against an exercise of the relevant power on the grounds that the exercise of the power was unreasonable: 15
- (a) a person who is the subject of a requirement to give information under **section 16, 19(6), 30(3), or 47(3)**:
- (b) a person who is the subject of the exercise of a power requiring an assessment in relation to a structure under **section 106(3)**.
- (2) The appeal must be brought within 10 working days after the power was exercised, or within any further time that the District Court may allow. 20
- (3) The court must inquire into the circumstances of the exercise of the power and may vary, rescind, or confirm it.
- (4) An appeal by a person under **subsection (1)(a)** against a requirement to give information operates as a stay of the requirement. 25
- (5) Any relief that may be granted to a person appealing under **subsection (1)(b)** against an exercise of power under **section 106(3)** is limited to the reasonable costs associated with obtaining the assessment under that section.

Compare: 2002 No 33 ss 77, 91(7)–(8)

Subpart 2—Administration 30

Regulations

143 General regulations

- (1) The Governor-General may, by Order in Council, make regulations for all or any of the following purposes: 35
- (a) providing for anything this Act says may or must be provided for by regulations:

-
- (b) prescribing the form of identification passes for emergency management purposes, and regulating their use:
 - (c) prescribing the level of competence or standard to be met by persons carrying out specified emergency management functions:
 - (d) prescribing the operational requirements needed for an administering authority to fulfil its role: 5
 - (e) providing for the identification and promotion of emergency management services:
 - (f) setting out matters of detail and procedure relating to critical infrastructure entities' planning for emergency levels of service: 10
 - (g) prescribing reporting requirements for critical infrastructure entities:
 - (h) specifying how Emergency Management Committees must engage with communities that are or may be disproportionately affected by emergencies, including—
 - (i) setting out principles for identifying and confirming individuals and organisations that represent these communities; and 15
 - (ii) prescribing minimum requirements for engaging individuals and organisations that are representative of those communities:
 - (i) prohibiting or regulating any activity or class of activity that may impede or adversely affect measures taken for the purpose of implementing an emergency management plan: 20
 - (j) prescribing operational matters in relation to the management of concurrent emergency designations at local, regional, and national levels, including the roles and responsibilities of different actors:
 - (k) specifying the offences under this Act that are infringement offences, including offences for the breach of or failure to comply with a specified provision, direction notice, or requirement: 25
 - (l) specifying breaches of rules that constitute infringement offences against this Act:
 - (m) setting out defences to any infringement offences specified under **paragraph (k) or (l)**: 30
 - (n) prescribing infringement fees not exceeding \$1,000 for infringement offences:
 - (o) prescribing the form of warrants for the purposes of **section 112**:
 - (p) prescribing the form of an infringement notice for the purposes of **section 138**: 35
 - (q) providing for anything incidental that is necessary for carrying out, or giving full effect to, this Act.

- (2) Regulations made under this section are secondary legislation (*see* Part 3 of the Legislation Act 2019 for publication requirements).
- 144 Regulations relating to Māori representation on Emergency Management Committees and Emergency Management Co-ordinating Executives**
- (1) The Governor-General may, by Order in Council made on the recommendation of the Minister, make regulations relating to the appointment of Māori members of Emergency Management Committees and Emergency Management Co-ordinating Executives. 5
- (2) Regulations made under this section may provide for appointment processes and mechanisms that are locally-appropriate, including by providing for different appointment processes and mechanisms to apply to different Committees and Executives. 10
- (3) Without limiting **subsection (1)**, regulations made under this section may—
- (a) set out appointment criteria for Māori members of Committees and Executives: 15
- (b) set out nomination and appointment processes:
- (c) provide a time frame for the first and subsequent appointments:
- (d) provide for the term of the appointments.
- (4) Before making a recommendation under **subsection (1)**, the Minister must consult any persons who, in the Minister’s opinion, have the required expertise and the ability to reflect relevant perspectives and concerns, including, without limitation, the perspectives and concerns of Māori. 20
- (5) Regulations made under this section are secondary legislation (*see* Part 3 of the Legislation Act 2019 for publication requirements).
- 145 Regulations relating to critical infrastructure entities** 25
- (1) The Governor-General may, by Order in Council, make regulations—
- (a) prescribing matters of detail and procedure for planning emergency levels of service:
- (b) prescribing matters of detail relating to reporting requirements.
- (2) Regulations made under this section are secondary legislation (*see* Part 3 of the Legislation Act 2019 for publication requirements). 30
- 146 Regulations relating to roles of lead and support agencies**
- (1) The Governor-General may, by Order in Council made on the recommendation of the Minister, make regulations relating to the role of lead and support agencies in emergency management. 35
- (2) Without limiting **subsection (1)**, regulations made under this section may—
- (a) prescribe the roles and responsibilities of—

-
- (i) lead agencies that have the primary mandate for managing particular hazards or risks; and
 - (ii) support agencies that have the role of supporting other agencies in managing particular hazards or risks:
 - (b) prescribe the mechanisms and criteria by which lead and support agencies are allocated to particular hazards or risks: 5
 - (c) provide for the governance of lead and support agencies:
 - (d) specify the triggers and thresholds that determine the lead agency for a specific event.
 - (3) Before making a recommendation under **subsection (1)**, the Minister must consult other relevant Ministers and public service agency chief executives. 10
 - (4) Regulations made under this section are secondary legislation (*see* Part 3 of the Legislation Act 2019 for publication requirements).

Emergency management rules

- 147 Director's power to make rules** 15
- (1) The Director may make rules prescribing matters of detail and procedure in relation to the emergency management system that support and are in accordance with the purposes of the Act.
 - (2) Without limiting **subsection (1)**, rules made under this section may—
 - (a) specify the roles and responsibilities of participants in the emergency management system under specific conditions: 20
 - (b) prescribe forms that may be used for the purposes of the Act, the rules or regulations:
 - (c) prescribe the form and subject matter of emergency management plans:
 - (d) prescribe technical standards, performance standards, operating practices and procedures, organisational arrangements, training and training systems, and qualifications for the purposes of this Act: 25
 - (e) prescribe reporting requirements for Emergency Management Committees:
 - (f) prescribe the form of distinguishing warrants, badges, or other insignia for emergency management personnel, and regulate the use and wearing of those warrants, badges, or other insignia: 30
 - (g) prescribe matters relating to the provision, maintenance, control, and operation of warning systems:
 - (h) prescribe the operational approach to the management of concurrent emergency designations at a local, regional, and national level: 35
 - (i) relate to any other matter that—

- (i) is contemplated by this Act or that the Director considers is necessary for the Act's administration or for giving full effect to the Act; and
- (ii) is consistent with the purposes of this Act.
- (3) Before making any rules under this section (except changes to which **subsection (5)** applies), the Director must— 5
- (a) publish in the *Gazette*, and on an Internet site maintained by or on behalf of the National Emergency Management Agency, a notice of the Director's intention to make the rules; and
- (b) give interested persons a reasonable time to make submissions on the proposed rules; and 10
- (c) consult persons and groups that the Director thinks appropriate, including, if relevant to the subject matter of the proposed rules,—
- (i) local authorities:
- (ii) iwi and Māori representatives. 15
- (4) The Director may make a minor change to a rule without meeting the requirements in **subsection (3)**.
- (5) In this section, **minor change**, in relation to a rule, means a change that the Director is satisfied will have no effect or no likely effect on the rights of any person and no effect or no more than a minor effect on the obligations of any person. 20
- (6) Rules made under this section are secondary legislation (*see* Part 3 of the Legislation Act 2019 for publication requirements).

Service of documents

- 148 Service of documents** 25
- (1) If a document under this Act is to be served on a person, it must be given in writing to the person—
- (a) by delivering it personally to the person (other than a Minister of the Crown) or by an agent (such as a courier); or
- (b) by sending it by post addressed to the person at the person's usual or last known place of residence or business; or 30
- (c) by sending it by email to the person at an email address that is used by the person.
- (2) If a document is to be served on a body (whether incorporated or not) for the purposes of this Act, service on an officer of the body, or on the registered office of the body, in accordance with **subsection (1)** must be treated as service on the body. 35

- (3) If a document is to be served on an Emergency Management Committee for the purposes of this Act, service on the chairperson of the Committee or the administering authority of the Committee must be treated as service on the Committee.
- (4) If a document is to be served on a partnership for the purposes of this Act, service on any one of the partners in accordance with **subsection (1)** must be treated as service on the partnership. 5
- (5) In the absence of proof to the contrary, a document sent to a person in accordance with **subsection (1)(b)** must be treated as having been received by the person when it would have been delivered in the ordinary course of the post, and, in proving the delivery, it is sufficient to prove that the letter was properly addressed and posted. 10
- (6) In the absence of proof to the contrary, a document sent to a person in accordance with **subsection (1)(c)** must be treated as having been given or provided to the person on the next working day after the date on which it is emailed, and, in proving that the notice was emailed, it is sufficient to prove that it was properly addressed and sent to the email address. 15

Compare: 2002 No 33 s 114

Authority for payment of expenses

- 149 Permanent legislative authority for payment of certain expenses** 20
- The Crown may incur expenses, without further appropriation than this section, for the following purposes:
- (a) to reimburse a local authority for, or to pay public money for the purpose of meeting, expenses incurred by the local authority in connection with an emergency if the expenses— 25
- (i) are incurred in respect of emergency management activities; and
- (ii) meet the criteria for being reimbursed or paid in a Government policy that was in force when the emergency occurred:
- (b) to reimburse an iwi or a Māori organisation for expenses incurred by the iwi or organisation in connection with an emergency if the expenses— 30
- (i) are welfare expenses incurred in respect of emergency management activities; and
- (ii) meet the criteria for being reimbursed or paid in a Government policy that was in force when the emergency occurred.

Compare: 2002 No 33 s 115A

35

*Interaction with other legislation***150 Restricted application of Resource Management Act 1991**

If a state of emergency is declared, or notice of a transition period is given, under this Act, the Resource Management Act 1991 applies to emergency works as provided for in section 330B of that Act.

5

Compare: 2002 No 33 s 111

*Repeals and amendments***151 Repeal of Civil Defence Emergency Management Act 2002**

The Civil Defence Emergency Management Act 2002 (2002 No 33) is repealed.

10

Compare: 2002 No 33 s 116

152 Amendments to other legislation

Amend the legislation specified in **Schedule 4** as set out in that schedule.

Compare: 2002 No 33 s 117

Schedule 1
Transitional, savings, and related provisions

s 6

Contents

Page

Part 1

Provisions relating to this Act as enacted

General transitional provisions

1	Interpretation	88
2	Matters initiated under Civil Defence Emergency Management Act 2002	88
3	References to Civil Defence Emergency Management Act 2002	88

Emergency management officers

4	Officers under 2002 Act continued under this Act	89
---	--	----

Emergency management bodies

5	Bodies and their members under 2002 Act continued under this Act	90
6	Form of Civil Defence Emergency Management Group to continue	91
7	Emergency Management Co-ordinating Executive membership to meet new requirements within reasonable time	92

Documents

8	Documents under 2002 Act continued under this Act	92
---	---	----

Emergency designations and powers

9	Emergency designations remain in force	93
---	--	----

Lifeline utilities

10	Lifeline utilities saved for 2 years and renamed critical infrastructure entities	93
11	Alternative definitions relating to critical infrastructure entities for first 2 years	94

Warrants

12	Warrants continue	94
----	-------------------	----

References in documents

13	Amendments to references in documents to civil defence emergency management personnel and entities	94
----	--	----

Part 1

Provisions relating to this Act as enacted

General transitional provisions

- 1 Interpretation** 5
- In this schedule, unless the context otherwise requires,—
- 2002 Act** means the Civil Defence Emergency Management Act 2002
- corresponding Emergency Management Committee**, in relation to a Civil Defence Emergency Management Group, means the Emergency Management Committee that the Group is continued as under **clause 5(1)(a)**
- emergency designation** includes— 10
- (a) a state of emergency declared under the 2002 Act:
- (b) a transition period for which notice was given under the 2002 Act
- lifeline utility** means an entity that is named or described in Part A of Schedule 1 of the 2002 Act, or that carries on a business described in Part B of Schedule 1 of that Act 15
- matter** includes any action undertaken, any decision taken, any notice or direction given, any proceedings commenced, any application or claim for compensation made, any agreement entered into, or any requirement imposed.
- 2 Matters initiated under Civil Defence Emergency Management Act 2002**
- (1) This clause applies to any matter initiated under the 2002 Act before the commencement of this clause. 20
- (2) If this clause applies, the provisions of the 2002 Act, as they read immediately before the commencement of this clause, continue to apply to the matter as if they had not been repealed or replaced by this Act.
- (3) However, for the purposes of making amendments in relation to a matter initiated under a provision of the 2002 Act, amendments may be made under a corresponding provision in this Act (if any) as if the matter had been initiated under the corresponding provision. 25
- 3 References to Civil Defence Emergency Management Act 2002**
- A reference in an enactment or a document to the 2002 Act, or to 1 or more of its provisions, must be interpreted as a reference to this Act, or to the corresponding provision of this Act, to the extent necessary to reflect sensibly the intent of the enactment or document. 30

*Emergency management officers***4 Officers under 2002 Act continued under this Act**

- (1) The officers appointed under the 2002 Act and holding the appointments immediately before the commencement of this clause continue in the appointments as follows: 5
- (a) a National Controller delegated the functions and powers of the Director under section 10 of the 2002 Act is to be treated as being the National Controller who has been delegated those functions and powers under **section 18(3)** of this Act: 5
- (b) a National Recovery Manager delegated the functions and powers of the Director under section 10 of the 2002 Act is to be treated as being the National Recovery Manager who has been delegated those functions and powers under **section 19(3)** of this Act: 10
- (c) a person appointed under section 25 of the 2002 Act as a person authorised to declare a state of local emergency or to give notice of a local transition period for a Civil Defence Emergency Management Group's area is to be treated as being appointed under **section 40** of this Act in respect of the corresponding Emergency Management Committee with the same status to make the emergency designation and with the same conditions or limitations (if any) as applied to the appointment under the 2002 Act: 15 20
- (d) a person appointed as the chairperson of a Civil Defence Emergency Management Group under section 15 of the 2002 Act is to be treated as being appointed as the chairperson of the corresponding Emergency Management Group under **section 27** of this Act: 25
- (e) a person appointed by a Civil Defence Emergency Management Group under section 26(1) of the 2002 Act, either by name or by reference to the holder of an office, as the Group Controller for the Group's area is to be treated as being appointed under **section 42(1)** of this Act as the Area Controller for the corresponding Emergency Management Committee's area: 30
- (f) a person appointed by a Civil Defence Emergency Management Group under section 26(2) of the 2002 Act, either by name or by reference to the holder of an office, as a person who may perform the functions or duties of the Group Controller for the duration of any vacancy in the office or absence from duty of the Group Controller is to be treated as being appointed under **section 42(2)** of this Act to perform the functions or duties of the Area Controller for the corresponding Emergency Management Committee's area for the duration of any vacancy in the office or absence from duty of the Area Controller: 35 40

- (g) a person appointed by a Civil Defence Emergency Management Group under section 27 of the 2002 Act as a Local Controller for the Group's area is to be treated as being appointed under **section 43** of this Act as a Local Controller for the corresponding Emergency Management Committee's area: 5
- (h) a person appointed by a Civil Defence Emergency Management Group under section 29(1) of the 2002 Act, either by name or by reference to the holder of an office, as the Group Recovery Manager for the Group's area is to be treated as being appointed under **section 45(1)** of this Act as the Area Recovery Manager for the corresponding Emergency Management Committee: 10
- (i) a person appointed by the Group under section 29(2) of the 2002 Act, either by name or by reference to the holder of an office, as a person who may perform the functions or duties of the Group Recovery Manager for the Group's area for the duration of any vacancy in the office or absence from duty of the Group Recovery Manager is to be treated as being appointed under **section 45(2)** of this Act to perform the functions or duties of the Area Recovery Manager for the corresponding Emergency Management Committee's area for the duration of any vacancy in the office or absence from duty of the Area Recovery Manager: 15
20
- (j) a person appointed by a Civil Defence Emergency Management Group under section 30 of the 2002 Act as a Local Recovery Manager for the Group's area is to be treated as being appointed under **section 46** of this Act as a Local Recovery Manager for the corresponding Emergency Management Committee's area. 25
- (2) From the commencement of this clause, certain continued officers become known by new titles as follows:
- (a) a Group Controller becomes known as an Area Controller:
- (b) a Group Recovery Manager becomes known as an Area Recovery Manager. 30

Emergency management bodies

5 Bodies and their members under 2002 Act continued under this Act

- (1) The entities established under the 2002 Act and in existence immediately before the commencement of this clause, and the members of those bodies at that time, continue in existence as follows: 35
- (a) every Civil Defence Emergency Management Group established in accordance with section 12 of the 2002 Act continues in existence as if it were an Emergency Management Committee maintained under **section 24** of this Act with responsibility for the same area that the Group had immediately before the commencement of this clause: 40

-
- (b) the members of a Civil Defence Emergency Management Group under section 13 of the 2002 Act immediately before the commencement of the Act are to be treated as being the members of the corresponding Emergency Management Committee under **section 25** of this Act:
- (c) a Civil Defence Emergency Management Co-ordinating Executive Group established and maintained by a Civil Defence Emergency Management Group under section 20 of the 2002 Act continues in existence as if it were the Emergency Management Co-ordinating Executive maintained by the corresponding Emergency Management Committee under **section 33** of this Act: 5
- (d) the members of a Civil Defence Emergency Management Co-ordinating Executive Group (established and maintained by a Civil Defence Emergency Management Group under section 20 of the 2002 Act) are to be treated as being the members of the Emergency Management Co-ordinating Executive maintained by the corresponding Emergency Management Committee: 10
- (e) an administering authority established for a Civil Defence Emergency Management Group under section 23 of the 2002 Act continues in existence as if it were the administering authority for the corresponding Emergency Management Committee appointed in accordance with **section 35** of this Act. 20
- (2) From the commencement of this clause, certain continued entities become known by new titles as follows:
- (a) a Civil Defence Emergency Management Group becomes known as an Emergency Management Committee: 25
- (b) a Civil Defence Emergency Management Co-ordinating Executive Group becomes known as an Emergency Management Co-ordinating Executive.
- 6 Form of Civil Defence Emergency Management Group to continue**
- (1) Every Civil Defence Emergency Management Group that was established under section 12(1)(a) of the 2002 Act by the uniting of a regional council and the territorial authorities within the council's region continues as an Emergency Management Committee for the purposes of this Act as a joint standing committee under clause 30(1)(b) of Schedule 7 of the Local Government Act 2002. 30
- (2) Every Group that was established under section 12(1)(b) of the 2002 Act by a single unitary authority continues as an Emergency Management Committee for the purposes of this Act as a committee under clause 30(1)(a) of Schedule 7 of the Local Government Act 2002. 35
- (3) Every Group that was established under section 12(1)(c) of the 2002 Act by a unitary authority uniting with 1 or more other unitary authorities or a regional council continues as an Emergency Management Committee for the purpose of 40

this Act as a joint standing committee under clause 30(1)(b) of Schedule 7 of the Local Government Act 2002.

Compare: 2002 No 33 s 12(1)

7 Emergency Management Co-ordinating Executive membership to meet new requirements within reasonable time 5

An Emergency Management Committee must, within a reasonable time and in accordance with **section 33(2)** of this Act, ensure that the membership of its Emergency Management Co-ordinating Executive meets the requirements of **section 33** of this Act.

Documents 10

8 Documents under 2002 Act continued under this Act

- (1) The documents established under the 2002 Act and in effect immediately before the commencement of this clause continue in effect as follows:
- (a) any guideline, code, or technical standard issued by the Director under section 9(3) of the 2002 Act continues in effect as if it were a guideline, code, or technical standard issued by the Director of Emergency Management under **section 12(4)** of this Act: 15
 - (b) a statement published by the Director of Civil Defence Emergency Management under section 74 of the 2002 Act continues in effect as if it were a statement published by the Director of Emergency Management under **section 13** of this Act: 20
 - (c) the national civil defence emergency management strategy completed by the Minister under section 31 of the 2002 Act continues in effect as if it were a national disaster resilience strategy established and maintained under **section 60** of this Act: 25
 - (d) the national civil defence emergency management plan made by Order in Council under section 39 of the 2002 Act continues in effect as if it were a national emergency management plan made under **section 66** of this Act: 30
 - (e) every civil defence emergency management group plan prepared and approved by a Civil Defence Emergency Management Group under section 48 of the 2002 Act continues in effect as if it were an emergency management committee plan established and maintained by the corresponding Emergency Management Committee under **section 72** of this Act. 35
- (2) From the commencement of this clause, certain continued documents become known by new titles as follows:
- (a) the national civil defence emergency management strategy becomes known as the national disaster resilience strategy:

- (b) the national civil defence emergency management plan becomes known as the national emergency management plan:
- (c) a civil defence emergency management group plan becomes known as an emergency management committee plan.

Emergency designations and powers 5

9 Emergency designations remain in force

The states of emergency and transition periods in force immediately before the commencement of this clause are continued as follows:

- (a) a state of national emergency declared under section 66 of the 2002 Act is continued as if it were a state of national emergency declared under **section 81** of this Act: 10
- (b) a state of local emergency declared under section 68 or 69 of the 2002 Act is continued as if it were a state of local emergency declared under **section 83** of this Act:
- (c) a national transition period for which notice has been given under section 94A of the 2002 Act is continued as if it were a national transition period for which notice is given under **section 87** of this Act: 15
- (d) a local transition period for which notice has been given under section 94B of the 2002 Act is continued as if it were a local transition period for which notice is given under **section 88** of this Act. 20

Lifeline utilities

10 Lifeline utilities saved for 2 years and renamed critical infrastructure entities

- (1) Despite any other provision in this Act, the provisions set out in **subsection (2)**, as they read immediately before the commencement of this clause, continue to apply until the date that is 2 years after the date of Royal assent as if— 25
 - (a) they had not been repealed or replaced by this Act:
 - (b) a reference to a lifeline utility were a reference to a critical infrastructure entity.
- (2) The provisions are the following provisions of the 2002 Act: 30
 - (a) section 61 (authorising amendment of Schedule 1 by Order in Council):
 - (b) Schedule 1 (lifeline utilities).
- (3) An Order in Council made under section 61 of the 2002 Act is secondary legislation (*see* Part 3 of the Legislation Act 2019 for publication requirements).

11 Alternative definitions relating to critical infrastructure entities for first 2 years

- (1) This section applies during the period from the date of the commencement of this clause until the day that is 2 years after the date of Royal assent.
- (2) For the purposes of this Act,— 5
- critical infrastructure entity** means—
- (a) an entity that is a lifeline utility specified in Part A of Schedule 1 of the 2002 Act; or
- (b) an entity that is a part of a critical infrastructure sector
- critical infrastructure sector** means a class of business described in Part B of Schedule 1 of the 2002 Act. 10

Warrants

12 Warrants continue

- (1) This clause applies in relation to a warrant for entry and search of premises under section 78 of the 2002 Act. 15
- (2) An application for a warrant that was made but not finally determined before the commencement of this clause may proceed as if it were an application for a warrant under **section 111** of this Act.
- (3) A warrant that has been issued has effect as if it were a warrant issued under **section 111** of this Act. 20

References in documents

13 Amendments to references in documents to civil defence emergency management personnel and entities

- Unless the context otherwise requires, in any Order in Council, agreement, deed, instrument, application, notice, direction, contract, lease, or other document in force at the commencement of this Act,— 25
- (a) every reference to the Director of Civil Defence Emergency Management is a reference to the Director of Emergency Management:
- (b) every reference to a Civil Defence Emergency Management Group for a particular area is a reference to the Emergency Management Committee for the same area: 30
- (c) every reference to a Civil Defence Emergency Management Co-ordinating Executive Group of a particular Civil Defence Emergency Management Group is a reference to the Emergency Management Co-ordinating Executive of the corresponding Emergency Management Committee: 35

-
- (d) every reference to an administering authority of a particular Civil Defence Emergency Management Group is a reference to the administering authority of the corresponding Emergency Management Committee:
- (e) every reference to the National Controller is a reference to the National Controller under this Act: 5
- (f) every reference to a Group Controller is a reference to an Area Controller under this Act:
- (g) every reference to a Local Controller is a reference to a Local Controller under this Act:
- (h) every reference to the National Recovery Manager is a reference to the National Recovery Manager under this Act: 10
- (i) every reference to a Group Recovery Manager is a reference to an Area Recovery Manager under this Act:
- (j) every reference to a Local Recovery Manager is a reference to a Local Recovery Manager under this Act: 15
- (k) every reference to a state of national emergency is a reference to a state of national emergency under this Act:
- (l) every reference to a state of local emergency is a reference to a state of local emergency under this Act:
- (m) every reference to a national transition period is a reference to a national transition period under this Act: 20
- (n) every reference to a local transition period is a reference to a national transition period under this Act.

Schedule 2

Matters of detail relating to Part 2

**ss 5, 16, 17, 18, 19, 24, 28, 29, 36,
54, 65, 131**

Contents

		Page
	<i>Provisions relating to Director's role</i>	
1	Provisions relating to delegation of Director's functions to National Controller, National Recovery Manager, or State employee	97
	<i>Emergency Management Committee details and procedures</i>	
2	Certain powers of local authorities in Local Government Act 2002 not to apply to Emergency Management Committees	97
3	Relevant legislation for Emergency Management Committees to monitor and report on compliance	97
4	Emergency Management Committee to follow model standing orders	98
5	Attendance at Emergency Management Committee meetings by audio link or audiovisual link during state of emergency	98
6	Mergers of Emergency Management Committees	98
7	Membership rules in event of local government reorganisation	99
	<i>Administering authorities</i>	
8	Costs relating to administering authorities	100
	<i>Power of Director, Emergency Management Committees, and Recovery Manager to require information</i>	
9	Form of information	100
10	Medical and legally privileged information not to be disclosed	100
11	Disclosure of information relevant to buildings affected by emergency	101
	<i>Further obligations of critical infrastructure entities</i>	
12	Role of critical infrastructure entities during reduction and readiness stages of emergency management	101
13	Role of critical infrastructure entities during response and recovery stages of emergency management	101
	<i>National emergency management plan</i>	
14	Minor changes to national emergency management plan	102
	<i>Emergency Management Committee plans</i>	
15	Incorporation by reference	102
16	Minor changes to emergency management committee plan	103

Provisions relating to Director's role

- 1 Provisions relating to delegation of Director's functions to National Controller, National Recovery Manager, or State employee**
- (1) A person purporting to act under any delegation under **section 17, 18, or 19** is presumed to be acting in accordance with the terms of the delegation in the absence of proof to the contrary. 5
- (2) A delegation under any of those sections—
- (a) may be revoked in writing at will:
 - (b) does not prevent the Director from exercising any function, duty, or power: 10
 - (c) continues according to its tenor until it is revoked despite any change in the person holding office as Director.
- (3) A person to whom functions, duties, and powers are delegated under any of those sections is not, just because of the delegation, to be treated as employed in the service of the Crown for the purposes of— 15
- (a) the Public Service Act 2020; or
 - (b) the Government Superannuation Fund Act 1956.
- Compare: 2002 No 33 s 11

Emergency Management Committee details and procedures

- 2 Certain powers of local authorities in Local Government Act 2002 not to apply to Emergency Management Committees** 20
- Clause 30(5) or (7) of Schedule 7 of the Local Government Act 2002 must not be read as permitting, during a term of local government or as a consequence of a local government election, the discharge or reconstitution of an Emergency Management Committee established for the purposes of this Act. 25
- Compare: 2002 No 33 s 12(2)
- 3 Relevant legislation for Emergency Management Committees to monitor and report on compliance**
- For the purposes of **section 29(1)(j)**, legislative provisions relevant to the purpose of this Act include, but are not limited to, the provisions in the following Acts that may be relevant to emergency management: 30
- (a) Biosecurity Act 1993:
 - (b) Building Act 2004:
 - (c) Climate Change Response Act 2002:
 - (d) Fire and Emergency New Zealand Act 2017: 35
 - (e) Hazardous Substances and New Organisms Act 1996:
 - (f) Health Act 1956:

- (g) Health and Safety at Work Act 2015:
- (h) Local Government Act 1974:
- (i) Local Government Act 2002:
- (j) Maritime Transport Act 1994:
- (k) Resource Management Act 1991: 5
- (l) any enactment passed in substitution for any of the Acts in **paragraphs (a) to (k)**.
- 4 Emergency Management Committee to follow model standing orders**
- (1) Unless three-quarters of the representatives of an Emergency Management Committee present at a meeting of the Committee agree otherwise, at its meetings the Committee must follow the New Zealand Standard for standing orders (NZS 9202:2003) or any New Zealand Standard substituted for that standard. 10
- (2) If the representatives of the Committee agree in accordance with **subsection (1)** to adopt other standing orders, those standing orders must not contravene the provisions of the Local Government Act 2002, the Local Government Official Information and Meetings Act 1987, or any other enactment. 15
- Compare: 2002 No 33 s 19
- 5 Attendance at Emergency Management Committee meetings by audio link or audiovisual link during state of emergency**
- (1) A representative of an Emergency Management Committee may attend any meeting of the Committee by means of audio link or audiovisual link unless lawfully excluded. 20
- (2) A representative may attend a meeting by means of audio link or audiovisual link despite—
- (a) clauses 25A(1) and (4) and 27(5)(a) of Schedule 7 of the Local Government Act 2002; and 25
- (b) any limitation or condition on the use of an audio link or audiovisual link, or other contrary provision, that is contained in any standing orders that apply to the meeting (including all of the standing orders that apply under **clause 4**). 30
- (3) A representative who attends a meeting by means of audio link or audiovisual link in accordance with this clause is to be counted as present for the purposes of clauses 23 and 30A of Schedule 7 of the Local Government Act 2002.
- 6 Mergers of Emergency Management Committees**
- (1) The Minister may approve the merger of any 2 or more Emergency Management Committees. 35
- (2) A proposal for a merger under this clause must be submitted to the Minister in writing and must state or provide for—

-
- (a) the local authorities that will unite to establish the Committee; and
- (b) the apportionment between the local authorities of liability for the provision of financial and other resources for the activities of the proposed Committee before the making of a emergency management co-ordinating executive plan, and the basis for that apportionment; and 5
- (c) who is to be the administering authority.
- Compare: 2002 No 33 s 21
- 7 Membership rules in event of local government reorganisation**
- (1) This clause applies to local authorities affected by a local government reorganisation that— 10
- (a) creates new regional councils or unitary authorities; or
- (b) redraws boundaries between regional councils or unitary authorities, or between regional councils and unitary authorities; or
- (c) extends the area of a territorial authority into the area of another regional council or unitary authority. 15
- (2) If this clause applies,—
- (a) each affected regional council or unitary authority must establish or re-establish, as the case may be, an Emergency Management Committee in accordance with this Act within 6 months of the effective date of its reorganisation: 20
- (b) each territorial authority whose district is completely within the affected regional council or unitary authority must be a member of the Committee of which that regional council or unitary authority is a member:
- (c) each territorial authority whose district is in the district of 2 or more affected regional councils or unitary authorities must, after consulting the relevant regional councils or unitary authorities, join any one, but only 1, of the Committees of which the relevant regional councils or unitary authorities are members: 25
- (d) each territorial authority whose district is extended into the district of another regional council or unitary authority must, after consulting the relevant regional councils or unitary authorities, join any one, but only 1, of the Committees of which the relevant regional councils or unitary authorities are members. 30
- (3) A territorial authority's decision to join a particular Committee under **subclause (2)(c) or (d)** is irrevocable and must be made within 2 months of the establishment of the Committee. 35
- (4) If a territorial authority's decision under **subclause (2)(c) or (d)** is not made before the expiry of the time limit in **subclause (3)**, the Minister must direct the territorial authority to join one of the relevant Committees.

- (5) A territorial authority that is subject to a ministerial direction under **subclause (4)** must comply with that direction.

Compare: 2002 No 33 s 22

Administering authorities

8 Costs relating to administering authorities 5

- (1) The cost of the administrative and related services must be agreed from time to time by each Emergency Management Committee.
- (2) The costs agreed under **subclause (1)** must be divided equally among all local authority members and, unless the members of a Committee agree otherwise, each of those paying members must pay 1 share of the cost. 10

Compare: 2002 No 33 s 24(3), (4)

Power of Director, Emergency Management Committees, and Recovery Manager to require information

9 Form of information

- (1) This clause applies if any person is required by one of the following to provide information: 15
- (a) the Director, or a person acting under the authority of the Director, under **section 16**;
 - (b) an Emergency Management Committee, or a person acting under the authority of a Committee, under **section 30(3)**: 20
 - (c) a Recovery Manager under **section 19(6) or 47(3)**.
- (2) The information must be given—
- (a) in the form specified by the Director, Emergency Management Committee, or Recovery Manager (as the case may be); and
 - (b) within the reasonable time that is specified by that person; and 25
 - (c) free of charge.

Compare: 2002 No 33 ss 76(3), 94I

10 Medical and legally privileged information not to be disclosed

No requirement to give information that is imposed under **section 16, 19(6), 30(3), or 47(3)** requires any person to give— 30

- (a) information concerning the medical condition or history of any person; or
- (b) information that is protected by legal professional privilege.

Compare: 2002 No 33 s 82(1)

- 11 Disclosure of information relevant to buildings affected by emergency**
- (1) A person who receives information following a requirement to give information imposed under **section 16, 19(6), 30(3), or 47(3)** may use or disclose that information only for the purposes of this Act.
- (2) Despite **subclause (1)**, the person may disclose to a responsible person information that—
- (a) is relevant to the exercise of powers under subpart 6B of Part 2 of the Building Act 2004 in an area for which a state of emergency has been declared or a notice of transition period has been given; and
- (b) is to be used in connection with the exercise of those powers in that area.
- (3) In **subclause (2)**, **responsible person** has the same meaning as in section 133BB(1) of the Building Act 2004.

Compare: 2002 No 33 s 83

Further obligations of critical infrastructure entities

- 12 Role of critical infrastructure entities during reduction and readiness stages of emergency management**
- To help fulfil their duties under **section 54(1)** of this Act, all critical infrastructure entities must—
- (a) develop business continuity plans to—
- (i) identify critical assets and business processes, assess their vulnerabilities, and undertake appropriate actions to reduce the risks they face; and
- (ii) outline response and recovery arrangements, including appropriate contracting arrangements with key suppliers; and
- (b) focus on both reduction and readiness, including planning co-operatively with—
- (i) other critical infrastructure entities (whether or not in the same sector), especially those on which they are dependent; and
- (ii) relevant government agencies; and
- (iii) Emergency Management Committees;
- (c) regularly test and exercise their response arrangements and participate in the national emergency management exercises.

Compare: LI 2015/140 Schedule cl 60(1)

- 13 Role of critical infrastructure entities during response and recovery stages of emergency management**
- To help fulfil their duties under **section 54(1)** of the Act, all critical infrastructure entities must—

- (a) activate business continuity, response, and recovery plans; and
- (b) operate within established emergency management co-ordination mechanisms.

Compare: LI 2015/140 s 61(1)

National emergency management plan 5

14 Minor changes to national emergency management plan

- (1) The Minister may make a minor change to a national emergency management plan without a review of the plan under **section 68**.
- (2) In this clause, a **minor change** to a plan is a change that the Minister is satisfied will have no effect or no likely effect on the rights of any person and no effect or no more than a minor effect on the obligations of any person. 10

Compare: 2002 No 33 Schedule cl 47

Emergency Management Committee plans

15 Incorporation by reference

- (1) An Emergency Management Committee may incorporate by reference any written material or document as part of its emergency management committee plan. 15
- (2) When determining whether to incorporate material or documents as part of its plan, the Committee must consider whether the material or documents—
 - (a) address technical matters: 20
 - (b) are too large or otherwise impracticable to include in, or print as part of, the plan:
 - (c) are standards, requirements, or recommended practices of any national organisation:
 - (d) are clearly defined and could be clearly identified by the public. 25
- (3) Any material incorporated by reference under this clause is to be treated for all purposes as forming part of the plan.
- (4) If any amendment to the material incorporated by reference under this clause is made, the amendment does not come into force as part of the plan until a date specified by the Committee by notice on the publicly available Internet site on which the plan has been published. 30
- (5) All material incorporated by reference under this clause must be available on a publicly available Internet site and at the office of the administering authority of the Committee, and copies of that material must be available for purchase for a reasonable charge. 35

Compare: 2002 No 33 s 51

16 Minor changes to emergency management committee plan

- (1) An Emergency Management Committee may make a minor change to its emergency management committee plan without a review of the plan under **section 75**.
- (2) In this clause, a **minor change** to a plan is a change that the Committee is satisfied will have no effect or no likely effect on the rights of any person and no effect or no more than a minor effect on the obligations of any person. 5

Compare: 2002 No 33 s 57

Schedule 3

Procedural matters relating to **Part 3**

s 80

Contents

		Page
1	Proof of authority to make emergency designation	104
2	Content and publication of declaration of state of emergency and declaration extending or terminating state of emergency	104
3	Content and publication of transition period notice or notice extending or terminating transition period	105
4	Notice requirements when exercising power relating to structures	105
5	Person exercising emergency powers to provide proof of identity	106
1	Proof of authority to make emergency designation	
(1)	The fact that a person purporting to be an authorised person declares a state of local emergency is, in the absence of proof to the contrary, conclusive evidence that the person is an authorised person.	5
(2)	The fact that a person purporting to be an authorised person gives notice of a local transition period is, in the absence of proof to the contrary, conclusive evidence that the person is authorised to do so.	10
	Compare: 2002 No 33 ss 68(4), 94B(10)	
2	Content and publication of declaration of state of emergency and declaration extending or terminating state of emergency	
(1)	A declaration of a state of emergency or a declaration extending or terminating a state of emergency must—	15
	(a) specify the time and date on which it is made; and	
	(b) be in the form prescribed by the regulations or a form of similar effect.	
(2)	The validity of a declaration is not affected by the inclusion in it of any additional information not specified in the appropriate prescribed form.	
(3)	A person who makes a declaration in accordance with subclause (1) must immediately give notice to the public of the declaration by any means of communication that are reasonably practicable in the circumstances of the case, and must ensure that the declaration is published in the <i>Gazette</i> as soon as practicable.	20
	Compare: 2002 No 33 s 73	25

- 3 Content and publication of transition period notice or notice extending or terminating transition period**
- (1) A notice of a transition period or a notice of an extension or a termination of a transition period must—
- (a) specify the time and date on which the notice is given; and 5
 - (b) specify the areas, regions, districts, or wards to which it applies; and
 - (c) be in the form prescribed by the regulations or a form of similar effect.
- (2) The validity of a notice of a transition period or a notice of an extension or a termination of a transition period is not affected by the inclusion of any additional information. 10
- (3) A person who gives notice of a transition period, or who extends or terminates a transition period, must,—
- (a) as soon as practicable, notify the public of the notice by publishing the notice on an Internet site to which the public has free access; and
 - (b) ensure that the notice or extension is published in the *Gazette* as soon as practicable. 15
- Compare: 2002 No 33 s 94F
- 4 Notice requirements when exercising power relating to structures**
- (1) A person who gives a direction under **section 106(3)(a) or (b)**—
- (a) must use reasonable endeavours, in accordance with **section 148**, to notify the following of the direction: 20
 - (i) each owner (or each owner’s agent) and each occupier of the structure; and
 - (ii) each owner (or each owner’s agent) and each occupier of any adjacent structure or adjoining land; and 25
 - (b) must attach a copy of the notice to a prominent place on, or adjacent to, the structure.
- (2) A person who gives a direction under **section 106(3)(b)** must also give public notice of the direction that is reasonable in the circumstances.
- (3) A notice given under this clause must— 30
- (a) state the reasons for giving the direction; and
 - (b) describe the matter to which the direction applies; and
 - (c) state when the assessments are to be carried out; and
 - (d) state where any further information may be viewed; and
 - (e) be published in the *Gazette* as soon as practicable. 35
- Compare: 2002 No 33 s 91A

5 Person exercising emergency powers to provide proof of identity

A person exercising a power conferred by **subpart 3 of Part 3** must—

- (a) have with them, and produce if requested to do so, evidence of their identity; and
- (b) if requested to do so, produce evidence of or give a general explanation of the authority under which they are acting and the power or powers they are exercising. 5

Compare: 2002 No 33 ss 93, 94O

Schedule 4

Consequential amendments to legislation

s 152

Part 1

Consequential amendments to Acts

5

Arms Act 1983 (1983 No 44)

In section 74(1)(ea), replace “an emergency being declared under the Civil Defence Emergency Management Act 2002” with “a state of emergency being declared under the Emergency Management Act **2022**”.

Biosecurity Act 1993 (1993 No 95)

10

Replace section 87(1)(b) with:

- (b) an Emergency Management Committee established under the Emergency Management Act **2022**:

Replace section 87(2)(b) with:

- (b) for the purposes of subsection (1)(b) to (g), a situation as described in **paragraphs (a) and (b)** of the definition of emergency in **section 5** of the Emergency Management Act **2022**.

15

Replace section 98(1)(b) with:

- (b) an Emergency Management Committee established under the Emergency Management Act **2022**:

20

Replace section 98(2)(b) with:

- (b) for the purposes of subsection (1)(b) to (g), a situation as described in **paragraphs (a) and (b)** of the definition of emergency in **section 5** of the Emergency Management Act **2022**.

Building Act 2004 (2004 No 72)

25

In section 15(1)(na), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

In section 133AE(1)(a), replace “the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act **2022**”.

Replace section 133AE(2)(a) and (b) with:

30

- (a) any national emergency management plan approved under **section 66** of the Emergency Management Act **2022**; and
- (b) the emergency management committee plan established and maintained under **section 72** of the Emergency Management Act **2022** that covers the district in which the building is situated.

35

In section 133BB(1), insert in its appropriate alphabetical order:

Building Act 2004 (2004 No 72)—*continued*

critical infrastructure entity has the same meaning as in **section 5** of the EM Act

EM Act means the Emergency Management Act **2022**

In section 133BB(1), repeal the definition of **CDEM Act**.

In section 133BB(1), definition of **critical infrastructure**, paragraph (b), replace “lifeline utility” with “critical infrastructure entity”. 5

In section 133BB(1), definition of **emergency**, replace “section 4 of the CDEM Act” with “**section 5** of the EM Act”.

In section 133BB(1), definition of **lifeline utility**, replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act **2022**”. 10

In section 133BB(1), replace the definition of **relevant CDEM decision-maker** with:

relevant EM decision-maker, in relation to an area that is a designated area or is proposed to be a designated area,—

(a) means— 15

(i) the Minister responsible for administration of the EM Act; or

(ii) a person who is appointed or otherwise authorised under **section 40 or 41** of that Act to declare a state of local emergency or give notice of a local transition period (as the case may be) for the area; and 20

(b) in sections 133BG and 133BH, also includes a person who, at the relevant time, is the successor in office of a person referred to in **paragraph (a)(ii)** 25

In section 133BB(1), definition of **state of emergency**, replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act **2022**”. 25

In section 133BB(1), definition of **transition period**, replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act **2022**”.

In section 133BC(1), replace “CDEM Act, a relevant CDEM decision-maker” with “EM Act, a relevant EM decision-maker”. 30

In section 133BG(2)(a) and (4), replace “CDEM” with “EM”.

In section 133BH(1)(a)(i) and (ii), (d)(ii) and (iii), and (f)(ii) and (iii), replace “CDEM” with “EM”.

Replace section 133BK with: 35

Building Act 2004 (2004 No 72)—continued**133BK EM Act officers as responsible persons**

- (1) This section sets out who may exercise powers under sections 133BQ to 133BX and 133BZA for the purposes of section 133BJ(3).
- (2) The powers may be exercised as follows:
- (a) the power under section 133BQ (post-event assessments) may be exercised,—
 - (i) during a state of emergency, by a Controller (or a person acting under the Controller’s authority): 5
 - (ii) during a transition period, by a Recovery Manager (or a person acting under the Recovery Manager’s authority): 10
 - (b) the power under section 133BR (evacuation) may be exercised,—
 - (i) during a state of emergency, by a Controller or a constable (or a person acting under that person’s authority):
 - (ii) during a transition period, by a Recovery Manager or a constable (or a person acting under that person’s authority): 15
 - (c) the power under section 133BS (measures to keep people at safe distance and protect building) or 133BT (notices and signs on buildings) may be exercised,—
 - (i) during a state of emergency, by a Controller (or a person acting under the Controller’s authority): 20
 - (ii) during a transition period, by a Recovery Manager (or a person acting under the Recovery Manager’s authority):
 - (d) the power under section 133BU (owner directed to give information) or 133BZA(3)(a) (bring forward due date for provision of assessment or information) may be exercised,— 25
 - (i) during a state of emergency, by the Director or Emergency Management Committee (or a person acting under the authority of the Director or Committee):
 - (ii) during a transition period, by the Director or Emergency Management Committee (or a person acting under the authority of the Director or Committee): 30
 - (e) the power under section 133BV (urgent works to remove or reduce risks), 133BW (works to remove or reduce other risks), 133BX (works for long-term use or occupation of building), or 133BZA(3)(b) (bring forward deadline for completing seismic work) may be exercised,— 35
 - (i) during a state of emergency, by the Emergency Management Committee (or a person acting under the Committee’s authority):

Building Act 2004 (2004 No 72)—*continued*

- (ii) during a transition period, by a Recovery Manager (or a person acting under the Recovery Manager’s authority).
- (3) For the purposes of **subsection (2)**,—
- (a) a responsible person who is an Area Controller must comply with **section 44(4)** of the EM Act: 5
- (b) a responsible person who is a Local Controller must comply with **section 43(3)** of the EM Act:
- (c) a responsible person who is an Area Recovery Manager must comply with **section 47(6)** of the EM Act:
- (d) a responsible person who is a Local Recovery Manager must comply with **section 46(3)** of the EM Act. 10
- (4) In this section, **Area Controller, Area Recovery Manager, Controller, Director, Emergency Management Committee, Local Controller, Local Recovery Manager, and Recovery Manager** have the same meanings as in **section 5** of the EM Act. 15

In the heading to section 133BL, replace “**CDEM Act**” with “**EM Act**”.

In section 133BL(1) and (2), replace “**CDEM Act**” with “**EM Act**”.

In the heading to section 133BM, replace “**CDEM Act**” with “**EM Act**”.

In section 133BM(1)(b)(i) and (ii), (2), and (3), replace “**CDEM Act**” with “**EM Act**”.

In section 133BM(4), replace “**equivalent CDEM Act notice** means a notice, direction, or other requirement under the **CDEM Act**” with “**equivalent EM Act notice** means a notice, direction, or other requirement under the **EM Act**”. 20

In section 133BZ(1), replace “Part 4, 5, 5A, or 5B of the **CDEM Act**” with “**Part 3** of the **EM Act**”.

In Schedule 1AA, clause 5(1)(a), replace “**CDEM Act**” with “**Civil Defence Emergency Management Act 2002**”. 25

Burial and Cremation Act 1964 (1964 No 75)

In section 46(1), replace “section 85(1)(g) of the **Civil Defence Emergency Management Act 2002**” with “**section 100(3)(g)** of the **Emergency Management Act 2022**”. 30

Civil Aviation Act 1990 (1990 No 98)

In section 99(1), replace “**Civil Defence Emergency Management Act 2002**” with “**Emergency Management Act 2022**”.

Climate Change Response Act 2002 (2002 No 40)

In section 5ZW(8)(g), replace “lifeline utilities listed in Schedule 1 of the Civil Defence Emergency Management Act 2002” with “critical infrastructure entities recognised under **section 50** of the Emergency Management Act **2022**”.

Corrections Act 2004 (2004 No 50)

5

In section 179C, definition of **state of emergency affecting a prison or prisoners**, paragraph (a), replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act **2022**”.

Replace section 191(1)(a) with:

- (a) a state of emergency is in force under the Emergency Management Act **2022** or there is an emergency (within the meaning of **section 5** of that Act); and

10

Replace section 192 with:

192 Direction not to be inconsistent with applicable emergency management plan

15

No direction may be given under section 191 that is inconsistent with the provisions of any applicable emergency management plan (within the meaning of **section 5** of the Emergency Management Act **2022**) that is in force at the time the direction is given.

COVID-19 Public Health Response Act 2020 (2020 No 12)

20

In section 8(b), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

Crown Research Institutes Act 1992 (1992 No 47)

In section 43(1)(a), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

25

Customs and Excise Act 2018 (2018 No 4)

In section 165(4)(a) replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act **2022**”.

Defence Act 1990 (1990 No 28)

In section 39(2), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

30

In section 40(2), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

In section 42(a)(ii), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

35

Dog Control Act 1996 (1996 No 13)

In section 2, definition of **specified agency**, paragraph (b), replace “Director of Civil Defence Emergency Management” with “Director of Emergency Management”.

In section 2, definition of **working dog**, replace paragraph (a)(ivc) with:

(ivc) certified for use by the Director of Emergency Management for the purposes of carrying out the functions, duties, and powers conferred by the Emergency Management Act **2022**; or 5

Education and Training Act 2020 (2020 No 38)

In section 653(1)(a), replace “section 66 or 68 of the Civil Defence Emergency Management Act 2002” with “**section 81 or 83** of the Emergency Management Act **2022**”. 10

In section 653(1)(b), replace “section 94A of the Civil Defence Emergency Management Act 2002” with “**sections 87 and 88** of the Emergency Management Act **2022**”.

In section 655(3), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 15

Fire and Emergency New Zealand Act 2017(2017 No 17)

In section 6, definition of **emergency**, replace paragraph (c) with:

(c) a state of emergency declared under the Emergency Management Act **2022**; and 20

In section 21(1)(a)(iv), replace “civil defence emergency management groups” with “emergency management committees”.

In section 48(3), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

Hazardous Substances and New Organisms Act 1996 (1996 No 30) 25

In section 46(1)(b), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

In section 136(1)(b)(i), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

In section 136(4)(b), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 30

Health Act 1956 (1956 No 65)

In section 70(1), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

In section 71(1), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 35

Heritage New Zealand Pouhere Taonga Act 2014 (2014 No 26)

In section 5(2)(f), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

In section 13(1)(g), replace “national or local emergency or a national or local transition period (under the Civil Defence Emergency Management Act 2002)” with “state of national or local emergency or a national or local transition period (under the Emergency Management Act **2022**)”. 5

In section 60(1), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

In section 60(2), replace “section 72, or the transition period is terminated under section 94E, of the Civil Defence Emergency Management Act 2002” with “**section 86**, or the transition period is terminated under **section 92**, of the Emergency Management Act **2022**”. 10

Land Transport Act 1998 (1998 No 110)

In section 79P(2)(a), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 15

Layout Designs Act 1994 (1994 No 116)

In section 20(1)(b), replace “section 66 of the Civil Defence Emergency Management Act 2002” with “**section 81** of the Emergency Management Act **2022**”.

Legislation Act 2019 (2019 No 58) 20

In Schedule 3, table, repeal the item relating to the Civil Defence Emergency Management Act 2002.

Limitation Act 2010 (2010 No 110)

In section 46, definition of **incapacitated**, paragraph (c), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 25

Local Authorities (Members’ Interests) Act 1968 (1968 No 147)

In section 3(3)(d)(vii), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

Local Government Act 1974 (1974 No 66)

In section 648(1) and (2), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 30

Local Government Act 2002 (2002 No 84)

In section 48J(1)(a), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

Local Government Act 2002 (2002 No 84)—continued

In section 256, definition of **problem**, paragraph (a)(iii), replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act **2022**”.

In Schedule 3, replace clause 43(1)(f) and (g) with:

- | | | |
|-----|--|----|
| (f) | if an area is included in the district of another territorial authority, provisions that the emergency management committee plan for the district in which the area is included applies to the area so included and is the only operative local emergency management plan to apply in that area: | 5 |
| (g) | if a new district or region is constituted, provisions that every emergency management committee plan that is in force in respect of any area included in that district or region continues in force until a new plan is prepared and approved for the district under the Emergency Management Act 2022 : | 10 |

Local Government (Auckland Council) Act 2009 (2009 No 32)

In section 15(1)(a), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 15

Marine and Coastal Area (Takutai Moana) Act 2011 (2011 No 3)

In section 63, definition of **emergency activity**, paragraph (c)(i), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 20

Maritime Security Act 2004 (2004 No 16)

In section 80(3)(a), replace “under Part 5 of the Civil Defence Emergency Management Act 2002” with “under **subpart 3 of Part 3** of the Emergency Management Act **2022** in relation to a state of emergency”.

In section 80(3)(b), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 25

Maritime Transport Act 1994 (1994 No 104)

In section 100(5)(c), replace “under Part 5 of the Civil Defence Emergency Management Act 2002” with “exercising powers referred to in **section 95** of the Emergency Management Act **2022**”. 30

In section 100(5)(d), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

In section 254(3)(a), replace “under Part 5 of the Civil Defence Emergency Management Act 2002” with “exercising powers referred to in **section 95** of the Emergency Management Act **2022**”. 35

In section 254(3)(b), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

Maritime Transport Act 1994 (1994 No 104)—continued

In section 312(1)(a), replace “under Part 5 of the Civil Defence Emergency Management Act 2002” with “exercising powers referred to in **section 95** of the Emergency Management Act **2022**”.

In section 312(1)(b), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 5

National Animal Identification and Tracing Act 2012 (2012 No 2)

In section 34(2)(a)(i) and (6), replace “Part 4 of the Civil Defence Emergency Management Act 2002” with “**Part 3** of the Emergency Management Act **2022**”.

In section 40(2), definition of **emergency services**, paragraph (a), replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act **2022**”. 10

Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 (2019 No 19)

In section 12(3)(b)(i), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

Ngāti Rangī Claims Settlement Act 2019 (2019 No 40)

In section 109(4), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 15

In Schedule 5, replace clause 3 with:

3 Act to which section 109(4) refers

Section 109(4) applies to the Emergency Management Act **2022** in relation to the function of the Manawatu-Wanganui Emergency Management Committee to develop, approve, or review an emergency management committee plan. 20

Ombudsmen Act 1975 (1975 No 9)

In Schedule 1, Part 3, repeal the item relating to Civil Defence Emergency Management Groups. 25

In Schedule 1, Part 3, insert in its appropriate alphabetical order:

Emergency Management Committees established under the Emergency Management Act **2022**

Patents Act 2013 (2013 No 68)

Replace section 185(1)(b) with: 30

(b) to assist in the exercise of powers and the implementation of emergency management during a state of emergency declared under the Emergency Management Act **2022**.

Petroleum Demand Restraint Act 1981 (1981 No 12)

Replace section 26(c) with:

- (c) the Emergency Management Act **2022**; or

Plant Variety Rights Act 1987 (1987 No 5)

In section 17(2), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 5

Public Finance Act 1989 (1989 No 44)

In section 25(1)(a), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

Public Safety (Public Protection Orders) Act 2014 (2014 No 68) 10

In the heading to section 75, replace “civil defence emergency” with “emergency”.

In section 75(1), replace “a civil defence emergency” with “an emergency”.

In section 75(5), replace “civil defence emergency” with “emergency”.

In section 75(5)(a), replace “plague” with “pandemic”.

Radiation Safety Act 2016 (2016 No 6) 15

In section 54(1)(b) and (8), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

In section 55(1)(b) and (5)(b), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

In section 57(2)(a), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”. 20

In section 57(2)(b), replace “the Director of Civil Defence Emergency Management or a Controller (within the meaning of the Civil Defence Emergency Management Act 2002)” with “the Director of Emergency Management or a Controller (within the meaning of the Emergency Management Act **2022**)”. 25

Resource Management Act 1991 (1991 No 69)

In section 330(1), replace “lifeline utility” with “critical infrastructure entity” in each place.

Replace section 330(5) with:

- (5) In this section and section 330A, **critical infrastructure entity** means a critical infrastructure entity within the meaning of **section 5** of the Emergency Management Act **2022** other than a critical infrastructure entity that is a network utility operator to which subsection (1)(c) applies. 30

In section 330A(1) and (2), replace “lifeline utility” with “critical infrastructure entity”. 35

Resource Management Act 1991 (1991 No 69)—*continued*

In the heading to section 330B, replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act 2022”.

In section 330B(1), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act 2022”.

Summary Proceedings Act 1957 (1957 No 87)

5

In section 2(1), definition of **infringement notice**, after paragraph (ji), insert:

(jj) **section 136** of the Emergency Management Act 2022; or

Tax Administration Act 1994 (1994 No 166)

In section 91AAS(1), replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act 2022”.

10

In section 183ABA(4)(a), replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act 2022”.

In section 225ABA(6)(a), replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act 2022”.

Telecommunications Act 2001 (2001 No 103)

15

In section 239(2)(c), replace “Civil Defence Emergency Management” with “Emergency Management”.

Trade (Anti-dumping and Countervailing Duties) Act 1988 (1988 No 158)

In section 3(1), definition of **emergency**, replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act 2022”.

20

Urban Development Act 2020 (2020 No 42)

In section 9, definition of **nationally significant infrastructure**, replace paragraph (i) with:

(i) the port companies recognised as critical infrastructure entities under **section 50** of the Emergency Management Act 2022

25

Volunteers Employment Protection Act 1973 (1973 No 25)

In section 14A(a)(ii), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act 2022”.

Water Services Act 2021 (2021 No 36)

30

In section 25(8), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act 2022”.

In section 34(4), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act 2022”.

Water Services Act 2021 (2021 No 36)—continued

In section 61(2), replace “an emergency is declared under the Civil Defence Emergency Management Act 2002” with “a state of emergency is declared under the Emergency Management Act **2022**”.

Replace section 61(2)(a) with:

- (a) in the case of an emergency declared under the Emergency Management Act **2022**, the Controller (within the meaning of **section 5** of that Act);
or

Part 2**Consequential amendments to secondary legislation****Building (Dam Safety) Regulations 2022 (SL 2022/133)** 10

In regulation 3, definition of **critical or major infrastructure**, paragraph (a), replace “lifeline utility within the meaning of section 4 of the Civil Defence Emergency Management Act 2002” with “critical infrastructure entity within the meaning of **section 5** of the Emergency Management Act **2022**”.

In regulation 3, definition of **critical or major infrastructure**, paragraph (b), replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act **2022**”.

Replace regulation 17(1)(b)(ii) and (iii) with:

- (ii) an Emergency Management Committee (within the meaning of **section 5** of the Emergency Management Act **2022**): 20
(iii) emergency services (within the meaning of **section 5** of the Emergency Management Act **2022**); and

COVID-19 Public Health Response (Managed Isolation and Quarantine Charges) Regulations 2020 (LI 2020/186)

In regulation 8A(1)(a)(i), replace “section 4 of the Civil Defence Emergency Management Act 2002” with “**section 5** of the Emergency Management Act **2022**”. 25

Education (Early Childhood Services) Regulations 2008 (SR 2008/204)

In regulation 39A(7), definition of **state of emergency**, replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

Family Court Rules 2002 (SR 2002/261) 30

In rule 8(1), definition of **emergency**, paragraph (a), replace “section 66(1) or 68(1) of the Civil Defence Emergency Management Act 2002” with “**section 81 or 83** of the Emergency Management Act **2022**”.

Gas Governance (Critical Contingency Management) Regulations 2008 (SR 2008/426)

In regulation 5, revoke the definition of **civil defence emergency**.

In regulation 5, insert in its appropriate alphabetical order:

state of emergency means a state of national emergency or a state of local emergency declared under the Emergency Management Act **2022**, or any equivalent state declared under any subsequent replacement legislation 5

In regulation 5, replace the definition of **director of civil defence emergency management** with:

Director of Emergency Management has the same meaning as in **section 5** of the Emergency Management Act **2022**, and includes any person appointed to an equivalent or replacement role under any subsequent replacement legislation 10

Replace regulation 14 with:

14 Emergency Management Act 2022 15

A person is not required to comply with these regulations where that compliance prevents that person from complying with the requirements of the Emergency Management Act **2022**.

In regulation 34(3), replace “a civil defence” with “an”.

In regulation 36(b), replace “director of civil defence emergency management” with “Director of Emergency Management” 20

In regulation 51(1)(b), replace “director of civil defence emergency management” with “Director of Emergency Management”.

Replace regulation 53(1)(e)(ii) with:

(ii) if there is a state of emergency, the restoration of gas supply to consumers in accordance with the guide to the national emergency management plan issued by the Director of Emergency Management under **section 12(4)** of the Emergency Management Act **2022**, or any equivalent or replacement document under any subsequent replacement legislation; and 25
30

In regulation 59(1) and (2), replace “director of civil defence emergency management” with “Director of Emergency Management”.

In regulation 62(1)(b), replace “director of civil defence emergency management” with “Director of Emergency Management”.

High Court Rules 2016 (LI 2016/225) 35

In rule 3.3B(1)(a)(i), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

Land Transport (Road User) Rule 2004 (SR 2004/427)

In clause 1.6, replace the definition of **civil defence emergency vehicle** with:

civil defence emergency vehicle means a vehicle operated under the instructions of a person who is a Controller under **section 18 or 42** of the Emergency Management Act **2022** in an emergency, as defined in **section 5** of that Act 5

New Zealand Distinguished Service Decoration Regulations 2007 (SR 2007/147)

In regulation 4, definition of **operation**, paragraph (b), replace “civil defence” with “emergency management”.

Oranga Tamariki (Residential Care) Regulations 1996 (SR 1996/354) 10

In regulation 33(2)(d), replace “civil defence” with “emergency management”.

Overseas Investment Regulations 2005 (SR 2005/220)

In regulation 3C(2), replace “lifeline utility listed in clauses 2 to 6 of Part A of Schedule 1 of the Civil Defence Emergency Management Act 2002” with “critical infrastructure entity recognised under **section 50(a)** of the Emergency Management Act **2022**”. 15

Radiocommunications Regulations 2001 (SR 2001/240)

In regulation 44(3), replace “Civil Defence Emergency Management Act 2002” with “Emergency Management Act **2022**”.

Road User Charges (Applications for Exemption for Certain Classes of Light RUC Vehicles) Regulations 2013 (SR 2013/107) 20

In regulation 6(1)(c)(iii), replace “section 91 of the Civil Defence Emergency Management Act 2002” with “**section 106** of the Emergency Management Act **2022**”.

Social Security Regulations 2018 (LI 2018/202)

In regulation 67(1C)(a), replace “Part 4 of the Civil Defence Emergency Management Act 2002” with “**Part 3** of the Emergency Management Act **2022**”. 25

In regulation 189(c), replace “Part 4 of the Civil Defence Emergency Management Act 2002” with “**Part 3** of the Emergency Management Act **2022**”.



The Emergency Management Bill

Overview of proposed changes

The Government is committed to ensuring New Zealand's emergency management system is geared towards inclusive, community-led responses to emergency events, as well as continuing work with iwi and Māori in emergency management.

The emergency management system needs changes so that:

- communities are better prepared to respond to and recover from emergencies
- iwi and Māori participation is recognised, enabled, and valued
- the impacts of emergencies on people, the economy, and the environment are reduced
- the emergency management system is well-coordinated, high-performing, and enjoys widespread trust and confidence.

An Emergency Management Bill has been introduced to replace the two decades old Civil Defence Emergency Management Act 2002 (CDEM Act). Information about the Bill, and its progress, can be found on parliament.govt.nz (search for "Emergency Management Bill").

When passed, the Emergency Management Bill will create an updated legal and regulatory framework within which Aotearoa New Zealand can prepare for, deal with, and recover from local, regional and national emergencies.

The Bill is not a fundamental transformation of the emergency management system, but instead makes practical improvements to ensure the system can meet current and future needs.

Some of the key measures in the Emergency Management Bill include:

- clarifying roles and responsibilities across the emergency management system (pages 2-3)
- recognising and enhancing the role of Māori in emergency management (pages 3-4)
- enhancing the resilience and accountability of critical infrastructure (page 5)
- enabling equitable outcomes for communities disproportionately impacted by emergencies (page 6)
- improving operational effectiveness (page 6)
- updating the legal and regulatory frameworks for the emergency management system (pages 7 -8)
- replacing the term 'civil defence emergency management' with 'emergency management'.

These measures are explained in more detail in this factsheet.

These proposed changes will set the system up to be more responsive, and set a solid foundation for adaptations that might be required in the future.

The Bill does not change the current emergency powers available under a state of emergency, and while the Bill changes the name of 'Civil Defence Emergency Management Groups' to 'Emergency Management Committees', it does not remove the existing key local and regional roles and responsibilities.

Clarifying roles and responsibilities across the emergency management system

Clarifying the roles and responsibilities of Emergency Management Committees and local authorities

Clauses 29 and 37

To improve role clarity, the Bill specifies the distinct and separate functions of local authorities, and Emergency Management Committees (currently Civil Defence Emergency Management (CDEM) Groups).

Lack of clarity about roles and responsibilities of CDEM Groups and local authorities has impacted the effectiveness of the emergency management system.

The Bill clarifies that:

- Emergency Management Committees are responsible for regional co-ordination and governance
- local authority members are responsible for delivering local emergency management in their communities, and for participating in the Emergency Management Committees.

Clarifying the administering authority process

Clause 35

The Bill enables greater flexibility for who can act as an administering authority for Emergency Management Committees (currently CDEM Groups).

The Bill further clarifies the processes by which Emergency Management Committees can agree their administering authority.

For example, the Bill removes the current requirement that the administering authority can only be changed if the Minister agrees.

Clarifying the roles of the Chief Executive of the National Emergency Management Agency (NEMA), and Director of Emergency Management

Clause 5

The Bill sets out that the Chief Executive of the responsible department (currently NEMA) holds the role of Director of Emergency Management.

The current legal arrangements for the national statutory role holders require updating to account for NEMA's creation (in 2019) as an autonomous departmental agency with a chief executive.

Consistent with the current arrangements, the Director would be able to delegate response and recovery functions and powers to the National Controller, and National Recovery Manager as appropriate.

Confirming the roles of lead and support agencies

Clause 146

The Bill includes regulation making powers to confirm the roles and responsibilities of lead and support agencies.

The current uncertainty contributes to misunderstanding of roles and responsibilities before, during, and following emergencies.

The regulations enabled by the Bill will also:

- establish the mechanisms and criteria by which lead and support agencies are allocated
- provide for the governance of lead and support agencies for their emergency management activities
- specify the triggers and thresholds that determine the lead agency for a specific event.

Roles and responsibilities will be determined via consultation. The Bill requires the Minister for Emergency Management to consult with other relevant Ministers and agency chief executives when developing new regulations for lead and support agencies.

Publication of Emergency Management Committee Plans

Clause 72(2)

The Bill makes it explicit that Emergency Management Committee Plans (formerly CDEM Group Plans) must be published on a publicly available internet site.

The Bill also introduces updated principles to guide which documents can be incorporated by reference as part of Emergency Management Committee Plans.

This will improve consistency of what information is published, and ensure that all documents that

form part of Emergency Management Committee Plans are easily accessible to the public.

The current CDEM Act does not explicitly set out requirements for the publication of CDEM Group Plans. It is also unclear which documents are reasonable to incorporate by reference.

Ambulance services

Clauses 5 and 33(1)

The Bill includes ambulance services in the definition of 'emergency services' to reflect their core role in emergencies.

Ambulance services play a vital role in responding to emergency events, but are not included within the definition of emergency services in the current CDEM Act.

The Bill also introduces a permanent position for a chief executive or senior officer of an ambulance service on an Emergency Management Co-ordinating Executive.

Recognising, enhancing, and valuing Māori participation in emergency management

Māori members on Emergency Management Committees and Co-ordinating Executive

Clauses 26, 33 and 144

The Bill includes a requirement to have one or more Māori members on both Emergency Management Committees, and Emergency Management Co-ordinating Executives (currently the CDEM Group and Co-ordinating Executive Group).

The Bill enables regulations to prescribe locally appropriate appointment mechanisms for members, which will be developed with Māori and local government.

However, where decisions cannot be agreed or are not made, the Bill includes a Ministerial backstop for appointments to be made.

National Māori Emergency Management Advisory Group

Clauses 20 and 21

The Bill enables the appointment of a National Māori Emergency Management Advisory Group.

This Group will advise the Director of Emergency Management (Chief Executive of NEMA) on Māori interests, and knowledge relevant to emergency management.

This includes advising on NEMA's role as it relates to the delivery of positive outcomes for Māori through the emergency management system.

Treaty of Waitangi / Te Tiriti o Waitangi clause

Clause 4

The Bill includes a descriptive Treaty of Waitangi / Te Tiriti o Waitangi clause.

The clause expressly references the Crown's Treaty responsibilities and describes how these are given effect to in the emergency management context.

It also gives effect to proposals which aim to strengthen the role of Māori.

Emergency Management Committees are not a Person Conducting a Business or Undertaking (PCBU)

Clause 32

To ensure the Māori members of Emergency Management Committees (currently CDEM Groups) have the same protection from liability as elected members, the Bill clarifies that an Emergency Management Committee is not a PCBU for the purposes of the Health and Safety at Work Act 2015 (HSWA).

Currently, members of territorial authorities elected in accordance with the Local Electoral Act 2002 are excluded from liability. However, this would not extend to the proposed Māori members.

If Emergency Management Committees are not PCBUs, then all members will be treated the same and will, therefore, not be exposed to liability.

Requirement for Emergency Management Committees to recognise and plan for the needs and contribution of Māori

Clause 29(1)

The Bill establishes new responsibilities for Emergency Management Committees (currently CDEM Groups) to recognise and plan for the needs and contribution of iwi and Māori in their area.

Emergency Management Committees will be required to collaborate with Māori and iwi in the

development of Emergency Management Committee plans.

The Bill requires Emergency Management Committees to establish systems and processes to ensure they have the capacity and capability to engage with iwi and Māori.

Inclusion of Māori in the National Emergency Management Plan

Clause 67(1)

The Bill introduces a requirement for the National Emergency Management Plan (currently the National Civil Defence Emergency Management Plan Order 2015) to include the role of Māori in emergency management.

Iwi and Māori play an important role in the emergency management system, and this needs to be reflected in the National Emergency Management Plan.

Permanent legislative authority to reimburse iwi and Māori organisations

Clause 149

The Bill updates the permanent legislative authority so that iwi and Māori organisations can be reimbursed directly for welfare costs incurred during an emergency.

This will reduce the burden of administration, and increase the security and confidence of iwi and Māori organisations to continue performing essential activities in an emergency.

Iwi and Māori carry out vital work in ensuring the welfare of their people, and those in the communities surrounding them. Iwi and Māori entities often incur similar costs as local authorities in an emergency response, and are currently unable to access reimbursements directly from Government. Instead, they are required to lodge claims with local authorities, who in turn, request reimbursement from the Government.

Increasing the resilience of critical infrastructure

Updating terminology and definition of Critical Infrastructure

Clause 5

The Bill replaces the terminology ‘Lifeline Utilities’ with ‘Critical Infrastructure’, which is more fit for purpose and reflects international practice.

The Bill also includes a definition of ‘Critical Infrastructure’ that encompasses services that are essential for everyday life and is aligned with international best practice.

Specifying critical infrastructure sectors and entities

Clauses 50 and 51

The Bill will enable specifying the critical infrastructure sectors and entities via a notice made by the Minister in the *New Zealand Gazette*.

This change from using an Order in Council that allows for increased responsiveness to changes within the sector.

The Bill sets out the criteria for recognition of critical infrastructure entities and sectors.

Requirement for critical infrastructure entities to develop response plans

Clause 54(1)

The Bill introduces a new requirement for critical infrastructure entities to develop, or contribute to the development of, sector-specific plans for responding to and recovering from emergencies.

This will enable effective and efficient response during major disruption to services.

Currently the only supporting plan that exists is the National Fuel Plan.

Critical infrastructure planning emergency levels of service

Clause 57

The Bill introduces a requirement for critical infrastructure entities to establish and publicly state their planning emergency levels of service.

The current duty for lifeline utilities to “ensure that [they are] able to function to the fullest possible extent, even though this may be at a reduced level, during and after an emergency” is vague and not measurable.

The Bill also includes a five-year review requirement, and an empowering clause for regulations setting our further detail.

Critical infrastructure annual compliance reporting

Clause 58

The Bill introduces a requirement for critical infrastructure entities to report annually to the Director of Emergency Management and their regulatory agencies.

Currently, critical infrastructure entities are not required to report on how well their organisations are meeting their obligations under the CDEM Act.

Enabling equitable outcomes

Clause 76

The Bill requires Emergency Management Committees (currently CDEM Groups) to engage with representatives of communities likely to be disproportionately impacted by emergencies in the development of their Emergency Management Committee Plan.

This will require Emergency Management Committees to identify and then engage with

communities in their area that are likely to be disproportionately impacted by emergencies.

This will ensure that the needs of people and communities disproportionately impacted by emergencies are included at the outset.

Emergencies amplify existing inequalities across a number of indicators. This change represents a way to better provide for the needs of communities disproportionately impacted by emergencies.

Improving operational effectiveness of the emergency management system

Concurrent Emergencies

Clause 93

The Bill includes a clause to enable management of concurrent local and national emergencies.

There has been an increasing number of emergency events in recent years, but the CDEM Act does not provide explicit guidance for the management of concurrent events.

The Bill will enable local states of emergencies and transition periods to remain in force concurrently with national states of emergencies or national transition periods.

The Bill also includes a clause to ensure Local or Area Controllers do not contradict priorities set by the Director, National Controller, or National Recovery Manager.

Secondary legislation and emergency management rules will set out the operational approach to the management of concurrent emergencies.

Emergency Management Committees can meet via audio or audio-visual link during a state of emergency

Schedule 2(5)

The Bill will allow representatives of Emergency Management Committees to attend meetings of the Committee via an audio or audio-visual link during a state of emergency.

Meeting in person during an emergency can be impractical or unsafe, and can result in delayed decision-making.

The current inability for a CDEM Group to meet in person has been an issue in several past emergencies, such as the Kaikōura/Hurunui earthquakes and COVID-19.

Updating the legal and regulatory framework

National Emergency Management Plan no longer an Order in Council

The prescriptive form of the current legislation has created issues in terms of enabling the responsiveness and durability of systems, processes, roles, and responsibilities.

The Bill empowers the Minister for Emergency Management to approve a new or revised National Emergency Management Plan.

The current CDEM Act requires the National CDEM Plan to be made by Order in Council. However, as the primary role of the National Plan is to explain and draw together arrangements that exist across the legislation system, it does not require legislative effect.

This change will enable greater responsiveness and ensure that the Plan can be kept up to date. The National Emergency Management Plan will be published in the *New Zealand Gazette*, and on a publicly available internet site.

Director's power to make rules

The Bill empowers the Director of Emergency Management (the Chief Executive of NEMA) to make rules prescribing matters of detail and procedure in relation to the emergency management system.

Rules would be made as required to cover administrative, operational, and technical matters during 'peacetime' only - such as specifying forms, setting qualification standards, and prescribing requirements for maintaining and operating warning systems.

The Director could not, for example, prescribe rules to modify emergency powers available under a state of emergency.

The emergency management rules would be made by the Director following a process that includes consultation with partners and

stakeholders (including iwi and Māori, and local authorities).

The key advantage of the rules approach is that it helps ensure that the legal framework keeps up-to-date with technical and operational advances in emergency management. For example, as technical standards for warning systems change the Director will be able to update the rules expediently.

This rules-based approach is already being used in other sectors. For example, the relevant chief executives are empowered to make rules under the Customs and Excise Act 2018 and the Education and Training Act 2020.

Climate change and definition of emergencies

Schedule 2(3)

The Bill includes the Climate Change Response Act 2002 in the list of relevant legislation for Emergency Management Committees to promote and raise public awareness of, and to monitor and report on compliance with provisions relevant to the purpose of the Bill.

To reflect the impact of climate change and work currently happening across government, the inclusion of this relevant legislation in the Bill serves as an acknowledgement of the effects of climate change as an exacerbator of hazards and risks.

Offences and Penalties

Clauses 125 to 132

The Bill updates the offences and penalties regime to ensure it is fit for purpose.

The penalties set out in the CDEM Act have not been updated since 2002, and there is scope for the maximum amounts to be increased in line with other legislation.

The Bill introduces an infringement offence regime, which will provide an additional tool for requiring compliance in emergency situations.

To ensure flexibility, the Bill also empowers regulations to prescribe the infringement offence regime.

Naming conventions: shifting from 'civil defence emergency management' to 'emergency management'

Clauses 4(2) and 5(2) of Schedule 1

The Bill provides an opportunity to update naming conventions in the current CDEM Act to better reflect the modern understanding of emergency management.

The Bill replaces the term '*civil defence emergency management*' in the Act with '*emergency management*'. This better reflects the broad and integrated nature of the emergency management sector.

The change from civil defence to emergency management is consistent with international practice and reflects a progressive change already underway in New Zealand.

Civil defence is a trusted national brand with wide recognition across New Zealand, so the concept will be retained for frontline facing activities.

Implementation

A phased implementation approach will be used to minimise the impacts, especially for local government and critical infrastructure entities, of the changes on operational activity, and to enable the changes to be delivered effectively.

This includes transitional arrangements to ensure that new Emergency Management Committee Plans are not required immediately upon commencement of the Bill.

Other changes, such as appointing Māori members, establishing an Administering Authority, developing new Standard Operating Procedures,

The Bill also updates other terminology:

- *Civil Defence Emergency Management Group* becomes *Emergency Management Committee*.
- *Co-ordinating Executive Group* becomes *Emergency Management Co-ordinating Executive*.
- *Group Controllers* become *Area Controllers*.

Removing Minister's and Emergency Management Committees' duties when creating regulatory instruments

The CDEM Act imposes duties on the Minister for Emergency Management and CDEM Groups to be complied with when creating specific types of regulatory instruments. For example, the duty to complete a cost benefit analysis.

These duties no longer need to be set out in an Act. It is unusual for Acts to deal with policy methodologies, including cost benefit analyses. Since 2002, for central Government agencies, requirements such as those set out in section 65 have been incorporated within regulatory impact analyses. Accordingly, the duties in section 65 of the CDEM Act are not carried over in the Bill.

and negotiating cost sharing agreements, will also have a phased implementation.

These changes will be further developed and brought into force via other regulatory instruments such as Regulations, the National Emergency Management Plan or Rules.

The Bill includes delayed commencement of some provisions for two years to give existing lifeline utilities time to comply with the new legal requirements relating to critical infrastructure 'planning emergency levels of service' and annual compliance reporting.

WAIMAKARIRI DISTRICT COUNCIL
REPORT FOR DECISION

FILE NO and TRIM NO: 230818132684

REPORT TO: Council

DATE OF MEETING: 3 October 2023

AUTHOR(S): Alistair Gray, Communications and Engagement Manager

SUBJECT: Significance and Engagement Policy for adoption

ENDORSED BY:
 (for Reports to Council,
 Committees or Boards)


 General Manager


 Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek the Council adopt an updated Significance and Engagement Policy (SEP) following community engagement.
- 1.2. The SEP is a requirement provided for by an Amendment passed in July 2014 to the Local Government Act 2002 (LGA). The SEP was last updated in 2020 at which time the policy noted a requirement for further update in 2023 (ahead of the upcoming LTP).

Attachments:

- | | | |
|-----|--------------|---|
| i. | 230614088040 | 2024 Significance and Engagement Policy |
| ii | 230828132288 | Detailed Report – Significance and Engagement Submissions |
| iii | 230828132553 | Survey Response Report |
| iv | 230828132294 | Te Whatu Ora submission |

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230818132684
- (b) **Adopts** the Significance and Engagement Policy.
- (c) **Notes** this the Policy will be incorporated into the draft 2024-34 Long Term Plan to be consulted next year.
- (d) **Circulates** the report to the Community Boards.

3. BACKGROUND

- 3.1. The Council is required by the LGA to adopt a Significance and Engagement Policy. This is a requirement under Section 76AA of the Act, introduced in July 2014.
- 3.2. The SEP was last updated in 2020 at which time the policy noted a requirement for further update prior to the 2023 LTP.
- 3.3. The LGA states the purpose of the SEP is to:
 - Enable the Council and its communities to identify the degree of significance attached to issues, proposals, assets, decisions, and activities; and
 - Provide clarity about how and when communities can expect to be engaged in decisions about different issues, assets or other matters; and

- Inform the Council from the beginning of a decision-making process about:
 - The extent of any public engagement that is expected before a particular decision is made; and
 - The form or type of engagement required.
- 3.4. The SEP must also list the assets considered by the Council to be strategic assets. Decisions regarding the transfer to or from the Council of strategic assets cannot be made unless provided for in its Long Term Plan or overridden by an act of Parliament.
- 3.5. Given there are several reform programmes currently underway, that have the potential to shape the services offered by Council's significantly, it is not recommended that the Significance and Engagement Policy change materially but small amendments to best reflect community desires are considered.
- 3.6. Proposed changes include:
- 3.6.1. Introducing a new criterion for assessing how significant a matter is in relation to the impact it may have on climate change (both adaptation and mitigation) being substantially negative.

4. ISSUES AND OPTIONS

- 4.1. While the mandate for Councils decision-making is based on the principles of representative democracy, the LGA (as do many other statutes) recognises the valuable contribution that the participatory democratic processes of community engagement plays in informing and improving the effectiveness of Council decision-making for and on behalf of the community.
- 4.2. In recognising this, the Council has extensive experience and a body of practice in community engagement. The preparation and engagement on a draft SEP provides an opportunity to set out and consider the Council's engagement intent, undertakings and practice; to assist all concerned.
- 4.3. Preparation of the draft SEP has been informed by the existing Significance and Engagement Policy. The policy remains relatively unchanged but now includes the new criteria that considers climate change.
- 4.4. This inclusion as part of a policy review was workshopped with the Council ahead of the draft policy going for public engagement. No significant amendments were made at this stage.
- 4.5. When adopting or amending an SEP the council is required to give effect to the principles of consultation set out in S82 of the LGA but these do not in themselves prescribe any particular process for consultation on the policy, or amendments thereto.
- 4.6. The Council was briefed on the policy update in July 2023. The Council supported the inclusion of the new climate change criteria and approved the proposal for public engagement. This was open to the public for submission for four weeks (12 July to 18 August). The policy was viewed by 101 residents and seven made submissions – 4/3 in favour of the inclusion of the new criteria.
- 4.7. It's recommended the Council support the update of this policy given the minor changes made and low public interest. This Policy will be applicable to Council Committees and Boards as they exercise their decision-making authorities.
- 4.8. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

- 5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū has been approached and encouraged to make a submission.

5.2. **Groups and Organisations**

There are not specific groups and organisations likely to be affected by, or to have an interest in the subject matter of this report, more so than any other part of the wider community.

5.3. **Wider Community**

Following the Council briefing on the topic the policy was open to public engagement and comment for four weeks. 101 residents viewed the topic and seven made submissions – support was 4/3 in favour of the new policy criteria.

The customer satisfaction survey undertaken earlier this year provided several responses where residents spoke in favour of the Council doing more to prioritise climate change and negate environmental degradation. This was like sentiment expressed by residents during the climate change policy engagement which received 15 submissions.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts.

Our Engagement practice encourages digital engagement and record keeping. Keeping printing costs down and removing barriers to participation using digital technology is a more sustainable business decision.

6.3 **Risk Management**

There are no risks arising from the adoption/implementation of the recommendations in this report.

Increasing methods and opportunities for engagement contributes to more effective and enduring decisions and this can save cost in the longer term.

6.4 **Health and Safety**

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. **CONTEXT**

7.1. **Consistency with Policy**

This is a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

Local Government Act 2002

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

- People have wide ranging opportunities for learning and being informed
- There are wide ranging opportunities for people to contribute to the decision making that affects our District

7.4. **Authorising Delegations**

The Council is required to adopt a SEP and has the delegation to do so.

Significance and Engagement Policy - 2024

1. Introduction

Engagement is a process of relationships and dialogue between decision-makers, partners, communities and stakeholders for the purpose of making better decisions, policies or programmes.

Public input into significant decisions, policies or programmes undertaken by Waimakariri District Council is essential to ensure they reflect the aspirations and priorities of our community.

The Waimakariri District Council (Council) under the Local Government Act 2002 (LGA) is an organisation of *representative democracy*. The LGA gives it authority to make decisions for and on behalf of the community and makes it accountable for those decisions through electoral processes.

Councils are also directed by the LGA to seek out and take account of community views in the process of their decision-making.

This gives rise to both a need and desire by the Council for engagement through the processes of participatory democracy. Consultation principles and procedures for Councils to follow when engaging are set out in the LGA.

Attributes of a healthy democracy include:

- Ongoing engagement by the Council with the community to be well informed about matters before it
- The Council obtaining community views for consideration before making decisions (especially the views of those directly affected by a proposed decision and especially in relation to significant decisions)
- Promoting involvement by the community in local governance generally.

This Significance and Engagement Policy (SEP) aims to enable a flexible but focused approach to engagement that:

- Recognises the importance of involving diverse communities in the Council's work
- Provides a range of options and methods for engagement with different groups and communities
- Demonstrates our commitment to building and maintaining ongoing constructive relationships with Waimakariri communities and developing greater understanding of community views and preferences.

2. Policy Context

2.1 The Council is required by the LGA to adopt a Significance and Engagement Policy (SEP). Section 76AA of the LGA says the SEP must set out:

- The Council's general approach to determining the significance of proposals and decisions in relation to issues, assets and other matters
- Any criteria or procedures that are to be used by the Council in assessing the extent to which issues, proposals, assets, decisions or activities are significant or may have significant consequences
- How the Council will respond to community preferences about engagement on decisions relating to specific issues, assets or other matters, including the form of engagement that may be desirable.

2.2 The LGA sets the purpose of the SEP to:

- Enable the Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions and activities
- Provide clarity about how and when communities can expect to be engaged in decisions about different issues, assets or other matters
- Inform the Council from the beginning of a decision-making process about:
 - The extent of any public engagement that is expected before a particular decision is made; and
 - The form or type of engagement required.

2.3 The SEP must list the assets considered by the Council to be strategic assets. Decisions regarding the transfer to or from the Council of strategic assets cannot be made unless provided for in its Long Term Plan.

3. Policy Objectives

- To set out for the Council and its communities how the significance of issues, proposals and decisions will be considered and taken account of;
- To identify those assets the Council considers strategic to its capacity to achieve or promote any outcome that it considers to be important to the current or future well-being of the community;
- To provide clarity about how and when communities can expect to be engaged in the process of decision-making by the Council;
- To inform the Council from the beginning of a decision-making process about the extent, form and type of engagement required.

4. Policy Statement

This Policy applies to the Council, its Committees and to Community Boards (the Council) where decisions are made under the LGA or the delegated authority of the Council.

Other Acts place consultation requirements on the Council and this Policy provides guidance for the consideration of significance and engagement in giving effect to those requirements but does not limit those other statutory consultation obligations.

5. Significance

5.1. General Approach

The Council will consider each issue, proposal or decision on a case-by-case basis to determine whether the decision is significant by applying the criteria and procedures and consider the thresholds set out in this policy. It will also consider each of the following:

- The likely impact/consequences of the issue, decision or proposal on the current and future well-being of the District;
- The effect on parties who are likely to be particularly affected by or particularly interested in the issue, decision or proposal;
- The financial and non financial costs and implications of the issue, decision or proposal having regard to the Council's capacity to perform its role;
- The scale of any proposed change to levels of Council service.

5.2. Thresholds, Criteria and Procedures

When undertaking a process to determine the extent to which issues, proposals, decisions or other matters are significant, the Council will use the following thresholds, criteria and procedures.

5.3. Financial Thresholds

Issues, proposals, or decisions which would alter the Long Term Plan or Annual Plan by more than 2.5% of the total budgeted rating revenue of the Council are considered because of this fact alone to be significant. Note that expenditure on remedial work resulting from flooding or other natural disasters is excluded from this policy.

The application of the thresholds is not necessarily conclusive. An issue, proposal or decision which does not meet any particular financial threshold may still be significant if it meets the criteria in 5.4.

5.4. Criteria

If a decision or proposal satisfies one or more of the following criteria, the matter is likely to be significant :

- The impact or consequences of the decision or proposal will have a substantial impact on more than 2.5% of the resident population of the District based on estimates by Statistics New Zealand at 30 June each year.
- The implications of the decision on the Council's overall resources, potential change in function, or the level of service provided are considered substantial.
- The impact or consequences the decision or proposal will have on climate change mitigation (through greenhouse gas emissions) or adaptation (the reduction of risk to natural hazards exacerbated by climate change) is substantially negative. Staff will report on this significance through the 'Community Views' and the impact through the 'Sustainability and Climate Change Impacts' section of a Council report.

5.5. Procedures

Every report to the Council will include a statement indicating that the issue of significance has been considered, which reflects an assessment of the significance of the issue, proposal or decision.

When an issue, proposal or decision is considered to be significant the report must also include a statement addressing community engagement in accordance with this Policy.

5.6. *Application of this Policy*

Pending significant decisions will mean:

- Ann engagement process will or has been undertaken rather than reliance on pre-existing knowledge of community views; and,
- The extent to which reasonably practical options have been identified and assessed will be greater than for matters of lesser significance.

The LGA requires that a proposed decision by the Council to alter significantly the intended level of service provision for any significant activity undertaken by or on its behalf, including a decision to commence or cease any such activity must be made through a Long Term Plan or an amendment of one for which particular consultation procedures apply. Each of the 'Groups of Activities' as a whole as set out in the Council's Long Term Plan are considered significant activities.

Management decisions made by Council staff under delegated authority from the Council in the course of implementing Council's policies, projects and programmes are not deemed to be significant for the purposes of this Policy.

This Policy does not apply to decisions that have been in the Long Term or Annual Plan unless there is a significant change being proposed to the initial decision reflected in a Plan.

6. *Strategic Assets*

- Roading network as a whole;
- Water, stockwater and sewerage system assets as a whole;
- Drainage and stormwater system assets as a whole
- The Southbrook resource recovery park;
- Libraries, aquatic centres and Oxford and Rangiora town halls;
- MainPower Stadium;
- Reserves and sports grounds
- Service Centres
- Rangiora Airfield.

7. *Processes and Methods of Engagement*

7.1. *Forms of Engagement*

Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.

Council will follow an 'engagement spectrum' approach to determine the most appropriate processes and methods for engagement with affected and interested communities on particular decisions or issues. This approach is based on the International Association for Public Participation (IAP2) framework.

It also acknowledges the role of both representative and participatory democracy inherent to local government decision making.

The methods discussed below are not a definitive list, and are not prescriptive, but

indicate the spectrum of engagement opportunities that may be useful for Council and our communities.

1. Inform
2. Consult
3. Involve
4. Collaborate
5. Empower

IAP2 Spectrum of Public Participation



IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

© IAP2 International Federation 2018. All rights reserved. 20181112_v1

INFORM communities:

These methods are efficient and practical ways to raise awareness of a new or newly significant issue, to provide basic information about the issue, and to build community interest.

Communities are kept up to date with developing issues and new proposals, and communications can be targeted to interested and affected groups. These methods are essentially a one-way process, and more likely to be useful in the earliest stages of proposals or processes.

Examples of informing engagement activities may include:

- Distribution of pamphlets, factsheets, newsletters or other materials
- Information provided on the Council's website and social media.

CONSULT and INVOLVE communities:

A range of tools and methods can be used to bring communities and particular interested and affected groups into the process to contribute their views, priorities and preferences.

These methods allow Council and communities to research and explore the issues and background matters, and to consider the full range of implications of a proposal, policy or decision.

Opportunities are provided for community input into options and decision-making.

For relatively straightforward issues or proposals, methods such as surveys or focus groups may be effective. For more complex issues or proposals, including legislative issues, more technical issues and policy and service reviews, a more comprehensive level of consultation and engagement may be appropriate.

Examples of consulting and involving engagement activities may include:

- Surveys (phone, online, written)
- Formal public meetings
- Task groups, focus groups, working parties, local action groups
- Special Consultative Procedure (under the Local Government Act 2002) or other submissions processes.

The public engagement undertaken in the development of Long Term Plans, Annual Plans, Regional Policy Statements and other Plans helps to ensure robust policies and relevance to communities.

These methods allow Council and communities to research and explore the issues and background matters, and to consider the full range of implications of a proposal, policy or decision.

COLLABORATE with communities and EMPOWER their involvement:

Collaborative approaches are increasingly recognised in a wide range of policy and decision making contexts. Collaborative engagement is based in strong relationships and community networks.

These methods may be particularly useful where the issue or proposal carries a high degree of significance, and where there is strong community interest, capacity and commitment.

These methods allow for research into the issues and background, and exploration of a wide diversity of implications.

A collaborative approach establishes legitimacy through representative community participation, develops and affirms long-term relationships and understanding, and builds trust and community networks for future collaborative initiatives.

Examples of collaborating and empowering engagement activities may include:

- Multi-stakeholder processes such as Citizen Juries or Panels
- Multi-stakeholder groups such as the Canterbury Water Management Strategy Zone Committees
- Task groups, local action groups, advisory groups
- Memoranda of Understanding
- Co-management of places or resources of importance to communities and mana whenua

- Interactive and participatory technologies such as websites.

The Council has a special collaborative relationship with Te Ngāi Tūāhuriri Rūnanga on behalf of Ngāi Tūāhuriri people. This is undertaken in accordance with the LGA which provides principles and requirements for Councils that are intended to facilitate participation by Māori in local authority decision-making processes.

This is detailed in a Memorandum of Understanding between the Council and Te Ngāi Tūāhuriri Rūnanga which is given effect to through joint meetings, ongoing dialogue and shared work programmes. This is an example of collaboration and empowerment type of engagement.

8. *Policy Implementation*

To give effect to the Significance and Engagement Policy the Council will together with the Council's Management Team:

- To seek to ensure that this SEP and its supporting guidelines are understood and given effect to by all who represent the Council by resourcing:
 - Staff in-service training;
 - Councillor and Community Board member training;
- Regular updates to staff/councillors/members on best practice community engagement initiatives and reviews of practice;
- Publication of the SEP and guidelines on the Council's internal as well as external website;
- Provide for all significant Council projects subject to decision to include an engagement plan as part of the project plan;
- Maintain on a quarterly basis an overview of the proposed timing of impending engagement exercises with a view to if appropriate spreading the demands on the community over the year;
- Maintain Schedule A to this Policy which identifies Groups and Organisations whose terms of reference contain an advisory role to the Council and with whom collaboration on relevant issues in accordance with this Policy will be sought for input to decision-making;
- Maintain Schedule B to this Policy which identifies when consultation and any particular consultation procedures are required by legislation – for the information and guidance of the Council and the community;
- Schedules A and B may be updated by the Management Team from time to time to ensure their accuracy and this shall not give rise to any process;
- Maintain Guidelines to support implementation of this Policy by providing interpretation and practice guidance about the methods most suited to the differing forms of engagement set out in Section 7.
- Reference will be made to community views in every report providing advice to the Council assessing their relevance, indicating how they have been or are planned to be obtained, and summarising and analysing available responses and feedback. The receipt of any

anonymous submissions will be disclosed and a decision sought as to whether the Council wishes to consider them.

9. *Links to legislation, other policies and community outcomes*

9.1. *Legislation*

The Council is required by S76AA of the LGA to adopt a SEP. S97 requires any decision to transfer strategic assets listed in the SEP to be made through a Long Term Plan.

- In adopting or amending a SEP the Council must give effect to S82 of the LGA that sets out principles of consultation for the Council to give effect to. LGA Sections 76-81 and 82A-87 set out procedures and requirements relevant to giving effect to these principles in the course of decision making.
- These include giving consideration to community views; procedures and circumstances for consultation; and, requirements in relation to information to inform consultations. A 'special consultative procedure' (SCP) is defined in S83 for use in certain circumstances such as in preparing a Long Term Plan. S83A sets out requirements for information provision related to consultations.
- The SCP is specified as the required consultation process to be used in certain circumstances (see Schedule B to this Policy), but otherwise the requirement to give consideration to community views under the LGA does not give rise to any requirement to undertake any consultation process or procedure. Also in Schedule B are set out the circumstances giving rise to consultation required by other Acts.

Certain terms important to the SEP are defined by the LGA:

- **Significance**, in relation to any issue, proposal, decision, or other matter that concerns or is before a local authority, means the degree of importance of the issue, proposal, decision, or matter, as assessed by the local authority, in terms of its likely impact on, and likely consequences for:
 1. The district or region:
 2. Any persons who are likely to be particularly affected by, or interested in, the issue, proposal, decision, or matter:
 3. The capacity of the local authority to perform its role, and the financial and other costs of doing so.
- **Significant**, in relation to any issue, proposal, decision, or other matter, means that the issue, proposal, decision, or other matter has a high degree of significance
- **Strategic asset**, in relation to the assets held by a local authority, means an asset or group of assets that the local authority needs to retain if the local authority is to maintain the local authority's capacity to achieve or promote any outcome that the local authority determines to be important to the current or future well-being of the community; and includes—
 1. Any asset or group of assets listed in accordance with section 76aa(3) by the local authority; and
 2. Any land or building owned by the local authority and required to maintain the local authority's capacity to provide affordable housing as part of its social policy; and
 3. Any equity securities held by the local authority in—
 - a. A port company within the meaning of the port companies act 1988:
 - b. An airport company within the meaning of the airport

9.2. *Community Outcomes*

There are wide ranging opportunities for people to contribute to the decision-making that affects our District

- The Council makes information about its plans and activities readily available.
- The Council takes account of the views across the community including mana whenua.
- The Council makes known its views on significant proposals by others affecting the District's wellbeing.
- Opportunities for collaboration and partnerships are actively pursued

Public effect is given to the spirit of the Treaty of Waitangi

- The Council in partnership with Te Ngāi Tūāhuriri continue to build our relationship through mutual understanding and shared responsibilities.

10. *Adopted by and date*

Adopted by the Council on XXXX

11. *Review*

To be reviewed in 2026 or sooner on request.

The following schedules may be updated from time to time recognising changes to groups and organisations under Schedule A and in legislative requirements under Schedule B. Such factual updates do not constitute change to the Council's policy in relation to engagement.

Schedule A

Groups and Organisations with a Council, Committee or Community Board Advisory Role in their Terms of Reference or as set out in a Memorandum of Understanding.

- Te Ngāi Tūāhuriri Runanga
- Drainage, Parks and Community Facilities Advisory Groups, Working Parties, Steering Groups and Reference Groups constituted by the Council, Committee or Board for particular purposes from time to time
- Social Services Waimakariri
- Waimakariri Access Group
- Waimakariri Youth Council
- Waimakariri Health Advisory Group
- Community Safety Group
- Local Economic Development Advocacy Group
- Others, as constituted from time to time with an explicit Council/Committee/Board advisory role or which are Council Controlled Organizations including Enterprise North Canterbury and Te Kohaka o Tuhaitara Trust.

Schedule B

When the Council is specifically required to undertake consultation by Acts of Parliament.

The Council will use the Special Consultative Procedure (as set out in S83 of the LGA) where required to do so by law, including for the following issues requiring decisions:

- The adoption or amendment of a Long Term Plan (in accordance with S93A of the LGA);
- The adoption, amendment, or revocation of bylaws if required under S156(1)(a) of the LGA;
- The adoption, amendment or revocation of a Local Alcohol Policy
- The adoption or review of a Local Approved Products (Psychoactive Substances) Policy under the Psychoactive Substances Act 2013
- The adoption or review of a class 4 venue policy under the Gambling Act 2003
- The preparation, amendment or revocation of a waste management and minimisation plan under the Waste Minimisation Act 2008.

Unless already explicitly provided for in the Long Term Plan, the Council will seek to amend its Long Term Plan, and therefore use the SCP when it proposes to:

- alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of Council, including commencing or ceasing such an activity; or
- transfer the ownership or control of strategic assets, as listed in the SEP.

The Council will consult in accordance with, or using a process or a manner that gives

effect to the requirements of S82 of the LGA 2002 where required to do so by law, including for the following specific issues requiring decisions:

- Adopting or amending an Annual Plan if required under S95 of the LGA
- Transferring responsibilities to another local authority under section 17 of the LGA 2002
- Establishing or becoming a shareholder in a council-controlled organisation
- Disposal of parks that are not reserves under the Reserves Act 1977 in terms of S138 of the LGA;
- Adopting or amending a revenue and financing policy, development contributions policy, financial contributions policy, rates remission policy, rates postponement policy, or a policy on the remission or postponement of rate on Māori freehold land to the extent necessary under the LGA;

For such consultation, Council will develop information fulfilling the requirements of Section 82A of the LGA.

A range of other Acts of Parliament may, depending on circumstances, require the Council to undertake consultation for particular purposes. In undertaking such consultation the Council will be mindful of the principles of consultation as set out in S82 of the LGA.

These include:

- Biosecurity Act 1993 (pest management strategies)
- Building Act 2004
- Civil Defence Emergency Management Act 2002 (CDEM plans)
- Dog Control Act 1993
- Energy Companies Act 1992
- Food Act 1981 (also about transfer of functions)
- Food Act 2004 (setting fees, and transferring functions)
- Freedom Camping Act 2011
- Greater Christchurch Regeneration Act 2016
- Health Act 1956
- Land Transport Act 1998
- Land Transport Management Act 2003 (required when developing a land transport plan)
- Local Government Act 1974 - surviving provisions include Sections 336 (pedestrian malls) and 361 (toll gates)
- Local Government (Rating) Act 2002 (policy for early payment of rates, rates replacement proposals)
- Maritime Transport Act 1994 (navigation safety bylaws)
- Ngai Tahu Claims Settlement Act 1998
- Racing Act 2003 (to adopt a Board venue policy)
- Rating Powers Act 1988
- Reserves Act 1977
- Resource Management Act 1991 – District Plan Reviews and Changes, and Notified Resource Consents (Note non-statutory engagement is typical at formative stages of reviews and changes to the district plan; for structure plans of new growth development areas; and, for existing own centre development plans and strategies)
- Sale and Supply of Alcohol Act 2012.

Project Report

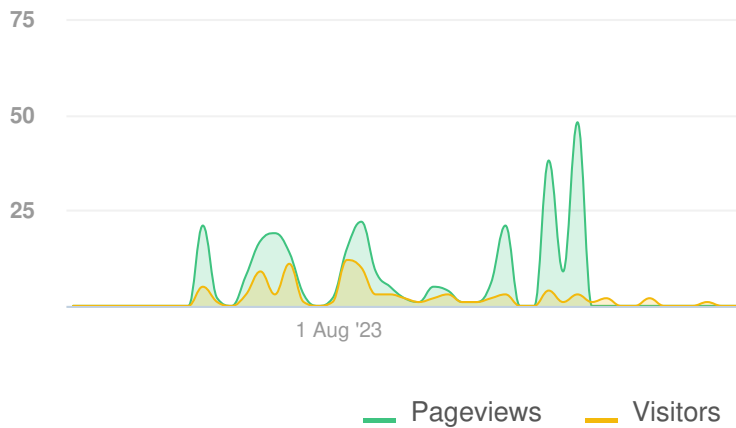
21 February 2020 - 27 August 2023

Let's Talk Waimakariri

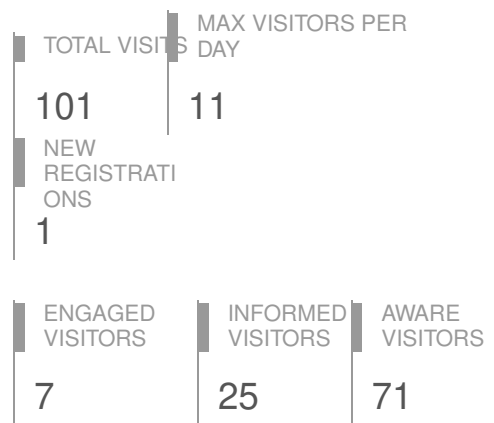
Significance and Engagement Policy 2023



Visitors Summary

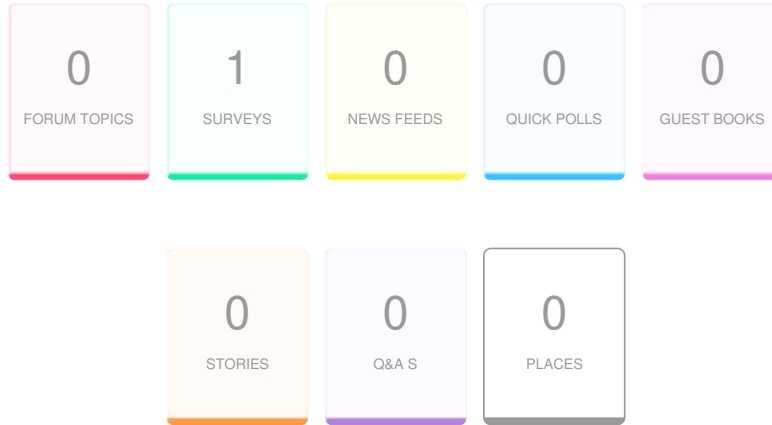


Highlights



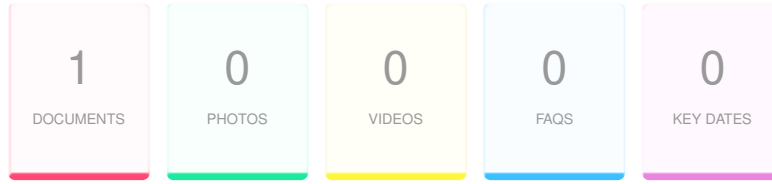
Aware Participants	71	Engaged Participants	7		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	71	Contributed on Forums	0	0	0
Informed Participants	25	Participated in Surveys	7	0	0
Informed Actions Performed	Participants	Contributed to Newsfeeds	0	0	0
Viewed a video	0	Participated in Quick Polls	0	0	0
Viewed a photo	0	Posted on Guestbooks	0	0	0
Downloaded a document	14	Contributed to Stories	0	0	0
Visited the Key Dates page	0	Asked Questions	0	0	0
Visited an FAQ list Page	0	Placed Pins on Places	0	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	17				
Contributed to a tool (engaged)	7				

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Do you support the changes to the Significance and Engage...	Archived	16	7	0	0

INFORMATION WIDGET SUMMARY



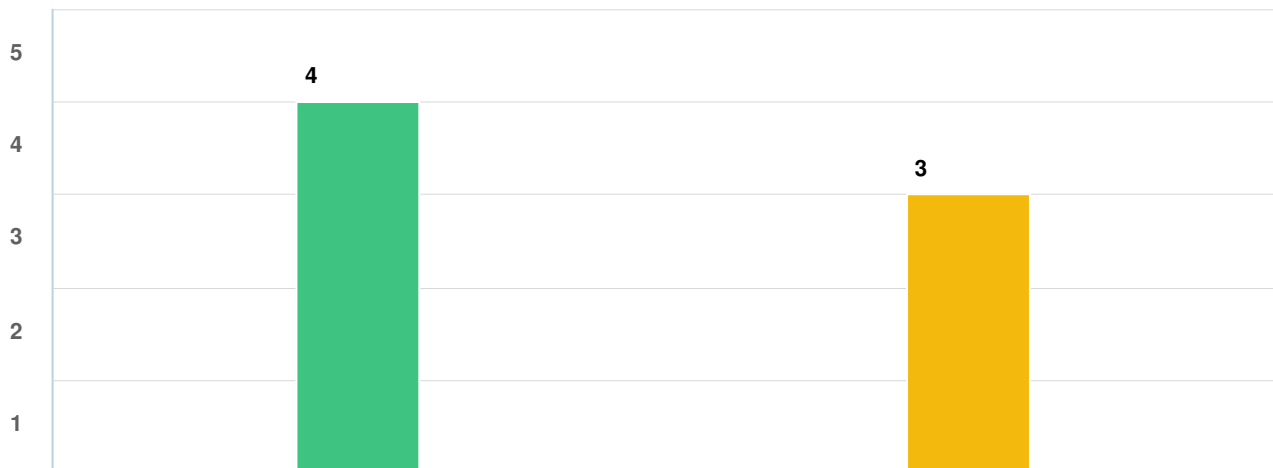
Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Draft_Significance_and_Engagement_Policy_2020.pdf	14	17

ENGAGEMENT TOOL: SURVEY TOOL

Do you support the changes to the Significance and Engagement Policy?

Visitors 16	Contributors 7	CONTRIBUTIONS 7
--------------------	-----------------------	------------------------

Do you support the changes to the Significance and Engagement Policy?



Question options

- Yes
- No

Mandatory Question (7 response(s))

Question type: Checkbox Question

Do you support the changes to the Significance and Engagement Policy?

SURVEY RESPONSE REPORT

21 February 2020 - 27 August 2023

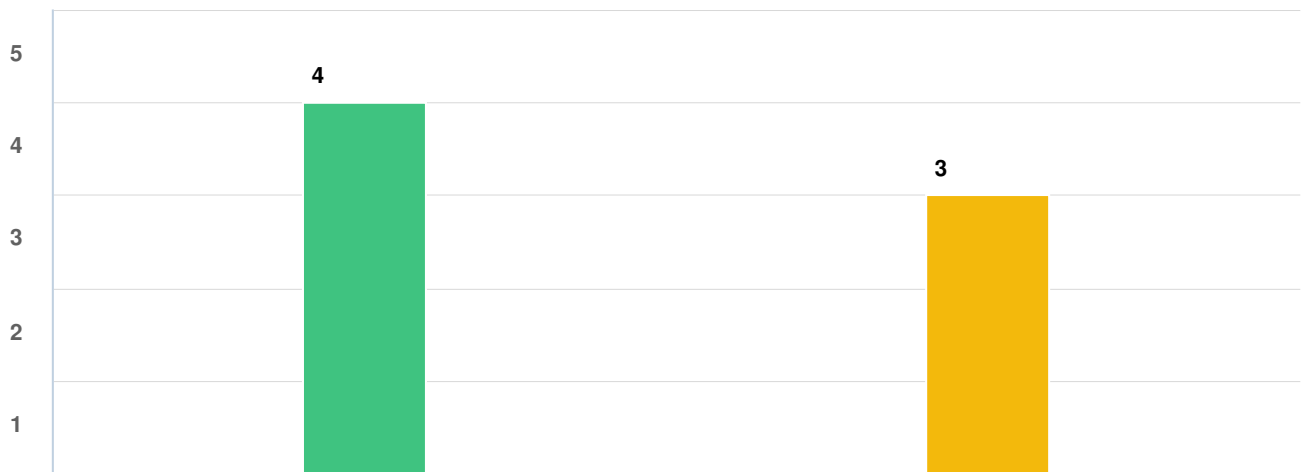
PROJECT NAME:

Significance and Engagement Policy 2023



SURVEY QUESTIONS

Q1 Do you support the changes to the Significance and Engagement Policy?



Question options

- Yes
- No

Mandatory Question (7 response(s))
Question type: Checkbox Question

Q2 Do you wish to add a comment?

pondorosa

8/01/2023 12:54 PM

dont believe in the climate change. natural world events look to the past its all happened before

BUTCHER

8/01/2023 06:34 PM

Its great progress that WDC is prepared to HEAR their community, and ENABLE it.

Zibber

8/01/2023 10:16 PM

Policy context Greenhouse gas emmissions are causing significant changes to Earth's oceans, atmosphere and climate which are expected to be very long-lasting and in some cases, irreversible
(Prove it!)

Optional question (3 response(s), 4 skipped)

Question type: Single Line Question

16 August 2023

Waimakariri District Council
Private Bag 1005
Rangiora 7440

Tēnā koutou,

Submission on Significance and Engagement Policy 2023

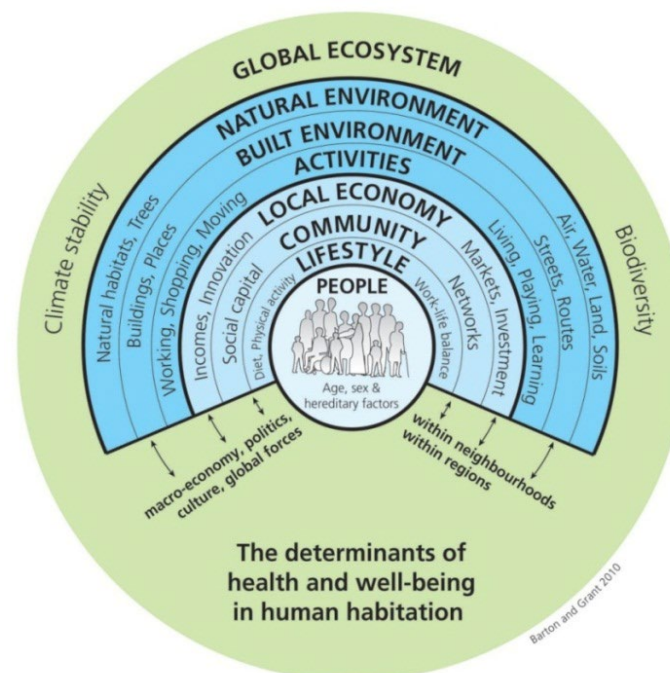
1. Thank you for the opportunity to submit on the Significance and Engagement Policy 2023. This submission has been compiled by Te Mana Ora (Community and Public Health) on behalf of the National Public Health Service and Te Whatu Ora Waitaha. Te Mana Ora recognises its responsibilities to improve, promote and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.
2. This submission sets out particular matters of interest and concern to Te Mana Ora, National Public Health Service and Te Whatu Ora Waitaha.

General Comments

3. We welcome the opportunity to comment on the proposed changes to the Significance and Engagement Policy 2023.
4. The health of our communities is influenced by a wide range of factors beyond the health sector, including the health of the physical environment.

5. Climate change is one of the greatest threats to human health and wellbeing¹.
Climate change can impact health and wellbeing outcomes directly through exposure to climate hazards causing injuries and mortalities; and indirectly through greater risk of food and water borne diseases, food insecurity, community displacement, lack of access to or loss of critical infrastructure, loss of employment, financial insecurity; all of which can also contribute to adverse mental health impacts².
6. The diagram below (Figure 1)³ shows how the various influences on health are complex and interlinked. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government, if they are to have a reasonable impact⁴.

Figure 1:



¹ Cissé, G., R. McLeman, H. Adams, P. Aldunce, K. Bowen, D. Campbell-Lendrum, S. Clayton, K.L. Ebi, J. Hess, C. Huang, Q. Liu, G. McGregor, J. Semenza, and M.C. Tirado (2022). Health, Wellbeing, and the Changing Structure of Communities. In: *Climate Change 2022: Impacts, Adaptation and Vulnerability. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change* [H.-O. Pörtner, D.C. Roberts, M. Tignor, E.S. Poloczanska, K. Mintenbeck, A. Alegria, M. Craig, S. Langsdorf, S. Löschke, V. Möller, A. Okem, B. Rama (eds.)]. Cambridge University Press, Cambridge, UK and New York, NY, USA, pp. 1041–1170, doi:10.1017/9781009325844.009.

² Cissé, G., R. McLeman, H. Adams, P. Aldunce, K. Bowen, D. Campbell-Lendrum, S. Clayton, K.L. Ebi, J. Hess, C. Huang, Q. Liu, G. McGregor, J. Semenza, and M.C. Tirado (2022). Health, Wellbeing, and the Changing Structure of Communities. In: *Climate Change 2022: Impacts, Adaptation and Vulnerability. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change* [H.-O. Pörtner, D.C. Roberts, M. Tignor, E.S. Poloczanska, K. Mintenbeck, A. Alegria, M. Craig, S. Langsdorf, S. Löschke, V. Möller, A. Okem, B. Rama (eds.)]. Cambridge University Press, Cambridge, UK and New York, NY, USA, pp. 1041–1170, doi:10.1017/9781009325844.009.

³ Barton, H and Grant, M. (2006) A health map for the local human habitat. *The Journal of the Royal Society for the Promotion of Health* 126 (6), pp 252-253. <http://www.bne.uwe.ac.uk/who/healthmap/default.asp>

⁴ McGinnis JM, Williams-Russo P, Knickman JR. 2002. The case for more active policy attention to health promotion. *Health Affairs*, 21(2): 78 - 93.

Specific Comments

7. Te Mana Ora commends Waimakariri District Council for their recognition of the importance of clear processes for community engagement and community collaboration in local government decision making, as captured within the Significance and Engagement Policy 2023.

8. Te Mana Ora notes that the Council has a spectrum of engagement opportunities that are applied to consultations, depending on the scope of the issue, proposal or decision being considered. Te Mana Ora suggests that Collaborating and Empowering community involvement is an increasingly important process to follow in decision making, particularly in relation to climate change and decisions that will have significant impact on communities. As highlighted in the recent report by Inspiring Communities, Make the Move, policy decisions can have a great positive impact on community needs and aspirations, particularly when policy processes create the conditions that support mana-enhancing, community-led responses.⁵

The new criteria for assessing how significant a matter is in relation to the impact on climate change

9. Te Mana Ora supports the proposed new criteria for significance to be added under section 5.4 of the Significance and Engagement Policy 2023.

10. Te Mana Ora recommends that the Waimakariri District Council develops a clear definition of 'substantially negative impacts' that proposals could have on climate change mitigation and adaptation. It is acknowledged that there are many unknown risks and implications in relation to the changing climate and with the associated adaptive and mitigating responses, which may make defining 'substantially negative' challenging. However, a clear definition and examination of risks ensures that the community is consistently protected from the possible negative impacts of decision

⁵ Inspiring Communities (2023). *Making the Move: Shifting how the public sector works with communities*. Inspiring Communities: New Zealand: <https://inspiringcommunities.org.nz/wp-content/uploads/2023/07/Inspiring-Communities-Report-Make-the-Move-June-2023.pdf>

making. Te Mana Ora can offer support for the process of developing a definition or set of criteria which embeds health and wellbeing considerations for the community.

11. Te Mana Ora notes that decisions related to the climate must embed Te Ao Māori values, realities, and practices to honour and uphold Te Tiriti o Waitangi. Significantly, this involves maintaining and promoting relational links with whenua, enhancing tūrangawaewae and tino rangatiratanga, as well as enabling the transmission of mātauranga Māori. This 'embedding' can only be achieved through meaningful partnership with Māori and a full understanding of kaitiakitanga, and the rights and responsibilities of guardianship and stewardship. Therefore, Te Mana Ora recommends that tangata whenua are appropriately involved in the assessment of the significance of an issue or decision.

12. As previously stated, climate change has a significant impact on the health and wellbeing of communities. Climate change is a major threat to planetary health and health equity; however, climate change can also provide an opportunity to make decisions that improve the health and wellbeing of communities.⁶ Considering the health and wellbeing impacts or consequences of a decision in relation to climate change mitigation or climate change adaptation is important to ensure better health and wellbeing outcomes for our communities and future generations.

13. Te Mana Ora has recently released a report 'Climate Change and Health in Waitaha Canterbury'⁷ which highlights the relationships between climate change and the health and wellbeing of communities. Figure 2, taken from the report, captures the complex direct and indirect effects of climate change on health and wellbeing of communities.⁸ Given the impact of climate change on health and wellbeing, Te Mana Ora commends the Waimakariri District Council's leadership in prioritising climate

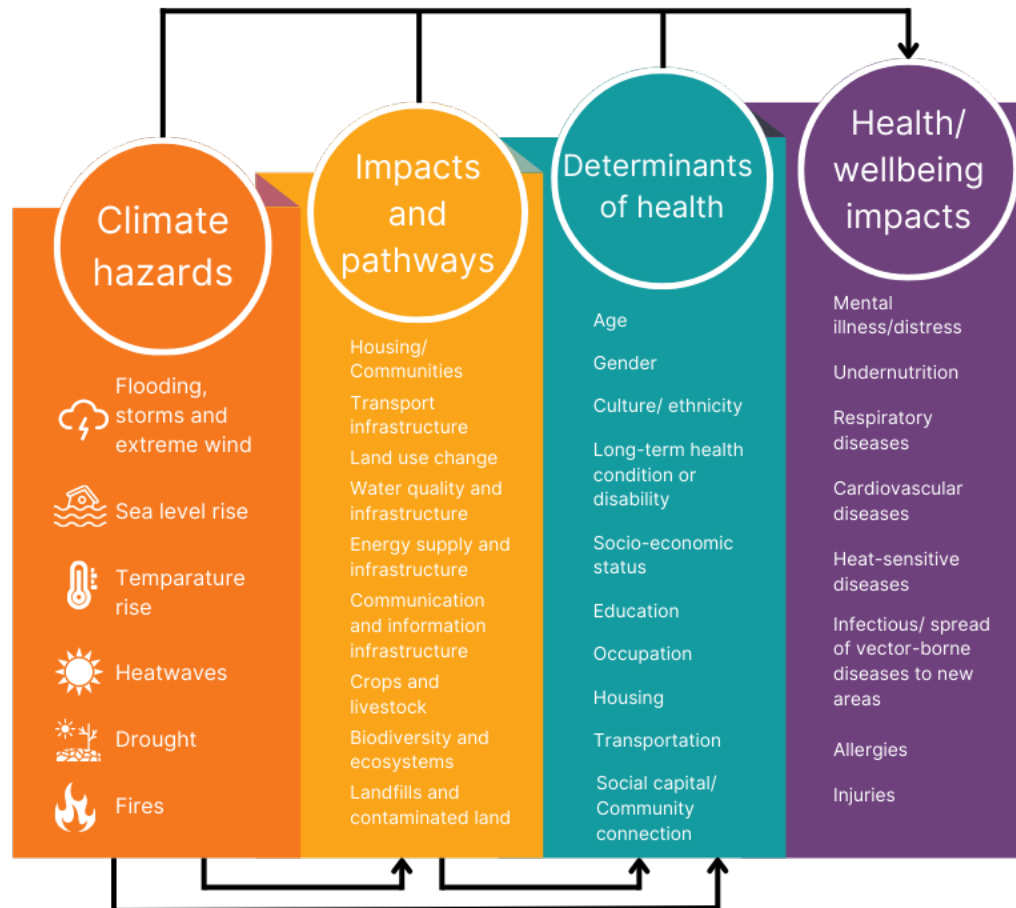
⁶ Te Mana Ora. (2023). *Climate Change and Health in Waitaha Canterbury: A scoping and profiling report to inform Health Impact Assessment*. Ōtautahi Christchurch: Te Whatu Ora, Te Mana Ora, National Public Health Service: <https://www.cph.co.nz/wp-content/uploads/ClimateChangeHealthWaitahaCanterbury.pdf>

⁷ Te Mana Ora. (2023). *Climate Change and Health in Waitaha Canterbury: A scoping and profiling report to inform Health Impact Assessment*. Ōtautahi Christchurch: Te Whatu Ora, Te Mana Ora, National Public Health Service: <https://www.cph.co.nz/wp-content/uploads/ClimateChangeHealthWaitahaCanterbury.pdf>

⁸ Te Mana Ora. (2023). *Climate Change and Health in Waitaha Canterbury: A scoping and profiling report to inform Health Impact Assessment*. Ōtautahi Christchurch: Te Whatu Ora, Te Mana Ora, National Public Health Service: <https://www.cph.co.nz/wp-content/uploads/ClimateChangeHealthWaitahaCanterbury.pdf>

change, sustainability and environmental protection in their decision making and community engagement processes.

Figure 2



Conclusion

14. Te Mana Ora does not wish to be heard in support of this submission.
15. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.
16. Thank you for the opportunity to submit on the Significance and Engagement Policy 2023.

Ngā mihi,




Vince Barry

Regional Director Public Health Te Waipounamu
National Public Health Service

Contact details

Cassie Welch
For and on behalf of Te Mana Ora

P +64 3 364 1777
Cassie.Welch@cdhb.health.nz

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** RES-02-01 / 230920147570**REPORT TO:** COUNCIL**DATE OF MEETING:** 3rd October 2023**AUTHOR(S):** Grant MacLeod (Greenspace Manager)**SUBJECT:** Ohoka Domain Advisory Group, grant reallocation to Gatekeepers Lodge**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report is requesting Council to allow the Ohoka Domain Advisory Group (ODAG) to be able to utilise its Council grant to assist with works at the Ohoka Gatekeepers Lodge. The current grant funding is assigned to ODAG for works at the Ohoka Bush as well as being allowed to be allocated to car parking to support the Domain's activities during winter. Since that time in 2022, the priority for the group is to have this funding attributed to the Gatekeepers lodge.
- 1.2. Annie Bonifant of the ODAG, contacted staff to request the ability to use funds at the Gatekeepers Lodge in lieu of it being assigned to the Ohoka Bush. This following a letter of decline from lotteries in July this year for ODAG to undertake the final renovation works at the Lodge. One of the key concerns for the ODAG is that this project is sitting with its own volunteers and the ongoing need to raise funds and effort required to undertake building works is taking its toll. This group has provided great benefit to the Ohoka (and wider) community who visit the Domain. Both the Bush and the Lodge are gems within the parks network and that is down to the work the volunteers have put into this asset. After the effort that has been put in over the last six years (for both the acquisition and renovation works) the volunteers are turning to Council for support to allow them to get the renovation work finalised.
- 1.3. The lodge itself is a listed building as can be seen in attachment ii. This shows that the lodge was recommended by Heritage New Zealand to be listed as a Category 2 historic place within the District Plan. The ODAG want to see this building enjoyed by the public hence the efforts they have made to locate the building on the Domain and the ongoing works to have it renovated for public visitation. Through a letter from the Mayor in February 2018 (attachment iii), the Waimakariri District Council has accepted ownership of the Gatekeepers Lodge via a transfer that was to be at no cost to the Council. It also stipulates that the Ohoka Domain Advisory Group would source the funds of the renovation. In its recent attempt to gain funding, the ODAG has been unsuccessful in gaining funding, hence the request to utilise the grant funding they already hold, to assist in finalising the renovation.
- 1.4. The ODAG applied to the 2020 Long Term Plan for funding to be allocated for a three year term as per below:

'This money will go towards primarily more native planting and mulch with the remainder being spent on maintenance such as weed control, paths and pest control'.

The above is taken directly from the ODAG submission to the 2021 Long Term Plan process. This proposal would allow the group discretion to utilise this funding for the renovation work on the Ohoka Gatekeepers Lodge as well.

Attachments:

- i. Community and Recreation grant letter (TRIM 230822129095)
- ii. Heritage New Zealand listing recommendation (TRIM 190909125583)
- iii. Mayors response letter to annual plan submission (TRIM 190326041567)

2. RECOMMENDATION

THAT the Council

- (a) **Receives** Report No. 230920147570
- (b) **Notes** that following a submission from the Ohoka Domain Advisory Group to the 2021/2031 LTP, funding was allocated for a three year term towards the development of the Ohoka Bush area
- (c) **Notes** that over the last two financial years this grant has been provided and used by the group within the domain and that a letter was sent to the Ohoka Domain Advisory Group on the 4 September 2023 acknowledging the Council grant for the final year of \$10,530 for the 2023/24 financial year.
- (d) **Notes** the request from the Ohoka Domain Advisory Group to expand the terms of this grant to include assisting with the renovation work at the Gatekeepers Lodge in lieu of using it solely for new plantings/development of Ohoka Domain Bush.
- (e) **Approves** expanding the terms of the grant received by the Ohoka Domain Advisory Group as part of the 2021/31 LTP to enable them to use the grant for both the development of the Ohoka Bush area as well as the renovations of the Ohoka Gatekeepers Lodge.

3. BACKGROUND

- 3.1. The ODAG worked with The Council during 2017 to have the Ohoka Gatekeepers Lodge relocated from its temporary site in Jacksons road to Ohoka Domain. During this process, Council accepted the lodge as an asset at no cost.
- 3.2. Heritage New Zealand recommended that the building be listed as a Category 2 historic place noting that it is now on Ohoka Domain and owned by the Waimakariri District Council.
- 3.3. Council noted that it is the responsibility of ODAG to undertake the renovation works to the lodge. During the 2020 Long Term Plan, Council agreed to fund ODAG and annual grant of \$10,000 for its work at Ohoka Domain Bush and also if required it could use some of this funding for the car park around the lodge itself.
- 3.4. Annie Bonifant of ODAG approached staff to ask for permission to utilise the grant funding for the Ohoka Gatekeepers lodge, following a decline in support funding from lotteries.

4. ISSUES AND OPTIONS

- 4.1. The ODAG applied to the 2021 Long Term Plan for funding to be allocated for a three year term as per below:

'This money will go towards primarily more native planting and mulch with the remainder being spent on maintenance such as weed control, paths and pest control'.

The above is taken directly from the ODAG submission to the 2021 Long Term Plan process. Council approved funding on this basis of \$10,000 annually for the, 2021/22, 2022/23 and 2023/24 financial years. It was also noted that this could be allocated to car parking to support the Domain's activities during winter as required. This grant is given to the group at the start of each year and spent at their discretion throughout the year on the approved use with an accountability report provided to Council at the end of each year.

Following the request from the ODAG to expand the use of this funding to include work on the Ohoka Gatekeepers Lodge, staff have considered the following two options;

- 4.2. Option 1: Approve the use of the grant funding to be used for the lodge works.

The ability for the ODAG to utilise the funding for the renovation works means that the asset works can be completed without additional funding needing to be sourced by Council. The grant in question already resides with the ODAG, albeit, tagged to works for the Ohoka Bush, rather than the Gatekeepers Lodge. ODAG have attempted to get further grant funding for these works but have ultimately been unsuccessful this round. Given how close the building is to completion and that it is a Council asset, allowing the group to take this action would ensure no further funding is required. It will also prevent a non complete outcome for this project after all of the work that has been put into this project to date.

- 4.3. Option 2: Decline the use of the grant funding to be used for the lodge works.

Staff are not recommending this option given the volunteer group has outlined its efforts to get external funding and the risk associated with them no longer being able to complete the works. Given the building is a Council owned asset on Council land, any ongoing renovations would be at the cost of the Council, noting the heritage listing on the asset. Council accepted ownership of the lodge in February 2018, and whilst it was to be a no cost transfer, that was for the ownership only. If Council wishes to progress with having ODAG fund the asset, it should do so knowing that there has been an indication from the ODAG that the volunteers are being stretched with the efforts they have put in on this project.

Implications for Community Wellbeing

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

- 4.4. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report. There are no new assets being created, other than compliance works to the lodge.

5.2. Groups and Organisations

There are no other groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. The group who are affected are the ODAG who submitted the request.

5.3. Wider Community

The wider community is not likely to be affected by, or to have an interest in the subject matter of this report. The grant already sits with the group and is earmarked for works at Ohoka Domain.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are not financial implications of the decisions sought by this report. The grant is already paid out to the group for all three years. However, the use of this grant is currently limited in how it can be spent within the Domain. This proposal would give the group permission from Council to use it for the Gatekeepers Lodge as well as the development of the Ohoka Bush.

This budget is included in the Annual Plan/Long Term Plan.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and/or climate change impacts. The group would otherwise use the funding to plant more trees in the bush area.

6.3 Risk Management

There are no risks arising from the adoption/implementation of the recommendations in this report.

6.3 Health and Safety

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. CONTEXT**7.1. Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Authorising Legislation

Local Government Act determines how Council can attribute funds and that they are the governing decision maker on reallocation of what a grant can be spent on.

7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

7.4. Authorising Delegations

Council has the delegated authority to approve the group using the grant funding on the Ohoka Gatekeepers Lodge.

Our Reference: RES-02-01 / 230822129095
Purchase order number P1049630

4 September 2023

c/ Edward Hamilton
Chairman
Ohoka Domain Advisory Group
403 Whites Road
RD2 Kaiapoi

edwardandjustine@xtra.co.nz

Dear Edward,

Community and Recreation Grant 2023/2024

I am pleased to advise the Council has approved a grant of \$10,530 excl GST where applicable for the Ohoka Domain Advisory Group.

To receive the grant please invoice the Waimakariri District Council for the above amount and include the organisation's bank account details. Please include the purchase order number provided above on the invoice.

If your group is GST registered please invoice for the above value plus GST and include the GST number on the invoice.

We also enclose a grant accountability form which must be returned to the Council by **15 June 2024** or earlier.

The Council and the Community and Recreation team wishes your organisation well in future endeavours.

Yours faithfully,

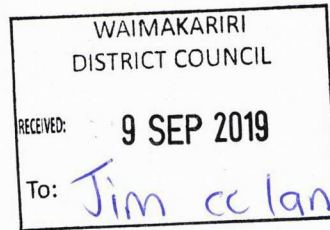


Grant MacLeod
Community Green Space Manager

Email im@wmk.govt.nz Or mail to Private Bag 1005, Rangiora 7440

**HERITAGE NEW ZEALAND
POUHERE TAONGA**

5 September 2019

File ref: 12013-1754
List No. 3817Jim Palmer
Chief Executive
Waimakariri District Council
Private Bag 1005
RANGIORA 7440

Dear Jim

We're reviewing the entry of Ohoka Lodge (Former), ŌHOKA on the New Zealand Heritage List

We're writing to let you know that we're reviewing the entry of Ohoka Lodge (Former) on the New Zealand Heritage List/Rārangī Kōrero ('the List') as it has been relocated from 127 Jacksons Road, Ōhoka, to Ōhoka Domain, corner 493 Mill Road and Whites Road, Ōhoka. The List No. is 3817.

We're also writing to Annie Bonifant of the Ōhoka Domain Advisory Group and others who may be interested and placing a public notice in the *Press* on 14 September 2019 and on our website, www.heritage.org.nz.

Please read the enclosed information

We've enclosed a report that explains why we are reviewing the List entry for Ohoka Lodge (Former). Our review recommendation is that the building now known as Ohoka Gate Keeper's Lodge (Former) merits entry on the List at its new location as a Category 2 historic place. You can get more copies of the report from our office or website — visit www.heritage.org.nz/the-list/notified-proposals-and-reviews from 14 September 2019.

Please tell us what you think of the review recommendation

You have 20 working days under the statutory listing process to write to us about the review. If you would like to provide a written submission, we'll need to receive this by 11 October 2019. A submission may outline views for or against a review recommendation, or raise issues to be considered. Submissions may also provide specific feedback on the report, such as suggested changes or additions.

Please advise us in writing if you need more time to make a submission — we may be able to extend the submission period by up to 20 working days (to a total of 40) if needed.

Address letters to:

Dr Christine Whybrew
Area Manager (Canterbury/West Coast)
Heritage New Zealand
P. O. Box 4403
CHRISTCHURCH 8140

We'll consider all submissions and share the outcome with you promptly

The Heritage New Zealand Board will consider the review and all submissions as soon as possible. We'll write to you again to let you know what the Board decides.

What it means to be on the List

The List identifies and provides information on New Zealand's important heritage places. Listing does not directly prevent any changes to a property or create specific rights or controls. Entry on the List isn't recorded on the property's Record of Title and doesn't form any encumbrances (legal restrictions or limitations on the title).

We're here to support owners in managing their properties (including any necessary changes) so that the important heritage values are retained. We offer free advice to owners of listed properties.

Listing may also provide access to heritage funding opportunities. These include our National Heritage Preservation Incentive Fund, which funds conservation work to places of heritage significance in private ownership.

If the property is confirmed on the List, the local authority will note the List entry on all future:

- building consents
- Project Information Memorandums
- Land Information Memorandums.

If the property may be sold to an overseas buyer, the Overseas Investment Office may consider the property's heritage values when deciding if the property is 'sensitive land' under the Overseas Investment Act 2005. If the property is deemed sensitive land, an overseas buyer must get special consent to buy it. Find out more at www.linz.govt.nz/overseas-investment.

Our recommendation for this property

Properties on the List should be conserved for the future. Our recommendation for this property is that it is added to the heritage schedule of the Waimakariri District Plan.

Contact us for more information

If you have any questions about this review, please contact Robyn Burgess, Senior Heritage Assessment Advisor (Canterbury/West Coast) at 03 3631880 or email rburgess@heritage.org.nz.

Yours sincerely



Christine Whybrew
Area Manager (Canterbury/West Coast)

Attachments: Review report

cc. Manager Heritage Listing, Heritage New Zealand

cc. Grant Stephens, Green Space Community Engagement Officer, Parks & Recreation, Waimakariri District Council



HERITAGE NEW ZEALAND
POUHERE TAONGA

New Zealand Heritage List/Rārangi Kōrero – Review Report for a Historic Place **Ohoka Gate Keeper's Lodge (Former), ŌHOKA (List No. 3817, Category 2)**



Ohoka Gate Keeper's Lodge, Robyn Burgess, 9 July 2019, Heritage New Zealand

Robyn Burgess
DRAFT: Last amended 5 September 2019
Heritage New Zealand Pouhere Taonga

TABLE OF CONTENTS

PURPOSE OF REVIEW	3
EXECUTIVE SUMMARY	4
1. IDENTIFICATION	5
1.1. Name of Place	5
1.2. Location Information	5
1.3. Legal Description	5
1.4. Extent of List Entry	6
1.5. Eligibility	6
1.6. Existing Heritage Recognition	6
2. SUPPORTING INFORMATION	6
2.1. Historical Information	6
2.2. Physical Information	11
2.3. Chattels	13
2.4. Sources	14
3. SIGNIFICANCE ASSESSMENT	15
3.1. Section 66 (1) Assessment	15
3.2. Section 66 (3) Assessment	16
4. APPENDICES	18
4.1. Appendix 1: Visual Identification Aids	18
4.2. Appendix 2: Visual Aids to Historical Information	25
4.3. Appendix 3: Visual Aids to Physical Information	30
4.4. Appendix 4: Significance Assessment Information	34

Disclaimer

Please note that entry on the New Zealand Heritage List/Rārangī Kōrero identifies only the heritage values of the property concerned, and should not be construed as advice on the state of the property, or as a comment of its soundness or safety, including in regard to earthquake risk, safety in the event of fire, or insanitary conditions.

Archaeological sites are protected by the Heritage New Zealand Pouhere Taonga Act 2014, regardless of whether they are entered on the New Zealand Heritage List/Rārangī Kōrero or not. Archaeological sites include 'places associated with pre-1900 human activity, where there may be evidence relating to the history of New Zealand'. This List entry report should not be read as a statement on whether or not the archaeological provisions of the Act apply to the property (s) concerned. Please contact your local Heritage New Zealand office for archaeological advice.

PURPOSE OF REVIEW

The purpose of this review is to assess the heritage values of Ohoka Gate Keeper's Lodge (Former) - also known as Ohoka Lodge (Former) - following relocation of the building from 127 Jacksons Road, Ōhoka, to a new location at Ōhoka Domain, 493 Mill Road and Whites Road, Ōhoka.

The report concludes that the building known as Ohoka Gate Keeper's Lodge merits entry on the List at its new location as a Category 2 historic place.

EXECUTIVE SUMMARY

The Ohoka Gate Keeper's Lodge (Former), a small Gothic styled timber building now located opposite 401 Whites Road within the Ohoka Domain, 493 Mill Road, Ōhoka, was first built at 168 Whites Road as a replica replacement gatehouse after the original one there was destroyed by fire in 1891. The lodge served as the control point to access J. S. White's large Ohoka Estate and was the residence of the gatekeeper/gardener and his family.

Subsequently the building has led a somewhat migratory life, having been relocated three times (twice at 127 Jacksons Road), yet still remaining on land historically associated with Ohoka Estate. Ohoka Gate Keeper's Lodge (Former) has aesthetic, architectural, historical and social significance or value.

The Ohoka Gate Keeper's Lodge (Former) now sits on open park land towards the south-western end of Ōhoka Domain, opposite 401 Whites Road, Ōhoka. It is surrounded on all sides by a modern picket fence, with trees beyond to its north and west. The building is Gothic in style, more or less cruciform in plan, and with a gabled roof running east to west, intercepted by a gabled roof running north to south. A lower lean-to sits at the south-east corner. The roof is corrugated steel, the timbers are weatherboard. On each elevation the gable ends contain ogee-style curved timber bargeboards and finials surmounted by cast iron orb style decoration. Within each of the four main gables sits a timber diamond shape with a quatrefoil centre. The lean-to has a single sloping bargeboard, decorated in the form of repetitive pointed arches and circular and trefoil indentations. Windows are casement and are surmounted on the north, east and south elevations by stepped timber hood moulds. The building is accessed through a gabled porch on the west elevation.

The original lodge, built in the 1870s or 1880s, was destroyed by fire in August 1891 and its replacement, purported to have been built as a replica of the original, is likely to have been constructed soon after, in the early 1890s. The role of the occupants of the lodge was to manage 'horse and gig' and 'horse and coach' traffic by opening and closing the gate for the head of the estate and visitors. J. S. White died in 1905 and his widow soon set out to have the Ohoka Estate sub-divided and sold. This happened in stages between 1907 and 1909. One of the last of the lots sold was the main homestead block, which included the lodge, described in 1908 as being 'comparatively new'. Such a description of the Ohoka Gate Keeper's Lodge would have been accurate compared to the much older buildings such as the homestead and stables, which had been constructed in the early 1870s. Later, probably in the 1920s or 1930s, the former gate keeper's lodge was shifted to 127 Jacksons Road in

Ōhoka, where it was used as a private residence for many decades. In 1995 it was shifted within the same land parcel of 127 Jacksons Road, where it was reroofed but sat unoccupied. It suffered some damage in the 2010 and 2011 Canterbury earthquakes and, after careful contemplation, in 2017 the owners decided to gift the former lodge to the local community. It was relocated, once again, in April 2018 to the Ōhoka Domain and has since been undergoing repair and restoration.

1. IDENTIFICATION¹

1.1. Name of Place

Name:

Ohoka Gate Keeper's Lodge (Former)

Other Names:

Ohoka Lodge

Ohoka Lodge (Former)

Former Ohoka Lodge

Gate Keeper's Lodge

Gatekeeper's Lodge

The Gatehouse

Gateway Cottage

The Lodge

1.2. Location Information

Address

493 Mill Road and Whites Road

ŌHOKA

Local Authority

Waimakariri District Council

1.3. Legal Description

Former: Lot 1 DP 51163 (CB29K/616), Canterbury Land District

Current: Lot 4 DP 1641 (NZ Gazette 1981, p. 722), Canterbury Land District

¹ This section is supplemented by visual aids in Appendix 1 of the report.

1.4. Extent of List Entry

Extent includes part of the land described as Lot 4 DP 1641 (*NZ Gazette* 1981, p. 722), Canterbury Land District and the building known as Ohoka Gate Keeper's Lodge (Former) thereon. (Refer to map in Appendix 1 of the List entry report for further information).

1.5. Eligibility

There is sufficient information included in this report to identify this place. This place is physically eligible for consideration as a historic place. It consists of a building fixed to land which lies within the territorial limits of New Zealand.

1.6. Existing Heritage Recognition

Reserve

This place is part of a recreation reserve (*NZ Gazette*, 1981, p. 722).

2. SUPPORTING INFORMATION

2.1. Historical Information

Māori historic relationship with the area²

The vast network of wetlands and plains of Kā Pākihi Whakatekateka o Waitaha (Canterbury Plains) is inherently important to the history of its early occupation. The area was rich in food from the forest and waterways. Major awa such as the Rakahura (Ashley) and the Waimakariri were supplied from the mountain fed aquifers of Ka Tiritiri o te Moana (Southern Alps) while other spring fed waterways meandered throughout the landscape. The rivers teamed with tuna, kōkopu, kanakana and īnaka while the forest supplied kererū, tūi and other fauna as well as building materials. Ōhoka is situated on the edge of the historic 18,000 acre swamp that lay between the Waimakariri and Rakahuri rivers providing a good supply of wading birds and fibres for weaving, food and medicine. Ara tawhito (travelling routes) crossed over the landscape providing annual and seasonal pathways up and down and across the Plains. The resources supported the nearby Kaiapoi pā, a vibrant and successful pā which was a thriving trading centre for a range of goods, including pounamu.

Colonial Settlement

From the mid nineteenth century, Pākehā missionaries and immigrants settled in the Canterbury Plains, many arriving as part of the Canterbury Association settlement

² The Māori history information has been provided by Huia Pacey, Pouārahi, Heritage New Zealand Pouhere Taonga, 23 July 2019.

programme. In the Waimakariri district, small colonial towns and settlements developed in the 1850s and 1860s, including at Ōhoka. By 1866 there were some 25 farms established in the Ōhoka area.³ One such farm, established by J. S. White, soon became particularly well-known.⁴

J. S. White's Ohoka Estate

In circa 1856 Josiah (Joseph) Senior White arrived in Canterbury from Australia, where it was rumoured that he had been involved in some controversy or scandal there.⁵ In New Zealand, White prospered. He established a number of businesses in Kaiapoi and Saltwater Creek, including a chain of stores known as 'Beehive Emporiums' located throughout North Canterbury.⁶

In 1866 White established a large farm at Ōhoka and was given Crown Grant in 1867.⁷ Known as Ohoka Estate, the station was bounded by what is now Whites Road, Mill Road, Jacksons Road and Tram Road.

As an experiment, J. S. White imported over 100,000 oak, elm, ash and beech seedlings and planted huge wind breaks, shelter belts and ornamental plantations.⁸ He also arranged the erection of a brickmaking kiln, which produced the bricks for his Ohoka Homestead (List No. 274).⁹ Built in the early 1870s, the two storeyed, brick Ohoka Homestead is Gothic in style with steeply pitched slate roofs, fretted bargeboards, finials and arched windows.¹⁰ Nearby, a timber stables and dovecot building was built, possibly around the same time as the homestead (List No. 3347).¹¹ Further away from the homestead and stables, at the original access point to the estate on Whites Road, a timber lodge was built for the gate keeper.

³ D. N. Hawkins, *Beyond the Waimakariri: A Regional History*, Christchurch, 2001, pp. 136-137.

⁴ *ibid.*

⁵ Pauline Wood, *Kaiapoi: A Search for Identity*, Rangiora, 1993, p. 120. J. S. White also appears to have been known by other names – Josiah Senior Woodhouse, John Senior White, J. T. White, J. White and 'Bully' White (G. R. MacDonal's, Dictionary of Canterbury Biographies W404 (Canterbury Museum).

⁶ Wood, 1993, p. 120; Hawkins, 2001, p. 31.

⁷ Reference the 1867 Crown Grant. John A. Hendry, 'Pioneer Homesteads – VI: Ohoka Homestead, *Press*, 18 Jun 1966; G. R. Macdonald Dictionary of Canterbury Biographies states that White got a Crown Grant for his Ohoka homestead farm in January 1868 but he started farming it well before this.

⁸ Hawkins, 2001, pp. 142-3.

⁹ URL <https://www.heritage.org.nz/the-list/details/274> (accessed 26 June 2019). Thomas Ayers was a Bedfordshire stonemason who continued this trade in New Zealand and also became a bricklayer. His sons, Samuel and Thomas junior, also became bricklayers.

¹⁰ It is believed to have been constructed by local bricklayers, Thomas Ayers and Sons, URL <https://www.heritage.org.nz/the-list/details/274> (accessed 26 June 2019).

¹¹ URL: <https://www.heritage.org.nz/the-list/details/3347> (accessed 26 June 2019).

J. S. White's first wife, Eva Elizabeth, died at the homestead, aged 29, on 29 March 1883.¹² He remarried in the 1880s and the new Mrs J. S. White continued a key role on the large estate.¹³ With her husband, she was involved in the employment of the estate's many staff, including gardeners, ploughmen, fencers, coachmen, parlourmaids and housemaids.¹⁴ On a number of occasions, J. S. White looked to selling the property but this did not eventuate during his lifetime.¹⁵

Ohoka Gate Keeper's Lodge

The Ohoka Gate Keeper's Lodge was the main entrance to White's well landscaped park-like estate and a curved road on the property led from the lodge to Ohoka Homestead, some 600 metres to the east.¹⁶ Surrounded by trees yet visible from the road, the Lodge was set back inside a curved corrugated iron fence, approximate one metre high, which was topped by a broad timber capping.¹⁷ At the centre was an iron gate. The Lodge was set inside to the south of the curved fence. The original was probably built in the late 1870s or 1880s.

The role of the occupants of the Lodge was to manage traffic and visitors coming to the estate. Traffic was generally by horseback, horse and gig or horse and coach.¹⁸ There was a separate entrance, some 50 yards (45 metres) away, for working horses and drays, which gave access to the stock yards and farm buildings.¹⁹ The occupants of the Lodge had the job of opening and closing the gate for the head of the estate and visitors.²⁰ This saved time for horses and gig type traffic without loss of control – all they had to do was call out 'coo-ee' and usually the gate would be opened.²¹

¹² *Star*, 30 Mar 1883, p. 2.

¹³ The second marriage occurred in the 1880s, as evidenced for example by Mrs J. S. White of Ohoka was advertising for staff in the *Press*, 9 May 1889, p.1.

¹⁴ For example, *Press*, 9 May 1889, p.1 and 3 Feb 1906, p. 12, *Lyttelton Times*, 12 Dec. 1904, p. 1, and Typescript notes 'Ohoka Estate and Kaiapoi' from Kaiapoi Districts Historical Society Inc. on Heritage New Zealand File 12013-1754.

¹⁵ One example is in *Press*, 20 Dec. 1896, p. 8.

¹⁶ *Kaiapoi Record*, 22 May 1982, newspaper clipping, Kaiapoi Districts Historical Society Inc.

¹⁷ Image of 'The Lodge Ohoka Homestead', Kaiapoi District Historical Society Inc, Ref. PfB889.

¹⁸ *Kaiapoi Record*, 22 May 1982, newspaper clipping, Kaiapoi Districts Historical Society Inc.

¹⁹ *ibid.*

²⁰ *ibid.*

²¹ *ibid.*

Fire and Rebuild of the Gate Keeper's Lodge

In 1891 a fire destroyed the Lodge and nearly all its contents.²² The cause of the fire related to an attempt to rid of a colony of bees established within the walls of the house using sulphur fumes.²³

The Lodge was soon rebuilt on the same site, reputedly as an exact replica of the original.²⁴ The exact date of the rebuild is not known, but conceivably this happened within a year or so of the fire.

The occupants of the Lodge (both original and as rebuilt) seem to have been the estate's gardener or head gardener and his family. Mr A. Catchpole was the occupant at the time of the 1891 fire.²⁵ Head gardener, Thomas Murray, his wife and eventually six children lived at the Lodge in the late nineteenth century, presumably after the new lodge was rebuilt, but it may have been the earlier one.²⁶

J. S. White died in 1905 and his second wife arranged for the property to be subdivided and sold – this occurred in stages between 1907 and early 1909.²⁷ An advertisement in the *Lyttelton Times* on 12 November 1908 stated that 12 blocks of Mrs J. S. White's Ohoka Estate were already sold and only two lots were remaining for disposal.²⁸ Of the two remaining lots for sale, Lot 1 was the finest one containing the farmstead – its buildings comprised the two storeyed brick homestead, also 'a capital comparatively new lodge, brick farmhouse, granary, stables and woolshed'.²⁹ This description of the lodge as being *comparatively new* confirms it was much newer than the other (1870s) buildings on the subdivided property.

²² *Star*, 25 Aug. 1891, p. 4; *Kaiapoi Record*, 22 May 1982, gives the date for the original Lodge being destroyed by fire as before 1890, but the *Star*, 22 Aug. 1891 records the event as happening in August 1891. There had been an extensive fire on the estate in 1889 which destroyed fencing and extensive plantations which may explain the confusion (*Timaru Herald*, 13 Mar. 1889, p. 2).

²³ *Star*, 25 Aug 1891, p. 4.

²⁴ *Kaiapoi Record*, 22 May 1982, newspaper clipping, Kaiapoi Districts Historical Society Inc.

²⁵ *Star*, 25 Aug. 1891, p. 4; *Wise's New Zealand Post Office Directory*, 1892-1893, p. 28.

²⁶ Typescript notes 'Ohoka Estate and Kaiapoi' from Kaiapoi Districts Historical Society Inc. on Heritage New Zealand File 12013-1754; *Wise's New Zealand Post Office Directory* 1894-1895, p. 540, 1896-1897, p. 537 and 1898-1899, p. 580 list Thomas Murray, gardener, Ohoka.

²⁷ *Lyttelton Times*, 22 Apr. 1905, p. 7 and 4 Jan. 1908, p. 16; *Press*, 22 Jan. 1909, p. 9; *Lyttelton Times*, 20 Jan. 1909, p. 12 and 3 Apr 1909, p. 7.

²⁸ *Lyttelton Times*, 12 Nov 1908, p. 12.

²⁹ *ibid.*

Mr W. A. Kelcher purchased Lot 1 with the buildings on or before January 1909.³⁰ Several changes of ownership followed.³¹ In people's memory, it was still the old J. S. White's estate, even though Mrs White had sold and had been living in England for many years before she died in 1923.³²

Three Times Relocation of the Ohoka Gate Keeper's Lodge

In around 1920 to 1930, the former Ohoka Gate Keeper's Lodge was relocated to 127 Jacksons Road, on a separate private land parcel of what would originally have been on the eastern side of the larger Ohoka Estate.³³ There is a story that it was gifted to the retiring gardener.³⁴ It is thought that the first wallpaper might have been introduced at this time to cover any cracks or damage after moving.³⁵ In its new location it functioned as a private residence throughout changes of ownership. It was in that location that the building's heritage values were formally recognised in 1984 through entry on the Historic Places Trust Register (now the New Zealand Heritage List/Rārangī Kōrero) as 'Former Ohoka Lodge' (List No. 3817).³⁶

In 1995 the building was again shifted within the same land parcel at 127 Jacksons Road to make way for a new home to be built.³⁷ In this third location, some 130 metres to the north-east of its second location, it was painted and reroofed, given new piles, borer was treated, and a 1970s kitchen and chimney were removed.³⁸ The building was unoccupied after the 1995 shift.³⁹ It suffered some lath and plaster damage in the 2010-11 Canterbury earthquakes.⁴⁰ In 2017 the owners decided to donate the damaged building to the community and so, in April 2018, with much excitement by the locals, it was shifted to the Ōhoka Domain.⁴¹

³⁰ *Press*, 22 Jan. 1909, p. 9.

³¹ *Press*, 15 Feb 1928, p. 15.

³² *Press*, 24 Jan 1923, p. 2.

³³ *Kaiapoi Record*, 22 May 1982, newspaper clipping, Kaiapoi Districts Historical Society Inc.

³⁴ Sue Allison, pers. comm., 15 July 2019. Research for this review report has not confirmed this.

³⁵ Cashmore, 'Outline report of significance and future strategy for the interior fabric of the Ohoka Homestead Gatehouse at 127 Jacksons Road, Ohoka, Canterbury', unpublished report for Rob and Sue Allison, 2017, p. 10.

³⁶ BCC paper HP 188/1984.

³⁷ Sue Allison, pers. comm., 15 July 2019.

³⁸ Heritage New Zealand File 12013-1754; Sue Allison, pers. comm., 15 July 2019.

³⁹ Heritage New Zealand File 12013-1754.

⁴⁰ *ibid*; Cashmore, 'Outline report of significance and future strategy for the interior fabric of the Ohoka Homestead Gatehouse at 127 Jacksons Road, Ohoka, Canterbury', 2017.

⁴¹ *Northern Outlook, Rangiora*, 13 Apr. 2018, p. 3; Sue Allison, pers. comm., 15 July 2019.

At the Ōhoka Domain, the building is being repaired and restored by a group of volunteers, the Ōhoka Domain Advisory Group. Although twice shifted before it was again relocated to the domain, the building remains within what would have originally been the large Ohoka Estate.

Contextual Information

Gatehouses

There are only a few gatehouses entered on the New Zealand Heritage List. They include Mona Vale Gatehouse, Christchurch (List No. 1799) and Vogel House, Cottage and Grounds, Lower Hutt (List No. 7757). There is also a gatehouse at the entrance to the grounds of the early twentieth century Government House in Wellington (List No. 218). The gatehouse which was part of the Elms Farm Complex (Former) in Kaikōura (List No. 7693) was demolished following the Kaikōura earthquake of 2017.

Relocated buildings

The New Zealand Heritage List includes a number of historic places that have been relocated. Relocation usually removes a building or structure from its historical context and tends to reduce its significance, but Heritage New Zealand considers relocated Listed buildings or structures on a case by case basis to determine what heritage values remain and if the place will remain entered on the New Zealand Heritage List. Ohoka Gate Keeper's Lodge (Former) is one of many examples of relocated buildings. Some Canterbury ones include Akaroa Lighthouse (List No. 3343), Shand's (List No 307), Oxford Lock-up (Former) (List No. 7196), St Luke's Chapel (List No. 5328), St Saviour's Church (List No. 1929) and Band Rotunda in Kaiapoi (List No. 3748). The latter three examples have, like the Ohoka Gate Keeper's Lodge (Former) been shifted several times. This is part of their history.

Associated List Entries

Ohoka Homestead (List No. 274) and Ohoka Station Stables and Dovecot (List No. 3347).

2.2. Physical Information

Current Description

Setting

In its new location, the Ohoka Gate Keeper's Lodge (Former) sits on open land towards the south-western end of Ōhoka Domain, opposite 401 Whites Road, Ōhoka. The building is

surrounded on all sides by a white picket fence and beyond, especially to its north and west, are some mature trees. The picket fence is modern, as are the metal gates within the north and west sides of the fence. To the north and west of the building and fence is an open expanse of grassed land. To the south is further open land including an area that is part of a native planting programme.

Exterior

The building is Gothic in style, more or less cruciform in plan, and with a gabled roof running east to west, intercepted by a gabled roof running north to south. A lower lean-to extension sits at the south-east corner. The roof is corrugated steel, the timbers are weatherboard.

On each elevation the gable ends contain ogee-style curved timber bargeboards that bear some resemblance to the timber bargeboards at a different property in Ōhoka – the Inglewood Homestead dating from the 1860s (List No. 274). At the apex of the Ohoka Gate Keeper's Lodge gables are finials, surmounted by decorative cast iron orb type shapes. Within each of the four main gables sits a timber diamond shape with a quatrefoil centre.

The west elevation fronts Whites Road and contains the main entrance door within a gabled porch that also has matching bargeboards and finial.

Windows throughout are casement and those on the north, east and south elevations are capped with stepped timber hood moulds. The plain glazing is a replacement of the original leadlight windows.⁴²

The lean-to extension at the south-east corner has a single sloping bargeboard, decorated in the form of repetitive pointed arches and circular and trefoil indentations.

Interior

The interior has six rooms. At the time of writing this report (2019) the rooms were vacant and in need of repair but previously they served as lobby, parlour, kitchen and three bedrooms.⁴³ The central fireplace and chimney between the parlour and kitchen has long been removed – the gap remains in the wall and floorboards where it previously stood – and the intention is to reinstate a 'dummy' chimney with inoperative coal range in its place.⁴⁴

⁴² *Kaiapoi Record*, 22 May 1982, newspaper clipping, Kaiapoi Districts Historical Society Inc.

⁴³ Cashmore, 'Outline report of significance and future strategy for the interior fabric of the Ohoka Homestead Gatehouse at 127 Jacksons Road, Ohoka, Canterbury', 2017, p. 5.

⁴⁴ *ibid.*, p. 8; Annie Bonifant, pers. comm., 9 July 2019.

The interior fabric includes lath and plaster, as well as remnants of early limewash or distemper behind layers of peeling wallpaper.⁴⁵ The interior doors are conventional four-panel type with rim locks. Timber skirtings, varying in height between 180-192 millimetre, have a moulded profile at the top and are used throughout the interior.⁴⁶

Although, at the time of writing this report (2019), the interior fabric is in a damaged state, a gradual programme of repair and restoration will be undertaken now that the exterior works have been largely completed.⁴⁷

Construction Professionals

Not known

Construction Materials

Timber, corrugated steel, glass

Key Physical Dates

Circa 1890s	Construction of replacement Gate Keeper's Lodge on Whites Road after first Lodge destroyed by fire in 1891
Circa 1920s-30s	Relocation to 127 Jacksons Road
1970s	Alterations including new chimney
1996	Second relocation within same property at 127 Jacksons Road, reroofed
2010-11	Lathe and plaster damage from Canterbury earthquakes
2018	Relocation to Ōhoka Domain
2018-2019	Repair and restoration

Uses

Accommodation	Gatehouse (Former)
Accommodation	House (Former)

2.3. Chattels

There are no chattels included in this List entry.

⁴⁵ Cashmore, 2017.

⁴⁶ *ibid.*, p. 10.

⁴⁷ Annie Bonifant, pers. comm., 9 July 2019.

2.4. Sources

Sources Available and Accessed

There is a reasonable amount of information available on the Ohoka Estate itself, including in Heritage New Zealand files for the Ohoka Homestead and Ohoka Station Stables and Dovecot (file numbers 12013-227 and 12012-106) but less directly focusing on the former Ohoka Gate Keeper's Lodge.

A typescript in the Kaiapoi Museum provides very useful information about the gate keeper operations and some occupants of the building (copy held on Heritage New Zealand file 12013-1754). However, it appears to have been compiled as a kind of reminiscence and some of the dates are vague or possibly contradictory. For example, the notes refer to 'information handed down to Mrs Sanders' that the original Lodge was burnt down before 1890. However, careful analysis of newspaper advertisements and articles has revealed that the original lodge was destroyed by fire in August 1891 and was in 1908 still referred to as 'comparatively new' compared to the other older buildings within the homestead lot. *Papers Past* digitised newspapers have been a key primary source for this report. Articles in the *Press* in 1966 and the *Star* in 1980 helped provide a general overview of the history of the Ohoka Estate.

Sue and Rob Allison, owners of the building at its previous location at 127 Jacksons Road, Ōhoka, have kindly provided information, including historic images and Stephen Cashmore's report which they commissioned in 2017. Annie Bonifant of the Ōhoka Domain Advisory Group has likewise provided helpful information on site about recent and planned works at the domain site.

Information about J. S. White is found in a number of sources, including G. R. MacDonald's, Dictionary of Canterbury Biographies W404 (Canterbury Museum), previous Heritage New Zealand research and Pauline Wood's book, *Kaiapoi: A Search for Identity*, 1993. These sources refer to some sort of unsavoury or mysterious past of White (or J. S. Woodhouse) in Australia before he settled in New Zealand, but this line of exploration is not yet conclusive and has not been continued for the purposes of this report.

Further Reading

Hawkins, D. N., *Beyond the Waimakariri: A Regional History*, Christchurch, 2001.

Porter, Frances (ed.), *Historic Buildings of New Zealand. South Island*, Auckland, 1983.

Wood, Pauline, *Kaiapoi: A Search for Identity*, Rangiora, 1993.

3. SIGNIFICANCE ASSESSMENT⁴⁸

3.1. Section 66 (1) Assessment

This place has been assessed for, and found to possess aesthetic, architectural, historical and social significance or value. It is considered that this place qualifies as part of New Zealand's historic and cultural heritage.

Aesthetic Significance or Value

The Ohoka Gate Keeper's Lodge (Former) has aesthetic value. Its visual appearance elicits an emotional response. The combination of the small scale decorative timber building within a park setting is evocative of the nineteenth settlement in rural Ōhoka, when many ancillary buildings were constructed for the functioning of the large rural estate. The aesthetic qualities are recognised by the Ōhoka Domain Advisory Group who has enhanced the building's appearance following its relocation from 127 Jacksons Road, where it was in need of repair and not easily viewed by the public, to the public space of Ōhoka Domain.

Architectural Significance or Value

The Ohoka Gate Keeper's Lodge (Former) has architectural value. It is essentially a small scale Gothic style dwelling, a post 1891 replica replacement of one destroyed by fire. In scale, form and timberwork, it is identifiably the same building as photographed around the turn of the twentieth century at its original location at the gateway entrance to J. S. White's Ohoka Estate on Whites Road. The building's symmetry, repetition of fenestration and detailing, including decorative bargeboards, infer the work of a crafted designer.

Historical Significance or Value

The Ohoka Gate Keeper's Lodge (Former) has historical significance. Its function as a control point gatehouse signifies the importance and status of the estate's owner. As well as operating as the gate keeper, the occupants of the Lodge appear to have been the estate's gardener or head gardener and his family, demonstrating these pivotal roles within the large Ohoka Estate. The building is a replica replacement of an earlier lodge building destroyed by

⁴⁸ For the relevant sections of the Heritage New Zealand Pouhere Taonga Act 2014, see Appendix 4: Significance Assessment Information.

fire, then subsequently relocated on three occasions yet still within what had been in the large property known as Ohoka Estate until 1908-1909. This tells a story common to New Zealand's history of loss by fire as well as the ease and relative frequency of relocation of small timber buildings.

Social Significance or Value

The Ohoka Gate Keeper's Lodge (Former) has social value. The Ōhoka community has demonstrated that it values the place through celebrating the donation by the previous owners, relocation by truck to the Ōhoka Domain and now community volunteerism to achieve its repair and restoration. The community would likely feel a collective sense of loss if the building was to be lost.

3.2. Section 66 (3) Assessment

It is considered that this place qualifies as a Category 2 historic place. It was assessed against all criteria and found to qualify under the following: a, e and j.

- (a) The extent to which the place reflects important or representative aspects of New Zealand history

The initial rebuild of the Ohoka Gate Keeper's Lodge as a replica on its original site tells the all too common story, especially in the nineteenth century, of loss of timber buildings through fire. That the building has had four different physical locations is indicative of New Zealand's history of relocating buildings, especially small scale timber ones.

The function of the building as the residence for the gate keeper and property control point tells an aspect of New Zealand's colonial history regarding the establishment of large estates. It also provides an insight into some of the practicalities involved with gig and coach type transport at a time when they were a common way travelling.

- (e) The community association with, or public esteem for the place

Ohoka Estate plays a key role in Ōhoka's history and the area which is now the public domain was originally part of that large estate. Now that the Ohoka Gate Keeper's Lodge (Former) building has been donated to the community and relocated to the Ōhoka Domain, its presence in the local consciousness has been elevated and there is a sense of pride and ownership in this latest move. A small but very active group of volunteers, with

interest and assistance from local school children, demonstrates the community associated with and public esteem for the place.

(j) The importance of identifying rare types of historic places

As a control point for accessing large or important properties, gatehouses were not uncommon, especially in nineteenth century New Zealand. Of those that still survive, it appears that they now have a degree of rarity.

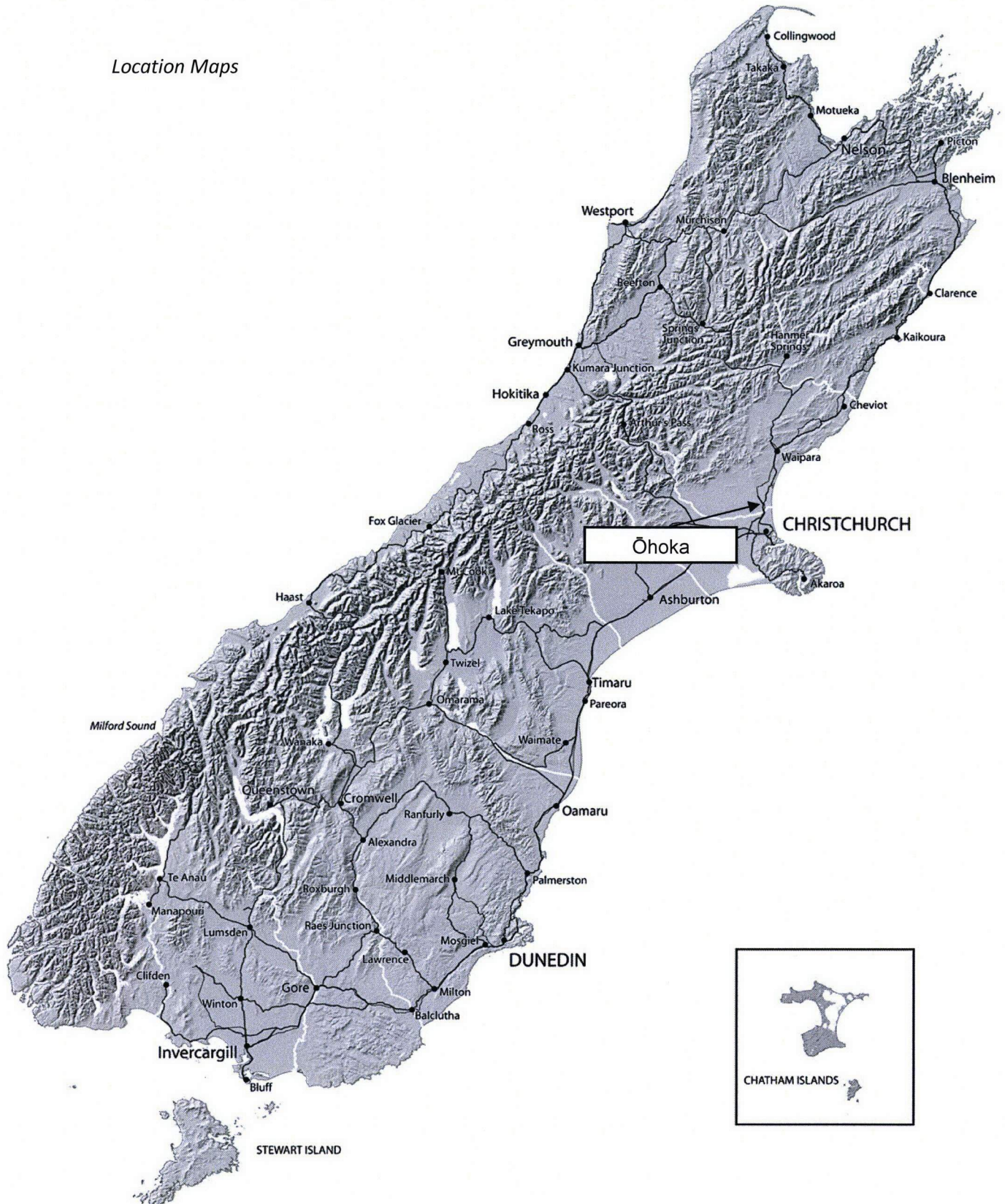
Summary of Significance or Values

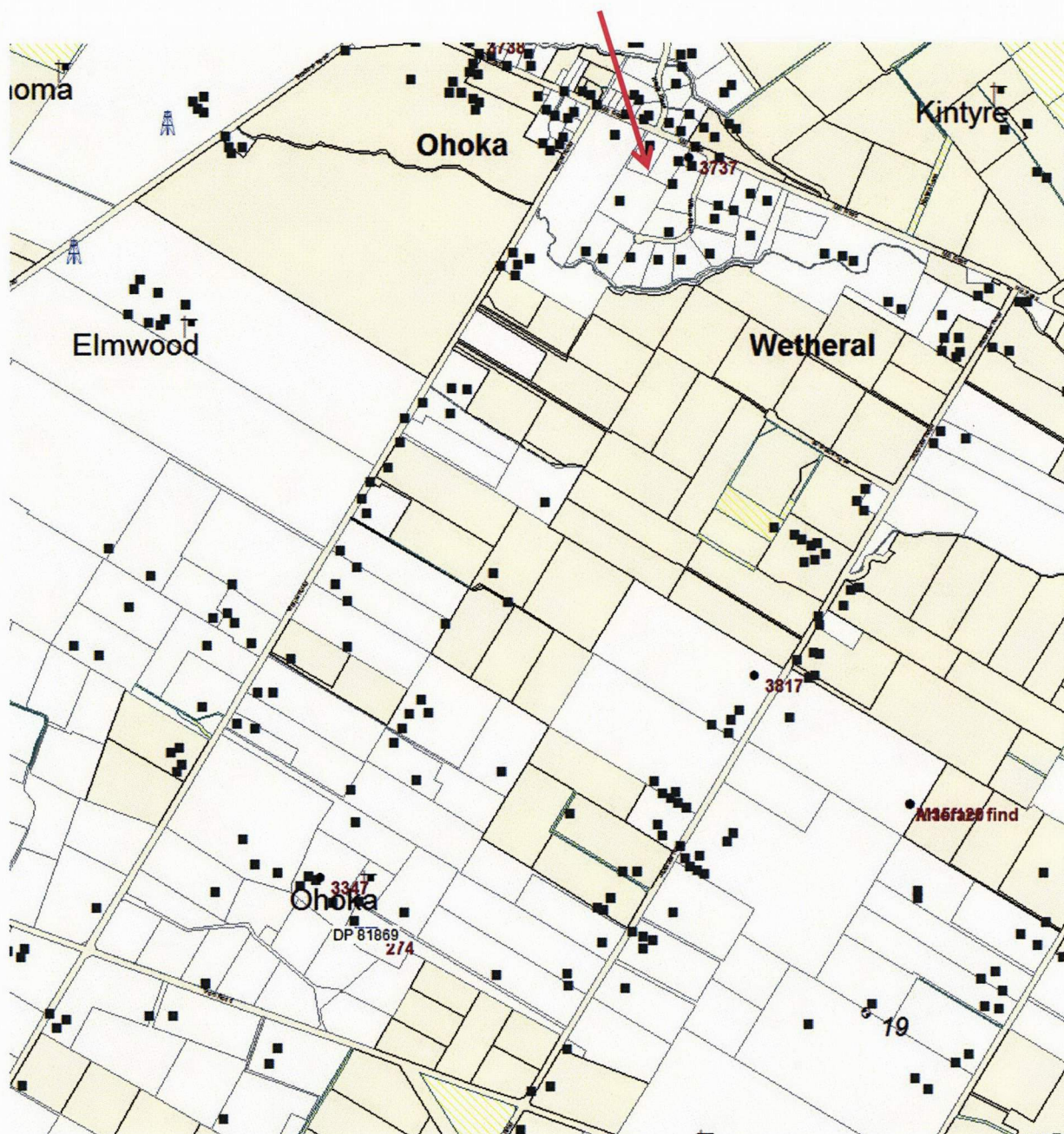
Ohoka Gate Keeper's Lodge (Former) has aesthetic, architectural, historical and social significance or value and is starting to be celebrated locally as an example of saved and restored heritage now in the public domain. It is considered that Ohoka Gate Keeper's Lodge (Former) retains sufficient significance to merit entry on the List at its new location as a Category 2 historic place, particularly given its public accessibility at Ōhoka Domain.

4. APPENDICES

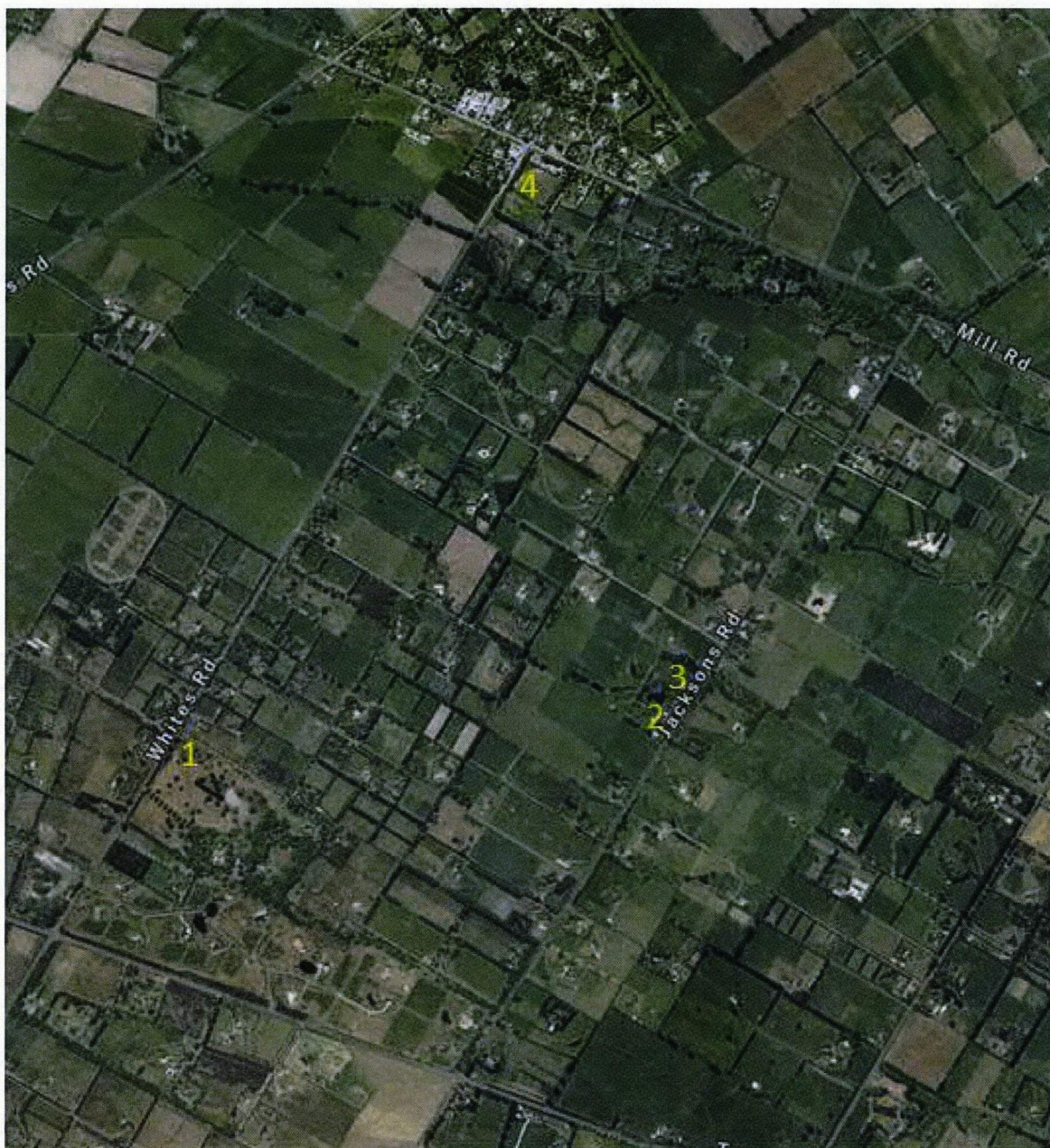
4.1. Appendix 1: Visual Identification Aids

Location Maps





Quickmap, with red arrow marking the location of Ohoka Gate Keeper's Lodge (Former) in its latest relocated position at Ōhoka Domain.



Aerial view marked up in yellow to show the four locations of the Ohoka Gate Keeper's Lodge (Former) building, 1 being its first location and 4 being its latest. (Canterbury Maps, accessed July 2019).



Aerial view showing Ohoka Gate Keeper's Lodge (Former) shortly after relocation (Google Maps, circa late 2018, accessed 17 July 2019).⁴⁹

⁴⁹ Note at the time of writing this report, neither the satellite layer in Pātaka nor Canterbury Maps show the building yet at this location.

Map of Extent

Red rectangle indicates the extent, which includes part of the land described as Lot 4 DP 1641 (*NZ Gazette* 1981, p. 722), Canterbury Land District and the building known as Ohoka Gate Keeper's Lodge (Former) thereon. (Google Maps, accessed 17 July 2019).⁵⁰

⁵⁰ Note at the time of writing this report, neither the satellite layer in Pātaka nor Canterbury Maps show the building yet at this location.

Classification of Reserve

PURSUANT to the Reserves Act 1977, and to a delegation from the Minister of Lands, the Assistant Commissioner of Crown Lands hereby declares the reserve, described in the Schedule hereto, to be classified as a reserve for scenic purposes, subject to the provisions of section 19 (1) (a) of the said Act.

SCHEDULE

SOUTH AUCKLAND LAND DISTRICT—WAITOMO DISTRICT—
HANGATIKI SCENIC RESERVE

141,798.2 hectares, more or less, being part Hauturu East 1E3, 1E5C2A2A2, and 1E5C2B5 Blocks, Sections 3 and 59, and part Section 2, Block XI, Orahiri Survey District. All *New Zealand Gazette*, 1911, page 2308 and 1976, page 1167. Balance *New Zealand Gazette*, 1910, page 1621. S.O. Plans 14251, 15409, and 46881.

Dated at Hamilton this 26th day of February 1981.

L. C. PRICE,

Assistant Commissioner of Crown Lands.

(L. and S. H.O. Res. 3/3/22; D.O. 13/254)

Classification of Reserves

PURSUANT to the Reserves Act 1977, and to a delegation from the Minister of Lands, the Assistant Commissioner of Crown Lands hereby declares the reserve, described in the Schedule hereto, to be classified as reserves for recreation purposes, subject to the provisions of the said Act.

SCHEDULE

CANTERBURY LAND DISTRICT—EYRE COUNTY

Mandeville Recreation Reserve

2,024 hectares, more or less, being Reserve 1304, situated in Block XIII, Rangiora Survey District. All certificate of title 22/41, Red Map 59.

80,937.1 hectares, more or less, being Reserve 1567, situated in Blocks XIII and XIV, Rangiora Survey District. All *New Zealand Gazette*, 1878, page 884. Red Map 59.

Ohoka Recreation Reserve

6,138.5 hectares, more or less, being Lot 4, D.P. 1641 (formerly Reserve 4690), situated in Block XIV, Rangiora Survey District. Part certificate of title 690/71.

Swannanoa Recreation Reserve

3,945.6 hectares, more or less, being Lot 2, D.P. 6359 (formerly Reserve 4692), situated in Block XIII, Rangiora Survey District. All certificate of title 343/254.

East Eyreton Recreation Reserve

3,057.9 hectares, more or less, being Lot 1, D.P. 10292 (formerly Reserve 4342), situated in Block II, Christchurch Survey District. All certificate of title 438/27.

Dated at Christchurch this 28th day of January 1981.

B. K. SLY,

Assistant Commissioner of Crown Lands.

(L. and S. H.O. Res. 11/2/107; D.O. 8/3/5)

Classification of Reserve, Revocation of Previous Notice, and Issue of a Fresh Notice

PURSUANT to section 6 (3) of the Reserves Act 1977, the Commissioner of Crown Lands, acting under delegation from the Minister of Lands, hereby revokes the notice as to classification of reserve which was published in the *New Zealand Gazette* of 22 January 1981, No. 4, p. 101, in relation to the reserve named in the Schedule hereto, and hereby issues the following notice as a fresh notice in place thereof:

PURSUANT to the Reserves Act 1977, and to a delegation from the Minister of Lands, the Commissioner of Crown Lands hereby declares the reserve, described in the Schedule hereto, to be classified as a reserve for recreation purposes, subject to the provisions of the said Act.

SCHEDULE

SOUTH AUCKLAND LAND DISTRICT—PIAKO COUNTY—
TAHUNA RECREATION RESERVE

34,078.7 hectares, more or less, being part Lot 2, D.P. 26380, situated in Block V, Waitoa Survey District. Part certificate of title, Volume 685, folio 136.

Dated at Hamilton this 10th day of March 1981.

R. M. VELVIN, Commissioner of Crown Lands.

(L. and S. H.O. Res. 3/2/103; D.O. 8/3/285)

Classification of Reserve

PURSUANT to the Reserves Act 1977, and to a delegation from the Minister of Lands, the Assistant Commissioner of Crown Lands hereby declares the reserve, described in the Schedule hereto, to be classified as a reserve for recreation purposes, subject to the provisions of the said Act.

SCHEDULE

SOUTH AUCKLAND LAND DISTRICT—HAMILTON CITY—
GRAHAM PARK RECREATION RESERVE

5,629.2 hectares, more or less, being Lots 74 and 86, D.P. 17643, situated in Block II, Hamilton Survey District. All *New Zealand Gazette*, 1925, page 3207.

Dated at Hamilton this 24th day of February 1981.

G. L. VENDT,

Assistant Commissioner of Crown Lands.

(L. and S. H.O. Res. 3/2/179; D.O. 8/405)

Classification of Reserve

PURSUANT to the Reserves Act 1977, and to a delegation from the Minister of Lands, the Assistant Commissioner of Crown Lands hereby declares the reserve, described in the Schedule hereto, to be classified as a reserve for recreation purposes, subject to the provisions of the said Act.

SCHEDULE

SOUTH AUCKLAND LAND DISTRICT—HAMILTON CITY—
VARDON PARK RECREATION RESERVE

1,719.1 hectares, more or less, being Lot 141, D.P. S. 4701, situated in Block XIII, Komakorau Survey District. Part certificate of title No. 2B/570. All *New Zealand Gazette*, 1958, page 495.

451.9 square metres, more or less, being Lot 1, D.P. S. 3748, situated in Block XIII, Komakorau Survey District. All certificate of title No. 15B/1165.

Dated at Hamilton this 25th day of February 1981.

G. L. VENDT,

Assistant Commissioner of Crown Lands.

(L. and S. H.O. Res. 3/2/179; D.O. 8/3/30)

Classification of Reserve

PURSUANT to the Reserves Act 1977, and to a delegation from the Minister of Lands, the Assistant Commissioner of Crown Lands hereby declares the reserve, described in the Schedule hereto, to be classified as a reserve for recreation purposes, subject to the provisions of the said Act.

SCHEDULE

SOUTH AUCKLAND LAND DISTRICT—HAMILTON CITY—
RANFURLY PARK RECREATION RESERVE

598.6 square metres, more or less, being Lot 125, D.P. S. 9516, situated in Block XIII, Komakorau Survey District. Balance certificate of title No. 4A/302. *New Zealand Gazette*, 1966, page 341.

2,512.3 hectares, more or less, being part Lot 97, D.P. 27284, situated in Block XIII, Komakorau Survey District. Part *New Zealand Gazette*, 1942, page 624.

Dated at Hamilton this 24th day of February 1981.

G. L. VENDT,

Assistant Commissioner of Crown Lands.

(L. and S. H.O. Res. 3/2/179; D.O. 8/3/239)

Classification of Reserve

PURSUANT to the Reserves Act 1977, and to a delegation from the Minister of Lands, the Assistant Commissioner of Crown Lands hereby declares the reserve, described in the Schedule hereto, to be classified as a reserve for local purpose (soil conservation and river control), subject to the provisions of the said Act.

SCHEDULE

SOUTH AUCKLAND LAND DISTRICT—WAIKATO COUNTY—
MANUTAHU ISLAND

14,973.3 hectares, more or less, being Allotment 324, Whangamarino Parish, situated in Block III, Rangiriri Survey District. *New Zealand Gazette*, 1962, page 2189. S.O. Plan 1341C.

Dated at Hamilton this 24th day of February 1981.

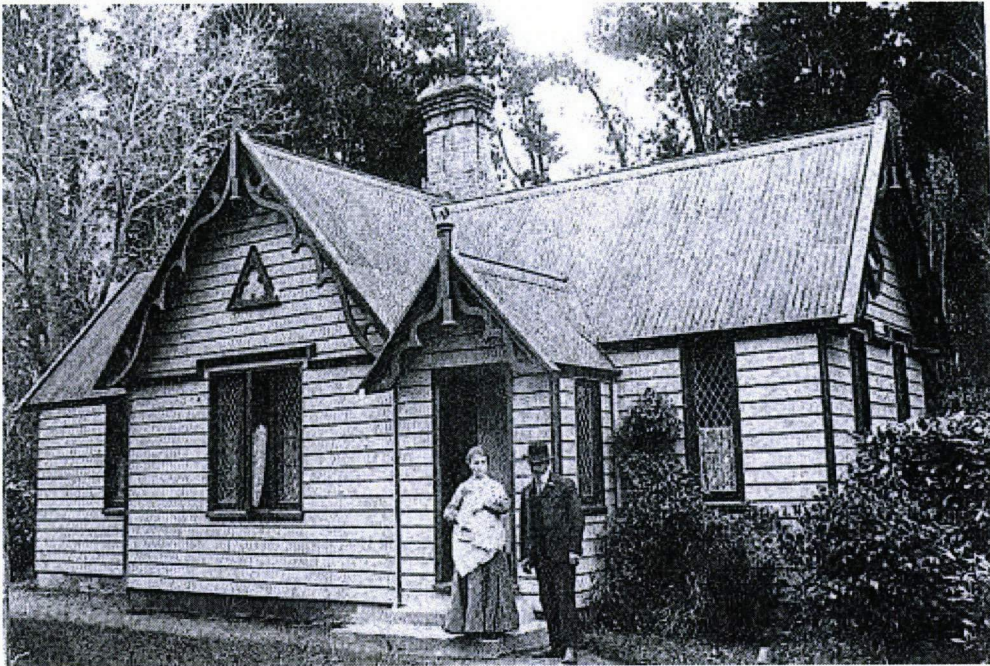
G. L. VENDT,

Assistant Commissioner of Crown Lands.

(L. and S. H.O. 13/288; D.O. 8/5/245/1)

Current identifier relating to relocated site at Ōhoka Domain (*NZ Gazette* 1981, p. 722). Note there is no Record of Title for the domain site.

Historical Photographs



Undated historic photograph of the Ohoka Gate Keeper's Lodge in its original location (image supplied to Heritage New Zealand by previous owners, Sue and Rob Ellison).

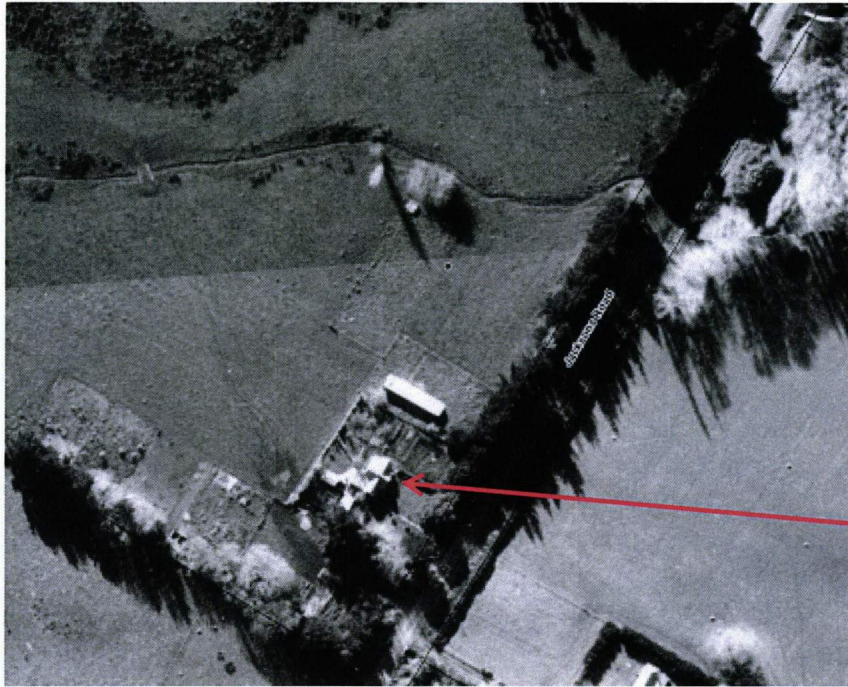


The Lodge, Ohoka Homestead, Kaiapoi District Historical Society Inc, Ref PFB889, undated.



Aerial view from Canterbury Maps 1940-1944.

The red arrow at left shows the original location of the Ohoka Lodge but by this time it has already been relocated for the first time and is shown in the red circle at right. A detail of the building in that same relocated position, 127 Jacksons Road, is very clear in an early 1960s aerial photograph (see below):



1st
relocation

Aerial view showing Ohoka Gate Keeper's Lodge (Former) after its first relocation, 127 Jacksons Road, Ōhoka (Canterbury Maps 1960-1964).⁵¹

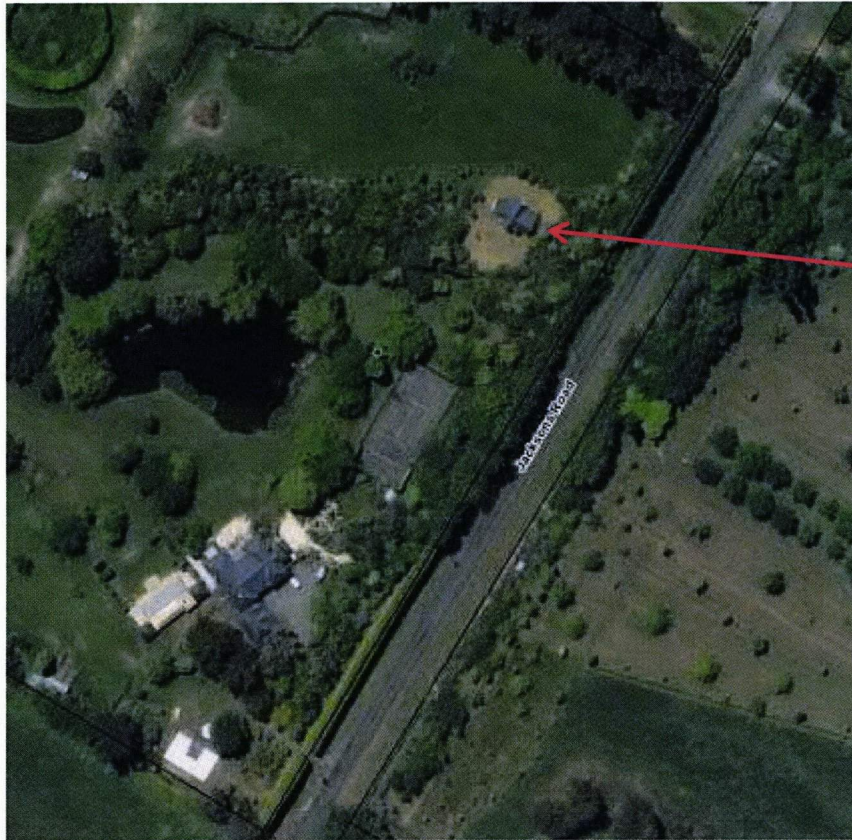


new
house on
previous
site

2nd
relocation

Aerial view showing Ohoka Gate Keeper's Lodge (Former) after its second relocation, and showing a new house on its previous site, all still 127 Jacksons Road, Ōhoka (Canterbury Maps 2000-2004).

⁵¹ Aerial views on Canterbury Maps show the building in this relocated position in 1940-44, 1950-54 and 1955-59 but the 1960-64 image is particularly clear.

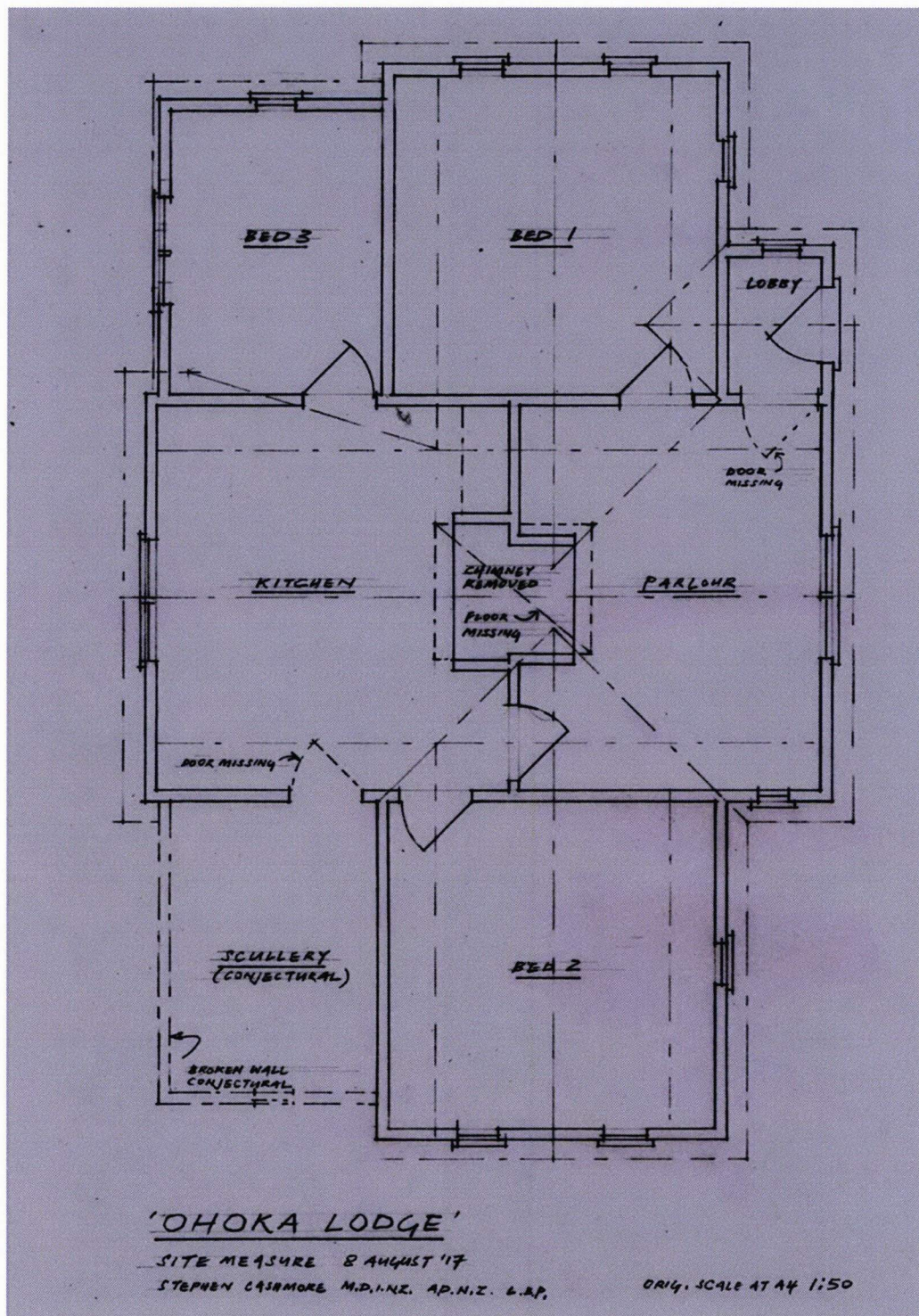


Aerial view showing location of Ohoka Gate Keeper's Lodge (Former) at 127 Jacksons Road prior to latest relocation (Canterbury Maps, 2017)



Ohoka Gate Keeper's Lodge (Former) at 127 Jacksons Road , a year before its recent relocation to the Ōhoka Domain (D. Margetts, 12 April 2017, Heritage New Zealand).

4.3. Appendix 3: Visual Aids to Physical Information

Current Plans

Plan of Ohoka Lodge in previous location, 127 Jacksons Road, Ōhoka (Stephen Cashmore, 'Outline report of significance and future strategy for the interior fabric of the Ohoka Homestead Gatehouse at 127 Jacksons Road, Ohoka, Canterbury', unpublished report for Rob and Sue Allison, August 2017)

Current Photographs of Place



North elevation of Ohoka Gate Keeper's Lodge (Former), surrounded by picket fence and trees in the Ōhoka Domain (R. Burgess, 9 July 2019, Heritage New Zealand)



East and south elevations (R. Burgess, 9 July 2019, Heritage New Zealand)



Main (west) elevation fronting White's Road and south gable end (R. Burgess, 9 July 2019, Heritage New Zealand)



East elevation (R. Burgess, 9 July 2019)



Photos showing the interior awaiting repair (R. Burgess, 9 July 2019, Heritage New Zealand)

4.4. Appendix 4: Significance Assessment Information

Part 4 of the Heritage New Zealand Pouhere Taonga Act 2014

Chattels or object or class of chattels or objects (Section 65(6))

Under Section 65(6) of the Heritage New Zealand Pouhere Taonga Act 2014, an entry on the New Zealand Heritage List/Rārangi Kōrero relating to a historic place may include any chattel or object or class of chattels or objects –

- a) Situated in or on that place; and
- b) Considered by Heritage New Zealand Pouhere Taonga to contribute to the significance of that place; and
- c) Proposed by Heritage New Zealand Pouhere Taonga for inclusion on the New Zealand Heritage List/Rārangi Kōrero.

Significance or value (Section 66(1))

Under Section 66(1) of the Heritage New Zealand Pouhere Taonga Act 2014, Heritage New Zealand Pouhere Taonga may enter any historic place or historic area on the New Zealand Heritage List/Rārangi Kōrero if the place possesses aesthetic, archaeological, architectural, cultural, historical, scientific, social, spiritual, technological, or traditional significance or value.

Category of historic place (Section 66(3))

Under Section 66(3) of the Heritage New Zealand Pouhere Taonga Act 2014, Heritage New Zealand Pouhere Taonga may assign Category 1 status or Category 2 status to any historic place, having regard to any of the following criteria:

- a) The extent to which the place reflects important or representative aspects of New Zealand history
- b) The association of the place with events, persons, or ideas of importance in New Zealand history
- c) The potential of the place to provide knowledge of New Zealand history
- d) The importance of the place to tangata whenua
- e) The community association with, or public esteem for, the place
- f) The potential of the place for public education
- g) The technical accomplishment, value, or design of the place
- h) The symbolic or commemorative value of the place

- i) The importance of identifying historic places known to date from an early period of New Zealand settlement
- j) The importance of identifying rare types of historic places
- k) The extent to which the place forms part of a wider historical and cultural area

Additional criteria may be prescribed in regulations made under this Act for the purpose of assigning Category 1 or Category 2 status to a historic place, provided they are not inconsistent with the criteria set out in subsection (3).

Additional criteria may be prescribed in regulations made under this Act for entering historic places or historic areas of interest to Māori, wāhi tūpuna, wāhi tapu, or wāhi tapu areas on the New Zealand Heritage List/Rārangi Kōrero, provided they are not inconsistent with the criteria set out in subsection (3) or (5) or in regulations made under subsection (4).

NOTE: Category 1 historic places are 'places of special or outstanding historical or cultural heritage significance or value.' Category 2 historic places are 'places of historical or cultural heritage significance or value.'



Office of the Mayor

Waimakariri District Council
Private Bag 1005, Rangiora, New Zealand.
Telephone 0-3-311 8900
or 0-3-327 6834
Facsimile 0-3-313 4432
Website: www.waimakariri.govt.nz

Our Reference: GOV-18 / 190326041567

27 March 2019

To Whom It May Concern

LOTTERIES BOARD

The Ohoka Gate Keepers Lodge is a listed historical building which was originally part of the Ohoka Homestead. Following temporary relocation to 127 Jacksons Road, this building has recently been relocated into its final position within the Ohoka Domain. The proposal to shift the building on to the Domain was so that it can be renovated and then used to present and display items of historic significance to the area of Ohoka.

In February 2018, the Waimakariri District Council accepted ownership of the Ohoka Gatekeepers Lodge. It was transferred to the Council at no cost on the basis that the Ohoka Domain Advisory Group would source the funds for the costs of renovation.

The Waimakariri District Council wholeheartedly supports this renovation project and we support the Ohoka Domain Advisory Group in making this application for funding to enable them to continue moving forward with this renovation. The Advisory Group are an enthusiastic group of people who have worked hard to get this project off the ground and organise the relocation of this building to this point. The location of the building gives it prominence and the renovation will preserve part of the history of the district.

If any other information is required, please do not hesitate to contact us. The key contact for this project at the Waimakariri District Council is Grant Stephens and he can be contacted using the details below:

Grant Stephens | Green Space Community Engagement Officer | Parks & Recreation
grant.stephens@wmk.govt.nz
Phone: 03 311 8902 | Ext: 8957
Mobile: 0220682524

Yours sincerely

David Ayers
MAYOR

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: GOV-01-11/ 230920147556

REPORT TO: COUNCIL

DATE OF MEETING: 3 October 2023

AUTHOR(S): Ken Howat (Parks and Facilities Team Leader)

SUBJECT: Grant for Cust Bowling Club

ENDORSED BY:
(for Reports to Council,
Committees or Boards)


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report seeks Council approval for a grant of \$2,930 to be made to the Cust Bowling Club for the installation of a backflow prevention device which prevents contaminants entering Council water supply.
- 1.2. Cust Bowling Club is in a unique position in that they own the property, whereas most bowling clubs occupy local council owned land. As the property owner they are responsible for the installation of the backflow prevention device.
- 1.3. As a networked water supplier, the Council has obligations under Water Services Act to ensure that all Council owned and operated water supplies are protected from the risk of backflow contamination from private property. The Council is obliged to protect public water supplies by either installing backflow prevention devices, or by requiring property owners to do so.
- 1.4. In 2014 Council adopted its Backflow Prevention Policy which sets out strategies to categorise properties into either low, medium, or high risk. The property at 1646 Cust Road, where the Bowling Club is located, has been assessed as high risk due to the irrigation and sprinkler systems that has chemicals added to the water or applied to the ground and therefore a backflow preventor is required.
- 1.5. The property is jointly owned by the Cust Bowling Club and Cust Swimming Club. Where a property has multiple owners, it is up to the owners to decide how the installation costs are met. The Swimming Club's activities have been assessed as medium risk and are therefore unwilling to contribute. The Bowling Club has advised they do not have sufficient financial resources to meet the installation costs. Their latest financial records as of April 2023, show cash balance of \$5,815.00. The majority of this is tagged for ongoing operational costs.

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** Report No. 230920147556
- (b) **Approves** a grant of \$2,930 to the Cust Bowling Club from Community Grants code 10.487.100.2410 for the installation of a backflow prevention device at the Cust Bowling Club, 1646 Cust Road.

- (c) **Notes** that Three Waters annually test backflow devices, carrying out minor maintenance as required, however any significant repairs are the responsibility of the property owner.
- (d) **Notes** that the Cust Bowling Club have been working alongside Councils Three Waters Team to understand the works required and have a contractor lined up ready to perform the works to a compliant standard.
- (e) **Notes** the Cust Bowling Club is the only community group that both Three Waters and Community and Recreation are aware of that require funding assistance to implement works for backflow prevention.
- (f) **Notes** Three Waters have communicated across the district with water supply owners who would need to undertake this works. They are currently at 90% compliance and are on track for completion.

3. **BACKGROUND**

- 3.1. Following a district wide backflow survey, Three Waters sent out a letter to affected property owners advising that a backflow preventor was required on their property due to the hazard rating attributed to the property. The Bowling Club was assessed as high risk due to the use of chemicals used to maintain the green.
- 3.2. Backflow is usually caused by a pressure differential between the Council's water supply network and the customer owned private water reticulation. This can be caused by either backpressure, back-siphonage or cross connection. The resulting imbalance can cause water to be either sucked or pushed into the Council's water supply network, creating a potential health risk for other connected properties on the water supply network.
- 3.3. The Cust Bowling Club currently has 24 members and receives income of \$3,600 from annual subscriptions. In addition to this they receive an annual CPI adjusted Council grant which is split with the swimming club. For this current financial they were allocated a grant of \$1,728. Other income is derived from tournament sponsorship, tournament entry fees, raffles, and social bowls.

4. **ISSUES AND OPTIONS**

- 4.1. Greenspace staff have reviewed this request and agree that the club is not in a financial position to meet the cost of installing the backflow preventor and without support, the ongoing viability of the club could be in question.
- 4.2. Whilst the Cust Bowling Club is the only community group that both Three Waters and Community and Recreation are aware of that require funding assistance to implement works for backflow prevention, this does not preclude the support of this request setting a precedent.

4.3. **Option One: Approve the Allocation of \$2,930 as Requested**

Council could approve this request which would allow immediate installation of the backflow preventor reducing the likelihood of waterway contamination and enabling the club to remain financially viable.

4.4. **Option Two: Decline the Request**

Council could decline the request and direct the club to seek support through other funding agencies. Staff could assist the club with this option; however, this will result in a delay in securing funds and the subsequent installation of the backflow preventor. This option is not considered ideal due the high hazard risk assessment attached to the property.

4.5. **Option Three: Bowling Club repay the Grant**

Council could fund the installation costs of the backflow device with the stipulation that the club repay the grant over an agreed period of time.

Implications for Community Wellbeing

There are implications on community wellbeing with the issues and options contained in this report. Bowling clubs play a vital role in fostering strong and vibrant communities, offering a range of benefits. They are inclusive gathering places where local residents can make social connections, enjoy a sense of belonging and have the opportunity to participate in a low impact sport.

- 4.6. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. This relates to the Cust Swimming Club located at the same address. The Swimming Club will benefit from these works and will be able to continue operation.

5.3. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. This relates to the risk of potential water contamination and the impact on the Bowling Clubs ongoing sustainability should the recommendations not be approved.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are financial implications of the decisions sought by this report.

6.1.1. If Council adopt Option One, the cost of \$2,930 would be funded from the Community Grant code 10.487.100.2410.

6.1.2. If Council adopt Option Three, the cost of \$2,930 would be funded from the Community Grant code 10.487100.2410 and paid back over an agreed period of time.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts.

6.3. Risk Management

There are no risks arising from the adoption/implementation of the recommendations in this report. The risk of not doing the works has been described by the Three Waters team as high. Hence the staff recommendation to assist the club so it can continue its operation whilst not providing an ongoing risk to public health.

6.4. Health and Safety

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. This relates to the potential water supply contamination attributed to the Bowling Club property.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

Core utility services are sustainable, resilient, affordable; and provided in a timely manner.

- Council sewerage and water supply schemes, and drainage and waste collection services are provided to a high standard.

There is a strong sense of community within our District.

- There are wide-ranging opportunities for people of different ages, abilities and cultures to participate in community life and recreational and cultural activities.

7.4. **Authorising Delegations**

The Council has authority to receive this report and make a decision on this matter.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** EXT-39 / 230913143223**REPORT TO:** COUNCIL**DATE OF MEETING:** 3 October 2023**AUTHOR(S):** Témi Allinson
Senior Policy Analyst**SUBJECT:** Submission: Government Policy Statement on Land Transport**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)


General Manager



Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to provide Council with the formal opportunity to receive a submission that was submitted to meet Te Manatū Waka / Ministry of Transport timeframes but was not able to be received at a formal Council meeting prior to that submission date.
- 1.2 A Council workshop was held on 12 September to provide an update with Councillors on the consultation and secure their feedback. The draft submission was circulated via email to Councillors and the Mayor for their review prior to being finalised by staff.
- 1.3 The submission was also considered by the Management Team prior to being finalised and submitted.

Attachments:

- i. Document 230907139364 – WDC Submission on Government Policy Statement on land transport

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No. 230913143223.
- (b) **Receives** the attached submission on the Government Policy Statement on land transport. (TRIM: 230907139364)
- (c) **Circulates** the report and attached submission to the community boards for their information.

3. BACKGROUND

- 3.1. Te Manatū Waka / Ministry of Transport (the Ministry) has just concluded a public consultation exercise on its draft Government Policy Statement on land transport (GPS-LT). The consultation closed on 15 September 2023.
- 3.2. The Government Policy Statement on land transport 2024/25-2033/34 (GPS 2024) outlines the Crown's land transport investment strategy over the next ten years, the funding available, and where funding should be directed to deliver on this strategy.

- 3.3. This is important because New Zealand's land transport system is among the country's greatest physical assets. The roading network underpins the economy and provides lifelines for communities and businesses across the country. The draft GPS 2024 provides direction and guidance to those who are planning, assessing, and making decisions about land transport investment.
- 3.4. the draft GPS 2024 identifies six strategic priorities which reflect the need to rebuild after recent weather events and strengthen the resilience of the entire transport system. The priorities are as listed below:
- 3.4.1. Maintaining and operating the system: The condition of the existing transport system is efficiently maintained at a level that meets the current and future needs of users.
 - 3.4.2. Increasing resilience: The transport system is better able to cope with natural and anthropogenic hazards.
 - 3.4.3. Reducing emissions: Transitioning to a lower carbon transport system.
 - 3.4.4. Safety: The primary focus of this priority is to make transport substantially safer for all.
 - 3.4.5. Sustainable urban and regional development: People can readily and reliably access social, cultural, and economic opportunities through a variety of transport options. Sustainable urban and regional development is focused on developing resilient and productive towns and cities that have a range of low-emission transport options and low congestion.
 - 3.4.6. Integrated freight system: Well-designed and operated transport corridors and hubs that provide efficient, reliable, resilient, multi-modal, and low-carbon connections to support productive economic activity.
- 3.5. There is an expressed desire to have these priorities be supported by firm foundations, which is why the draft GPS 2024 now includes maintaining and operating the existing transport system, including roads and public transport services as a priority.
- 3.6. The draft GPS 2024 also sets out a series of projects that are strategically important for the development of New Zealand's transport system in the coming decades. These are called the Strategic Investment Programme. The SIP are key projects that guide the National Land Transport Programme development.
- 3.7. One of the identified projects is the Christchurch Northern Link – State Highway 1 (Woodend Bypass) that Council has long advocated for.
- 3.8. Although the SIP projects have been identified as significant, the Waka Kotahi Board has the final power to approve projects funded from the National Land Transport Fund; although by highlighting these projects, the Government expects that their strategic importance will be given particular consideration during the development of the National Land Transport Plan.
- 3.9. The draft GPS 2024 sets out funding for investments of over \$6 billion from the National Land Transport Fund, with an additional \$1.5 billion from local government, each year. Although this is a record increase in investment amounts, there remains concern that the amounts allotted are insufficient to meet the backlog of road maintenance works currently required.

4. ISSUES AND OPTIONS

- 4.1 Issues and options in relation to the topic and the subject of the submissions have been canvassed as part of preparing the submissions.
- 4.2 There are no anticipated issues with this report. The Council has two options: it may receive the report and the submissions, or request staff to withdraw the submission.

Implications for Community Wellbeing

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

- 4.1. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are not likely to be affected by the submission.

They are however likely to have an interest in one of the points Council has made in its submission where we requested that transportation infrastructure to support the development of Māori Reserve 873 (MR873) and the aspirations of Ngāi Tūāhuriri hapū be included in the wider Christchurch Northern Link project.

Council in its submission also noted that the Ministry will need to acknowledge MR873 and the wider Tuahiwi area as a place of cultural significance to Ngāi Tūāhuriri; and ensure that consideration of any future transport needs is undertaken with the aspirations of Ngai Tuahuriri in mind.

Groups and Organisations

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.2. Wider Community

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. The likely impacts will emerge as the final shape and form of how the GPS-LT will be implemented is decided on and made operational. Council will need to consider these carefully as they unfold.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are no financial implications of the decisions sought by this report.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report have sustainability and/or climate change impacts.

6.3 Risk Management

There are no risks arising from the adoption/implementation of the recommendations in this report.

6.3 Health and Safety

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. CONTEXT

7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Authorising Legislation

Local Government Act 2002

Land Transport Management Act (LTMA) 2003

7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

There are wide ranging opportunities for people to contribute to the decision making that affects our District.

There is a healthy and sustainable environment for all.

Core utility services are sustainable, resilient, affordable; and provided in a timely manner.

There is a safe environment for all.

Transport is accessible, convenient, reliable and sustainable.

7.4. Authorising Delegations

No additional delegations are requested as a result of this report.

15 September 2023

Te Manatū Waka / Ministry of Transport
PO Box 3175
Wellington 6140
Aotearoa New Zealand

gps@transport.govt.nz

WAIMAKARIRI DISTRICT COUNCIL SUBMISSION ON THE DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2024

Introduction

1. The Waimakariri District Council (the Council) thanks Te Manatū Waka for the opportunity to provide comment on the draft Government Policy Statement on land transport 2024 / Te Tauākī Kaupapa Here a te Kāwanatanga mō ngā waka whenua.
2. The Council is a member of the Greater Christchurch Partnership and Canterbury Mayoral Forum. We support the submissions made by these groups and endorse the recommendations in their respective submissions.

Background / Context

3. Waimakariri District is located in the Canterbury Region, north of the Waimakariri River. The district is the third fastest growing in New Zealand and fourth largest by population in the South Island; and lies within the takiwā of Ngāi Tūāhuriri one of the primary hapū of Te Rūnanga o Ngāi Tahu. It extends from Pegasus Bay in the east to the Puketeraki Ranges in the west, sharing boundaries with Christchurch City to the south, Selwyn District to the south and west, and Hurunui District to the north.
4. Waimakariri District is a high growth district with a current population of over 70,000 and is projected to reach 100,000 by 2043. Creating and maintaining efficient transport modes for our growing district is critical. Council is committed to improving walking, cycling and public transport infrastructure to provide for alternate modes of transport and facilitate modal choice.
5. Geographically, socio-culturally, and economically Waimakariri District is a peri-urban district. People identify with and are attracted to a 'country lifestyle'. However, the district's proximity to Christchurch City means it has a significant and growing urban and 'peri-urban' population. Approximately 60 percent of residents live in the four main urban areas of Rangiora, Kaiapoi, Woodend/Pegasus and Oxford. The remainder live in smaller settlements or the district's rural area, including approximately 6000 rural-residential or rural 'lifestyle' blocks.

6. Outside of the main urban areas, the rural settlements that make up the balance of the district are sparsely populated, with these residents often needing to travel significant distances to access basic services. Although there are limited public transport options serving Rangiora, Kaiapoi, Woodend/Pegasus, for much of the district, there are no public transport options available.
7. This effectively means that for most of our district, there are no transport choices other than travel by private vehicle, which makes these settlements almost entirely dependent on improvements in our vehicle fleet and attitudinal shifts to vehicle occupancy to reduce transport sector emissions.

Submission

8. Council strongly endorses the inclusion of the Christchurch Northern Link – State Highway 1 (which includes Woodend Bypass) in the Strategic Investment Programme (SIP) list. We believe this rightly reflects the pressing need to address ongoing safety concerns that have been identified as far back as a decade ago.
9. Over 20,000 vehicles pass through Woodend daily, and we expect this number to only increase. As it is, the town is quite literally divided in two by the State Highway, and having this long overdue bypass will make the area safer for residents, business owners and children.
10. Council and its community members have long advocated for this project and are heartened by its inclusion in the SIP. It is our hope that this will further reinforce the project's strategic importance to the Waka Kotahi Board as it makes its final decision on which National Land Transport Funded (NLTF) to approve and progress.
11. Council also welcomes early engagement and confirmation of the scope and commitment to this project. We see key safety features of the project as including:
 - a. Provision of cycle and walking access across the state highway at the Pegasus / Ravenswood roundabout. We have been advocating along with our community for an underpass to be constructed as the only safe option to achieve this.
 - b. We welcome that the project also includes the widening of the Ashley River Bridge. We hope this will allow for cycle and walking.
 - c. A safe and efficient road link on the Woodend Bypass around the eastern side of Woodend for vehicles and freight.
 - d. Commence the immediate purchase of all land and properties required for the Woodend Bypass.
12. Council also requests that consideration be given to including the following projects into the wider Christchurch Northern Link project:
 - a. Integration and inclusion with the wider network improvements including Skew bridge, Lineside Road and its key intersections as well as dealing with the significant safety issues at the railway crossings at Mulcocks, Fernside and Lineside Roads.

- b. The New Eastern Link Road into Rangiora East from Lineside Road. With 26,000 vehicle movements per day through Southbrook, advancing this project is a priority to ease congestion.
 - c. Transportation infrastructure to support the development of MR873 and the aspirations of Ngāi Tūāhuriri hapū.
13. We support the second Ashburton Bridge. Although it is not within the geographic boundaries of the Waimakariri District, it falls within the wider Canterbury region and is important to the resilience of the Canterbury transport network.
 14. Council is a member of the Greater Christchurch Partnership, and we support our partner Councils' recommendation that the Greater Christchurch Public Transport Futures (PT Futures) programme be included in the SIP.
 15. Specific and detailed feedback on the questions raised in the questionnaire that accompanied the draft Government Policy Statement are provided in our attached submission.

Conclusions

16. Council continues to strongly advocate for better infrastructure investment from Te Manatū Waka and Waka Kotahi for the district. There are many other pressing transport related issues such as a replacement of the Skew Bridge in East Kaiapoi, as well as an Eastern Rangiora Link Road that are required to accommodate our district's rapidly growing population.
17. WDC thanks Te Manatū Waka for the opportunity to comment on its draft Government Policy Statement on land transport. We applaud the initiative that has been applied to the work thus far and look forward to partnering with the Government in delivering on the vision for robust and resilient land transport infrastructure.
18. The timeframe for submission on this draft GPS has been extremely truncated, even more so than usual. We respectfully remind the ministry that when it chooses to consult, to provide sufficient time for your stakeholders to make a meaningful response. For local authorities, WDC believes sufficient time ought to include time for councils to engage with its communities and partners.

Our contact for service and questions is Témi Allinson – Senior Policy Analyst (temi.allinson@wmk.govt.nz or 027 337 8116).

Yours faithfully



Dan Gordon
The Mayor



Jeff Millward
Chief Executive

Submission on the draft Government Policy Statement on land transport 2024/25-2033/34

1. Do you agree with the strategic priorities and direction that are outlined in GPS 2024?

We support the strategic priorities as outlined.

Maintaining and operating the system

- *We are very pleased to see that ‘Maintaining and Operating the System’ has been included in the strategic priorities. We consider Maintenance and Operations to be the core services which needs to be provided on any roading network to ensure that the network can operate safely. If the network condition deteriorates due to a lack of investment, it is likely to have safety implications and result in an increase in DSI (Deaths & Serious Injuries). Maintenance is the top investment priority for Canterbury.*
- *It is noted that over two years of the period of the last National Land Transport Programme (NLTP) (2021-24) Council has seen cost increases in maintenance of 22%. The 18 percent proposed increase in the GPS funding range (lower) for the local road maintenance activity class will not cover cost escalations in our local road Maintenance Operations and Renewals (MOR) programmes. In terms of network condition, it is ‘standing still’ at best, and does not provide sufficient funding for us to effectively ‘catch up’ on deferred works.*

Resilience

- *We also strongly support the introduction of resilience as a new investment priority in this GPS. Resilience is important to Canterbury and the South Island and greater recognition of our resilience challenges is something we have long advocated for.*
- *Looking at the funding allocations however, we note that the introduction of resilience appears to have been at the expense of Safety. While we appreciate that resilience is a very important issue, road safety is also a key strategic priority and to achieve a reduction in the number of deaths and serious injuries on our roads will require continuing investment in this area.*

Emissions Reduction

- *Waimakariri District Council supports the need to emissions reduction and to transition to a lower carbon transport system. It will be critical that this is undertaken in a fair and equitable manner, so as to not negatively impact on the Community and to ensure access is maintained to social and economic opportunities for all.*
- *The provision of improved walking & cycling facilities and providing access to public transport are very important activities to progress and allow choices for how people travel. Council is committed to these activities.*

- *Further integration is required to ensure that supporting infrastructure for emissions reduction by others is delivered in a complimentary manner (e.g., delivery of EV chargers, upgrades in power infrastructure etc.).*

Integrated freight system

- *Waimakariri District Council supports investment in freight corridors and hubs to support productive economic activity. Being part of a region with a high production of agricultural products and also a strong manufacturing base, it is critical that these products can get from the farm gate to the manufacturer and the port efficiently.*
- *Further integration is required to ensure that supporting infrastructure for emissions reduction by others is delivered in a complimentary manner (e.g., delivery of EV chargers, upgrades in power infrastructure etc.).*

2. Do you have any comments on the Strategic Investment Programme?

- *We support the Canterbury Mayoral Forum's request for the inclusion of the Greater Christchurch Public Transport Futures (PT Futures) programme in the Strategic Transport Programme (SIP) for which Waka Kotahi is to have special consideration.*
- *We acknowledge the GPS notes the work being done on the Mass Rapid Transport (MRT); but we do not think it is given appropriate emphasis that reflects the findings from the project's initial business case. There has also been a missed opportunity to mention the broader Greater Christchurch Public Transport Futures (PT Futures) programme of which the MRT is a subset.*
- *The Christchurch Northern Corridor Link is fully supported by the Waimakariri District Council and is seen as essential infrastructure as it helps traffic bypass the Woodend town and mitigates concerns around safety, health and amenity from having the principal arterial route of the South Island bisect the town.*
- *Council would however like to have more certainty around what is included in the project and for this to be clearly articulated in the GPS. We look forward to seeing this project progress and for confirmation of the extents of this project and what is included. There are key opportunities to:*
 - o *Address known safety issues (such as Pegasus Roundabout pedestrian access)*
 - o *Provide for alternate modes within these programmes of work which will have major benefits for the Community.*
 - o *Acknowledgement of Māori Reserve 873 and the wider Tuahiwi area as a place of Cultural Significance to Ngāi Tūāhuriri. Consideration of future transport needs will need to be undertaken with the aspirations of Ngai Tuahuriri in mind.*
- *We also welcome the opportunity to work with Waka Kotahi on ensuring appropriate connectivity between the new corridor and the existing local road and cycle networks.*

There are also opportunities to add complementary measures such as Park & Ride and Public Transport opportunities to encourage more sustainable travel options.

3. Do you agree with the funding increases associated with the GPS 2024?

- *Overall, we support increasing of funding in the Draft GPS, however we consider the funding increases proposed in GPS 2024 to be inadequate. There is a drop-off in forecast funding beyond the first three years of this GPS, and we are concerned about the medium to long-term land transport funding situation in New Zealand.*
- *The proposed \$3.1b of debt funding this GPS, on top of previous debt funding last GPS, carries future repayment obligations. The gap between NLTF revenue and funding needs is increasing. Even with the substantial additional crown funding there is only \$2.4b of new contestable funding available nationally and this is simply not enough to support all our transport outcomes.*
- *For the 2021-24 period, Canterbury received just 5-8% of forecast National Land Transport Programme expenditure, despite the region representing approximately 12% of NZ by population, and over 16% of the national roading network by length. We would like to see a commensurate level of national expenditure allocated to the Canterbury region in the next NLTP period.*
- *We support traffic infringement income being for transport related initiatives going forward, rather than being used for non-transport related purposes.*
- *In the strategic priority area of maintenance and operations, there are concerns that fund allocated will be insufficient and not allow road controlling authorities be able to address the backlog of deferred works and under investment that currently exists in maintenance.*
- *We request that the Future of the Transport Revenue System review be progressed with urgency to be in place in time for the 2027-30 NLTP period.*
- *The Canterbury Mayoral Forum have submitted noting that over half of new vehicle sales in NZ in July 2023 were EV or hybrid vehicles, and our revenue system is not changing with the times. We suggest that the Future of the Transport Revenue System review needs to be progressed and with some urgency to be in place in time for the 2027-30 NLTP period.*
- *Council supports the introduction of Road User Charges (RUC) for all vehicles as a means to equitably share the cost for maintaining and managing the transport network across all road users, and ensuring sections of the community are not unduly penalised or burdened with the cost.*

b. Do you have any comments on how funding has been allocated across the various Activity Classes in GPS 2024?

- *We note that the activity class funding has reallocated \$1B from the Road to Zero project funding to state highways and local road improvements classes. With the result that local roads improvements funding has now increased by \$280M, while the state highways improvements funding has increased by \$1.18B.*

- *It is unclear what the local roads proportion of spend from the Road to Zero activity class was previously in the 2021-24 NLTP, however it is considered important to ensure that safety remains a priority on local roads and as such that funding for safety related works is not reduced.*

4. Do you agree with the Ministerial expectations as outlined in GPS 2024?

- *The Draft GPS refers to the Ministers expectation for outcomes to allow for carefully considers the most effective ways to “build back better”. This approach is supported however it is noted that a robust framework will need to be implemented to inform how this will be assessed.*

5. Do you have any other comments on GPS 2024?

- *Council is supportive of the Draft GPS. However, we would like to advocate for greater flexibility to be able to move funding across projects and into areas that better reflect Council and local community priorities.*
- *We believe this will help deliver better outcomes for our communities as a whole; and removes the restrictions that hamper the ministry’s ability to nimbly pivot and respond to emerging issues that are able to achieve better outcomes.*
- *An example is the current funding for Lineside Road safety improvements which focuses funding on the corridor and does not consider wider local transport network impacts on the adjacent road controlling authority (RCA). Being able to have some flexibility in where funding is used in support of this project, could provide supporting infrastructure on local roads to help minimise the impacts of state highway changes on the local roading network, rather than being solely focused on the corridor identified for improvement.*

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO: GOV-01-11 / 230918145775

REPORT TO: COUNCIL


DATE OF MEETING: 3 October 2023

AUTHOR(S): Sarah Nichols, Governance Manager

SUBJECT: Establishment of the Code of Conduct Committee, Membership Appointment

SIGNED BY:
(for Reports to Council,
Committees or Boards)

General Manager



Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is to establish the Code of Conduct Committee and the appointment of membership to this committee of Council. The Terms of Reference of the Committee are also clarified within this report.

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 230918145775.
- (b) **Notes** under section 41A of the Local Government Act, the Mayor has the power to establish Committees of the Council and to appoint the Chairperson of each Committee and may make the appointment before the other members of the Committee are determined and may appoint him/herself.
- (c) **Establishes** the Code of Conduct Committee, until the end of the October 2025 triennium.
- (d) **Appoints** Deputy Mayor Atkinson and Councillors Mealings, Redmond and Ward to the Code of Conduct Committee.
- (e) **Appoints** Deputy Mayor Atkinson as the Chair of the Code of Conduct Committee.
- (f) **Notes** the Code of Conduct Committee will meet on a 'when required' basis, as deemed by the Mayor and Chief Executive.

3. BACKGROUND

- 3.1 The Council is required to have a Code of Conduct Policy in place at all times. The Code sets boundaries on standards of behaviour and provides a means of resolving situations when elected members breach those standards. The Council adopted the Code at its inaugural meeting on 27 October 2022 and remains in place. The Committee, however was not established.

- 3.2 The Code may be reviewed, as deemed appropriate by the Chief Executive and Mayor at any time. The Code can only be amended (or substituted by a replacement Code) by a vote of at least 75 percent of the elected members present at a meeting when amendment to the Code is being considered. The Code should be read in conjunction with the Councils Standing Orders.

4. ISSUES AND OPTIONS

- 4.1 It is appropriate that a Code of Conduct Committee is established and therefore are prepared should the need arise to convene such a committee in the future.
- 4.2 The Mayor has the power to establish Committees of the Council and to appoint the Chairperson of each Committee. It is the Mayor's decision to appoint Deputy Mayor Atkinson and Councillors Mealings, Redmond and Ward to the Code of Conduct Committee. This represents a Councillor from each ward area, with the Deputy Mayor as Chair.
- 4.3 The Terms of Reference of the Code of Conduct Committee would be:
- To ensure and enhance the credibility and accountability of the Council to its communities and develop a culture of mutual trust, respect and tolerance between elected members and management, staff and the general public.
 - To follow the Code of Conduct Policy and practices.
 - Work with the Mayor and Chief Executive in regard to consideration of alleged breaches of the Code of Conduct, potentially determine the scope and terms of reference of any enquiry or investigation required and recommendations to the Council of any penalty to an elected member found in breach of the Code of Conduct (as outlined in Appendix B of the document).
 - A quorum of three members of the Committee would be required.
 - If the Chairperson was unavailable at the time of a Committee meeting commencing, the Committee would self-appoint a Chair at the time from the membership of the Committee.
 - Administration would be through the Governance Manager and the CE Office.
 - Meeting frequency would be on a 'as is required' basis.
- 4.4 A workshop has been scheduled with the Council to review the Code of Conduct policy document for mid- October, with any amendments to be considered at a future Council meeting.
- 4.5 There are no implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.6 The Management Team has reviewed this report and supports the recommendations.

5. COMMUNITY VIEWS

5.1 Mana whenua

Te Ngāi Tūāhuriri hapū are unlikely to be affected by or have an interest in the subject matter of this report. However, representatives of the Rūnanga serve on various committees and working groups and will be informed of any changes as they become known, if deemed appropriate.

5.2 Groups and Organisations

There are no groups and organisations likely to be affected by or to have an interest in the subject matter of this report.

5.3 **Wider Community**

The wider community is not likely to be affected by or be interested in this report's subject matter. However, the structure of the Council needs to be clear and provide certainty as to how the community can engage with the Council and its elected members. The outcomes of breaches may be reported to the community, if appropriate and as outlined in the Code of Practice, giving consideration to the Local Government Official Information and Meetings Act 1987.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1 **Financial Implications**

There are no financial implications of the decisions sought by this report. Meetings are serviced by appropriate staff and costs are met within existing Council Governance budgets. Any legal / independent investigative related costs will be met by existing Governance budgets and scoped prior to commencement.

6.2 **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts.

6.3 **Risk Management**

The Council is required by legislation to have a Code of Conduct Policy in place at all times. The Council adopted a Code at the inaugural meeting on 27 October 2022. However the Committee was not established. This report seeks the establishment and membership of the Code of Conduct Committee.

Any breaches of the Code of Conduct by an elected member risks the reputation of the Council, and the trust the community has in its elected members.

6.4 **Health and Safety**

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. **CONTEXT**

7.1 **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2 **Authorising Legislation**

Local Government Act 2002 – Sections 15 (schedule 7, part 1)
Local Government Official Information and Meetings Act 1987

7.3 **Consistency with Community Outcomes**

There are wide ranging opportunities for people to contribute to the decision-making by public organisations that affect our District.

7.4 **Authorising Delegations**

The Council sets the structure of its Committees, as stipulated in the Local Government Act 2002. The Mayor has the powers to appoint committee membership.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO: GOV-30 / 230914143778

REPORT TO: COUNCIL

DATE OF MEETING: 3 October 2023

AUTHOR(S): Sarah Nichols, Governance Manager

SUBJECT: Council Meeting Schedule January 2024 to December 2024

SIGNED BY:
(for Reports to Council,
Committees or Boards)

General Manager



Chief Executive

1. SUMMARY

The purpose of this report is to adopt a meeting schedule for 2024 for the ordinary Council and Standing Committee meetings. The schedule is based on current timetabling patterns adopted over the last year by the Council, with some adjustments from the 2023 meeting schedule.

Attachments:

- i. Proposed Waimakariri District Council Meetings Calendar of 12th Term of Council – 22 January 2022 to 31 December 2024. (Trim 230913142881 circulated separately – internal use)

2. RECOMMENDATION

THAT the Council:

- (a) **Receives** report No. 230914143778.
- (b) **Adopts** the following meeting schedule for the period from 1 January 2024 to 31 December 2024 (as outlined in Trim 230913142881).
- (i) Ordinary Council Meeting dates for 2024, commencing at 1pm on Tuesdays (except for February:

7 February 2024 (Wednesday)	5 March 2024 (Tuesday)	2 April 2024
7 May 2024	4 June 2024	2 July 2024
6 August 2024	3 September 2024	1 October 2024
5 November 2024	3 December 2024	

- (ii) Council meetings relating to (Draft) 2024/34 Long Term Plan and Annual Report including submissions and hearings:

Long Term Plan Budget Meetings	30 January 2024 (Tuesday)
	31 January 2024 (Wednesday)
	1 February 2024 (Reserved)
Approval to Consult on Long Term Plan	20 February 2024 (Tuesday)
Hearing Long Term Plan Submissions	8 May 2024 (Wednesday)
	8 May 2024
	9 May 2024 (Thursday)
Long Term Plan Deliberations	28 May 2024 (Tuesday)
	29 May 2024 (Wednesday)
	30 May 2024 (Thursday)
Adoption of Long Term Plan	18 June 2024 (Tuesday)
Annual Report Adoption	15 October 2024

- (c) **Adopts** the following meeting schedule for the period from 1 January 2024 to 31 December 2024 for Committees:

- (i) Audit and Risk Committee generally commencing at 9am on Tuesdays:

13 February 2024	12 March 2024	14 May 2024
11 June 2024	13 August 2024	10 September 2024
12 November 2024	10 December 2024	

- (ii) Community and Recreation Committee generally commencing at 3.30pm on Tuesdays:

20 February 2024	19 March 2024	21 May 2024
23 July 2024	17 September 2024	26 November 2024

- (iii) District Planning and Regulation Committee generally commencing at 1pm on Tuesdays:

20 February 2024	19 March 2024	16 April 2024
21 May 2024	16 July 2024	20 August 2024
17 September 2024	15 October 2024	19 November 2024

- (iv) Utilities and Roading Committee generally at 9am on Tuesdays:

20 February 2024	19 March 2024	16 April 2024
21 May 2024	18 June 2024	16 July 2024
20 August 2024	17 September 2024	15 October 2024
19 November 2024	10 December 2024 @ 1pm	

- (v) Mahi Tahi Joint Development Committee generally at 9am on Tuesdays:

5 March 2024	9 April 2024	4 June 2024
6 August 2024	1 October 2024	3 December 2024

- (vi) District Licencing Committee generally at 9am on Mondays:

26 February 2024	25 March 2024	29 April 2024
27 May 2024	24 June 2024	29 July 2024
19 August 2024	23 September 2024	21 October 2024
25 November 2024		

- (vii) Waimakariri Water Zone Committee generally at 3.30pm on Mondays

29 January 2024	4 March 2024	6 May 2024
1 July 2024	2 September 2024	4 November 2024

- (viii) Facilities and Consents Fee Waiver Sub-Committee generally at 1pm on Tuesdays

27 February 2024	30 April 2024	25 June 2024
24 September 2024	22 October 2024	10 December @ 11.30am

- (d) **Notes** the Mahi Tahi Joint Development Committee dates and locations will be subject to further confirmation with our Ngāi Tūāhuriri partners.
- (e) **Notes** the Waimakariri Water Zone Committee dates will be subject to further confirmation with Environment Canterbury.
- (f) **Notes** the Community Boards will adopt their timetable at their October meetings, as proposed in Trim document 230913142881.
- (g) **Circulates** a copy of the finalised meeting times to the Community Boards for their information.

3. **BACKGROUND**

- 3.1 During 2023 ordinary Council meetings occurred at 1pm on the first Tuesday of the month, with the Standing Committees generally alternating in two pairs on the third Tuesday of each month. This scheduling has worked well, and it is therefore recommended to continue with a similar pattern.
- 3.2 Since July 2014, specific monthly workshop and briefing (public excluded) non-decision making sessions relating to district-wide matters have been brought before Council. This has proven to be effective for both members and staff. It is therefore proposed that these workshop and briefing sessions continue during 2024, commencing in February, generally on the second and last Tuesdays of the month. In addition, it is proposed that some specialist briefings will still occur after the related standing committee meetings.

4. **ISSUES AND OPTIONS**

- 4.1 2024 is expected to be a busy year with ongoing Three Waters and Local Government Reforms related matters occurring throughout the year. Feedback has been received that it is beneficial for the Council to have scheduled breaks from meeting commitments to balance members other community commitments. Therefore, it is prudent to again factor into the proposed schedule, break weeks. No formal meetings have therefore been scheduled the weeks of 22 April, 26 August, and 28 October 2024.
- 4.2 The recommendation to the Community Boards is to continue with their current meeting pattern for 2024, as it dovetails with the timing of the Council and Committee meetings, ensuring the availability of Councillors and the flow of information between the two levels of governance.
- 4.3 The Council holds a Hui with Ngāi Tūāhuriri Rūnanga, alternating hosting between the Tuahiwi Marae and the Council Chambers. This meeting is in addition to the alternate monthly meetings between the parties. The Hui provides an additional opportunity to discuss matters with a focus on the Council's Long Term Plan budgetary proposals and to continue to strengthen the relationship. Accordingly, the Council proposes a hui with Ngāi Tūāhuriri Runanga in late March 2024/early April (subject to their confirmation) to coincide with the Long Term Plan consultation period, which is proposed to commence from early March to April 2024.
- 4.4 Any hearings required that are related to public consultations on specific projects will be subject to a report to Council or the relevant Committee for membership and timing. However, such hearings are usually scheduled on Wednesdays or Thursdays, subject to members availability and associated support resources. Other meetings such as workshops may be scheduled on a 'as required' basis/
- 4.5 **Implications for Community Wellbeing**
There are no social and cultural implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.6 The Management Team has reviewed this report and supports the recommendations.

5. **COMMUNITY VIEWS**

5.1 **Mana whenua**

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report, as their representatives will be invited to attend some of the scheduled meetings. Information will be shared with Te Ngāi Tūāhuriri at an upcoming Mahi Tahi Joint Development Committee to ensure mutual meeting dates directly affecting the Runanga are agreed.

5.2 Groups and Organisations

Community views were not sought for the timetabling as there are no groups and organisations likely to be affected by or to have an interest in the subject matter of this report. However, the established pattern of Council and Community Board meetings has generally worked well for members, considering other community commitments.

Some members of the public may be disadvantaged with meetings being held during the day due to work or family commitments. Submission hearing timings and locations are considered prior to each consultation. The Long Term Plan hearings will be scheduled over a mix of day and evening times to enable submitters the opportunity to speak over a wider timeframe.

Neighbouring Councils generally hold their Council meetings on Tuesdays or Wednesdays, which enables other joint meetings, such as the Mayoral Forum and the Greater Christchurch Partnership to occur without conflicts of time.

5.3 Wider Community

The wider community is not likely to be affected by or to have an interest in the subject matter of this report. However, the Waimakariri District Council has been holding the majority of its Council and Committee meetings on Tuesdays for a number of years, and it is known within the community.

The most appropriate way to ensure that the wider community is aware of the various meetings being held is to establish a meeting calendar. All Council, Standing Committees, Community Board meetings are also publicly advertised in compliance with the Local Government Official Information and Meetings Act 1987 (LGOIMA). Meetings are also advertised on the Council's website and at Service Centres on in-house television screens. Additional notification of Annual Plan submission and hearing dates and process occurs to maximise public awareness of Council meetings and the opportunity to contribute to the decision making process.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1 Financial Implications

There are financial implications of the decisions sought by this report, as the servicing of Council, Committees and Community Boards are met within existing Council Governance Budgets.

Meetings are advertised in local newspapers as well as on the council website.

6.2 Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts.

6.3 Risk Management

There are no risks arising from the adoption/implementation of the recommendations in this report.

6.4 Health and Safety

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

7. CONTEXT

7.1 Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2 Authorising Legislation

Local Government Act 2002 Schedule 7 clause 19 - *A local authority must hold the meetings that are necessary for the good government of its region or district.*

Meetings must be called and conducted in accordance with LGOIMA and the standing orders of the local authority.

7.3 Consistency with Community Outcomes

There are wide ranging opportunities for people to contribute to the decision-making by local, regional and national organisations that affect our District.

7.4 Authorising Delegations

The Council sets the structure of its Committees, as stipulated in the Local Government Act 2002.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31-22 / 230821128211

REPORT TO: OXFORD-OHOKA COMMUNITY BOARD

DATE OF MEETING: 6 September 2023

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Allie Mace-Cochrane, Transportation Engineer
Joanne McBride, Roading & Transport Manager
Gerard Cleary, General Manager Utilities & Roading

SUBJECT: Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Oxford-Ohoka Board Ward Area

ENDORSED BY:
(for Reports to Council,
Committees or Boards)



 General Manager

 Chief Executive
1. SUMMARY

- 1.1. The purpose of this report is to seek a recommendation to Council, from the Board, to consult on the 2023-2027 Waimakariri District Speed Management Plan (refer to Attachment i for detail).
- 1.2. In May 2022, the *Land Transport Rule: Setting of Speed Limits 2017* was revoked and replaced with the *Land Transport Rule: Setting of Speed Limits 2022*. This legislation changes the way which a Road Controlling Authority (RCA) sets speed limits on roads under its control and requires each RCA to develop and implement a Speed Management Plan.
- 1.3. The Director of Land Transport has advised that all road controlling authorities must develop, consult upon, and implement the Speed Management Plan for its area before the following dates:

Deadline	Date	Description
First deadline	5 October 2023	The final date for the publication of any consultation draft speed management plan
Second deadline	29 March 2024	The final date for submitting the final draft speed management plan for certification

- 1.4. An extension to this deadline may be sought from the Director of Land Transport, however this would impact the roll out of infrastructure to support safer speeds around schools in Waimakariri District.
- 1.5. As such it is important that the Waimakariri District Council Speed Management Plan is in place in line with the timeframes as set out and to help inform the next Regional Land Transport Plan (RLTP) bid and the Long-Term Plan.

- 1.6. Not having a Speed Management Plan which aligns with planned infrastructure could result in funding for safety related projects not being approved in the next NLTP.
- 1.7. The recommended option is to approve consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027, and included are all the roads which have previously been workshopped with the Community Boards. These roads have been included following a risk-based assessment, consideration of service requests / petitions and a technical assessment against Waka Kotahi's Speed Management Guidelines. This is the staff recommendation.
- 1.8. The Speed Management Plan will outline how Council will manage speed across the authority area over the next 10 years, with a higher level of detail around 2024-27, being the first three years of the next National Land Transport Programme (NLTP).
- 1.9. Following discussion with elected members, a further option to phase the Speed Management Plan has been included within this report for consideration. This would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.

Attachments:

- i. 2023-2027 Speed Management Plan – Draft version with track changes and missing sections (TRIM No. 230731116010)
- ii. 2023-2027 Speed Management Plan – Staff recommended inclusions (TRIM No. 230731116028)
- iii. 2023-2027 Speed Management Plan – Other option inclusions (TRIM No. 230731116038)
- iv. Petition for Reduced Speed at Oxford Intersection (TRIM No. 230420055531)
- v. Communications and Engagement Plan (TRIM No. 230210017625)

RECOMMENDATION

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 230821128211;

AND

THAT the Oxford-Ohoka Community Board recommends:

THAT the Council:

EITHER:

- (b) **Approves** consultation being carried out on the draft Waimakariri Speed Management Plan 2023-2027 (refer to TRIM No. 230731116010 and 230731116028), with all roads as recommended by staff and as listed below in Tables 1 to 12 within the Board's area.

Table 1. Extents of school speed limits within the Board's ward area

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

Table 2. Proposed speed limits for the Oxford town centre

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Main Street – 93 Main Street to 23 Main Street	50	40
Coney Street – Main Street to end of formed road	50	40
Meyer Street – Main Street to end of formed road	50	40
Redwood Place – Main Street to end of formed road	50	40

Table 3. Proposed speed limits for the Mandeville area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
McHughs Road – No. 10 Road to 50 m south of Tram Road	100	60
Mandeville Road – McHughs Road to 70 m south of Ohoka Meadows Drive	100	60
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place	100	60
Wards Road – Bradleys Road to 300 m north of Makybe Drive	100	60

Table 4. Proposed speed limits for the north of Tram Road/Mandeville area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Two Chain Road – Tram Road to Swannanoa Road	100	80
Pattersons Road – Two Chain Road to McRoberts Road	100	80
Clear View Lane – Pattersons Road to end of formed road	100	60
Mandalea Road – Pattersons Road to McRoberts Road	100	60
Cameo Drive – Mandalea Road to end of formed road	100	60
Tupelo Place – Tram Road to end of formed road	100	80
No. 10 Road – Pattersons Road to Tram Road	100	80
Wards Road – Pattersons Road to 50 m northwest of Makybe Drive	100	80
Dawsons Road – Pattersons Road to Wards Road	100	80
Ashworths Road – Dawsons Road to Mill Road (unsealed)	100	60
Aschens Road -Ashworths Road to end of formed road (unsealed)	100	60
McRoberts Road – Pattersons Road to Mill Road	100	80
McRoberts Road – Mill Road to Barkers Road (unsealed)	100	60
Barkers Road – McRoberts Road to Main Drain Road (unsealed)	100	60
Main Drain Road – Two Chain Road to Threlkelds Road (unsealed)	100	60
Ashworths Road – Mill Road to Plaskett Road	100	80
Bradleys Road – Main Drain Road to 20 m north of Hallfield Drive	100	60
Bradleys Road – Mill Road to 400 m north of Modena Place	100	80
Mill Road – McRoberts Road to 20 m west of Bradleys Road	100	80

Table 5. Proposed speed limits for north of Tram Road/Ohoka areas

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Whites Road – 210 south of Mill Road to Tram Road	100	80
Jacksons Road – 770 m south of Mill Road to Tram Road	100	80
Raddens Road – Tram Road to Jeffs Drain Road	100	60
Jeffs Drain Road – Tram Road to Butchers Road	100	60
Christmas Road – Mill Road to Butchers Road	100	60
Butchers Road – Christmas Road to Ohoka Road	100	60
Gardiners Road – Tram Road to end of formed road (unsealed)	100	60

Table 6. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Mandeville areas

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Two Chain Road – Tram Road to North Eyre Road	100	80
North Eyre Road – Two Chain Road to Mandeville Road	100	80
No. 10 Road – Tram Road to South Eyre Road	100	80
West Denbie Lane – North Eyre Road to end of formed road	100	80
Logans Road – North Eyre Road to Mandeville Road	100	80
Mandeville Road – 70 m south of Ohoka Meadows Drive to South Eyre Road	100	80
Baileys Road – Mandeville Road to Whites Road	100	80
Whites Road – Baileys Road to Tram Road	100	80
Baileys Road – Whites Road to Edmunds Road (part unsealed)	100	60
Edmunds Road – Baileys Road to Tram Road	100	60
Chiltons Road – Baileys Road to Mandeville Road	100	60
Moffatts Road – Mandeville Road to South Eyre Road (unsealed)	100	60

Table 7. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Woods Road – Tram Road to end of formed road	100	60
Burgesses Road – Tram Road to South Eyre Road (part unsealed) *KTCB Ward Boundary	100	60

Table 8. Proposed speed limits for the south of South Eyre Road area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Diversion Road – South Eyre Road to HARRS Road (unsealed)	100	60
HARRS Road – South Eyre Road to 1340 m south of South Eyre Road	100	80
HARRS Road – 1340 m south of South Eyre Road to end of formed road (unsealed)	100	60
Clothiers Road – South Eyre Road to end of formed road	100	80
Harpers Road – South Eyre Road to end of formed road *KTCB Ward Boundary	100	80

Table 9. Proposed speed limits for South Eyre Road/Tram Road

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
South Eyre Road – Tram Road to 50 m west of Diversion Road *KTCB Ward Boundary (partial extent)	100	80
Tram Road – 200 m west of South Eyre Road to 20 m west of Two Chain Road (excluding proposed Swannanoa permanent 60 km/h school zone)	100	80

Table 10. Proposed speed limits for the Oxford rural area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Weld Street – 400 m east of High Street to Powells Road	80	60
Barracks Road – Powells Road to 120 m east of Powells Road	80	60
Powells Road – Weld Street to Ashley Gorge Road	100	60
Sales Road – Ashley Gorge Road to 50 m east of Powells Road (unsealed)	100	60
Victoria Street – 400 m east of High Street to Powells Road	100	60
McJarrows Road – Powells Road to 650 m east of Powells Road	100	60
Plachatsh Lane – Powells Road to end of formed road	100	60

Table 11. Proposed speed limits for the Cust peri-urban area

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Cust Road – 1782 Cust Road to 85 m west of Tippings Road *RACB Ward Boundary (partial extent)	80	60
Tippings Road – Cust Road to 50 m north of Cust Road *RACB Ward Boundary	80	60

Table 12. Proposed variable speed limits for Intersection Speed Zones

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60 (VSL)
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60 (VSL)

Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60 (VSL)
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60 (VSL)

OR:

- (c) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 (refer to TRIM No. 230731116010 and 230731116038), including schools and intersection speed zones only on the roads as listed in Tables 13 and 14 within the Board's area.

Table 13. Extents of school speed limits within the Board's ward area

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Variable (retain status quo)
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

Table 14. Proposed variable speed limits for Intersection Speed Zones

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60 (VSL)
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60 (VSL)
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60 (VSL)
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60 (VSL)

- (d) **Notes** that, staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (b) not endorsed by the Community Board, noting that this is following the Central Government election and Council will have final approval on the consultation;
- (e) **Notes** that Recommendation (c) is considered to be the minimum which should be progressed, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to use reasonable efforts to set safe speed limits outside all schools by December 2027, with 40% of these needing to be undertaken by June 2024;

AND:

- (f) **Notes** that the proposed school zone extents may be subject to small changes following consultation with each school;
- (g) **Notes** that the permanent 60 km/h speed zone (outside of Swannanoa School) proposed on Tram Road, is subject to the surrounding Tram Road area being reduced to 80 km/h. If this was not to proceed, then the existing 60km/h variable speed would stay in place;
- (h) **Notes** that staff received a petition from residents on Powells Road, McJarrows Road, and Victoria Street (refer TRIM No. 230420055531 for detail) to reduce the speed limit to 60 km/h. Staff have assessed the area and have included proposed speed limit changes in Table 10 which is included in Recommendation (b) in order to ensure consistency of speed limits in the area;
- (i) **Notes** that included in Recommendation (b) is the Intersection Speed Zones (ISZ) which are safety initiatives supporting Road to Zero and are co-funded by Waka Kotahi. The electronic signs operate on the major road through an intersection and only turn on when a vehicle approaches on the side road. Tram Rd / Earlys Rd has funding in 2023/24 and not progressing this will result in co-funding being lost;
- (j) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council;

- (k) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across Canterbury RCAs and as listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (l) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads;
- (m) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (b) includes changes to speed limits in the following areas:
- i. North-eastern rural portion of the district (i.e., Sefton/Ashley),
 - ii. south-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside),
 - iii. Rangiora town centre,
 - iv. Kaiapoi town centre,
 - v. Oxford town centre,
 - vi. Sefton urban area
 - vii. Ashley urban area
 - viii. urban roads in Woodend, Pegasus, and Ravenswood,
 - ix. peri-urban roads in Waikuku and Waikuku Beach,
 - x. all school zones, and
 - xi. roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- (n) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard;
- (o) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 23073116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

2. **BACKGROUND**

- 2.1. Refer to Attachment i for background information on the Safe System Approach, Waka Kotahi's guiding principles for speed management, and the new legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2022*.
- 2.2. Initially, staff drafted an Interim Speed Management Plan to cover years 2023-2024 and a full Speed Management Plan to cover years 2024-2027. However due to timeframes and to prevent confusion for the Community, staff have combined these two plans into one, and as such this will cover the years 2023/24 as well as 2024-27 which is the next NLTP period.
- 2.3. The draft version of the Waimakariri District Speed Management Plan 2023-2027 is provided in Attachment i. This document provides a summary of speed management, policies and guidelines that speed management aligns with, a ten-year vision, and the implementation programme for the next four years. The information provided aligns with the requirements of the *Land Transport Rule: Setting of Speed Limits 2022*.
- 2.4. The proposals within the proposed programme which staff have put forward align with Council's principles, strategies and Community Outcomes. At a national level they align with the Government Policy Statement on Land Transport and Waka Kotahi's Guidance on setting "safe and appropriate" speeds.

- 2.5. Staff have proposed to take a staged approach to review speed limits over a ten-year period, utilising an area-based approach. This will ensure that there are consistent speed limits within an area, rather than being on an ad-hoc basis across the district if being completed using a road category approach. It also allows areas which carry the highest traffic volumes to be a focus.
- 2.6. The focus of 2023-2027 Speed Management Plan is as follows:
- North-eastern rural portion of the district (i.e., Sefton/Ashley)
 - South-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside)
 - Rangiora town centre
 - Kaiapoi town centre
 - Oxford town centre
 - Sefton peri-urban area
 - Ashley peri-urban area
 - Urban roads in Woodend, Pegasus, and Ravenswood
 - Peri-urban roads in Waikuku an Waikuku Beach
 - All school zones
 - Roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board
- 2.7. Subsequent iterations of the Speed Management Plan would subsequently focus on the areas listed below.
- North-western rural portion of the district (i.e., Loburn/Glentui) – 2027-2030
 - Urban roads in Kaiapoi – 2027-2030
 - Western rural portion of the district (i.e., West Eyreton/Oxford) – 2030-2033
 - Urban roads in Oxford – 2030-2033
 - Urban roads in Rangiora – 2030-2033
- 2.8. The *Land Transport Rule: Setting of Speed Limits 2022* sets out the process which an RCA must undertake to review a speed limit. This involves having regard to data provided by Waka Kotahi.
- 2.9. Staff have undertaken a technical review utilising the *Waka Kotahi Infrastructure Risk Rating Manual* and *Speed Management Guide: Road to Zero Edition*, to determine the safe and appropriate speed for each road section. The safe and appropriate speed is determined from the road function under the One Network Framework (ONF) categorisation, which has replaced the One Network Road Classification system used previously. In the *Speed Management Guide*, a range of safe and appropriate speeds and criteria are provided for each ONF category, which staff then assessed against the specific road corridor. The safe and appropriate speed from the *Speed Management Guide* was then compared with the one provided in Waka Kotahi's database.
- 2.10. Regional collaboration has been carried out with Waka Kotahi and other RCA staff across Canterbury to understand and agree proposed approaches to speed management, to ensure consistency across the region. The agreed approach, where practicable, for the first iteration of the Speed Management Plan is as follows:
- 80 km/h on rural sealed roads
 - 60 km/h on rural unsealed roads
 - 40 km/h in urban and settlement areas
 - 30 km/h around schools, where not deemed a Category Two school

This approach is intended to provide consistency for road users across the Waimakariri District and between adjacent Council jurisdictions. This should also provide consistency for drivers taking journeys across multiple Council jurisdictions within the Canterbury Region. The approach has been influenced by safe and appropriate speed information provided by Waka Kotahi; however, it has been adapted to suit local conditions.

- 2.11. The Draft Regional Speed Management Plan supports the principle of 40 km/h urban speed limits and 80 km/h rural speed limits. The 40 km/hr urban speed limit is proposed to be applied across a number of township / settlement local roads. It is noted that most RCAs are still formalising their full Speed Management Plans.
- 2.12. Where there is some misalignment between the safe and appropriate speed determined from the *Speed Management Guide*, and the one from Waka Kotahi's database, the RCA (in this case, Waimakariri District Council) needs to provide reasoning as to why that speed limit is being proposed. It is then up to the Director of Land Transport to decide whether the proposal and reasoning is suitable.
- 2.13. A Speed Management Plan can either be approved by the Director or returned to the RCA with comments. The RCA must make changes to the plan in alignment with the comments provided and resubmit to the Director. Once a plan is certified, the RCA can begin implementing the proposed speed limit changes.

3. **ISSUES AND OPTIONS**

- 3.1. The Director of Land Transport has advised that all road controlling authorities are required to develop, consult upon, and implement a Speed Management Plan for its area of responsibility before the following dates:
- First deadline: 5th October 2023 (final date for publication of any consultation draft speed management plan).
 - Second deadline: 29th March 2024 (final date for submitting the final speed management plan for certification).
- 3.2. Staff have undertaken workshops about setting speed limits during 2022-2023 and have presented information on the technical process around setting of speed limits and national guidance. Feedback provided in these workshops has been taken into consideration.
- 3.3. Following a meeting with elected members, staff were requested to include, for consideration, a further option to phase the Speed Management Plan to first focus on schools only. This option has been included within this report. The option put forward by elected members would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.
- 3.4. Staff have been working alongside Waka Kotahi to determine suitable speed limit types for all the school zones within the district (i.e., permanent or variable). Where these school speed limits are proposed on roads which are not considered high volume/collector roads, a permanent speed limit is considered to be the most appropriate. This is because they align with the safe and appropriate speeds for those roads, and so would likely be reviewed and reduced in the future.
- 3.5. In addition, the cost of installing electronic variable speed limit signs outside of all schools would be substantial and has not been allowed for in Annual Plan or Long-Term Plan funding. It should also be noted that while co-funding is being sought from Waka Kotahi signage and markings associated with the school zone, this would not be sufficient to cover the cost of electronic variable speed limit signage outside of all schools within the district.
- 3.6. Where an RCA is proposing speed limits which do not align with the safe and appropriate speed limit deemed by Waka Kotahi, they must provide a reason. The Director of Land Transport then decides whether this reasoning is suitable. If it is deemed inadequate, then the Speed Management Plan will be returned with comments. The RCA must have regard to these comments and make amendments to the Speed Management Plan, which can then go back to the Director for approval. Failure to give effect to these comments will result in the RCA having an unapproved plan, which cannot be enacted. This is also likely to affect the ability of the RCA to seek co-funding shares for works associated with speed management.
- 3.7. The south-eastern portion of the district has become a focus due to development and the high (and increasing) volumes of traffic which use some of the roads in this area. Tram Road and South Eyre Road are also considered within Waka Kotahi's high benefit speed management areas, which they suggest should be addressed as soon as possible.

- 3.8. The following options are available to the Oxford-Ohoka Community Board:
- 3.9. Option One: Recommend to the Council that consultation is undertaken on all of the roads listed in this report.
- 3.9.1. This option involves the Oxford-Ohoka Community Board recommending to the Council that Recommendation (b) is approved, allowing consultation on all of the roads listed in this report and the related draft Speed Management Plan (refer to Attachment i and ii).
- 3.9.2. This is the recommended option because it enables the community and key stakeholders to provide feedback on whether a changed speed limit would be suitable for these roads. It also ensures the RCA is fulfilling its duty under the *Land Transport Rule: Setting of Speed Limits 2022* for setting safe and appropriate speeds on local roads and providing this information to the public.
- 3.9.3. This option is supported by staff, as it follows technical guidance and national best practice, and allows the community to provide feedback on all roads that have been considered.
- 3.10. Option Two: Recommend to the Council that consultation is undertaken on schools only as listed in Recommendation (c) of this report.
- 3.10.1. This option involves the Oxford-Ohoka Community Board recommending to the Council that Recommendation (c) is approved for public consultation and is considered to be the minimum which should be progressed.
- 3.10.2. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of all schools by December 2027. Therefore, the Council, as an RCA, will be required to meet the requirements of this legislation.
- 3.10.3. This is not the recommended option because it only addresses speed limits outside of schools and does not address other high-risk roads and areas where specific concerns have been raised by the Community. As such it does not cover the higher speed rural roads, where deaths and serious injuries are more likely due to the increased impact forces in a crash. It also does not address town centres, nor does it align with the general principles of New Zealand's Road Safety Strategy, Road to Zero.
- 3.10.4. If this option is chosen the Council could wait for the conclusion of the New Zealand General elections and then make a decision about whether to progress with consultation on the remainder of the staff recommended speed limit changes in early 2024.
- 3.11. Option Three: Recommend to the Council that consultation is not undertaken on any of the roads listed in this report.
- 3.11.1. The Oxford-Ohoka Community Board may choose to recommend that the Council does not approve consultation occurring on the speed limits proposed within this report.
- 3.11.2. This is not the recommended option because all Road Controlling Authorities are required to develop and implement a Speed Management Plan which outlines how speed will be managed across the authority's area over the next 10 years. This plan also supports any funding bids to Waka Kotahi through the NLTP.
- 3.11.3. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of schools by December 2027. Therefore, the Council, as a RCA, will be in breach of this legislation if any speed limits relevant to the school zones are removed.

3.12. Implications for Community Wellbeing

3.12.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.

3.12.2. As such, community feedback will be sought on the matters detailed in this report. This will be consolidated and brought to the Hearings Panel deliberations, enabling it to be considered alongside other hearing submissions.

3.13. The Management Team has reviewed this report and support the recommendations.

4. **COMMUNITY VIEWS**

4.1. **Mana whenua**

4.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report.

4.1.2. Engagement with Te Ngāi Tūāhuriri hapū will be progressed following the approval of this report.

4.2. **Groups and Organisations**

4.2.1. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

4.2.2. Key stakeholder engagement will be carried out alongside the public engagement. The relevant groups and organisations are listed below.

- Te Whata Ora (formerly the Canterbury District Health Board)
- Environment Canterbury
- Fire and Emergency New Zealand
- The New Zealand Police
- New Zealand Automobile Association
- New Zealand Trucking Association
- Road Transport Association
- Road Transport Forum
- Waka Kotahi
- Waimakariri District schools
- Youth Council
- Waimakariri Access Group

4.2.3. The feedback from the engagement with the key stakeholders will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside the other hearing submissions.

4.3. **Wider Community**

4.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

4.3.2. All public engagement will be undertaken in accordance with the Communications and Engagement Plan (refer to Attachment v for detail).

4.3.3. If an area wide speed limit review is undertaken, the public will be asked to provide feedback on speed limits across an area, rather than on individual roads. However, consideration will be given to feedback received for specific roads. The public will also be asked to respond to generic questions around the topic of speed, speed limits, and speed management, to allow staff to start formulating data on public perceptions.

4.3.4. The feedback from the engagement with the community will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside other hearing submissions.

5. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

5.1. **Financial Implications**

- 5.1.1. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
- 5.1.2. There is a cost associated with undertaking consultation; however, there is adequate budget available through existing Roading budgets.
- 5.1.3. The majority of the cost associated with changing speed limits is in signage. This has been estimated to cost \$100,000 annually (2024-2027), noting that there is separate budget for signage in the Tram Road area. Budget is included in the Minor Safety Programme for Speed Management and staff will seek co-funding from Waka Kotahi as part of the 2024-2027 National Land Transport Programme (NLTP).
- 5.1.4. Budget of \$690,000 for the school speed limit changes has been approved in the 2023/24 Annual Plan, alongside co-funding from Waka Kotahi and as such is only available this financial year. Should this allocation from Waka Kotahi not be spent, it does not carry-over into the 2024-2027 NLTP, and as such, additional funding would need to be sought.
- 5.1.5. It is also noted that variable speed signage has only been budgeted for outside some schools, where the frontage is on high volume road or traffic count data suggests compliance will be poor. Generally permanent signs have been allowed on quieter side roads. Increasing the number of variable speed limit signs will exceed the budget available, and extra funding for both the installation and ongoing operation / maintenance of these signs would be required to achieve this.

5.2. **Sustainability and Climate Change Impacts**

- 5.2.1. The recommendations in this report do have sustainability and/or climate change impacts.
- 5.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling consistently at lower speeds, reducing speed changes, which contribute the highest emissions from vehicles.
- 5.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in lower-emissions modes of transport, such as walking, cycling, and horse-riding.

5.3. **Risk Management**

- 5.3.1. There are risks arising from the adoption/implementation of the recommendations in this report.
- 5.3.2. Some of the proposed speed limit changes are on ward area boundaries. There is therefore a risk of one board approving community engagement being undertaken on a road and the other board not approving it. As this report is seeking a recommendation from the Community Board for Council, this risk can be mitigated, as Council will have the final decision-making power. Where there is disagreement between boards for roads on the Board boundary, staff will ensure this is highlighted to the Council when it is being considered.
- 5.3.3. There is a risk that lower speeds will not be supported by road users. Ongoing education about the social cost of crashes and the positive benefits from lower speeds will be required.

5.3.4. There is a reputational risk for the Council if they decide to proceed with consultation on schools only. It is possible that the community may perceive this consultation as the Council not prioritising road safety. There is also a risk that co-funding from Waka Kotahi may not be allocated for Safety related projects if they are not included within a Speed Management Plan.

5.3.5. If there is a delay in going out for consultation on the Speed Management Plan, there is a risk that Council may not be able to spend all of the co-funded budget from Waka Kotahi for school speed zones that is currently approved in the 2023/24 year. This funding does not carry-over into the 2024-2027 NLTP, and therefore, will result in a loss of funding. There is an opportunity to reapply for it in the 2024-2027 NLTP; however, it is not guaranteed that funding will be available.

5.4. **Health and Safety**

5.4.1. There are health and safety risks arising from the adoption/implementation of the recommendations in this report. A reduction in speed can reduce the impact of a crash.

5.4.2. Any reductions in speed limit, if approved, are expected to reduce the risk of death or serious injury resulting from crashes.

6. **CONTEXT**

6.1. **Consistency with Policy**

6.1.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

6.2. **Authorising Legislation**

6.2.1. The *Local Government Act 2002* and *Land Transport Rule: Setting of Speed Limits 2022* outlines the responsibility of the RCA. Furthermore, it is required that the speed limits associated with the Speed Management Plan and the Speed Management Plan itself, are approved by the Director of Land Transport before any changes to posted speed limits can be made.

Speed limits must be updated in the National Speed Limit Register (NSLR).

6.3. **Consistency with Community Outcomes**

6.3.1. The Council's community outcomes are relevant to the actions arising from recommendations in this report.

There is a safe environment for all.

- Harm to people from natural and man-made hazards is minimised.
- Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.

Transport is accessible, convenient, reliable, and sustainable.

- The standard of our District's roads is keeping pace with increasing traffic numbers.

6.4. **Authorising Delegations**

6.4.1. The Community Board are responsible for considering any matters of interest or concern within their ward area, as per Part 3 of the Waimakariri District Council *Delegations Manual*.

6.4.2. The Council are responsible for approving the Speed Management Plan which is to be sent to Waka Kotahi seeking certification from the Director of Land Transport.



Speed Management Plan

2023-2027

Roading | May 2023



Contents

Contents	1	Speed Monitoring and Measures	13
Introduction	2	Speed Management Infrastructure	13
Background	2	Speed Limits in Future Development....	14
Road to Zero Vision	3	Four-Year Implementation	
A Safe System	3	Programme	15
Waimakariri District Road Network.....	5	Speed Limits.....	15
Waimakariri District Crash Statistics.....	5	Speed Limits Around Schools.....	15
Previous Speed Reviews and Service		Safety Infrastructure	15
Request History	7	References	16
Development of the Plan	8	Appendix A – Policies, Strategies	
Council’s Role in Setting Speed Limits... 8		and Guidelines	17
Guiding Values.....	8	Appendix B – Urban Development	
Canterbury Regional Approach	9	Extents	19
Ten-Year Vision	12	Appendix C – Safe and	
Council Objectives	12	Appropriate Speed Alignment	20
One Network Framework	12	Appendix D – Speed Limit Extent	
Strategic Alignment	13	Maps	21
Network Approach to Speed Management	13		

Introduction

The Waimakariri District has a widespread network of both urban and rural roads. These are utilised by people using many modes of transport, and it is important that these are catered for safely to achieve the Council's Community Outcomes.

Developing a Speed Management Plan is a new requirement, given effect to by the *Land Transport Rule: Setting of Speed Limits 2022*. The intention of the plan is to make every road within the district as safe as possible, considering road function, design, and use, whilst maintaining efficiencies across the network. It also aims to provide consistent speeds across the district's road network and into neighbouring Councils' jurisdictions.

All road controlling authorities are required to have addressed speeds outside of all schools by June 2027, and as such, is one of the main focuses of this iteration of the Waimakariri District Speed Management Plan. There are also proposals in the north-eastern and south-eastern portions of the districts, as we work towards addressing our rural areas.

The *Land Transport Rule: Setting of Speed Limits 2022* requires community consultation to occur on the plan, hence, this Waimakariri District Speed Management Plan for the 2023-2027 years is in draft form.

We look forward to hearing and receiving community responses towards the proposed approach to speed management throughout the district for the next few years.

Insert Signature (To be signed by the Mayor, CE, or GM U&R)

Background

Road to Zero Vision

New Zealand has a vision of zero deaths and serious injuries on its roads. A vision where everyone, whether they are walking, cycling, driving, motorcycling, or taking public transport, can get to where they are going safely.

Waimakariri District Council is working together with Waka Kotahi, other local road controlling authorities (RCA), and the community to work towards this vision and to implement New Zealand's Road Safety Strategy.

A Safe System

Road to Zero aims to strengthen our road system and uses the safe system approach which recognises that people make mistakes and are vulnerable to the forces involved in a crash. The intention of creating a safe system is to reduce the consequences faced by individuals for making mistakes. The approach focuses on four key areas; safe roads, safe speeds, safe people, and safe vehicles.

Vehicle speed has a major influence on the impacts of a crash; it limits a driver's ability to perceive or react and worsens the level of trauma to all road users involved.

The intention of the Speed Management Plan (SMP) is to outline how Council will manage speed on the local road network. This is because research has shown that the speed of travel leading up to a crash directly impacts on both the likelihood and severity of a crash (Austroads, 2021). Therefore, by reducing speed on the road network, the likelihood of deaths and serious injuries can be reduced.

At lower speeds, an individual has more time to recognise a hazard and respond to it, either by slowing the vehicle to reduce crash speed or by avoiding the hazard completely (Austroads, 2021). Shown in Figure 1 are the distances it takes for an individual to react and brake at various speeds, during dry conditions.

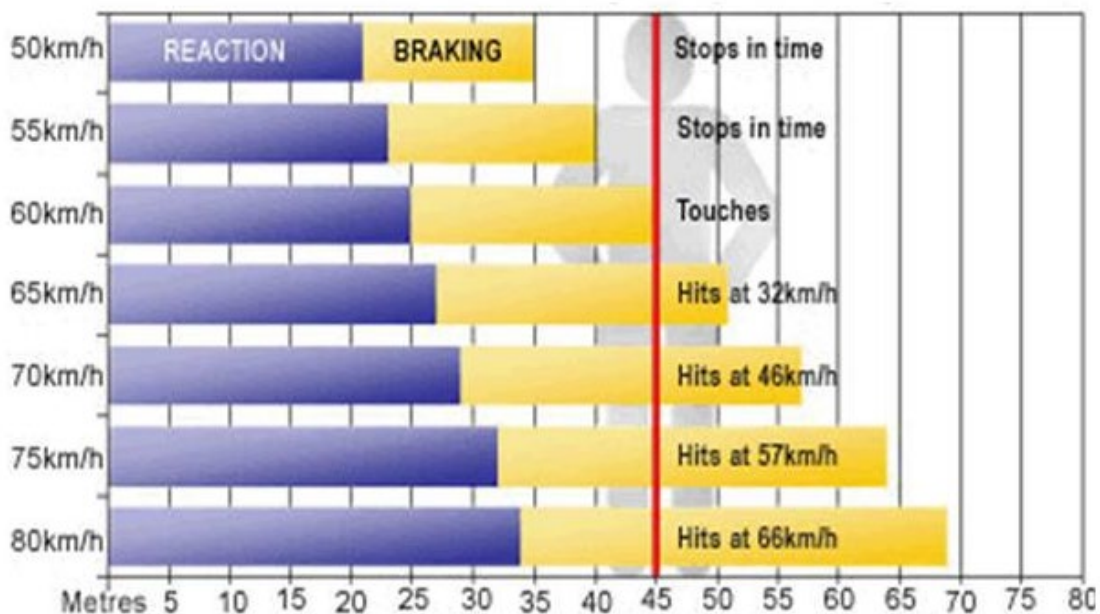


Figure 1. Reaction distance, braking distance, and impact speeds of vehicles travelling at different speeds in dry conditions (Waka Kotahi).

A reduction in crash speed results in a reduction of energy involved in a crash, resulting in a reduced severity of injuries. Figure 2 shows safe system speeds for different crash types, noting that speeds greater than what is indicated drastically increases the risk of death. This point is highlighted in Figure 3 for crashes with pedestrians, where the risk of death for the pedestrian increases by 70% if the crash occurs at 50 km/h, rather than 30 km/h.



Figure 2. Survivable speeds for different crash type (Global Road Safety Facility, 2023).

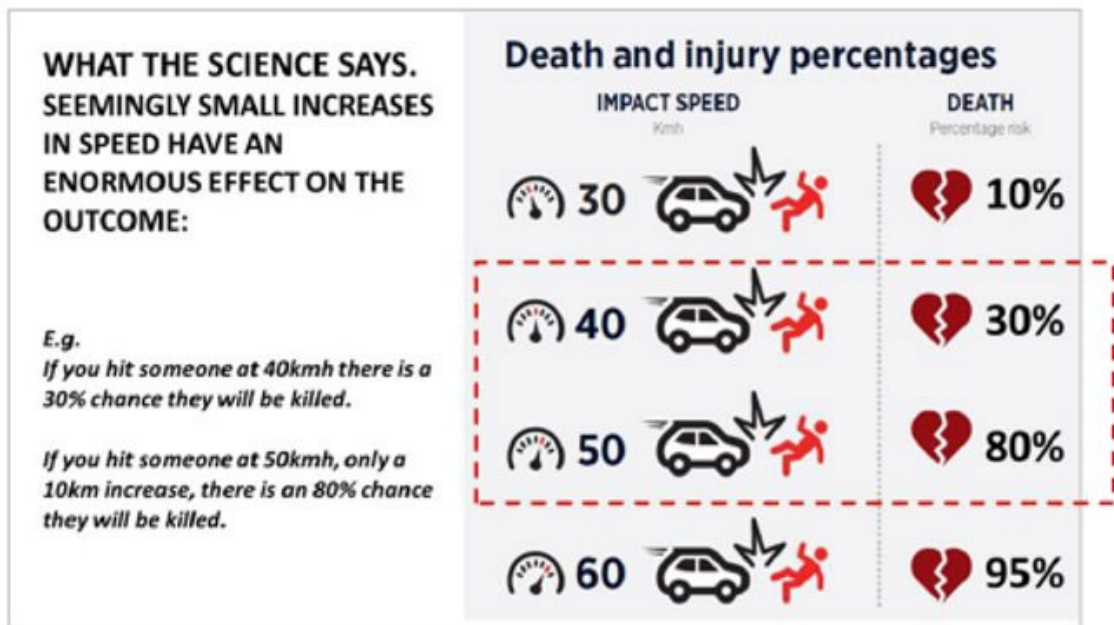


Figure 3. Likelihood of death for pedestrians hit at different vehicle speeds (Auckland Transport, 2022).

Historically, speed limits in New Zealand were set using default maximum values; 50 km/h for urban areas and 100 km/h for rural areas. These default speed limits originated from vehicle engine performance instead of user safety. This process did not consider the factors which might affect the roads function such as traffic volume, road surface, hazards outside of the live traffic, etc. or acknowledge that each road corridor is unique, and as such, these speed limits are no longer applicable when considering a safe system. It is prudent for Council to consider these factors to ensure a safe and appropriate speed limit can be set on its roading network. Refer to Waka Kotahi's *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/>) for more information on which factors are considered when determining the safe and appropriate speed.

Overall, managing the inter-relationship between speed, road infrastructure design, and vehicle safety is central to the safe system approach. However, it is acknowledged that individuals need to be able

to move through the transport system as efficiently as possible. As such, speed management considers both the function of a road within the transport network, and how the road is designed, managed and used. This improves the safety of main transport routes and encourages safer alternative mode use in neighbourhood areas.

Waimakariri District Road Network

The Waimakariri District's road network contains 1,625 km of sealed roads, with 586 km unsealed. These are utilised by many modes of transport, including agricultural vehicles, heavy vehicles, personal motor vehicles, pedestrians, equestrians, and cyclists.

The large extent of rural roads, across generally flat Canterbury Plains, means that there is an issue with high vehicle speeds within the district. Further to this, with a generally grid-like road network, there are a high number of intersections and adherence to intersection controls can be poor. As such, Waimakariri has a high representation of run-off road midblock and, to a lesser extent, intersection crashes.

There has also been a significant amount of development occurring on the eastern side of the district, since the Canterbury earthquakes, which has brought an increase in population growth and corresponding traffic volumes, resulting in substantially more traffic within the town centres, changing land use with urban development, and roads which were previously rural, becoming part of the urban network. The district is also seeing an increase in the number of non-motorised modes of transport being utilised (e.g., walking, cycling, scootering, etc.) and this is likely to continue as more dedicated facilities are installed

Waimakariri District Crash Statistics

Waka Kotahi's Crash Analysis System (CAS) is used to obtain data relating to crash history throughout the district. A review of CAS for the past ten years (2012-2022) indicates that there have been 2005 crashes on Council's local road network, excluding State Highways. Shown in Figure 4 are the numbers of crashes for each severity type during this ten-year period. It should be noted that the Covid-19 pandemic has likely resulted in the downwards trend of crashes since 2020, due to a reduced number of vehicles on the road through lockdowns and more individuals working from home.

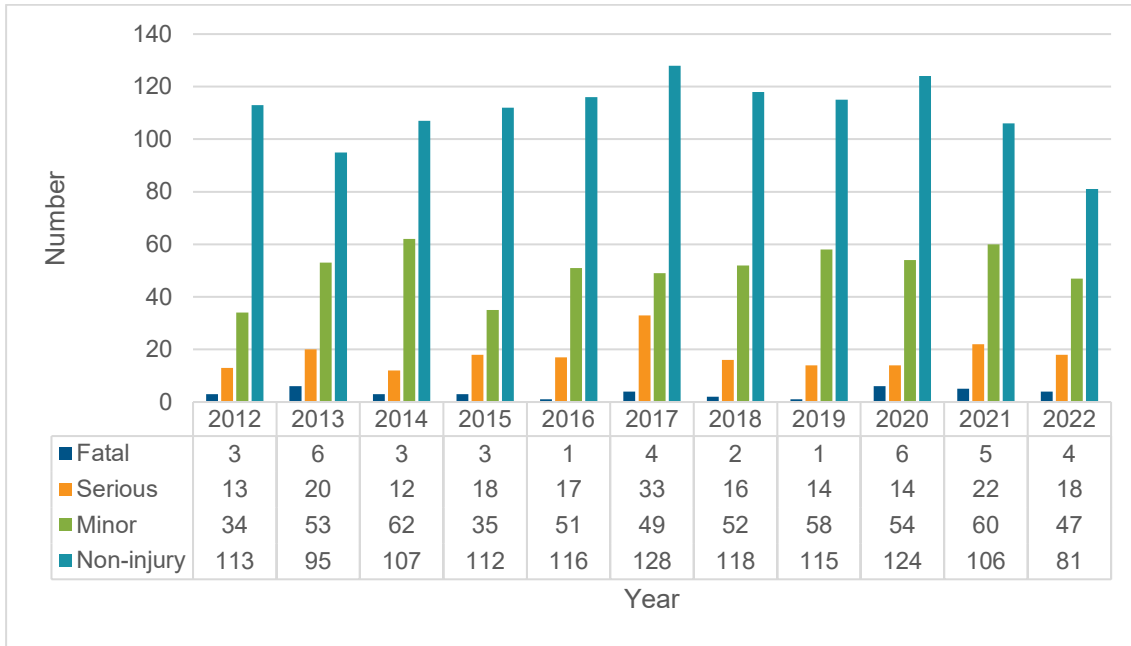


Figure 4. Ten-year crash data for the Waimakariri District.

Further analysis of this data indicates that fatal and serious injury crashes are overrepresented on the rural road network, as is shown in Figure 5. This is due to the higher speeds and speed limits on these roads, which signals that a reduction in speed limit is required to reduce these crashes. Furthermore, there is a misconception that poor adherence to intersection controls is a significant contributor to crashes within the district; however, Figure 5 shows a higher proportion of fatal and serious injury crashes have occurred along roads distant from an intersection (the midblock) since 2012.

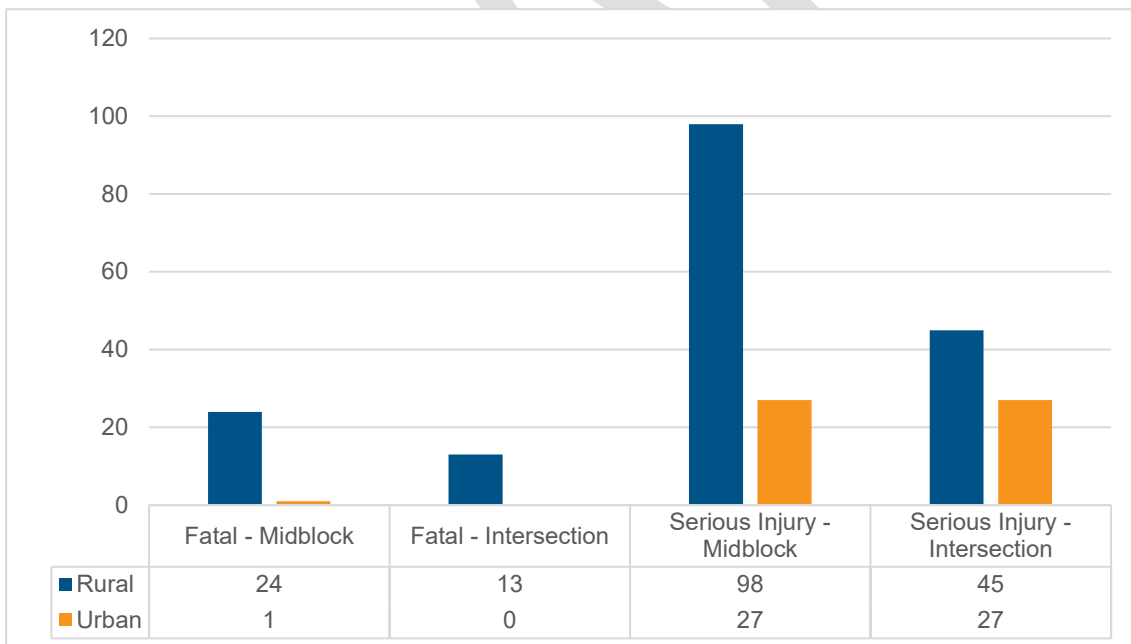


Figure 5. Deaths and serious injuries on rural and urban roads and intersections (2012-2022).

In the CAS database, only speed in excess of the posted speed limit is recorded as a causative factor. This does not consider whether travelling at or below the posted speed limit impacted the outcome of a crash. Therefore, staff have undertaken an analysis of crash data from 2017 to 2022 (5-year period) to assess where speed was a possible factor or highly likely factor in the fatal and serious crashes during that period. This is shown in Figure 6.

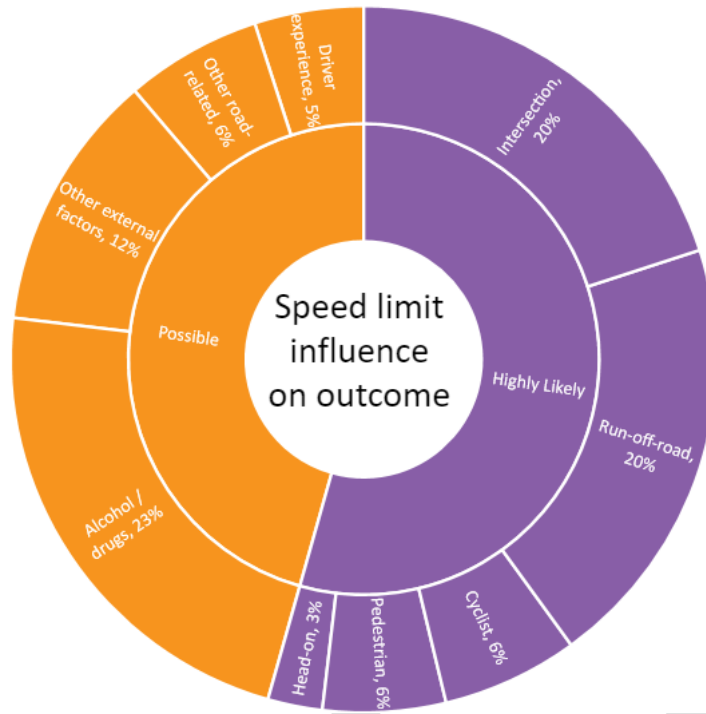


Figure 6. Staff assessment of five-year (2017-2022) crash data where the speed limit influenced the outcome.

Previous Speed Reviews and Service Request History

In recent years, Council have been undertaking more frequent speed limit reviews and as a result implementing lower speed limits. These have generally been in isolated areas throughout the district, with the most recent review in 2021 focusing on town entrances, a small portion of Tram Road and its adjacent roads, Cust, unsealed roads in Oxford, and unsealed roads in Tuahiwi.

Council receives a wide variety of transport-related service requests from residents and other road network users; however, the greatest number received since February 2021 were speed limit related requests. Furthermore, speed limit related service requests, where the community have requested lower speed limits, have significantly increased since 2019. This is shown in Figure 7.

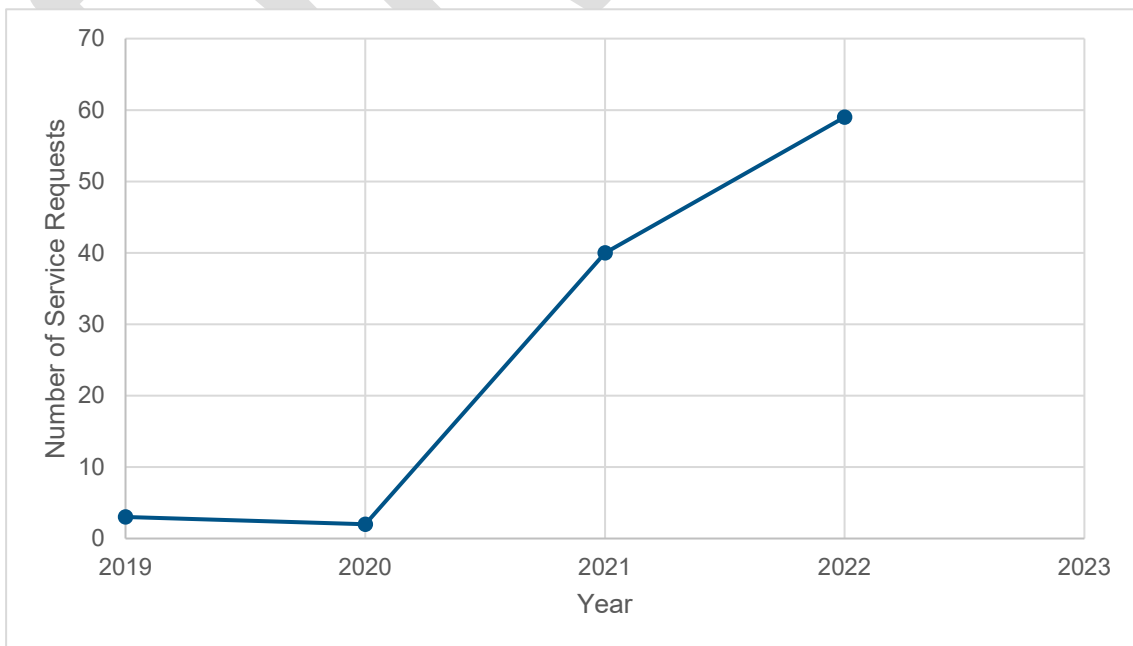


Figure 7. Speed limit related service request history (2019-2022).

Development of the Plan

Council's Role in Setting Speed Limits

The *Land Transport Act 1998*, *Land Transport Management Act 2003*, and *Land Transport Rule: Setting of Speed Limits 2022* (the *Rule*) set out the obligations and requirements of all Road Controlling Authorities (RCAs), for setting speed limits. There are two methods for setting speed limits, either via a SMP or through the Director of Land Transport's approval.

The *Rule* aims to bring a more consistent approach to setting speed limits across an RCA's network and the regional network, and also brings greater focus towards setting safe speed limits outside of schools. In particular, the rule states that 40% of schools must have a safe speed limit on their surrounding roads by June 2024, with all schools completed by June 2027.

Guiding Values

National Principles

Government Policy Statement on Land Transport

The *Government Policy Statement on Land Transport 2021/22 – 2030/31* identifies five key outcomes to improve people's wellbeing and the liveability of places. These are shown in Figure 8. Considering these outcomes derives four priority areas; safety, better travel options, climate change, and improving freight connections. The identified priority areas are then used to determine the funding direction across the transport network.

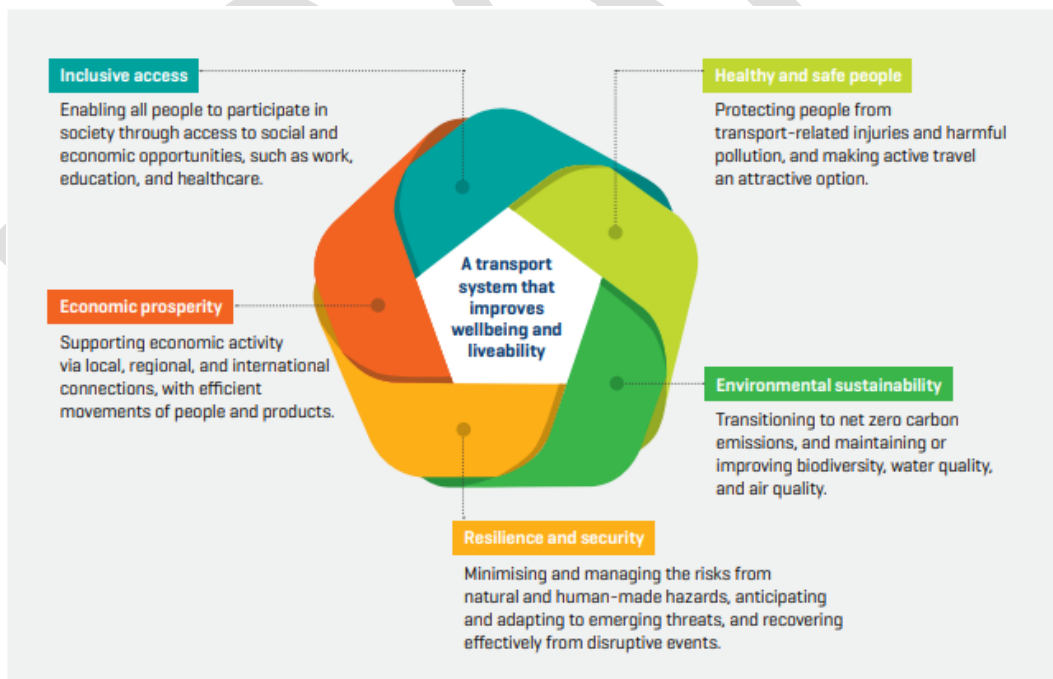


Figure 8. Transport outcomes framework (Ministry of Transport, 2021).

The strategic priority of safety, where the intention is to develop a transport network where no one is killed or seriously injured, aligns directly with the SMP process, and provides funding through the Road to Zero Programme. Whilst this focuses mainly on the 'healthy and safe people' outcome in the above figure, it also aids inclusive access, economic prosperity, and resilience and security.

The proposed indicators that the New Zealand Government is using for determining the success of the Road to Zero programme are listed below.

- The percentage of local road networks which have been modified to align with the safe and appropriate speed.
- The percentage of the urban network with a speed limit of 40 km/h or less.

Road to Zero Strategy and Action Plan

Road to Zero is New Zealand’s road safety strategy for 2020 – 2030. The overall vision is ‘a New Zealand where no one is killed or seriously injured in road crashes’, with this being supported by the five key focus areas of system management, infrastructure improvements and speed management, vehicle safety, work-related road safety, and road user choices.

This is based on the Vision Zero approach, which has been adopted by many countries worldwide and acknowledges that people make mistakes, but these mistakes should not result in people being killed. Speed inherently plays a role in the outcome of a crash, and as such, speed management and this Speed Management Plan (SMP) plays a part in achieving the goals set-out in this Road to Zero strategy.

Ultimately, the overarching goal of this strategy is to have a reduction of 40% in deaths and serious injuries resulting from road crashes by 2030.

Principles for Speed Management

Waka Kotahi’s national principles for speed management are shown in Figure 9. These are drawn from international best practice, and policies and strategies of Waka Kotahi. The principles are intended to be applied together to achieve an integrated safe system approach (Speed Management Guide, 2022). To find out more about each of these speed management principles, refer to Waka Kotahi’s *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition>).



Figure 9. Waka Kotahi’s speed management principles (Waka Kotahi, 2022a).

Canterbury Regional Approach

Regional Land Transport Plan

The *Canterbury Regional Land Transport Plan (RLTP) 2021-2031* highlights addressing the unforgiving network as one of its key problems to address over the next ten years. Funding has therefore been directed towards implementing safer systems (*i.e.*, the Road to Zero Programme).

Canterbury has seen a general increasing trend of road deaths and serious injuries on the region's road network, with this being compounded by an increasing population. The RLTP acknowledges that deaths and serious injuries on the road cause devastation across the board, and that by investing in a safer network, individual mistakes will not lead to death or serious injury.

Overall, the region aims to achieve a 40% reduction in the number of deaths and serious injuries by 2031.

Regional Objectives

Staff from RCA's across the Canterbury region have coordinating on a regional approach to meet the intent of the national speed management principles. The guiding principles for Canterbury, which will be included within the Regional Speed Management Plan, are shown below in Figure 10. The relationship of the Canterbury principles to Waka Kotahi's national speed management principles are shown by the coloured circles.

The overall vision is that Canterbury has '*An innovative low emissions transport system that helps Canterbury thrive for generations*'. This vision has been taken from the Regional Land Transport Plan (RLTP) to ensure there is cohesion between the Canterbury Regional Council's key strategic documents.

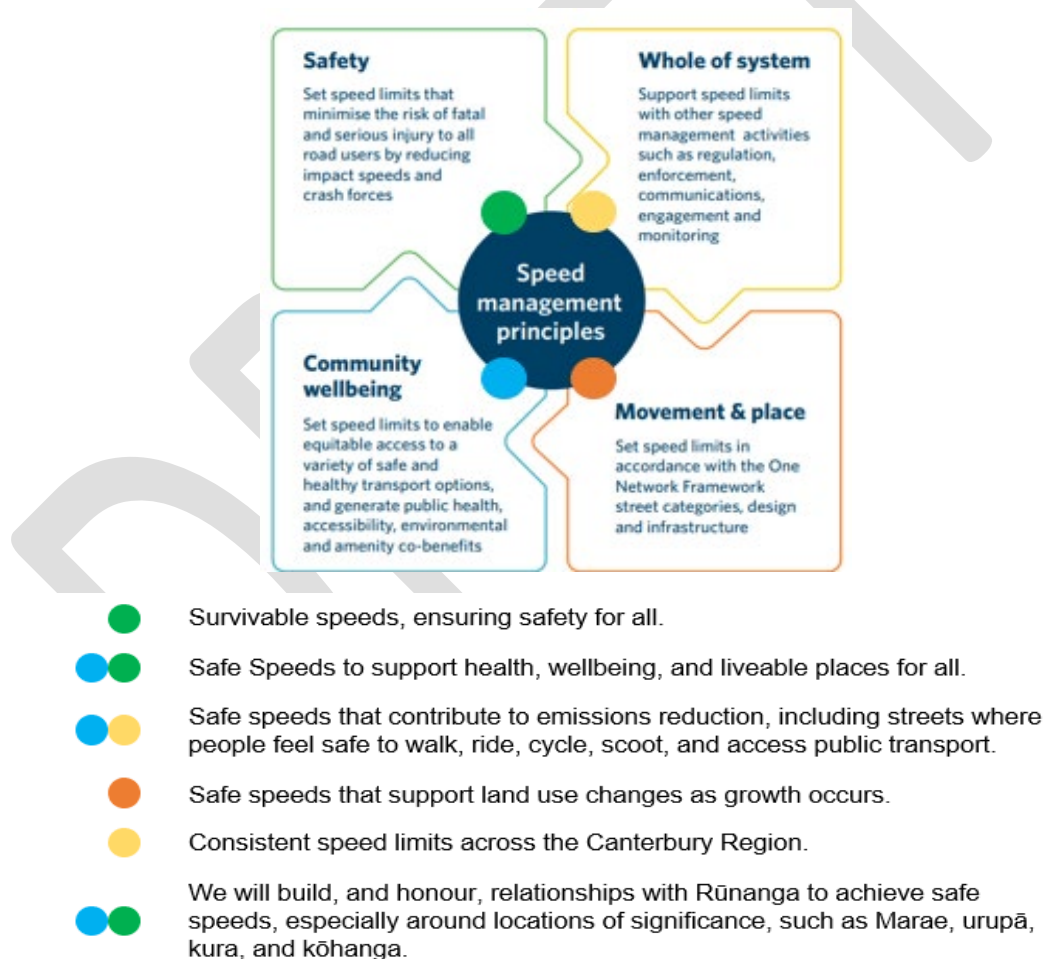


Figure 10. Canterbury regional objectives for speed management.

In general, at a regional level, it has been agreed that the approach shown in Table 1 for initial speed management will be followed to achieve consistency across the region's network.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Implementation Area
30	School areas (unless designated a category two school)
40	Urban and settlement areas
60	Unsealed and peri-urban roads
80	Sealed rural roads

Initially, the speed limits proposed on some roads may be higher than Waka Kotahi’s “safe and appropriate” speed limit. This is because across the region it is acknowledged that in some instances, an incremental change is required to shift the community’s association with a lower speed limit on that section of road network. This will be especially common throughout the urban areas, where generally a 30 km/h speed limit has been defined by Waka Kotahi as “safe and appropriate”; however, this is a large change from the current 50 km/h speed limit, and therefore 40 km/h will be proposed initially as a step towards lower speeds. It can be expected that these roads which have initial proposals which do not align with the Waka Kotahi “safe and appropriate” speed will need further consideration in future iterations of the SMP.

Waimakariri District Council

Policies, Strategies, and Guidelines

The Waimakariri District Council have a number of plans, strategies, and guidelines which include statements/actions, either directly or indirectly, relating to speed and speed management. These align with the proposals in this SMP. Refer to Appendix A for these documents and relevant information.

Community Outcomes

The community outcomes set the direction for the Council’s Long-Term Plan (LTP) and all activities included in the LTP that the Council undertakes. The community outcomes which the contents of this SMP relate to are listed below.

- There is a safe environment for all.
 - Harm to people from natural and man-made hazards is minimised.
 - Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.
- Transport is accessible, convenient, reliable, and sustainable.
 - The standard of our district’s transportation system is keeping pace with increasing traffic numbers.
 - Communities in our district are well linked with each other, and Christchurch is readily accessible by a range of transport modes.
 - Opportunities to increase the occupancy of commuter vehicles is actively encouraged.
- There are wide ranging opportunities for people to contribute to the decision making that effects our District:
 - The Council makes information about its plans and activities readily available.
 - The Council takes account of the views across the community including mana whenua.
 - The Council makes known its views on significant proposals by others affecting the District’s wellbeing.
 - Opportunities for collaboration and partnerships are actively pursued.

Ten-Year Vision

Council Objectives

The speed management objectives of the Waimakariri District Council are as follows:

- Speed limits that support the council's community outcomes,
- Speed limits that achieve consistent road and speed environments,
- Speed limits that enable safe journeys for all users,
- Speed limits that prioritise vulnerable users around schools, marae, parks, and town centres.

One Network Framework

The One Network Road Classification (ONRC) system is currently in the process of being replaced by the One Network Framework (ONF). This new framework for classifying roads gives more weight to the place function (i.e., surrounding land use), as well as considering the movement function (i.e., traffic volume).

The recognition of 'place' as a function of road classification ensures there is consideration towards alternative modes of transport which may use that road corridor, retail activities such as cafes/shops which may have seating or stock within the pedestrian environment, and children who may use parts of the road corridor for street games, etc. With this latter point becoming increasingly more common as residential land sizes reduce.

Shown in Figure 11 are the matrices used to determine the ONF categorisation of a road, noting that they are split by urban and rural land use. To use the matrix, a movement value (MX) and a place value (PX) need to be assigned, and subsequently a road categorisation determined. Further information on the ONF can be found on Waka Kotahi's One Network Framework factsheet (<https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>).

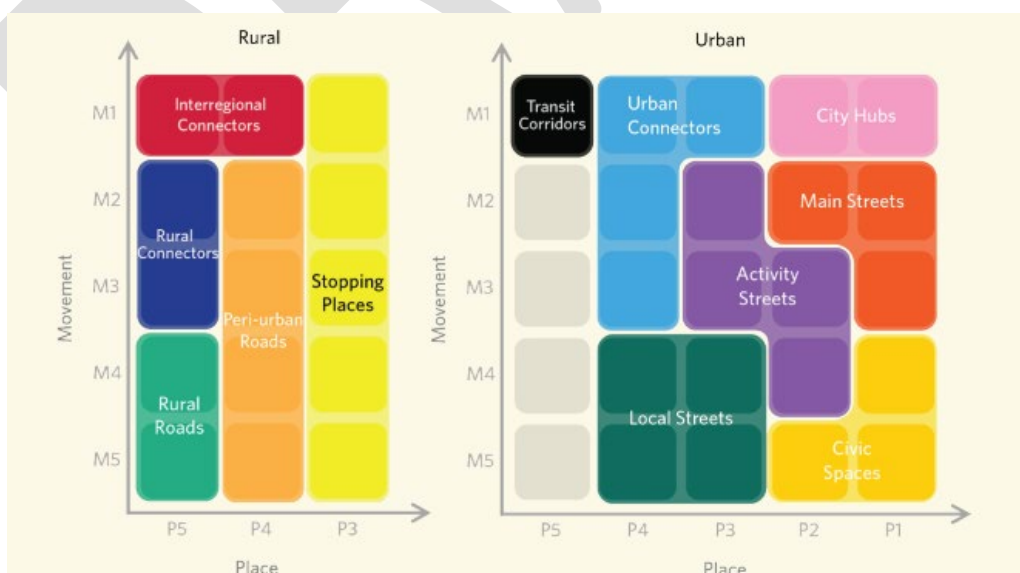


Figure 11. Matrices for assessment of urban and rural ONF road category type (Waka Kotahi 2022b).

The ONF assigned to a road can be used to assist with speed limit proposals and speed management planning. Understanding the place function of a road can assist with whether a slower speed limit is

appropriate along a corridor. Similarly, if a road has a high movement function with limited place function, then a higher speed limit may be more appropriate.

As the ONF has been developing alongside this initial SMP process, it was only utilised for guidance. It is expected however, that once the ONF is fully incorporated by Council, it will provide far greater influence on speed limit proposals in the future iterations of the SMP.

Strategic Alignment

The proposals within this ten-year programme align with the principles and strategies detailed in the prior section, at a national (including the Government Policy Statement on Land Transport and Waka Kotahi's "safe and appropriate" speeds, where practicable), regional, and district level. The SMP is a dynamic document, which will be reviewed and updated on a three-year cycle to ensure that Council's proposals remain aligned with the strategic climate.

Network Approach to Speed Management

Insert text from Attachment ii or Attachment iii here.

Speed Monitoring and Measures

The Council currently able to review speed data when it undertakes routine traffic tube counting at various sites throughout the network. The tube counters are undertaken on a cycle around the network and are undertaken on either an annual, three-yearly, or six yearly bases, dependent on the hierarchy of the road, and noting that most but not all roads in the district are counted Council does not have tube counts for all of its roads, particularly lower volume cul-de-sac roads which generally service a few properties.

In the past, special one-off traffic counts have been undertaken six months after making speed limit changes, in order to fulfil the former legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2017*. This is no longer legislatively required; however, Council will be identifying roads within each iteration of the SMP, which are at high risk for non-compliance, for additional monitoring. Roads which are at high-risk for non-compliance will generally either have mean operating speeds which are already in excess of the posted speed limit, carriageway factors (e.g., wide carriageway) which mean they are likely to have higher mean operating speed, or where Council staff deem additional monitoring is required.

Speed Management Infrastructure

There has been no additional funding identified or allocated for speed management beyond initial signage and markings at this stage. Roads which continue to have compliance issues (mean operating speeds at least 10% higher than the posted speed limit) will be considered for infrastructure improvements to support lower speeds, in which, Council will seek funding through the NLTP and the Council's Long-Term Plan. Typical treatments could include, but are not limited to, the following:

1. Signs and markings,
2. Lane width reduction/centreline treatment,
3. Speed threshold treatment,
4. Traffic calming devices such as chicanes, raised tables, kerb build outs, or other physical measures.

The Waimakariri District is programmed to receive safety cameras during this SMP period. This will be the first tranche of safety cameras throughout New Zealand and is currently going through a national moderation process to determine how many cameras the district will receive and their location. Staff will update the community once this information has been confirmed at a national level.

Speed Limits in Future Development

The district has seen significant development occurring in recent times and with this, comes new roading infrastructure which is then generally vested in the Council. In order to ensure these new roads meet the Council's approach to speed management, it is proposed that speed limits be set based on the roads' proposed ONF road classifications. These proposed speed limits are shown in Table 3 and will be implemented at the time the road is vested in Council. Urban subdivisions will generally be located within the infrastructure boundary shown in Appendix B.

Table 2. Proposed speed limits for future development roads.

Posted Speed Limit (km/h)	Urban Subdivisions	Rural Subdivisions
10	<ul style="list-style-type: none"> • Civic spaces 	
30	<ul style="list-style-type: none"> • Local streets • Main streets 	
40 – 50	<ul style="list-style-type: none"> • Activity streets • Urban connectors 	<ul style="list-style-type: none"> • Stopping places • Rural townships
60		<ul style="list-style-type: none"> • Peri-urban roads
60 – 80		<ul style="list-style-type: none"> • Rural roads • Rural connectors

Four-Year Implementation Programme

Speed Limits

Insert proposed speed limit tables here (Attachment ii or Attachment iii)

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Insert proposed school speed limits here (Attachment ii or Attachment iii)

Safety Infrastructure

Insert proposed safety infrastructure improvements here (Attachment ii or Attachment iii)

References

Auckland Transport. (2022). *Safe speeds – the reasons*. <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/safe-speeds-the-reasons>, (accessed May 2023).

Austrroads. (2021). *Guide to Road Safety Part 1: Introduction and the Safe System*. Austrroads Ltd. Sydney, Australia.

Global Road Safety Facility. (2023). *Speed Management Hub – Frequently Asked Questions*. <https://www.roadsafetyfacility.org/faq>, (accessed May 2023).

Ministry of Transport. (2021). *Government Policy Statement on Land Transport 2021/2022-2030/2031*. Ministry of Transport, New Zealand Government.

Waka Kotahi. (2022a). *Speed Management Guide: Road to Zero*. Waka Kotahi, New Zealand Government.

Waka Kotahi. (2022b). *One Network Framework Factsheet*. <https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>, (accessed May 2023).

Appendix A – Policies, Strategies and Guidelines

The Waimakariri District Council policies, strategies, and guidelines, which align with the purpose of the Speed Management Plan are shown in Table 4.

Table 3. Relevant Waimakariri District Council policies, strategies, and guidelines.

Plan, Guideline, or Strategy	Statement/Action
Annual Plan 2023-2024	<ul style="list-style-type: none"> • Implementation of lower speed zones around schools (over the next two years).
Roading Activity Management Plan	<ul style="list-style-type: none"> • Council considers safety to be the most important risk associated with its roading asset. To reduce this, alongside the development of a speed management plan, several interventions are proposed: <ul style="list-style-type: none"> ○ Preparation of a new Road Safety Action Plan, which includes enforcement and education. ○ Preparation and regular review of a hazards register. ○ Ongoing safety audits of individual projects. ○ A number of improvements on key routes through the Road to Zero programme (includes rural intersection activated warning signs). • Speed management and other ‘soft’ measures (e.g., education) allow for better utilisation of assets. • Increasing traffic volumes on rural roads will have an impact on the safety of motorists using these higher speed roads. • Development of a speed management plan.
Community Development Strategy	<ul style="list-style-type: none"> • Safe communities. • Support initiatives that facilitate social connection between residents. <ul style="list-style-type: none"> ○ Facilitate increased connection across neighbourhoods. • Support initiatives that increase accessibility to our spaces, places, and services. <ul style="list-style-type: none"> ○ Support the work of the Waimakariri Access Group.
Kaiapoi Town Centre Plan	<ul style="list-style-type: none"> • Concerns relating to the accessibility of the town centre for pedestrians. • Making it easy to travel to and around a place in a vehicle or on foot increases viability of local services and shops, encourages walking and cycling for non-work trips, and enables better traffic flow and easier parking. • Ensure that the Kaiapoi Town Centre has: <ul style="list-style-type: none"> ○ Accessibility from all directions by various modes of travel ○ A pleasant pedestrian environment that encourages people to walk alongside stores and to shop, as well as to linger in cafes.
Oxford Town Centre Strategy	<ul style="list-style-type: none"> • The role of Main Street is one of providing access to the town’s business activity, amenity, and connectivity to other centres, but is also one of providing a thoroughfare for passing vehicles travelling between the eastern part of the Waimakariri District and inland Canterbury, and beyond. • The safety and visibility of the traffic islands that were installed to define the town centre and provide safe pedestrian crossing points and a slow speed environment are a concern to the local community, particularly during low light or fog. • Access to and within. <ul style="list-style-type: none"> ○ Through the length of the town centre from just east of the Police Station to Bay Road are roadside planting beds, street narrowing

Plan, Guideline, or Strategy	Statement/Action
	points and central islands that were installed by way of implementing the beautification plans and to improve pedestrian connectivity and create a lower speed environment.
Rangiora Town Centre Strategy	<ul style="list-style-type: none"> • Access to the Rangiora Town Centre has been a matter of community concern over many years, and it is an issue that is inextricably linked with wider Rangiora Traffic flow patterns. Better traffic and parking management, including lowering speed limits, and providing more restricted and all-day carparks, is near the top of our community's wish list for improving the town centre. • Facilitate and encourage the use of alternative and future modes of transport. • High Street character area – an environment that prioritises pedestrians while allowing for other modes of transport. • Formalise the current slow vehicle speed environment in the town centre 'core' through a speed limit review
Waimakariri Accessibility Strategy	<ul style="list-style-type: none"> • Injuries are avoided and rates of impairment are reduced. <ul style="list-style-type: none"> ○ Road safety is promoted. • Identify and address, in a timely fashion, specific road safety issues that have been raised by people with impairments. • Promote road safety through monitoring, research, physical changes, and educational programmes.
Road Safety Strategy	<ul style="list-style-type: none"> • Reduce the occurrence of motor vehicle crashes where drivers were found to be travelling too fast for the conditions. • Determine and maintain appropriate speed limits throughout the district applicable to each speed zone. • Appropriate use of speed management techniques around schools, such as use of active warning lights and traffic calming measures. • Encourage local communities in rural areas to collectively reduce their travelling speeds.
Economic Development Strategy	<ul style="list-style-type: none"> • Issues and challenges in the infrastructure area are the speed and connectivity of roads into Christchurch.
Walking and Cycling Strategy	<ul style="list-style-type: none"> • Safe walking and cycling networks may include: <ul style="list-style-type: none"> ○ Quiet roads and shared streets. • Support programmes that improve safety for motorists. • Concerns have been expressed with the Rangiora/Woodend path around the speed of traffic along the road, which then impacts the perception of safety for users.
District Development Strategy	<ul style="list-style-type: none"> • Provide for continuing improvement in connectivity within our growing district, including enhancing opportunities for walking and cycling. • Consider and implement where appropriate the findings of the district-wide speed management programme, which includes a programme to review speed limits.

Appendix B – Urban Development Extents

The extents of the urban development area (i.e., infrastructure boundary), provided in the *Waimakariri District Development Strategy 2048*, is shown in Figure 13. This figure only shows the eastern portion of the district and therefore excludes Oxford. Urban development is possible in the Oxford Township area.



Figure 12. Extents of the eastern urban development area.

Appendix C – Safe and Appropriate Speed Alignment

Insert text from Attachment ii or Attachment iii here.

DRAFT

Appendix D – Speed Limit Extent Maps

Insert text from Attachment ii or Attachment iii here.

DRAFT

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 12 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi town centre, Rangiora town centre, Woodend / Pegasus / Ravenswood urban areas, Waikuku peri-urban areas, all schools, and 'tidy up' areas following historic speed limit changes.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas and Kaiapoi urban area,
- A third iteration (2030-2033) is proposed to cover the Rangiora urban area, Oxford urban area, and all remaining rural areas to the west and south of the district.

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

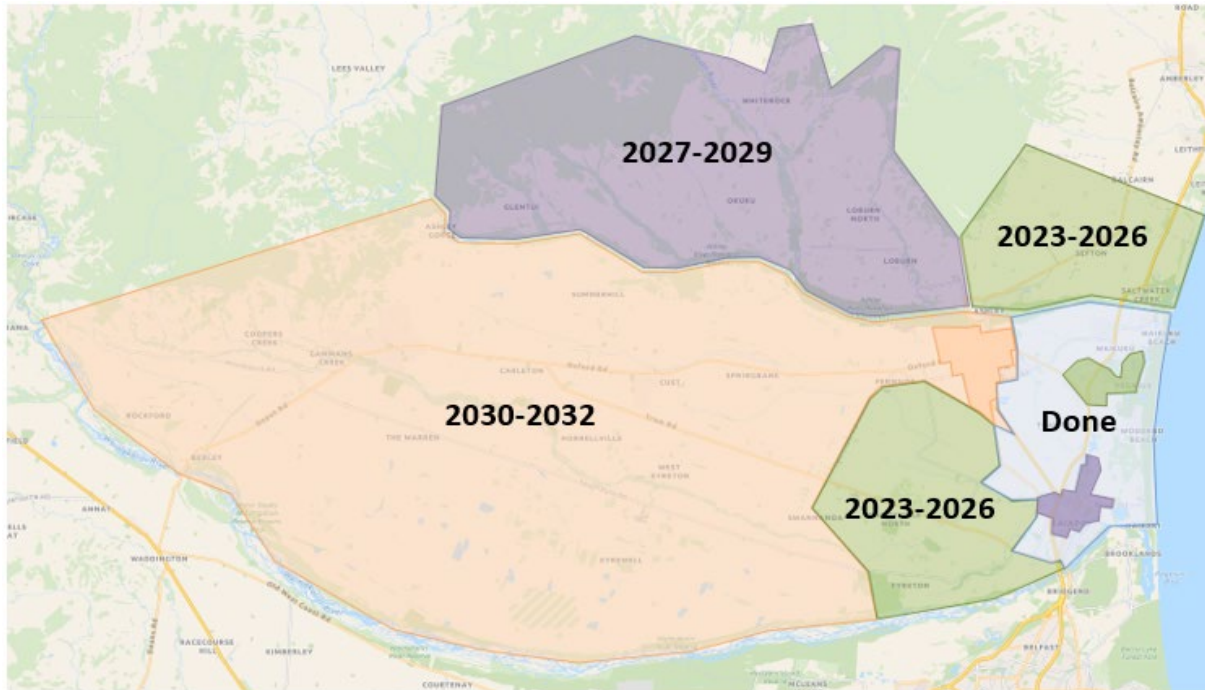


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are made by area. The relevant road types and proposed speed limits are as shown in Table 2, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed roads

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable (noting that each Council is working to its own timeframe). Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Limits

Urban and Settlement Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District urban and settlement areas. Where the proposed speed limit does not align with Waka Kotahi's "safe and appropriate" speed, refer to Appendix C for further information.

- Rangiora town centre (Table 4)
- Kaiapoi town centre (Table 5)
- Other urban areas in Kaiapoi (Table 6)
- Oxford town centre (Table 7)
- Sefton Township (Table 8)
- Ashley Township (Table 9)
- Pegasus urban area (Table 10)
- Woodend/Ravenswood urban area (Table 11)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 2. Proposed speed limits for the Rangiora town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Alfred Street – from Percival Street to Ivory Street	50	30	Permanent	2023-2024	No
Ashley Street – from Ivory Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blackett Street – from Ashley Street to 20 m west of King Street	50	40	Permanent	2023-2024	Yes
King Street – 50 m north of High Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blake Street – from Good Street to Durham Street	50	30	Permanent	2023-2024	No
Durham Street – from 20 m south of Blackett Street to High Street	50	30	Permanent	2023-2024	No
Good Street – from 20 m south of Blackett Street to the end of formed road	50	30	Permanent	2023-2024	No
Ivory Street – from High Street to 65 m south of Alfred Street	50	40	Permanent	2023-2024	Yes
Percival Street – from High Street to 120 Percival Street (to proposed school zone)	50	30	Permanent	2023-2024	Yes
Queen Street – from 20 m west of King Street to 20 m west of Ivory Street	50	30	Permanent	2023-2024	No
Victoria Street – from High Street to 47 Victoria Street (to proposed school zone)	50	30	Permanent	2023-2024	No
High Street – from 20 m west of Ivory Street to 50 m east of King Street (to proposed school zone)	50	30	Permanent	2023-2024	No

Table 3. Proposed speed limits for the Kaiapoi town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Black Street – from Peraki Street to Raven Quay	50	30	Permanent	2023-2024	No
Bowler Street – from Raven Quay to Hilton Street	50	30	Permanent	2023-2024	No
Charles Street – from 20 m east of Jones Street to 20 m north of Davie Street	50	30	Permanent	2023-2024	No
Hilton Street – from 20 m east of Bowler Street to Peraki Street	50	30	Permanent	2023-2024	No
Raven Quay – from 50 m east of Rich Street to the end of the road to the east	50	30	Permanent	2023-2024	Yes
Williams Street – from 20 m south of Fuller Street to 20 m south of Sewell Street	50	30	Permanent	2023-2024	No

Table 4. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50	Permanent	2023-2024	Yes
Old North Road – 20 m north of Dale Street to Williams Street	50	40	Permanent	2023-2024	Yes

Table 5. Proposed speed limit for the Oxford town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Main Street – 93 Main Street to 23 Main Street	50	40	Permanent	2024-2027	Yes
Coney Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Meyer Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Redwood Place – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes

Table 6. Proposed speed limits for the Sefton Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Carr Street – Railway Street to end of formed road	50	40	Permanent	2024-2027	Yes
Railway Street – Upper Sefton Road to Pembertons Road	50	40	Permanent	2024-2027	Yes
Booth Street – Railway Street to Pembertons Road	50	40	Permanent	2024-2027	Yes
Vaughan Street – Pembertons Road to Cross Street	50	40	Permanent	2024-2027	Yes
High Street – Pembertons Road to Upper Sefton Road	50	40	Permanent	2024-2027	Yes
Cross Street – Pembertons Road to Upper Sefton Road	50	40	Permanent	2024-2027	Yes
Buller Street – Upper Sefton Road to Cross Street	50	40	Permanent	2024-2027	Yes

Table 7. Proposed speed limits for the Ashley Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
High Street – 50 m south of Fawcetts Road to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Canterbury Street – Lower Sefton Road to end of formed road	50	40	Permanent	2024-2027	Yes
Wellington Street – Lower Sefton Road to Auckland Street	50	40	Permanent	2024-2027	Yes
Auckland Street – Canterbury Street to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street	50	40	Permanent	2024-2027	Yes

Table 8. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Infinity Drive – Lakeside Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Kessen Street – Pegasus Boulevard to Forbes Street	50	40	Permanent	2024-2027	Yes
Blackadder Road – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Coulter Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Kumara Street – Blackadder Road to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Taniwha Street – Coulter Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Manuka Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Forbes Street – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Hakatere Road – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Eyrewell Road – Kessen Street to Seaward Street	50	40	Permanent	2024-2027	Yes
Horomaka Street – Eyrewell Road to Puriri Street	50	40	Permanent	2024-2027	Yes
Puriri Street – Horomaka Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Puaka Street – Puriri Street to Seaward Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Seaward Street – Eyrewell Road to Hakatere Road	50	40	Permanent	2024-2027	Yes
Murfitt Street – Pegasus Boulevard to Waipara Road	50	40	Permanent	2024-2027	Yes
Waipara Road – Murfitt Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Tahuna Street – Eyrewell Road to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Tommy Street – Tahuna Street to Moa Street	50	40	Permanent	2024-2027	Yes
Moa Street – Tommy Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Turvey Street – Pegasus Boulevard to Pipiri Street	50	40	Permanent	2024-2027	Yes
Pipiri Street – Hakatere Road to Turvey Street	50	40	Permanent	2024-2027	Yes
Waimarie Street – Pipiri Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pipi Wai Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Kuta Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pegasus Main Street – Hakatere Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Te Kohanga Drive – Pegasus Boulevard to Tiritiri Moana Drive	50	40	Permanent	2024-2027	No
The Esplanade – Te Kohanga Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Whangaroa Street – The Esplanade to Te Wairewa Street	50	40	Permanent	2024-2027	Yes
Te Waihora Street – Te Kohanga Drive to The Esplanade	50	40	Permanent	2024-2027	Yes
Rapaki Street – Te Waihora Street to The Esplanade	50	40	Permanent	2024-2027	Yes
Tiritiri Moana Drive – Pahua Street to end Council's legal road	50	40	Permanent	2024-2027	Yes
Marangai Drive – Te Hurunui Drive to Tuaki Street	50	40	Permanent	2024-2027	Yes
Miskell Street – Marangai Drive to Awatere Street	50	40	Permanent	2024-2027	Yes
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Katipo Way – Miskell Street to Tuaki Street	50	40	Permanent	2024-2027	Yes
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Helicon Street – Jove Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kawari Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Aroha Street – Tiritiri Moana Drive to Tangiwai Street	50	40	Permanent	2024-2027	Yes
Pahua Street – Chimera Street to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Arahura Road – Lakeside Drive to Kawari Drive	50	40	Permanent	2024-2027	Yes
Chimera Street – Lakeside Drive to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Nga Tupuna Street – Arapura Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Kahu Street – Arapura Road to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kawakawa Street – Arapura Drive to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kokopu Street – Kahuraki Drive to Arapura Road	50	40	Permanent	2024-2027	Yes
Tangiwai Street – Arapura Road to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kahuraki Drive – Arapura Road to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Hodgkinson Road – Infinity Drive to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Winsloe Street – Hodgkinson Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Motu Quay – Pegasus Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Waituna Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Pukohe Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Barnes Street – Hodgkinson Road to Matamata Quay	50	40	Permanent	2024-2027	Yes
Matamata Quay – Barnes Street to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Mary Ellen Street – Matamata Quay to Solander Street	50	40	Permanent	2024-2027	Yes
Whakatipu Street – Solander Road to Waituna Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pounamu Place – Whakatipu Street to Mary Ellen Street	50	40	Permanent	2024-2027	Yes
Solander Road – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Tuka Road – Infinity Drive to Solander Road	50	40	Permanent	2024-2027	Yes
Awaroa Road – Solander Road Whakatipu Street	50	40	Permanent	2024-2027	Yes
Hikuraki Street – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Pegasus Boulevard – 50 m east of Infinity Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	No
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60	Permanent	2024-2027	Yes
Mara Kai Place – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Atkinsons Lane – Mara Kai Place to end of formed road	50	40	Permanent	2024-2027	Yes
Te Haunui Lane – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Taerutu Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Burntwood Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Table 9. Proposed speed limits for the Woodend/Ravenswood urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Judsons Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Copper Beech Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Evergreen Road – Copper Beech Road to Copper Beech Road	50	40	Permanent	2024-2027	Yes
Panckhurst Drive- Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
McLean Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Parkinson Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Simon Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Petries Road – State Highway One to Gladstone Road	50	40	Permanent	2024-2027	Yes
James Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Pascoe Drive – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Hamlett Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Benjes Place – Hamlett Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Fearne Drive – Hamlett Drive to Petries Road	50	40	Permanent	2024-2027	Yes
Keeper Close – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Ranby Place – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Catchpole Place – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Gladstone Road – State Highway One to Gladstone Park	50	40	Permanent	2024-2027	Yes
Eders Road – Gladstone Road to State Highway One	50	40	Permanent	2024-2027	Yes
Stopforth Street – Gladstone Road to Parsonage Road	50	40	Permanent	2024-2027	Yes
Parsonage Road – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Littles Lane – Parsonage Road to end of formed road	50	40	Permanent	2024-2027	Yes
McQuillan Avenue – Parsonage Road to State Highway One	50	40	Permanent	2024-2027	Yes
Thirlwall Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Salkeld Place – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cutler Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cleaver Street – Salkeld Place to end of formed road	50	40	Permanent	2024-2027	Yes
Gibbs Drive – School Road to Woodend Road	50	40	Permanent	2024-2027	Yes
Stanton Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Lacy Gate Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Somerset Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodend Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Bowie Drive – Woodend Road to Woodglen Drive	50	40	Permanent	2024-2027	Yes
Cassidy Place – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
The Stables – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodglen Drive – Bowie Drive to Chinnerys Drive	50	40	Permanent	2024-2027	Yes
Manahi Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Norton Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Hewitts Road – State Highway One to Welsford Street	50	40	Permanent	2024-2027	Yes
Woodfield Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Taranaki Drive – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Thornley Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Welsford Street – Bowie Drive to Minerva Crescent	50	40	Permanent	2024-2027	Yes
Appleton Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Cobden Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Bunting Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Paget Drive – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Chinnerys Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes
Grange View – Chinnerys Road to end of formed road	50	40	Permanent	2024-2027	Yes
Minerva Crescent – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Shrimpton Avenue – Welsford Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clegg Street – Shrimpton Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
John Raven Lane – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Godley Place – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stonyer Street – Bob Robertson Drive to Quinn Crescent	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Quinn Crescent – Croydon Street to Crossley Avenue	50	40	Permanent	2024-2027	Yes
Crossley Avenue – Stonyer Street to end of formed road	50	40	Permanent	2024-2027	Yes
Croydon Street – Stonyer Street to Oakleigh Street	50	40	Permanent	2024-2027	Yes
Oakleigh Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodford Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Jury Lane – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Jasmine Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Clare Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Sills Street – Clare Street to Grimwood Street	50	40	Permanent	2024-2027	Yes
Kotua Street – Sills Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Eldridge Street – Sills Street to Woodfor Street	50	40	Permanent	2024-2027	Yes
Grimwood Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
White Street – Nathaniel Archer Street to Barnett Street	50	40	Permanent	2024-2027	Yes
Curtis Street – White Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Barnett Street – Woodford Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stackwood Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Antil Street – Stackwood Avenue to Chambers Avenue	50	40	Permanent	2024-2027	Yes
Borland Street – Antil Street to Crossley Street	50	40	Permanent	2024-2027	Yes
Chambers Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Higgins Street – Chambers Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Elmers Street – Higgins Street to end of formed road	50	40	Permanent	2024-2027	Yes
Henshaw Street – Elmers Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clayton Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Lilburne Street – Clayton Place to end of formed road	50	40	Permanent	2024-2027	Yes
Bowmaker Crescent – Lilburne Street to Lilburne Street	50	40	Permanent	2024-2027	Yes
Kesteven Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Garlick Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Peri-urban Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District peri-urban areas. Where the proposed speed limit does not align with Waka Kotahi's safe and appropriate speed, refer to Appendix C for further information.

- Waikuku Beach area (Table 12)
- Waikuku area (Table 13)
- Mandeville area (Table 14)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 10. Proposed speed limits for the Waikuku Beach area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Northside Drive – Waikuku Beach Road to Waikuku Beach Road	50	40	Permanent	2024-2027	Yes
Kings Avenue – Waikuku Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Allin Drive – Kings Avenue to Queens Avenue	50	40	Permanent	2024-2027	Yes
Queens Avenue – Kings Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Ensors Place – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Collins Drive – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
McKenzie Place – Collins Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Table 11. Proposed speed limits for the Waikuku area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Macdonalds Lane – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Geisha Road – State Highway One to end of formed road	70	40	Permanent	2024-2027	Yes
Leggitts Road – Waikuku Beach Road to end of formed road (unsealed)	80	60	Permanent	2024-2027	No

Table 12. Proposed speed limits for the Mandeville area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
McHughs Road – No. 10 Road to 50 m south of Tram Road	100	60	Permanent	2024-2027	No
Mandeville Road – McHughs Road to 70 m south of Ohoka Meadows Drive	100	60	Permanent	2024-2027	No
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place	100	60	Permanent	2024-2027	No
Wards Road – Bradleys Road to 300 m north of Makybe Drive	100	60	Permanent	2024-2027	No

Rural Roads

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District rural areas. Where the proposed speed limit does not align with Waka Kotahi’s safe and appropriate speed, refer to Appendix C for further information.

- Rangiora/Fernside area (Table 15)
- North of Tram Road/Mandeville area (Table 16)
- North of Tram Road/Ohoka areas (Table 17)
- South of Tram Road/north of South Eyre Road/Mandeville areas (Table 18)
- South of Tram Road/north of South Eyre Road/Ohoka areas (Table 19)
- South of South Eyre Road area (Table 20)

- South Eyre Road and Tram Road (Table 21)
- Oxford rural area (Table 22)
- Marshmans Road and northwest/west of Marshmans Road areas (Table 23)
- North of Upper Sefton Road area (Table 24)
- South of Upper Sefton Road area (Table 25)
- Other rural areas (Table 26)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 13. Proposed speed limits for the Rangiora/Fernside area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Easterbrook Road – Fernside Road to Hicklands Road	100	60	Permanent	2024-2027	Yes
Mountvista Road – Easterbrook Road to end of formed road	100	60	Permanent	2024-2027	No
Plaskett Road – 75 m south of Fernside Road to Ashworths Road	100	80	Permanent	2024-2027	Yes
Hicklands Road – Plaskett Road to Threlkelds Road	100	60	Permanent	2024-2027	No
Egans Road – Plaskett Road to O’Roarkes Road	100	60	Permanent	2024-2027	No
O’Roarkes Road – Johns Road to Egans Road	100	60	Permanent	2024-2027	No
Swannanoa Road – 200 m southwest of Johns Road to Two Chain Road	100	80	Permanent	2024-2027	No
Bridge Road – Swannanoa Road to end of formed road	100	80	Permanent	2024-2027	No

Table 14. Proposed speed limits for north of Tram Road/Mandeville area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Two Chain Road – Tram Road to Swannanoa Road	100	80	Permanent	2024-2027	No
Pattersons Road – Two Chain Road to McRoberts Road	100	80	Permanent	2024-2027	Yes
Clear View Lane – Pattersons Road to end of formed road	100	60	Permanent	2024-2027	No
Mandalea Road – Pattersons Road to McRoberts Road	100	60	Permanent	2024-2027	No
Cameo Drive – Mandalea Road to end of formed road	100	60	Permanent	2024-2027	Yes
Tupelo Place – Tram Road to end of formed road	100	80	Permanent	2024-2027	Yes
No. 10 Road – Pattersons Road to Tram Road	100	80	Permanent	2024-2027	No
Wards Road – Pattersons Road to 50 m northwest of Makybe Drive	100	80	Permanent	2024-2027	No
Dawsons Road – Pattersons Road to Wards Road	100	80	Permanent	2024-2027	Yes
Ashworths Road – Dawsons Road to Mill Road (unsealed)	100	60	Permanent	2024-2027	No
Aschens Road -Ashworths Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McRoberts Road – Pattersons Road to Mill Road	100	80	Permanent	2024-2027	Yes
McRoberts Road – Mill Road to Barkers Road (unsealed)	100	60	Permanent	2024-2027	No
Barkers Road – McRoberts Road to Main Drain Road (unsealed)	100	60	Permanent	2024-2027	No
Main Drain Road – Two Chain Road to Threlkelds Road (unsealed)	100	60	Permanent	2024-2027	No
Ashworths Road – Mill Road to Plaskett Road	100	80	Permanent	2024-2027	Yes
Bradleys Road – Main Drain Road to 20 m north of Hallfield Drive	100	60	Permanent	2024-2027	No
Bradleys Road – Mill Road to 400 m north of Modena Place	100	80	Permanent	2024-2027	Yes
Mill Road – McRoberts Road to 20 m west of Bradleys Road	100	80	Permanent	2024-2027	No

Table 15. Proposed speed limits for the north of Tram Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Whites Road – 210 south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Jacksons Road – 770 m south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Raddens Road – Tram Road to Jeffs Drain Road	100	60	Permanent	2024-2027	N/A
Jeffs Drain Road – Tram Road to Butchers Road	100	60	Permanent	2024-2027	No
Christmas Road – Mill Road to Butchers Road	100	60	Permanent	2024-2027	Yes
Butchers Road – Christmas Road to Ohoka Road	100	60	Permanent	2024-2027	No
Gardiniers Road – Tram Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

Table 16. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Mandeville areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Two Chain Road – Tram Road to North Eyre Road	100	80	Permanent	2024-2027	No
North Eyre Road – Two Chain Road to Mandeville Road	100	80	Permanent	2024-2027	No
No. 10 Road – Tram Road to South Eyre Road	100	80	Permanent	2024-2027	No
West Denbie Lane – North Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Logans Road – North Eyre Road to Mandeville Road	100	80	Permanent	2024-2027	No
Mandeville Road – 70 m south of Ohoka Meadows Drive to South Eyre Road	100	80	Permanent	2024-2027	No
Baileys Road – Mandeville Road to Whites Road	100	80	Permanent	2024-2027	Yes
Whites Road – Baileys Road to Tram Road	100	80	Permanent	2024-2027	No
Baileys Road – Whites Road to Edmunds Road (part unsealed)	100	60	Permanent	2024-2027	No
Edmunds Road – Baileys Road to Tram Road	100	60	Permanent	2024-2027	No
Chiltons Road – Baileys Road to Mandeville Road	100	60	Permanent	2024-2027	No
Moffatts Road – Mandeville Road to South Eyre Road (unsealed)	100	60	Permanent	2024-2027	No

Table 17. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Woods Road – Tram Road to end of formed road	100	60	Permanent	2024-2027	No
Burgesses Road – Tram Road to South Eyre Road (part unsealed)	100	60	Permanent	2024-2027	No
Elders Road – Burgesses Road to South Eyre Road	100	60	Permanent	2024-2027	No

351
Table 18. Proposed speed limits for the south of South Eyre Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Diversion Road – South Eyre Road to Harrs Road (unsealed)	100	60	Permanent	2024-2027	No
Harrs Road – South Eyre Road to 1340 m south of South Eyre Road	100	80	Permanent	2024-2027	No
Harrs Road – 1340 m south of South Eyre Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	N/A
Clothiers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Harpers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Heywards Road – South Eyre Road to Mabers Road	100	80	Permanent	2024-2027	No
Heywards Road – Mabers Road to 300 m south of Tram Road	100	60	Permanent	2024-2027	No
Baynons Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	Yes
Madeleys Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	No
Taylors Road – Heywards Rod to end offormed road (unsealed)	100	60	Permanent	2024-2027	No
Mabers Road – South Eyre Road to end of formed road	100	60	Permanent	2024-2027	No
Greigs Road – Tram Road to 24 Greigs Road (part unsealed)	100	60	Permanent	2024-2027	No
Watts Road – Greigs Road to end of formed road	100	60	Permanent	2024-2027	No

Table 19. Proposed speed limits for South Eyre Road/Tram Road.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
South Eyre Road – Tram Road to 50 m west of Diversion Road	100	80	Permanent	2024-2027	No
Tram Road – 200 m west of South Eyre Road to 20 m west of Two Chain Road (excluding proposed Swannanoa permanent 60 km/h school zone)	100	80	Permanent	2024-2027	No

Table 20. Proposed speed limits for the Oxford rural area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Weld Street – 400 m east of High Street to Powells Road	80	60	Permanent	2024-2027	No
Barracks Road – Powells Road to 120 m east of Powells Road	80	60	Permanent	2024-2027	No
Powells Road – Weld Street to Ashley Gorge Road	100	60	Permanent	2024-2027	No
Sales Road – Ashley Gorge Road to 50 m east of Powells Road (unsealed)	100	60	Permanent	2024-2027	No
Victoria Street – 400 m east of High Street to Powells Road	100	60	Permanent	2024-2027	No
Mcjarrows Road – Powells Road to 650 m east of Powells Road	100	60	Permanent	2024-2027	No
Plachatsh Lane – Powells Road to end of formed road	100	60	Permanent	2024-2027	No

Table 21. Proposed speed limits for the Marshmans Road and northwest/west of Marshmans Road areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)	80	60	Permanent	2024-2027	Yes
Max Wallace Drive – Fawcetts Road to end of formed road	80	60	Permanent	2024-2027	No
Boundary Road – 290 m north of Fawcetts Road to Dixons Road	100	80	Permanent	2024-2027	No
Dixons Road – Cones Road to Marshmans Road	100	80	Permanent	2024-2027	No
Boundary Road – Dixons Road to Mowatts Road (unsealed)	100	60	Permanent	2024-2027	No
Mowatts Road – Carrs Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Mowatts Road to Gorries Road (unsealed)	100	60	Permanent	2024-2027	No
Gorries Road – Forestry Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Gorries Road to Marshmans Road	100	80	Permanent	2024-2027	Yes
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Downs Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Copples Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No
Douds Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	Yes
Ramsay Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McLeods Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No

Table 22. Proposed speed limits for the north of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beatties Road – Marshmans Road to Upper Sefton Road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street	100	80	Permanent	2024-2027	No
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed)	100	60	Permanent	2024-2027	No
Douds Road – Rangiora Leithfield Road to Marshmans Road (unsealed)	100	60	Permanent	2024-2027	No
Amors Road – Rangiora Leithfield Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Brueres Road – Marshmans Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Criglingtons Road – Rangiora Leithfield Road to Pembertons Road (unsealed)	100	60	Permanent	2024-2027	No
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street	100	80	Permanent	2024-2027	Yes
Bruces Road – Rangiora Leithfield Road to Marshmans Road	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Duffs Road – Marshmans Road to Bruces Road and Bruces Road to Hurunui District boundary (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Hanna Place – Upper Sefton Road to end of formed road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 120 m west of Cross Street to Hurunui District boundary	100	80	Permanent	2024-2027	No

Table 23. Proposed speed limits for the south of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Saltwater Creek Road to Wyllies Road	100	80	Permanent	2024-2027	Yes
Lower Sefton Road – Wyllies Road to Factory Road (unsealed)	100	60	Permanent	2024-2027	No
Saltwater Creek Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Wyllies Road – Lower Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Mcgifferts Road – Lower Sefton Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road	100	60	Permanent	2024-2027	Yes
Maguires Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Stringers Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pears Road – Stringers Road to Upper Sefton Road	100	60	Permanent	2024-2027	No
Factory Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Boyces Road – Factory Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Amesbury Road – Factory Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No
Dicks Road – Factory Road to Broad Road (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Upper Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Harleston Road – Upper Sefton Road to Hurunui District Boundary	100	80	Permanent	2024-2027	Yes
Burkes Road – Harleston Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No

Table 24. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80	Permanent	2023-2024	No
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Lower Camside Road – Cam Road to end of formed road	100	60	Permanent	2023-2024	No
Williams Street – 310 m north of Sovereign Boulevard to 140 m south of State Highway One	80	60	Permanent	2024-2027	No
Mulcocks Road – Skewbridge Road to 50 m south of Lineside Road	100	80	Permanent	2023-2024	No
Paisley Road -Mulcocks Road to end of formed road	100	60	Permanent	2023-2024	No
Bramleys Road – 20 m southwest of Cox Road to Lineside Rod	100	60	Permanent	2023-2024	Yes
Cones Road – Fawcetts Road to Dixons Road	100	80	Permanent	2023-2024	No
Dixons Road – Cones Road to 70 m south of Barkers Road	100	80	Permanent	2023-2024	No
Fletchers Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Rossiters Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Cust Road – 1782 Cust Road to 85 m west of Tippings Road	80	60	Permanent	2024-2027	Yes
Tippings Road – Cust Road to 50 m north of Cust Road	80	60	Permanent	2024-2027	No

Intersections Speed Zones

Table 27 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 25. Proposed Intersection Speed Zones.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60	Variable	2024-2027
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60	Variable	2024-2027
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60	Variable	2024-2027
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60	Variable	2023-2024

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in Table 28. Table 29 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally, Table 30 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
 - Ashley Rakahuri School,
 - Clarkville School,
 - Kaiapoi High School,
 - Rangiora Borough School,
 - Rangiora High School,
 - Rangiora New Life School,
 - Sefton School,
 - Southbrook School,
 - St Joseph's School (Rangiora),
 - St Patrick's School (Kaiapoi),
 - Swannanoa School,
 - Te Matauru School.
- 2024-2027:
 - Ashgrove School,

- Cust School,
- Fernside School,
- Kaiapoi Borough School,
- Kaiapoi North School,
- Loburn School,
- North Loburn School,
- Ohoka School,
- OneSchool Global (Rangiora Campus),
- Oxford Area School,
- Pegasus Bay School,
- Tuahiwi School,
- View Hill School,
- West Eyreton School,
- Woodend School.

Table 26. Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	Permanent
			Pentecost Road (Johns Road to 20 m north of Charles Street)	
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 27. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Permanent
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable

Table 28. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O’Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent

North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 31. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 29. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
Town centres (Kaiapoi, Rangiora)	Speed signage	2023-2024	Committed
	Channelisation marking	TBD	Not committed
Townships (Ashley, Sefton)	Speed signage	2024-2027	Not Committed
	Speed threshold treatments	2024-2027	Not Committed
Woodend, Pegasus, Ravenswood	Speed signage	2024-2027	Not Committed
	Speed threshold treatment	2024-2027	Not Committed
	Channelisation marking	TBD	Not committed
Mandeville area	Speed signage	2024-2027	Not Committed
Rural roads	Speed signage	2024-2027	Not Committed
Tram Road corridor	Signage, markings, and minor intersection upgrades	2024-2027	Not Committed
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix C – Safe and Appropriate Speed Alignment

Some of the speed limits proposed within this Speed Management Plan do not align with the “safe and appropriate” speed information provided by Waka Kotahi computer models.

Council is working towards the “safe and appropriate” speed for the road extents listed in Table 32. This initial proposal is an interim step, which may be revisited in future revisions of the Waimakariri SMP. The main reasons for this interim step are listed below, noting that not all are relevant to each road section.

- High existing mean operating speed.
- Wide carriageway and other higher speed environment features.
- Consistency throughout the urban area.
- Community and/or elected member support.

Table 32. Roads with an interim step towards the safe and appropriate speed.

Road and Extents
Ashley Street – from Ivory Street to 50 m north of Blackett Street
Blackett Street – from Ashley Street to 20 m west of King Street
King Street – 50 m north of High Street to 50 m north of Blackett Street
Ivory Street – from High Street to 65 m south of Alfred Street
Main Street – 93 Main Street to 23 Main Street
Coney Street – Main Street to end of formed road
Meyer Street – Main Street to end of formed road
Redwood Place – Main Street to end of formed road
Infinity Drive – Lakeside Drive to end of formed road
Kessen Street – Pegasus Boulevard to Forbes Street
Blackadder Road – Kessen Street to Hakatere Road
Coulter Street – Blackadder Road to Taniwha Street
Kumara Street – Blackadder Road to Tutaipatu Avenue
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street
Taniwha Street – Coulter Street to Hakatere Road
Manuka Street – Blackadder Road to Taniwha Street
Forbes Street – Kessen Street to Hakatere Road
Hakatere Road – Blackadder Road to Pegasus Main Street
Eyrewell Road – Kessen Street to Seaward Street
Horomaka Street – Eyrewell Road to Puriri Street
Puriri Street – Horomaka Street to Hakatere Road
Puaka Street – Puriri Street to Seaward Street
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue
Seaward Street – Eyrewell Road to Hakatere Road
Murfitt Street – Pegasus Boulevard to Waipara Road
Waipara Road – Murfitt Street to Hakatere Road
Tahuna Street – Eyrewell Road to Te Kohanga Drive
Tommy Street – Tahuna Street to Moa Street
Moa Street – Tommy Street to Hakatere Road
Turvey Street – Pegasus Boulevard to Pipiri Street
Pipiri Street – Hakatere Road to Turvey Street

Road and Extents
Waimarie Street – Pipiri Street to Pegasus Main Street
Pipi Wai Street – Turvey Street to Pegasus Main Street
Kuta Street – Turvey Street to Pegasus Main Street
Pegasus Main Street – Hakatere Road to Lakeside Drive
The Esplanade – Te Kohanga Drive to Te Kohanga Drive
Whangaroa Street – The Esplanade to Te Wairewa Street
Te Waihora Street – Te Kohanga Drive to The Esplanade
Rapaki Street – Te Waihora Street to The Esplanade
Tiritiri Moana Drive – Pahua Street to end Council’s legal road
Marangai Drive – Te Hurunui Drive to Tuaki Street
Miskell Street – Marangai Drive to Awatere Street
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive
Katipo Way – Miskell Street to Tuaki Street
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive
Helicon Street – Jove Drive to Tiritiri Moana Drive
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive
Kawari Drive – Tiritiri Moana Drive to Infinity Drive
Aroha Street – Tiritiri Moana Drive to Tangiwai Street
Pahua Street – Chimera Street to Tiritiri Moana Drive
Arahura Road – Lakeside Drive to Kawari Drive
Chimera Street – Lakeside Drive to Nga Tupuna Street
Nga Tupuna Street – Arapura Road to Lakeside Drive
Kahu Street – Arapura Road to Kahuraki Drive
Kawakawa Street – Arapura Drive to Kahuraki Drive
Kokopu Street – Kahuraki Drive to Arapura Road
Tangiwai Street – Arapura Road to Infinity Drive
Kahuraki Drive – Arapura Road to Nga Tupuna Street
Hodgkinson Road – Infinity Drive to Pegasus Boulevard
Winsloe Street – Hodgkinson Road to Pegasus Main Street
Motu Quay – Pegasus Main Street to end of formed road
Waituna Street – Winsloe Street to Barnes Street
Pukohe Street – Winsloe Street to Barnes Street
Barnes Street – Hodgkinson Road to Matamata Quay
Matamata Quay – Barnes Street to Te Kohanga Drive
Mary Ellen Street – Matamata Quay to Solander Street
Whakatipu Street – Solander Road to Waituna Street
Pounamu Place – Whakatipu Street to Mary Ellen Street
Solander Road – Infinity Drive to Whakatipu Street
Tuka Road – Infinity Drive to Solander Road
Awaroa Road – Solander Road Whakatipu Street
Hikuraki Street – Infinity Drive to Whakatipu Street
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive
Panckhurst Drive- Petries Road to end of formed road
McLean Place – Panckhurst Road to end of formed road
Parkinson Place – Panckhurst Road to end of formed road
Simon Place – Panckhurst Road to end of formed road
Petries Road – State Highway One to Gladstone Road
James Drive – Petries Road to Gladstone Road

Road and Extents
Pascoe Drive – Petries Road to end of formed road
Hamlett Drive – Petries Road to Gladstone Road
Benjes Place – Hamlett Drive to end of formed road
Fearne Drive – Hamlett Drive to Petries Road
Keeper Close – Fearne Drive to end of formed road
Ranby Place – Fearne Drive to end of formed road
Catchpole Place – Petries Road to end of formed road
Gladstone Road – State Highway One to 60 m east of Petries Road
Eders Road – Gladstone Road to State Highway One
Stopforth Street – Gladstone Road to Parsonage Road
Parsonage Road – State Highway One to end of formed road
Littles Lane – Parsonage Road to end of formed road
McQuillan Avenue – Parsonage Road to State Highway One
Thirlwall Street – McQuillan Avenue to end of formed road
Salkeld Place – McQuillan Avenue to end of formed road
Cutler Street – McQuillan Avenue to end of formed road
Cleaver Street – Salkeld Place to end of formed road
Woodend Road – Rangiora Woodend Road to State Highway One
Gibbs Drive – School Road to Woodend Road
Stanton Place – Gibbs Drive to end of formed road
Lacy Gate Place – Gibbs Drive to end of formed road
Somerset Place – Gibbs Drive to end of formed road
Bowie Drive – Woodend Road to Woodglen Drive
Cassidy Place – Bowie Drive to end of formed road
The Stables – Bowie Drive to end of formed road
Woodglen Drive – Bowie Drive to Chinnerys Drive
Manahi Place – Woodglen Drive to end of formed road
Norton Place – Woodglen Drive to end of formed road
Hewitts Road – State Highway One to Welsford Street
Woodfield Place – Woodglen Drive to end of formed road
Taranaki Drive – Woodglen Drive to end of formed road
Thornley Place – Woodglen Drive to end of formed road
Welsford Street – Bowie Drive to Minerva Crescent
Appleton Place – Hewitts Road to end of formed road
Cobden Place – Hewitts Road to end of formed road
Bunting Place – Hewitts Road to end of formed road
Paget Drive – Welsford Street to Welsford Street
Chinnerys Road – Rangiora Woodend Road to State Highway One
Grange View – Chinnerys Road to end of formed road
Minerva Crescent – Welsford Street to Welsford Street
Shrimpton Avenue – Welsford Street to end of formed road
Clegg Street – Shrimpton Avenue to Bob Robertson Drive
John Raven Lane – Clegg Street to end of formed road
Godley Place – Clegg Street to end of formed road
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive
Stonyer Street – Bob Robertson Drive to Quinn Crescent
Quinn Crescent – Croydon Street to Crossley Avenue
Crossley Avenue – Stonyer Street to end of formed road
Croydon Street – Stonyer Street to Oakleigh Street
Oakleigh Street – Bob Robertson Drive to end of formed road
Woodford Avenue – Bob Robertson Drive to end of formed road

Road and Extents
Jury Lane – Bob Robertson Drive to Woodford Avenue
Jasmine Street – Bob Robertson Drive to Woodford Avenue
Clare Street – Bob Robertson Drive to Woodford Avenue
Sills Street – Clare Street to Grimwood Street
Kotua Street – Sills Street to Woodford Avenue
Eldridge Street – Sills Street to Woodford Avenue
Grimwood Street – Bob Robertson Drive to Woodford Avenue
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue
White Street – Nathaniel Archer Street to Barnett Street
Curtis Street – White Street to Woodford Avenue
Barnett Street – Woodford Avenue to Bob Robertson Drive
Stackwood Avenue – Bob Robertson Drive to end of formed road
Antil Street – Stackwood Avenue to Chambers Avenue
Borland Street – Antil Street to Crossley Street
Chambers Avenue – Bob Robertson Drive to end of formed road
Higgins Street – Chambers Avenue to end of formed road
Elmers Street – Higgins Street to end of formed road
Henshaw Street – Elmers Street to end of formed road
Clayton Place – Bob Robertson Drive to end of formed road
Lilburne Street – Clayton Place to end of formed road
Bowmaker Crescent – Lilburne Street to Lilburne Street
Kesteven Place – Bob Robertson Drive to end of formed road
Garlick Street – Bob Robertson Drive to end of formed road
Plaskett Road – 75 m south of Fernside Road to Ashworths Road
Pattersons Road – Two Chain Road to McRoberts Road
Tupelo Place – Tram Road to end of formed road
West Denbie Lane – North Eyre Road to end of formed road
Clothiers Road – South Eyre Road to end of formed road
Harpers Road – South Eyre Road to end of formed road
Baynons Road – Heywards Road to end of formed road
Douds Road – Marshmans Road to end of formed road
Bruces Road – Rangiora Leithfield Road to Marshmans Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Wyllies Road – Lower Sefton Road to State Highway One
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Broad Road – Upper Sefton Road to State Highway One
Harleston Road – Upper Sefton Road to Hurunui District Boundary
Old North Road – 20 m north of Dale Street to Williams Street

Council are proposing speed limits that do not align with Waka Kotahi’s “safe and appropriate” speed on the roads listed in Table 33, to achieve consistency with other similar road types in the surrounding area. Regular feedback is received from the community around the consistency of speed limits within an area and across roads which look the same. Ensuring alignment with “safe and appropriate” speeds in the rural areas is particularly challenging because it is very common in the Waimakariri District to have crossover between sealed roads and unsealed roads. It is therefore difficult to justify the same speed limit on an unsealed road to a sealed road. Council staff may revisit these proposals in future iterations of the Waimakariri SMP.

Table 33. Roads with a consistent approach based on the surrounding road network.

Road and Extents
Percival Street – from High Street to 120 Percival Street (to proposed school zone)
Dawsons Road – Pattersons Road to Wards Road
McRoberts Road – Pattersons Road to Mill Road
Ashworths Road – Mill Road to Plaskett Road
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place
Whites Road – 210 m south of Mill Road to Tram Road
Jacksons Road – 770 m south of Mill Road to Tram Road
Christmas Road – Mill Road to Butchers Road
Baileys Road – Mandeville Road to Whites Road
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)
Forestry Road – Gorries Road to Marshmans Road
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street
Bramleys Road – 20 m southwest of Cox Road to Lineside Road
Raven Quay – from 50 m east of Rich Street to the end of the road to the east
Cameo Drive – Mandalea Road to end of formed road

There has been substantial development within the district since the Canterbury earthquake. As this continues, the urban boundaries of major towns are expanding outwards. Beach Grove is a recent development in Kaiapoi, which has seen land previously classified as rural, with a rural speed limit, rezoned as urban. As this development will have a frontage along Beach Road, the 50 km/h speed limit needs to be extended to its limits. The peri-urban areas of Sefton, Waikuku, Waikuku Beach, and Ashley have a higher density of housing, with smaller land lots; however, there is generally limited footpath infrastructure. An increase in the number of people using alternative modes mean these areas require a lower speed limit than is indicated by Waka Kotahi’s “safe and appropriate” speed model to ensure safe interaction between all modes of transport. The roads listed in Table 34 all have speed limit proposals which are lower than Waka Kotahi’s “safe and appropriate” speeds.

Table 34. Roads adjacent to higher density development.

Road and Extents
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue
Carr Street – Railway Street to end of formed road
Railway Street – Upper Sefton Road to Pembertons Road
Booth Street – Railway Street to Pembertons Road
Vaughan Street – Pembertons Road to Cross Street
High Street – Pembertons Road to Upper Sefton
Cross Street – Pembertons Road to Upper Sefton Road
Buller Street – Upper Sefton Road to Cross Street
High Street – 50 m south of Fawcetts Road to Lower Sefton Road
Canterbury Street – Lower Sefton Road to end of formed road
Wellington Street – Lower Sefton Road to Auckland Street
Auckland Street – Canterbury Street to Lower Sefton Road
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street
Northside Drive – Waikuku Beach Road to Waikuku Beach Road
Kings Avenue – Waikuku Beach Road to end of formed road
Allin Drive – Kings Avenue to Queens Avenue
Queens Avenue – Kings Avenue to end of formed road
Ensors Place – Queens Avenue to end of formed road
Collins Drive – Queens Avenue to end of formed road
McKenzie Place – Collins Drive to end of formed road
Macdonalds Lane – State Highway One to end of formed road
Geisha Road – State Highway One to end of formed road
Cust Road – 1782 Cust Road to 85 m west of Tippings Road
Mara Kai Place – Pegasus Boulevard to end of formed road
Atkinsons Lane – Mara Kai Place to end of formed road
Te Haunui Lane – Pegasus Boulevard to end of formed road
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard
Taerutu Lane – Mapleham Drive to end of formed road
Burntwood Lane – Mapleham Drive to end of formed road
Judsons Road – Woodend Beach Road to end of formed road
Copper Beech Road – Woodend Beach Road to end of formed road
Evergreen Road – Copper Beech Road to Copper Beech Road

The existing road infrastructure along Easterbrook Road is in poor condition, with various vertical grade changes caused by differential settlement in the road pavement. There is also no marked centreline, and as such, a 60 km/h speed limit is proposed along the extent from

Fernside Road to Hicklands Road rather than Waka Kotahi’s “safe and appropriate” 80 km/h speed limit.

Heywards Road, between Mabers Road and the 30 km/h school zone 300 m south of Tram Road, is proposed to have a speed limit of 60 km/h. This is intended to provide a gradual decrease in speed limits, prior to the Category One school zone.

The following roads listed in Table 35 are technically too short for their own speed limit, as per the minimum distance requirements set out in the *Rule*.

Downs Road is an unsealed cul-de-sac off Marshmans Road, and therefore, to ensure consistency on the district’s unsealed roads, it should also have a 60 km/h speed limit.

It is proposed for all roads within the Sefton Township, aside from Pembertons Road and Upper Sefton Road, to have a speed limit of 40 km/h; therefore, to ensure consistency with the surrounding area, High Street should also have a 40 km/h speed limit.

Geisha Road is located off the 100 km/h section of State Highway One. It currently has a legal speed limit of 70 km/h, which therefore, indicates that it has already been approved for a speed limit where it does not meet the minimum distance requirements in a prior *Rule*. As such, Council deems proposing a 40 km/h speed limit along its extents will have no impacts on users of the road.

Table 35. Roads not meeting the minimum distance requirements.

Road and Extents
Downs Road – Marshmans Road to end of formed road (unsealed)
High Street – Pembertons Road to Upper Sefton Road too short for its own speed limit
Geisha Road – State Highway One to end of formed road *does not meet minimum length requirement

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 80 km/h (Light Green)
- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 50 km/h (Dark Green)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)
- Community Board Ward Boundaries (Black)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

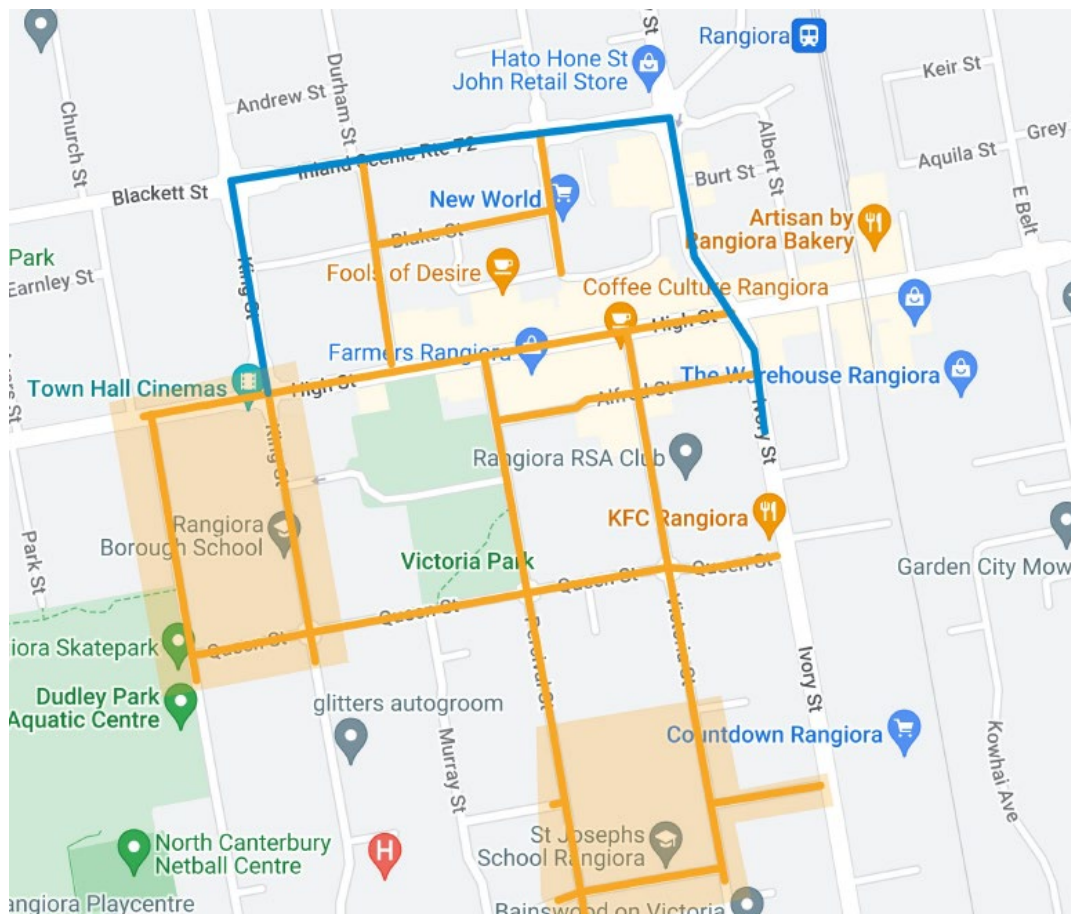


Figure 2. Rangiora town centre (Table 4).

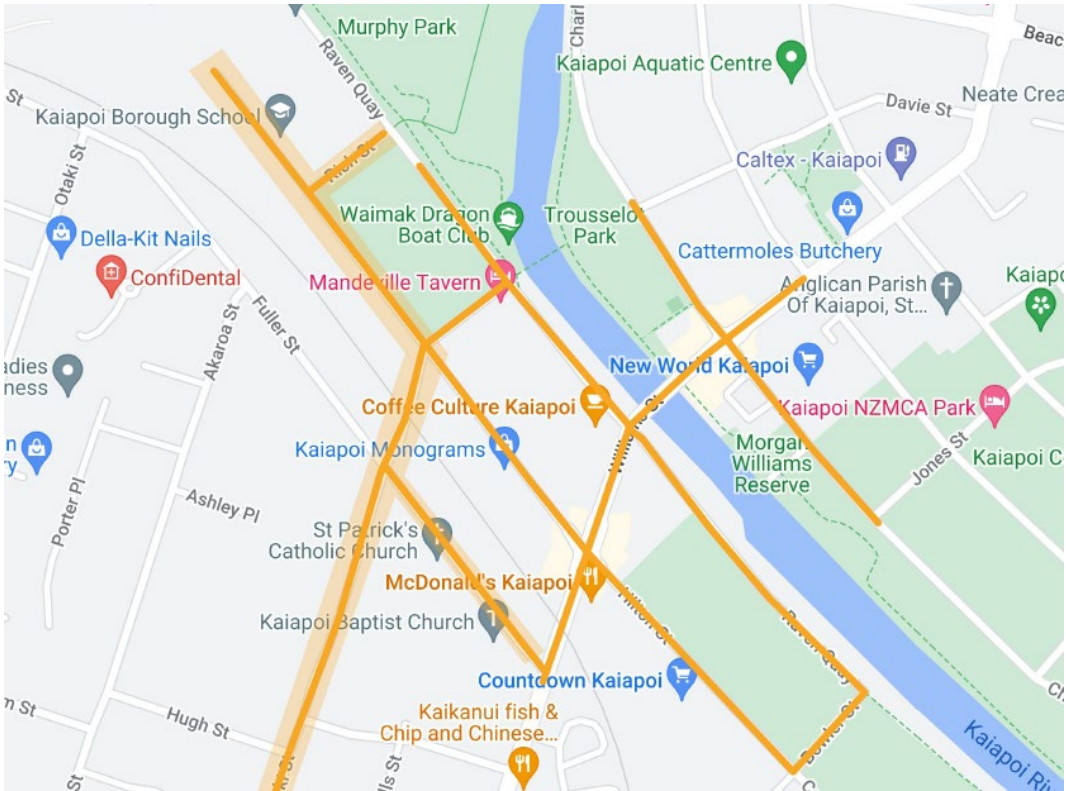


Figure 3. Kaiapoi town centre (Table 5).

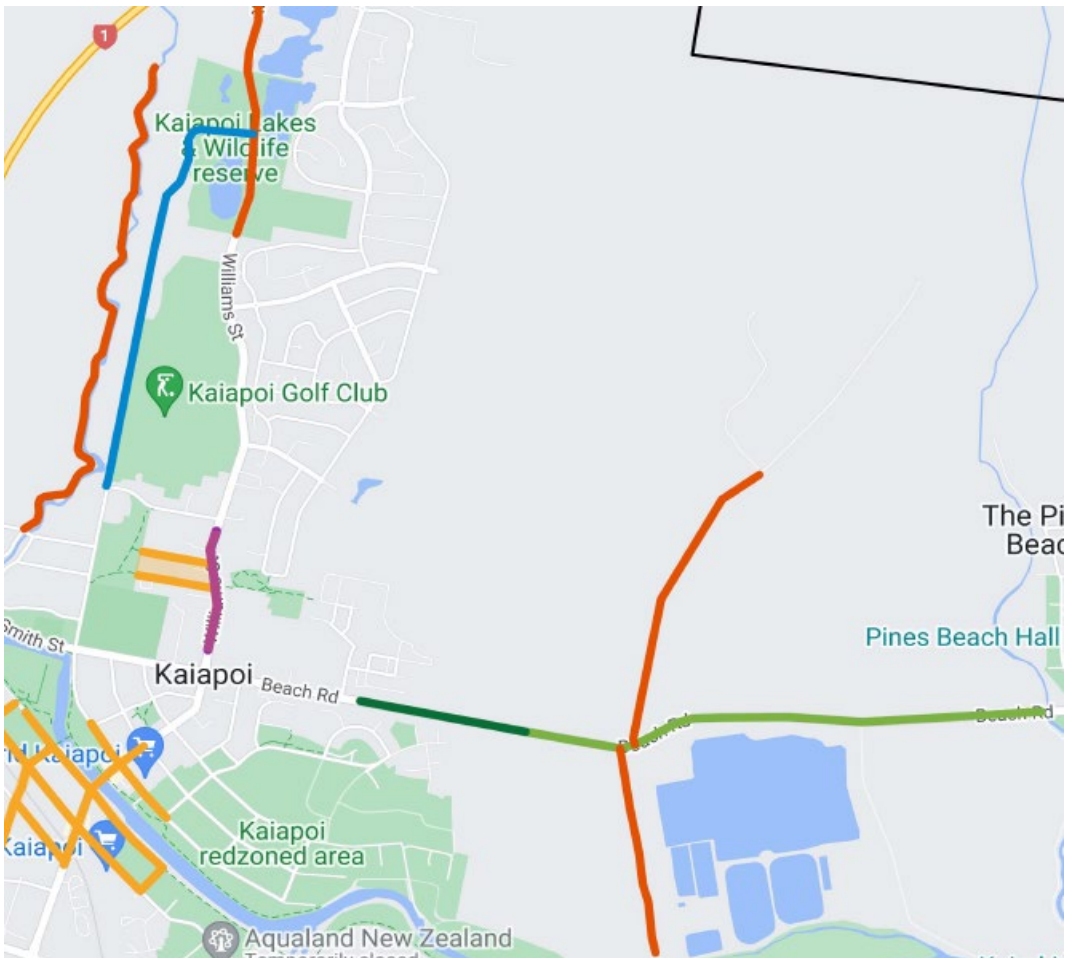


Figure 4. Other urban and rural areas in Kaiapoi, including Kaiapoi North School (Table 6, Table 26, and Table 28).

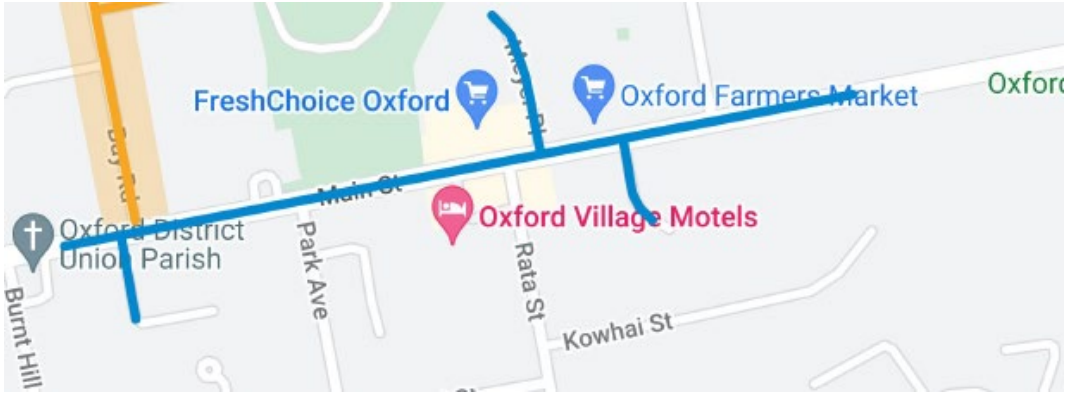


Figure 5. Oxford town centre (Table 7).



Figure 6. Sefton Township, including Sefton School (Table 8 and Table 29).



Figure 7. Ashley Township (Table 9).

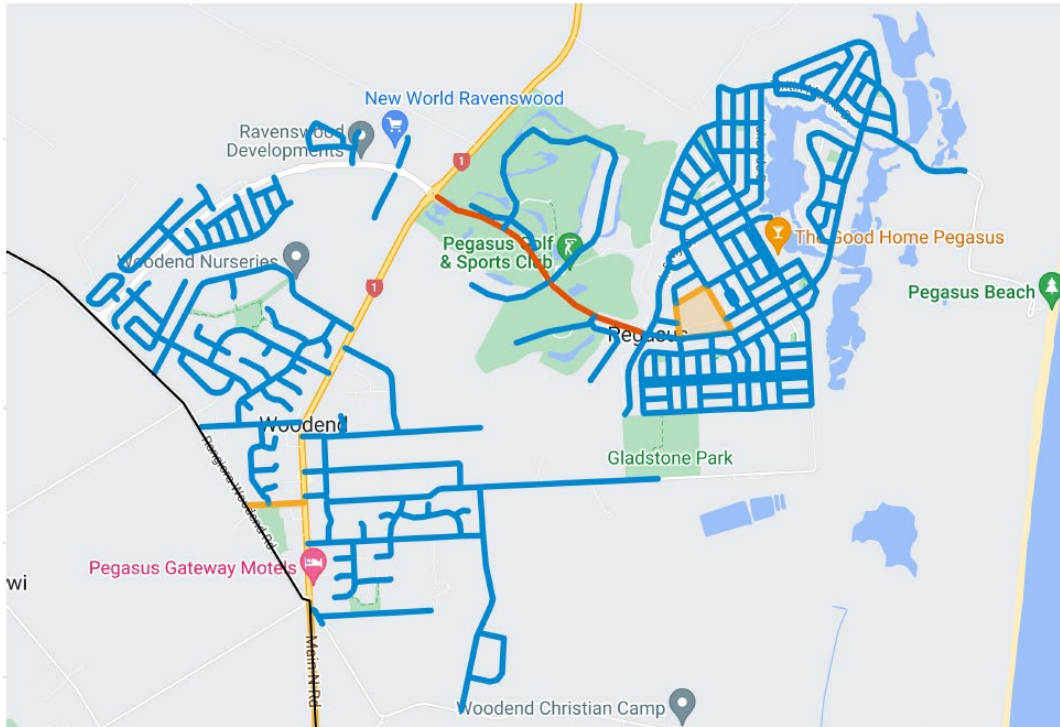


Figure 8. Pegasus, Woodend, and Ravenswood urban areas, including schools (Table 10, Table 11, and Table 28).

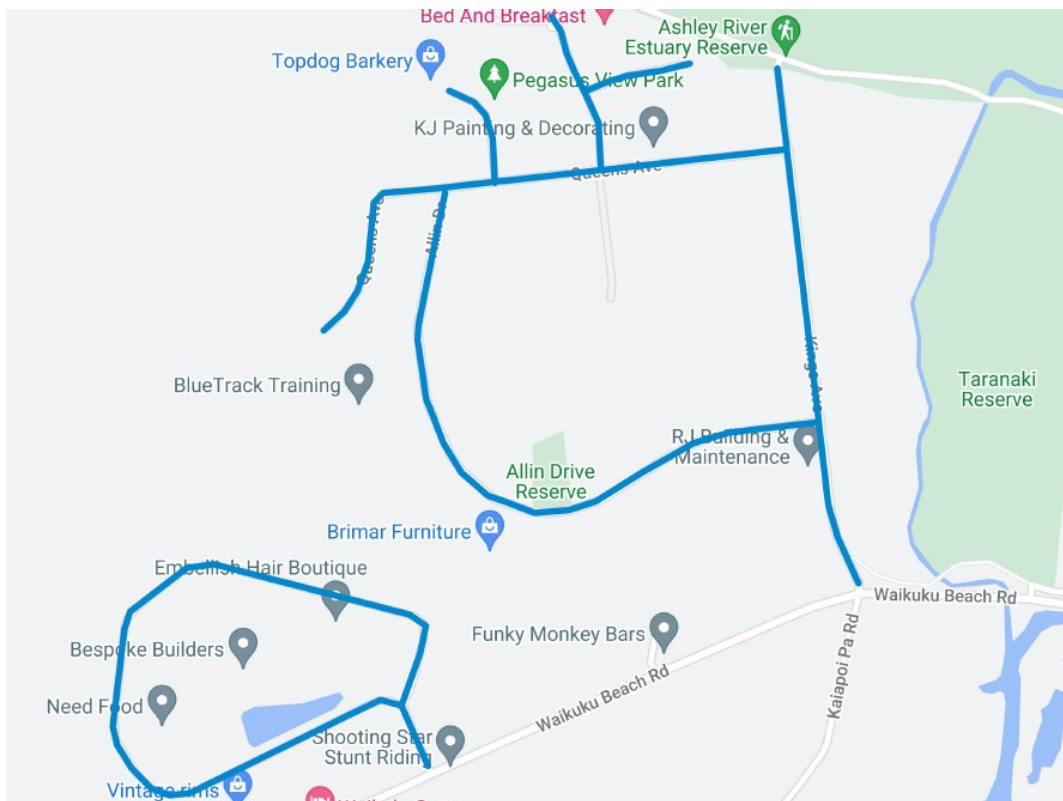


Figure 9. Waikuku Beach peri-urban area (Table 12).

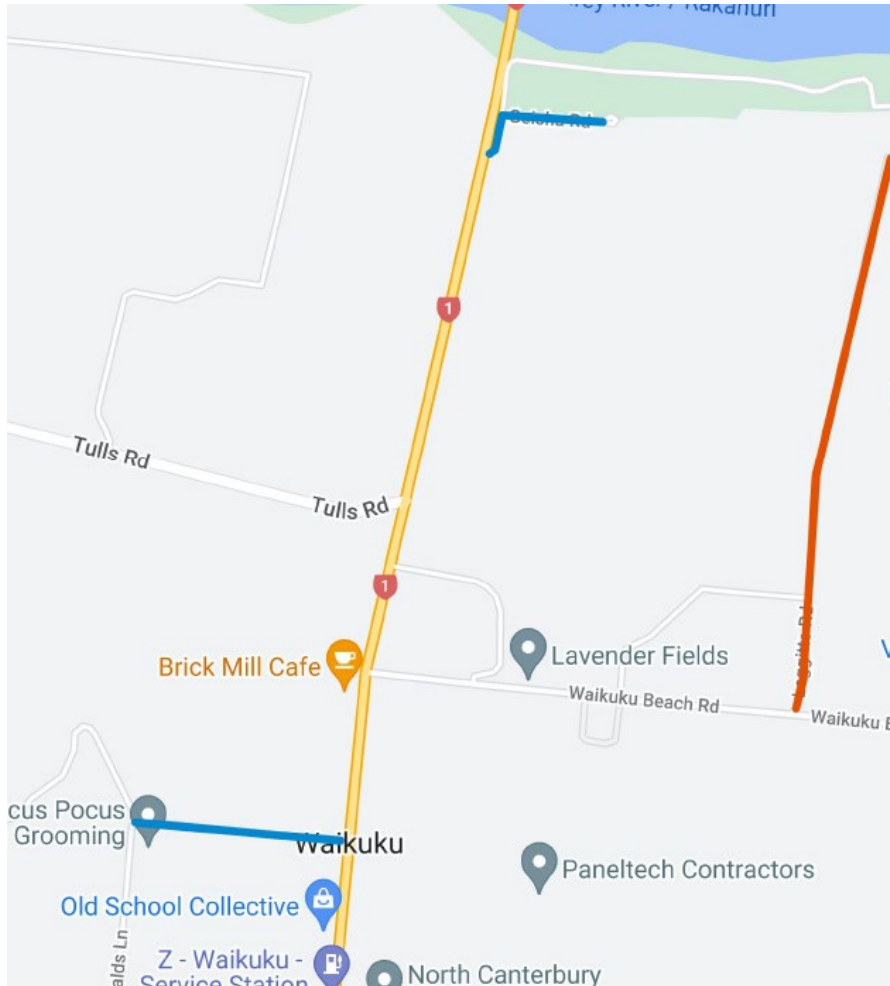


Figure 10. Waikuku peri-urban area (Table 13).

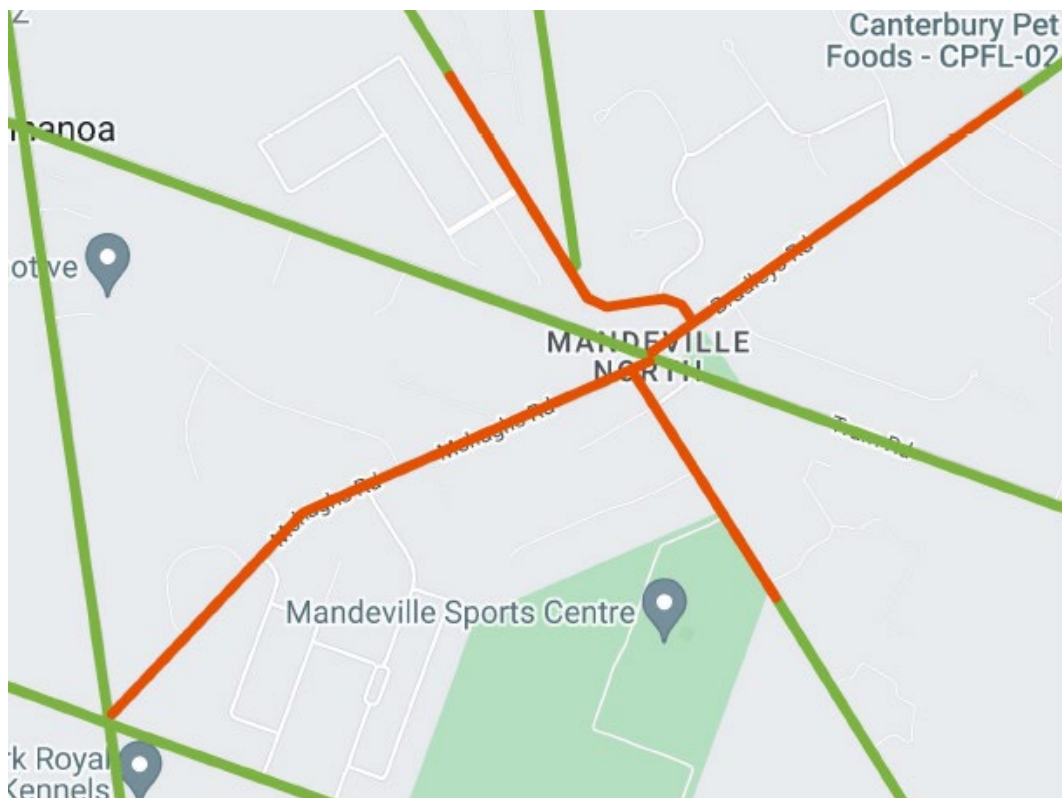


Figure 11. Mandeville peri-urban area (Table 14).

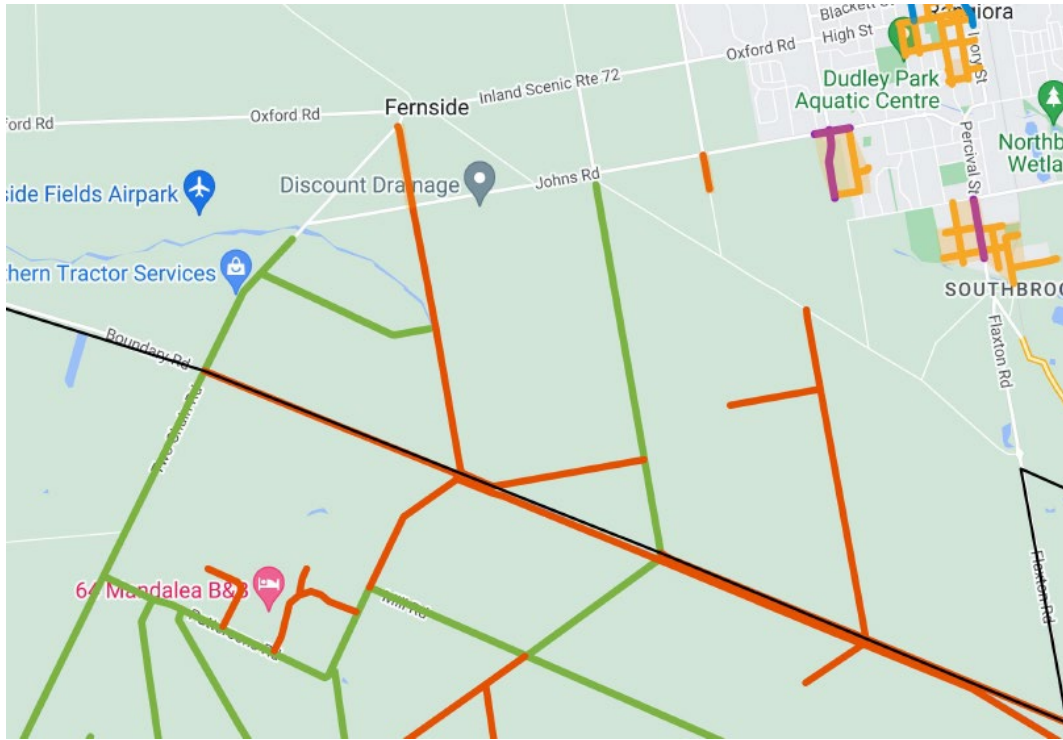


Figure 12. Rangiora/Fernside area, including Fernside School area (Table 15 and Table 30).

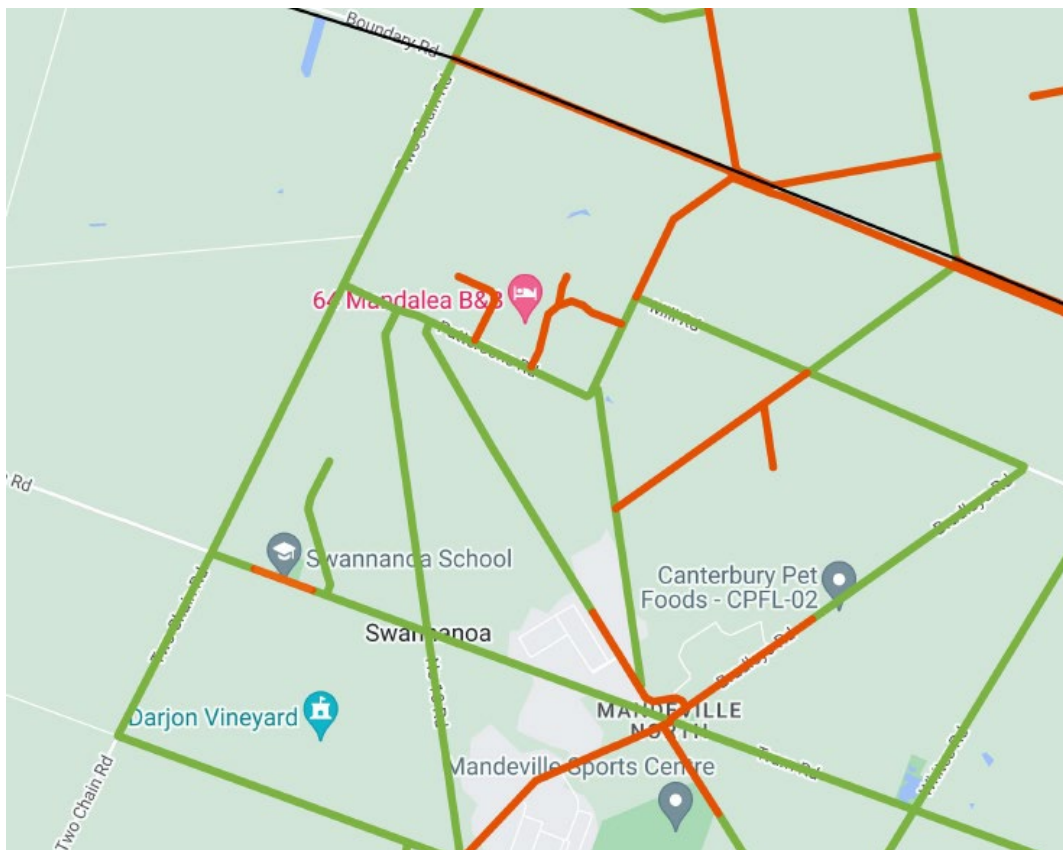


Figure 13. North of Tram Road/Mandeville area, including Swannanoa School (Table 16 and Table 30).



Figure 14. North of Tram Road/Ohoka area, including Ohoka School (Table 17 and Table 29).

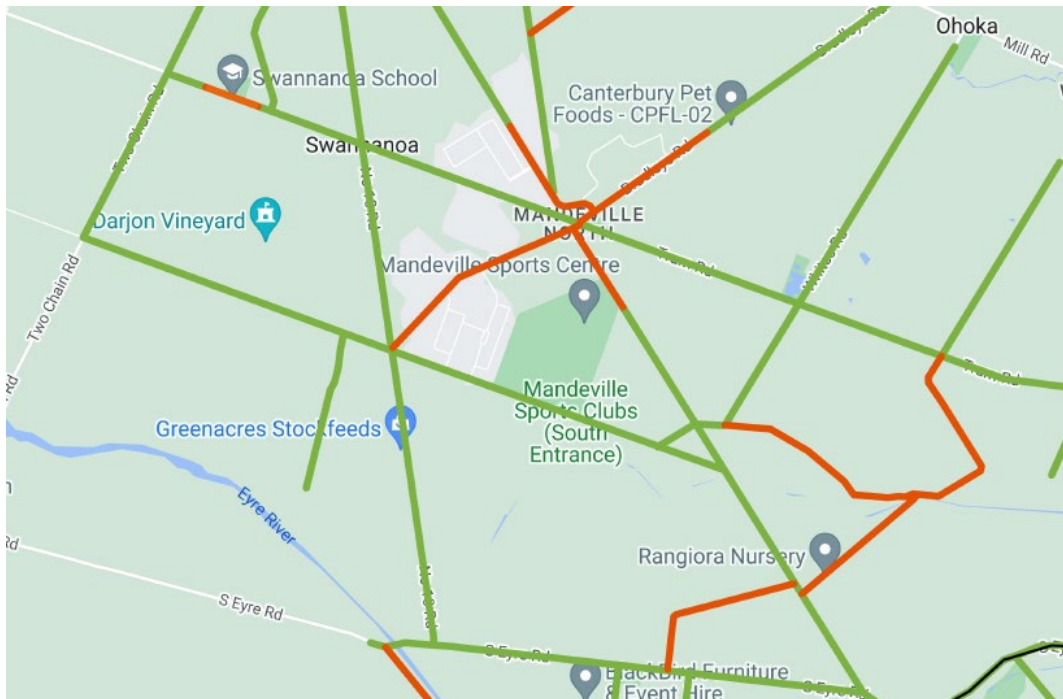


Figure 15. South of Tram Road/Mandeville area (Table 18).

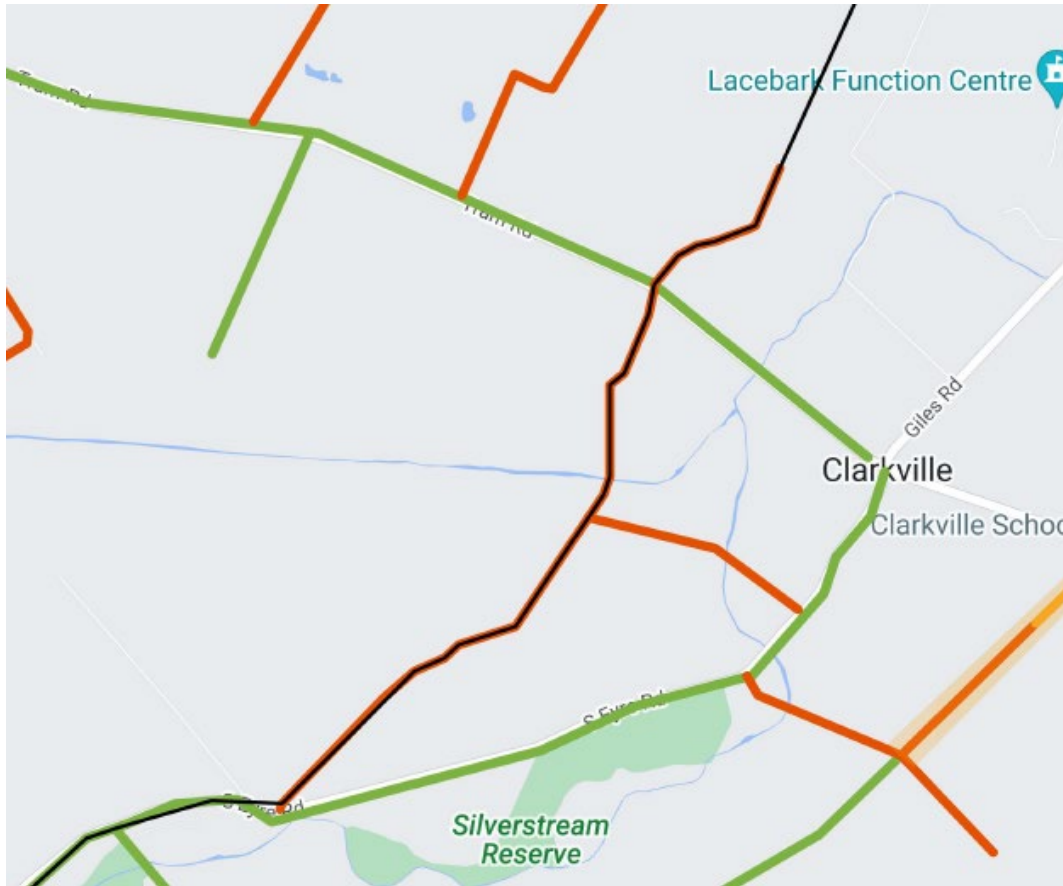


Figure 16. South of Tram Road area (Table 19).



Figure 17. South of South Eyre Road area, including Clarkville School (Table 20, Table 21, and Table 29).

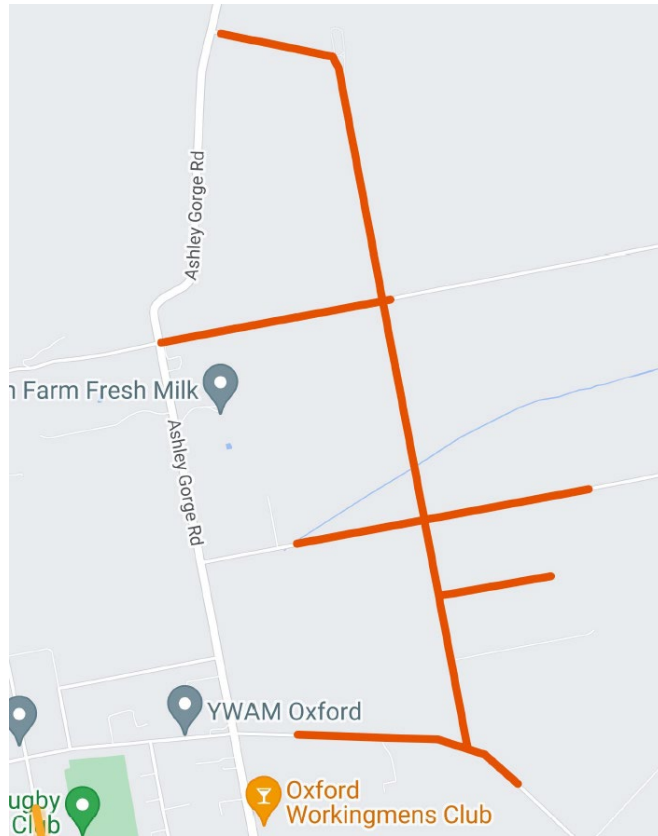


Figure 18. Oxford rural area (Table 22).

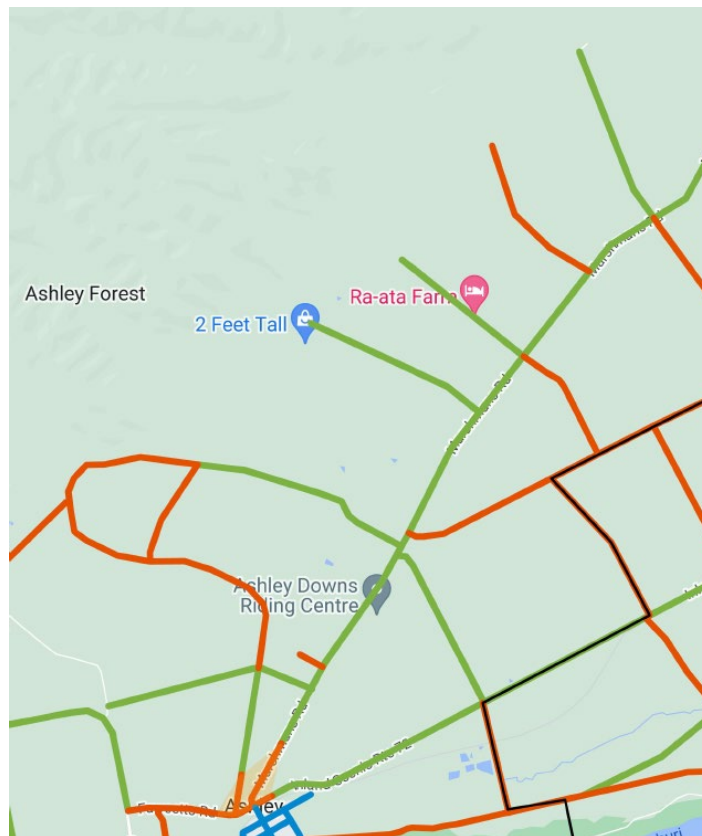


Figure 19. Northwest of Marshmans Road area, including Ashley School (Table 23 and Table 30).

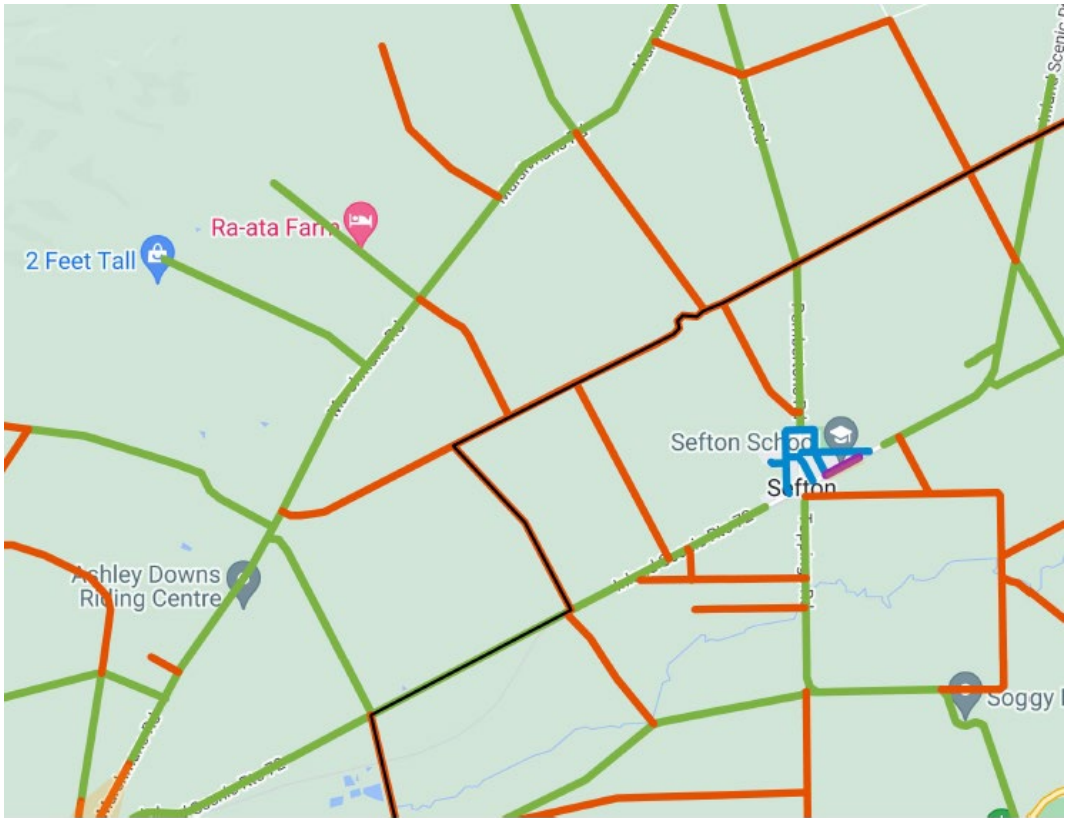


Figure 20. North of Upper Sefton Road area (Table 24).

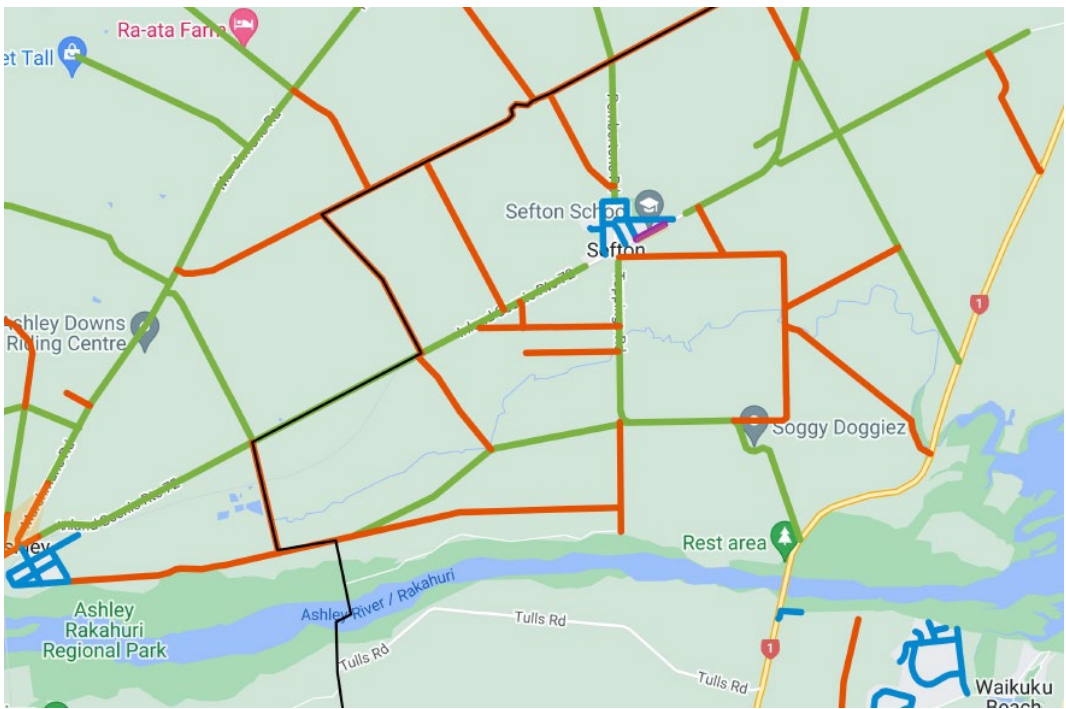


Figure 21. South of Upper Sefton Road area (Table 25).

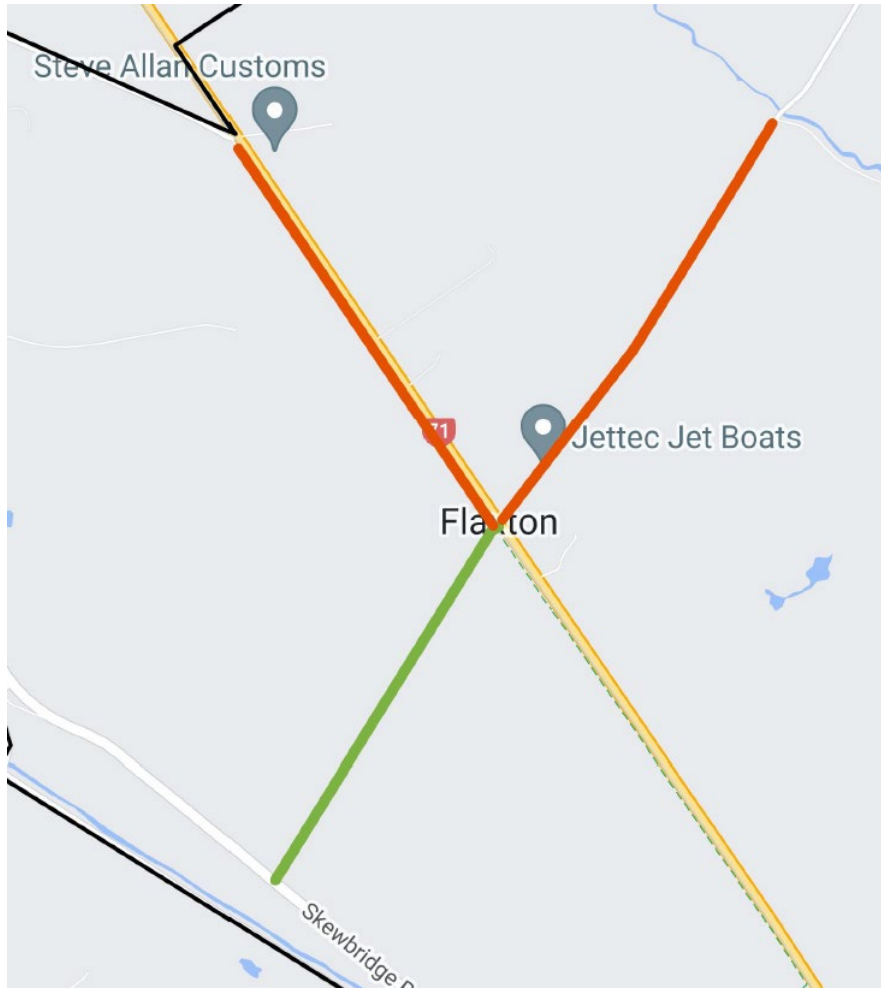


Figure 22. Flaxton rural area (Table 26).

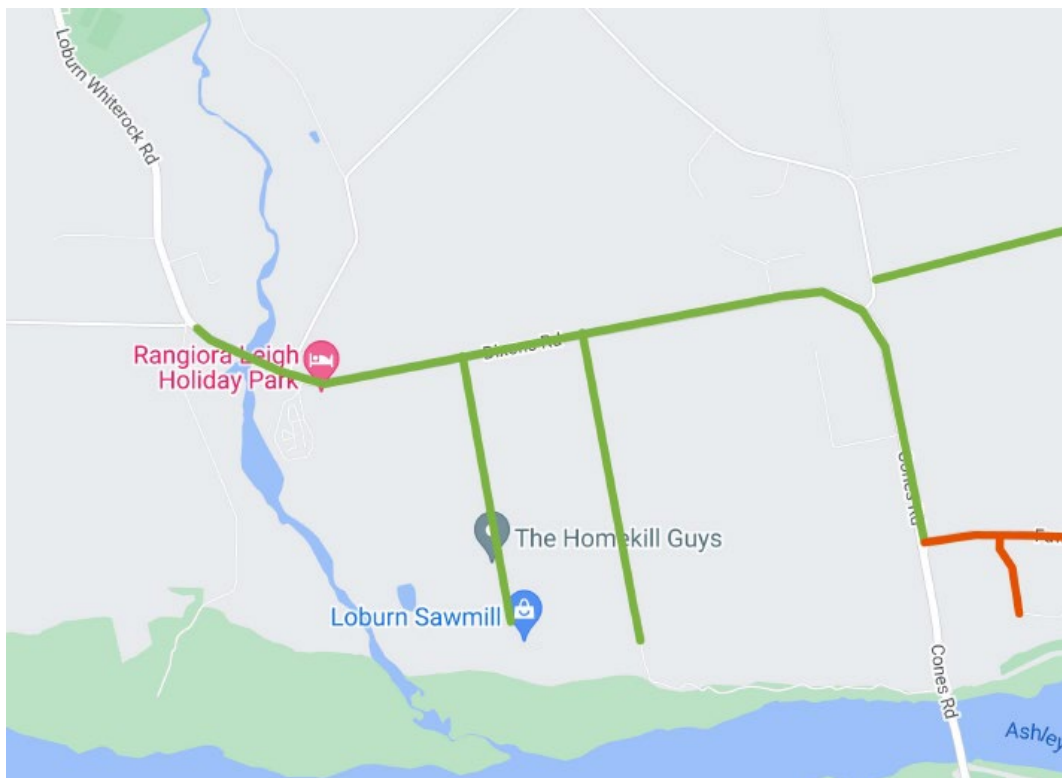


Figure 23. Loburn rural area (Table 26).

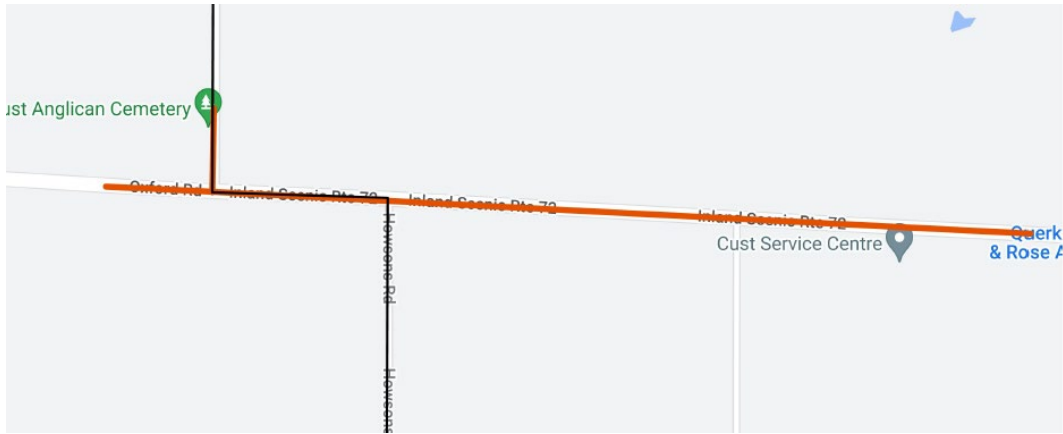


Figure 24. Cust peri-urban area (Table 28).

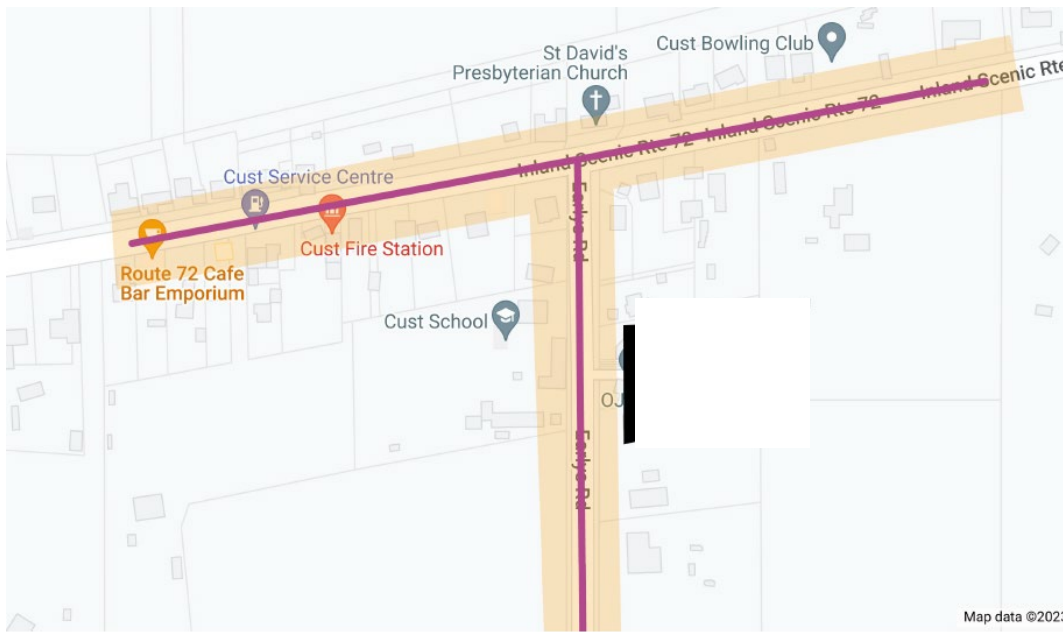


Figure 25. Cust School area (Table 28).

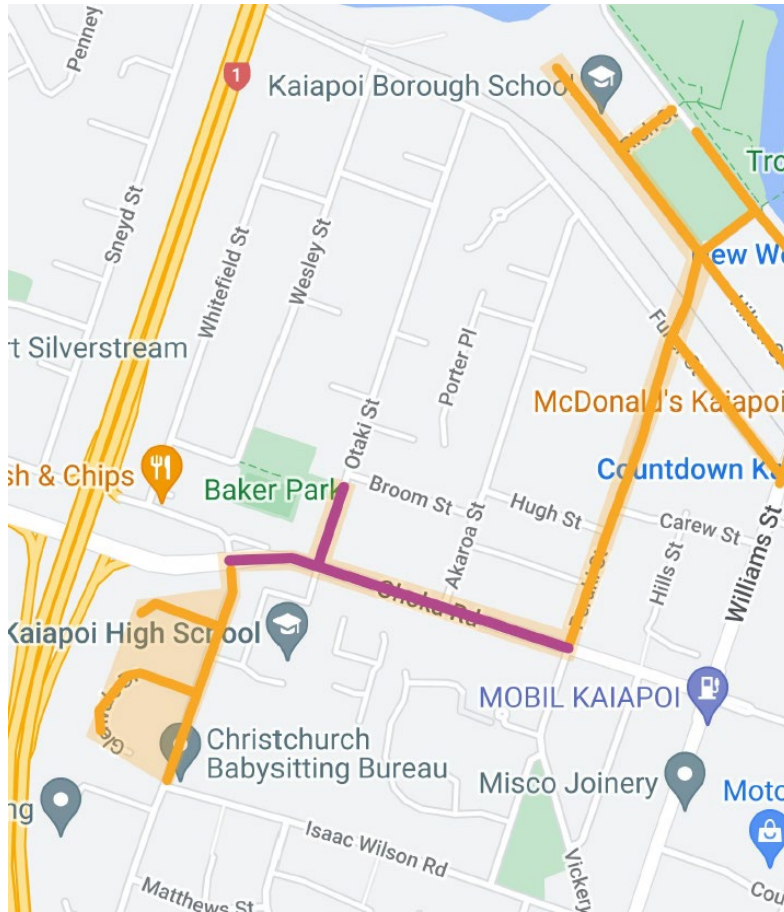


Figure 26. Kaiapoi school areas (Table 28).

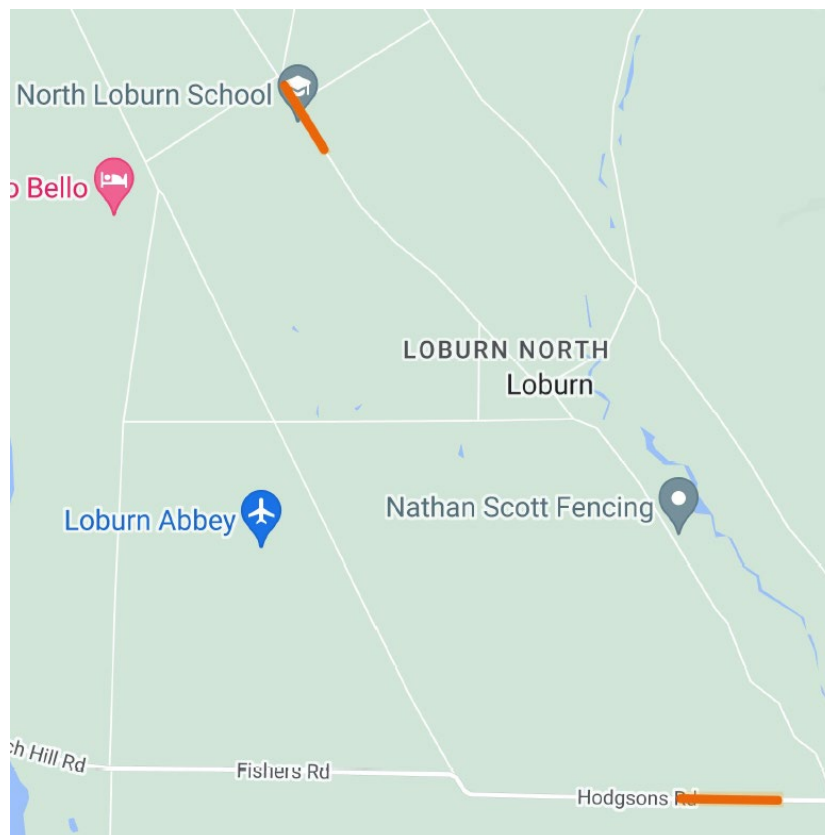


Figure 27. Loburn school areas (Table 30).

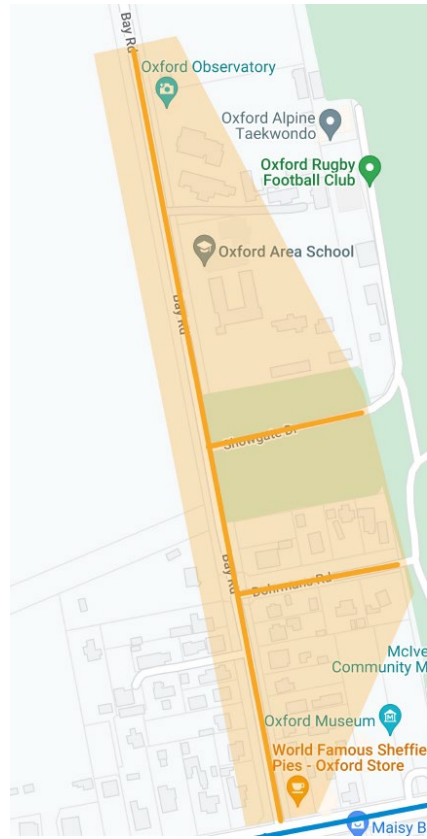


Figure 28. Oxford Area School zone (Table 28).

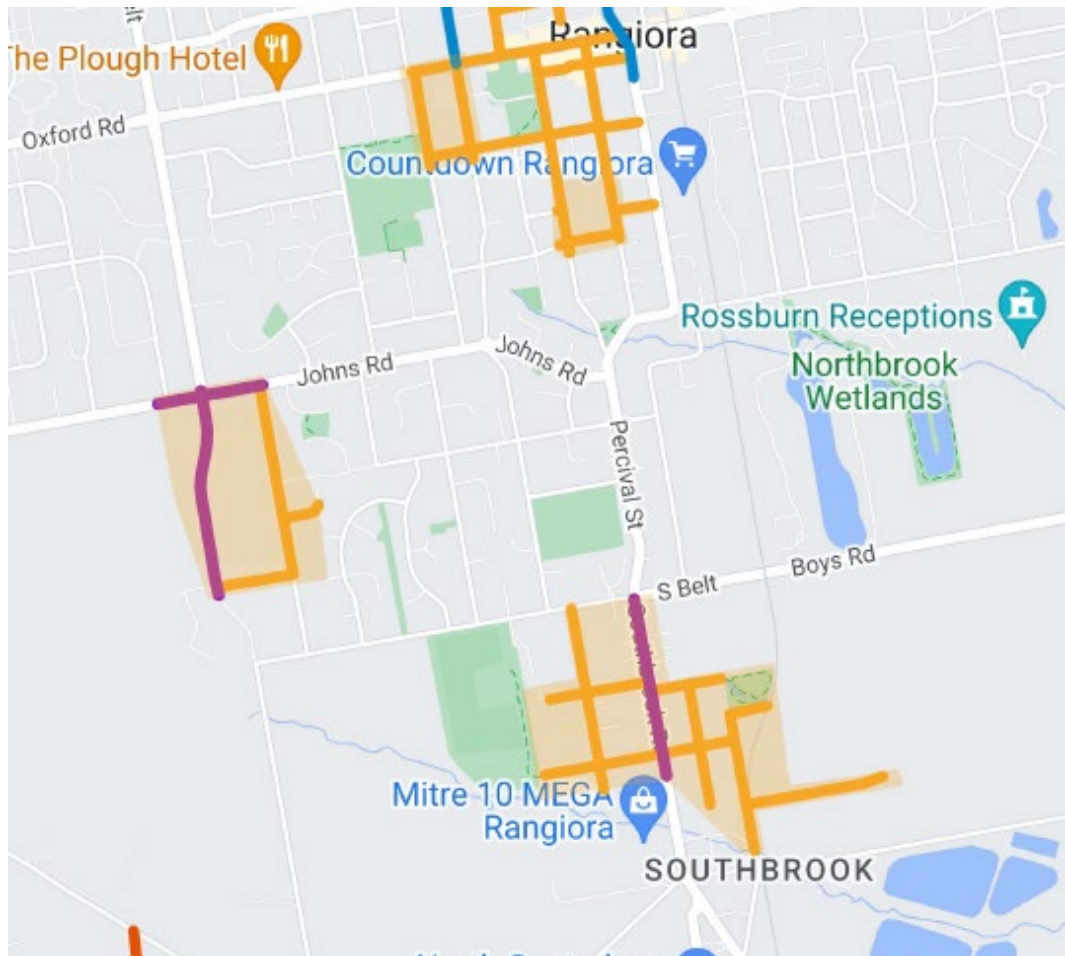


Figure 29. Rangiora south school areas (Table 28).

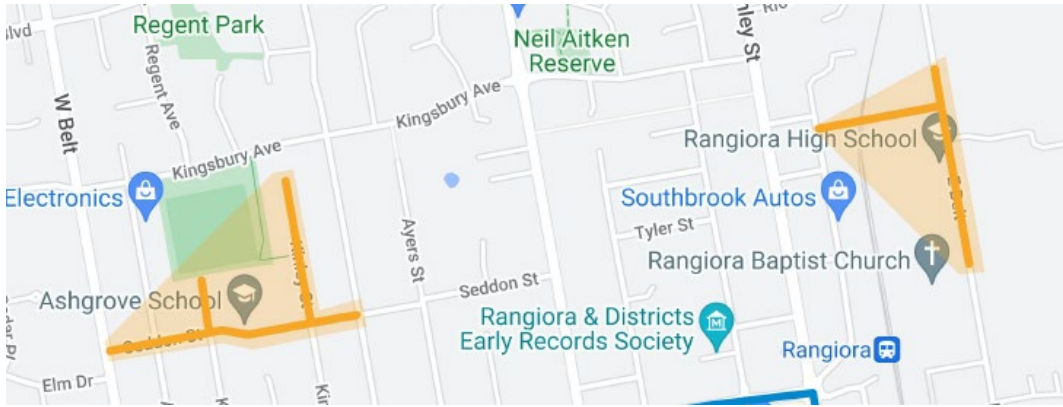


Figure 30. Rangiora north school areas (Table 28).

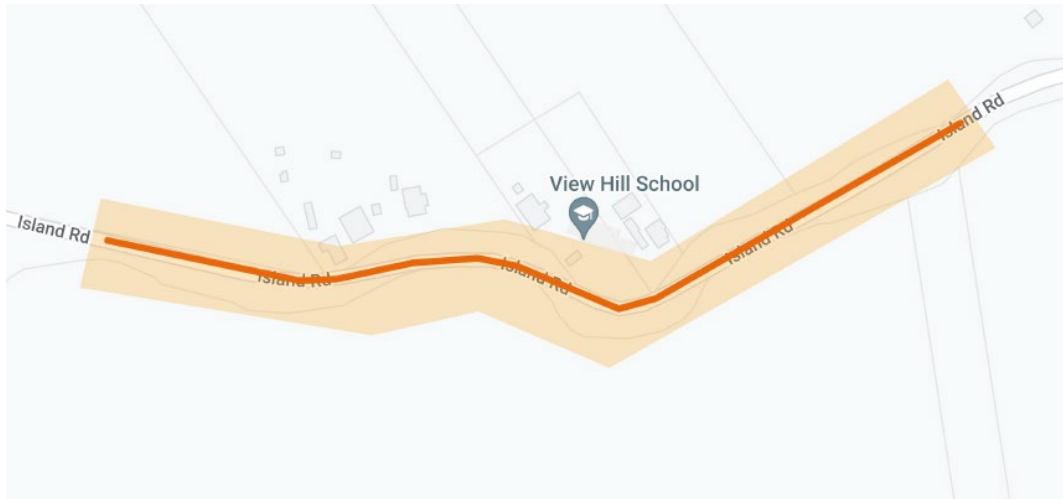


Figure 31. View Hill School zone (Table 30).

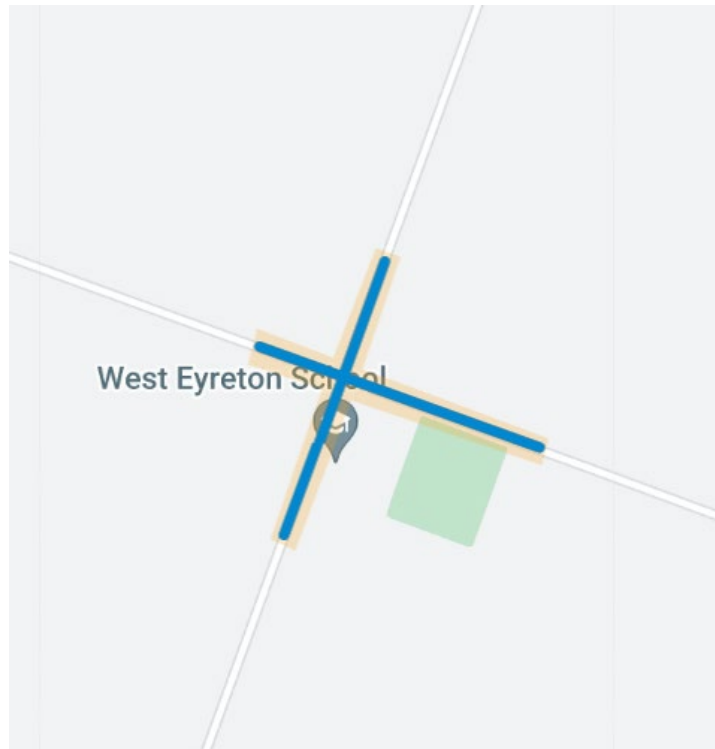


Figure 32. West Eyreton School zone (Table 30).



Figure 33. Tuahiwi School zone (Table 28).

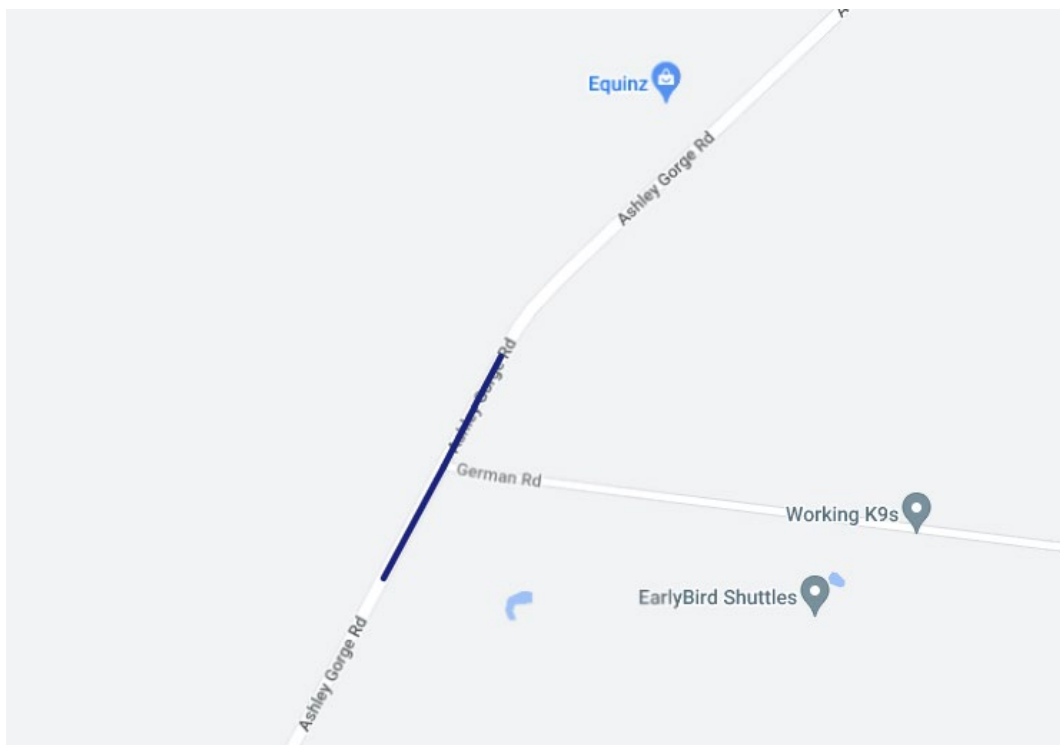


Figure 34. Ashley Gorge Road and German Road Intersection Speed Zone (Table 27).

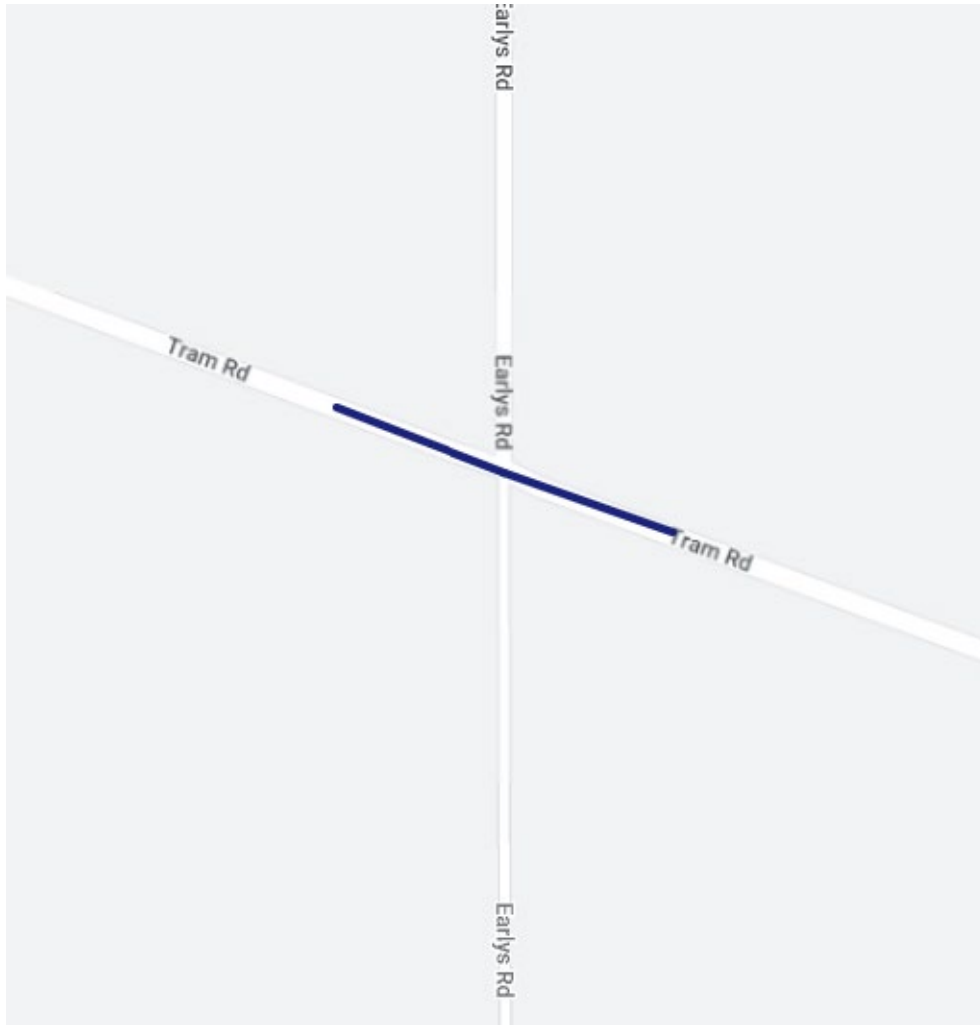


Figure 37. Tram Road and Earlys Road Intersection Speed Zone (Table 27).

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 12 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers all schools.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas, the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi / Woodend / Pegasus / Ravenswood urban areas, and Waikuku peri-urban areas.
- A second iteration of the SMP (2027-2030) is proposed to include the south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville – from Two Chain Road to the east), high-risk rural intersections, Kaiapoi / Woodend / Pegasus / Rangiora / Ravenswood urban areas, and Waikuku peri-urban areas.
- A third iteration (2030-2033) is proposed to cover the Oxford urban area, and all remaining rural areas to the west, north and south of the district, north-eastern portion of the district (i.e., Ashley/Sefton – from Mowatts Road/Wallers Road to the east).

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

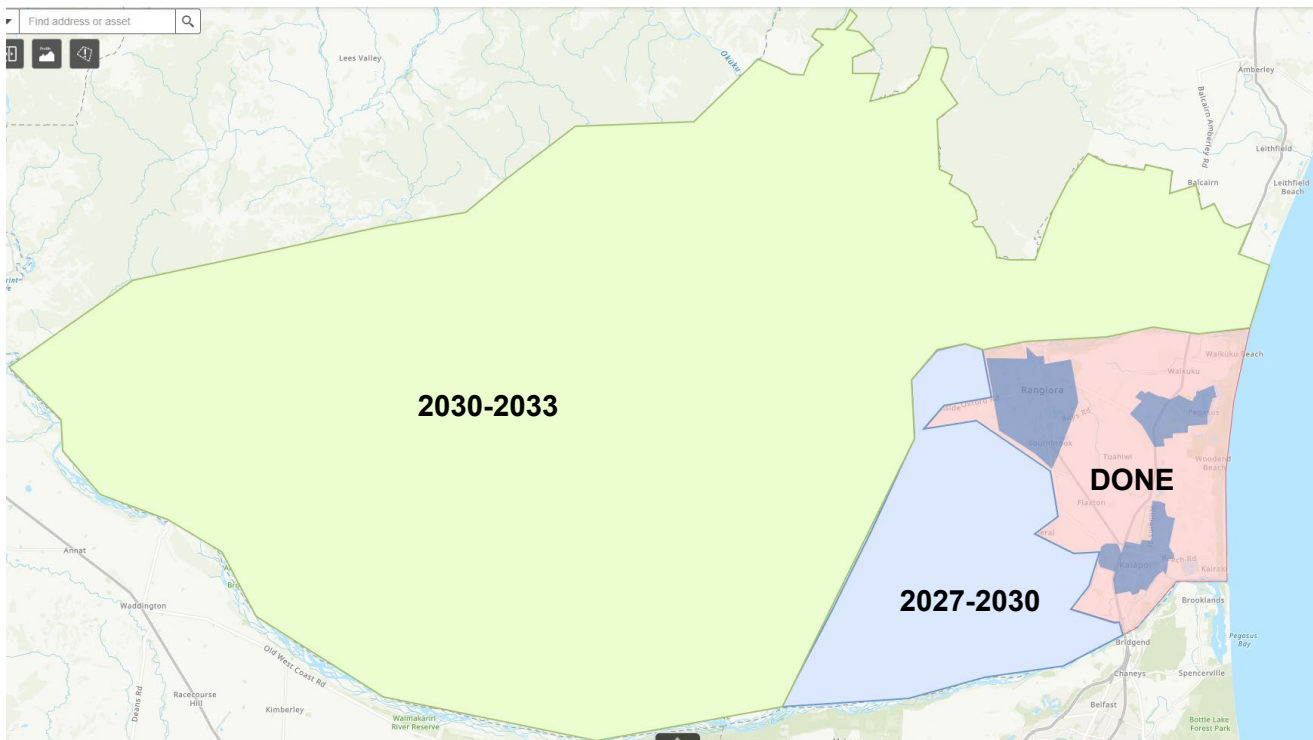


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are

made by area. The relevant road types and proposed speed limits are as shown in Table 2, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed roads

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable (noting that each Council is working to its own timeframe). Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in Table 4. Table 5 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally, Table 6 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
 - Ashley Rakahuri School,
 - Clarkville School,
 - Kaiapoi High School,
 - Rangiora Borough School,
 - Rangiora High School,
 - Rangiora New Life School,
 - Sefton School,
 - Southbrook School,
 - St Joseph's School (Rangiora),
 - St Patrick's School (Kaiapoi),
 - Swannanoa School,
 - Te Matauru School.
- 2024-2027:

- Ashgrove School,
- Cust School,
- Fernside School,
- Kaiapoi Borough School,
- Kaiapoi North School,
- Loburn School,
- North Loburn School,
- Ohoka School,
- OneSchool Global (Rangiora Campus),
- Oxford Area School,
- Pegasus Bay School,
- Tuahiwi School,
- View Hill School,
- West Eyreton School,
- Woodend School.

Table 4. Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 5. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Permanent
		60 km/h	Heywards Road (300 m south of Tram Road to north of Mabers Road)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable

Table 6. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 15. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 15. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

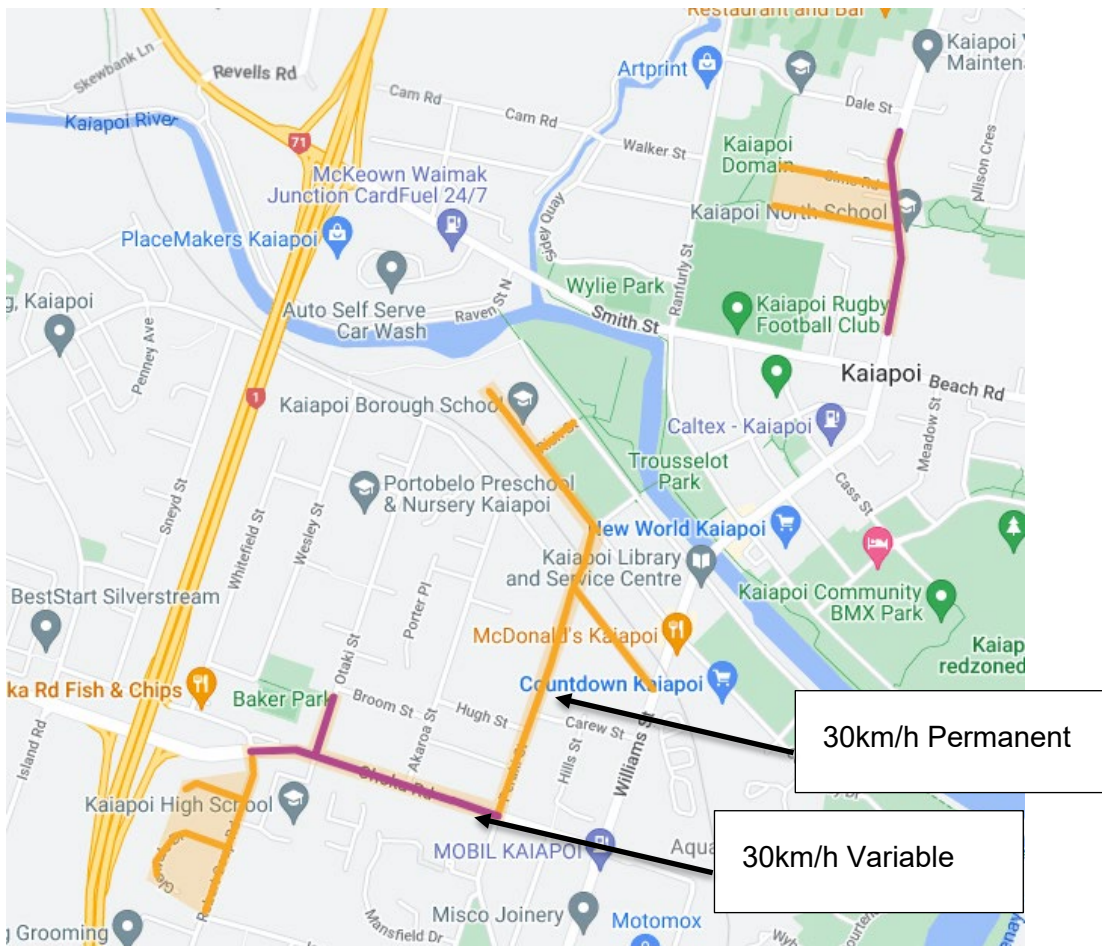


Figure 24. Kaiapoi schools (Table 4).

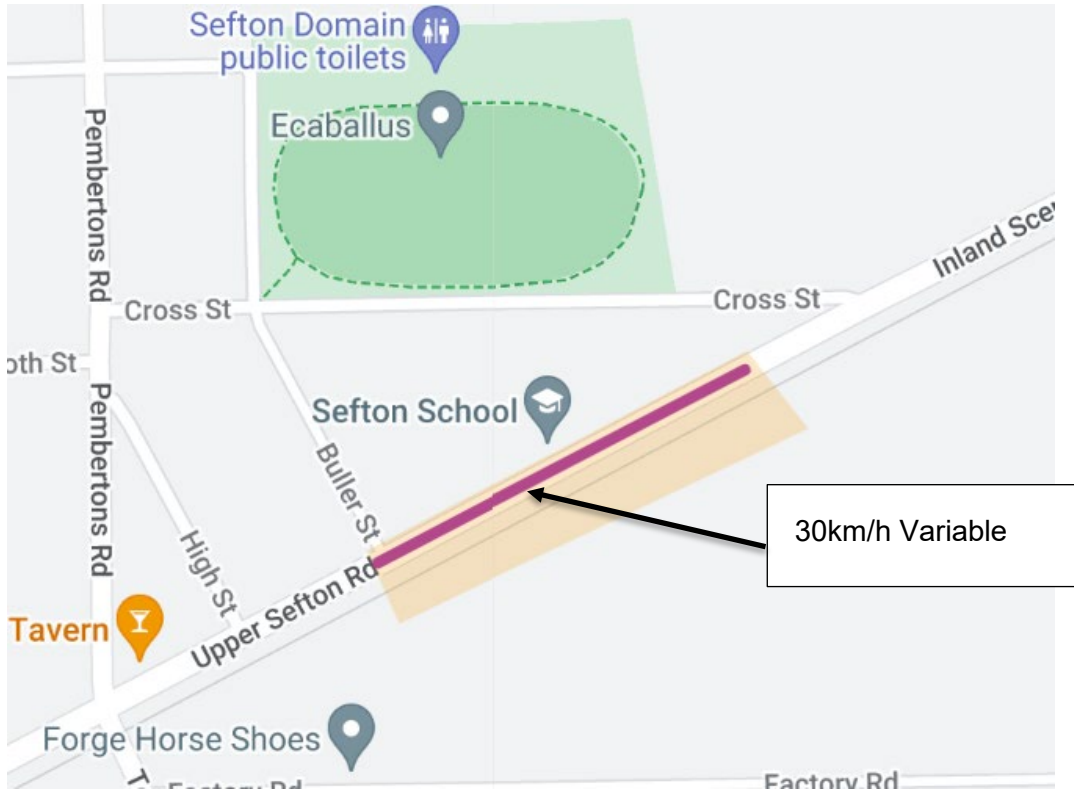


Figure 35. Sefton School (Table 5).

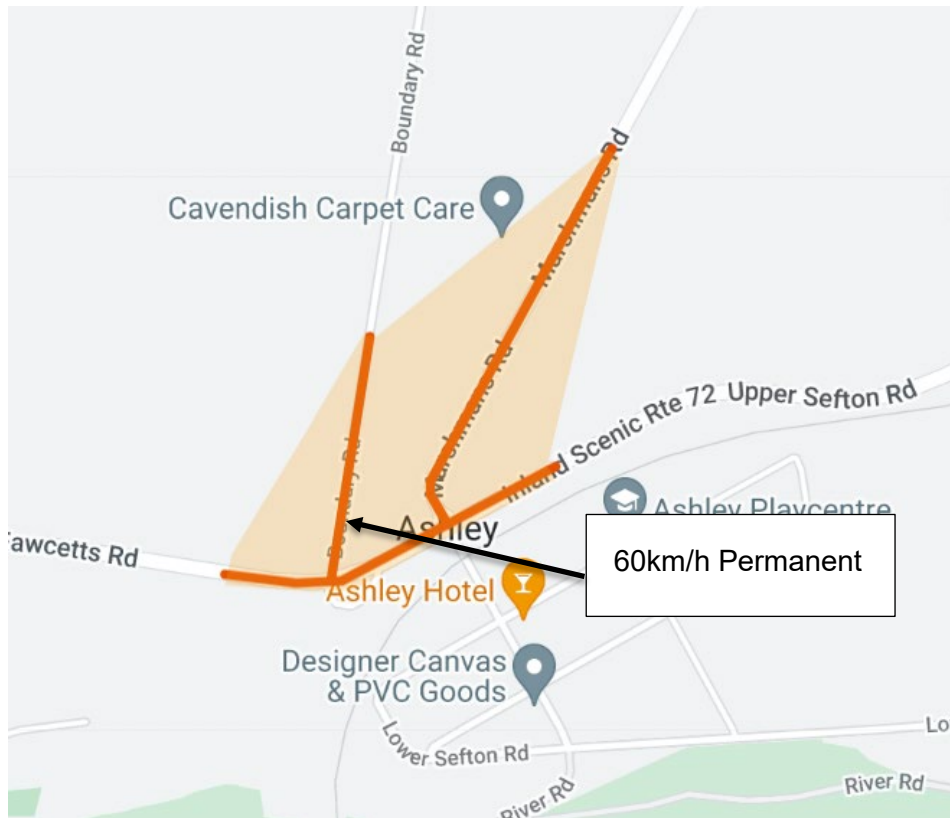


Figure 46. Ashley Rakahuri School (Table 6).

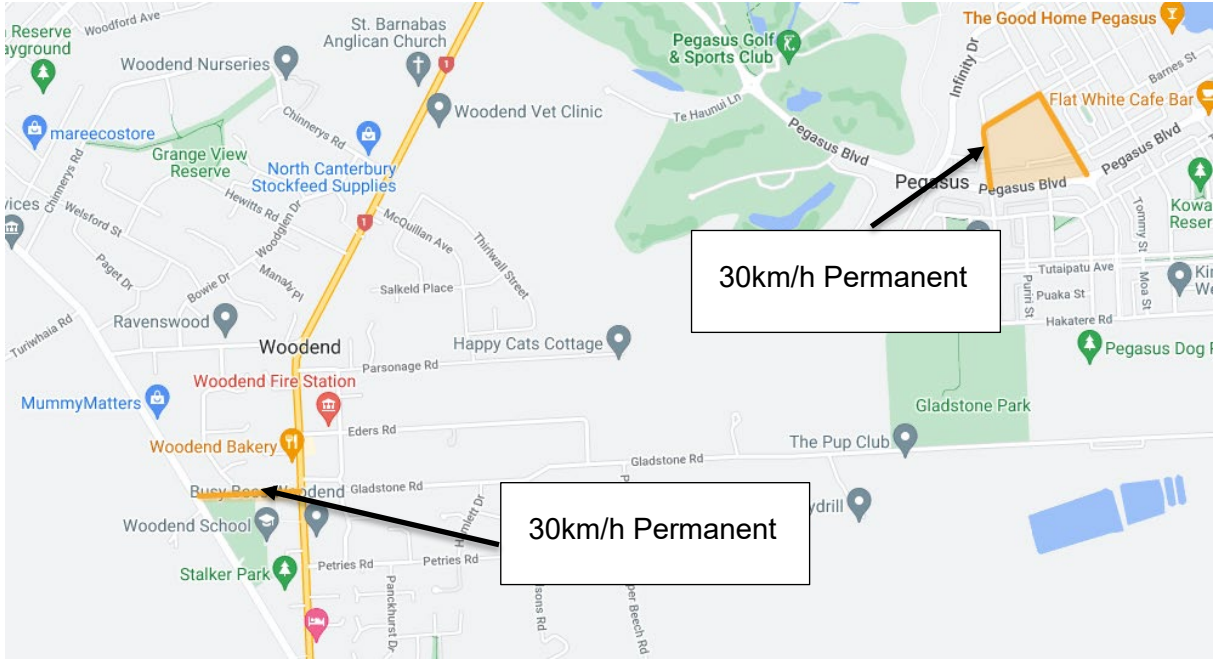


Figure 17. Woodend School and Pegasus Bay School (Table 4).

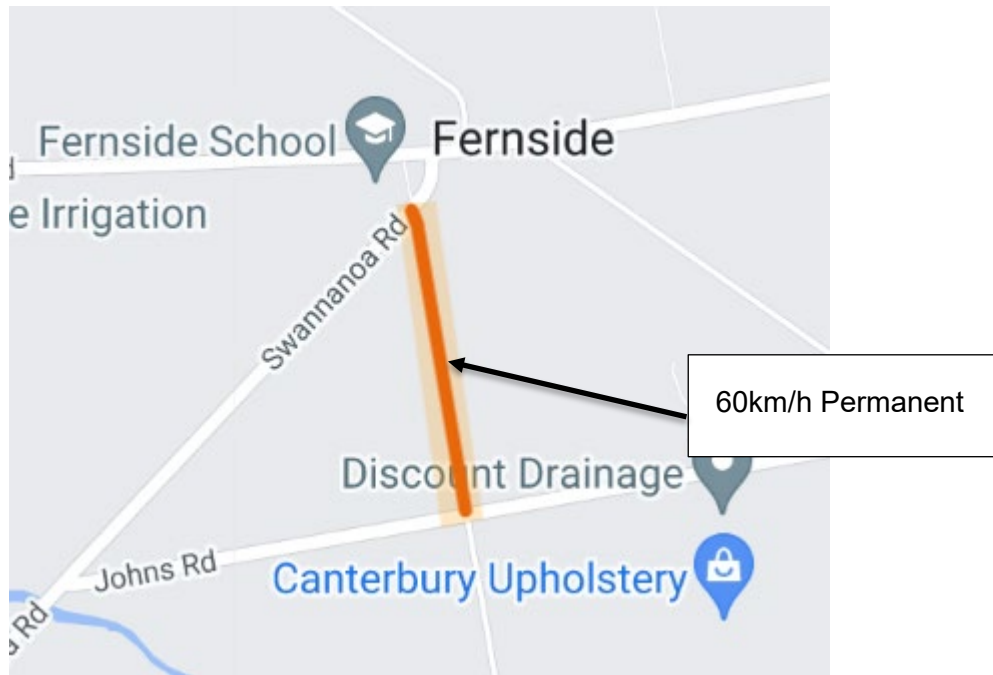


Figure 18. Fernside School (Table 6).



Figure 19. Ohoka School (Table 5).

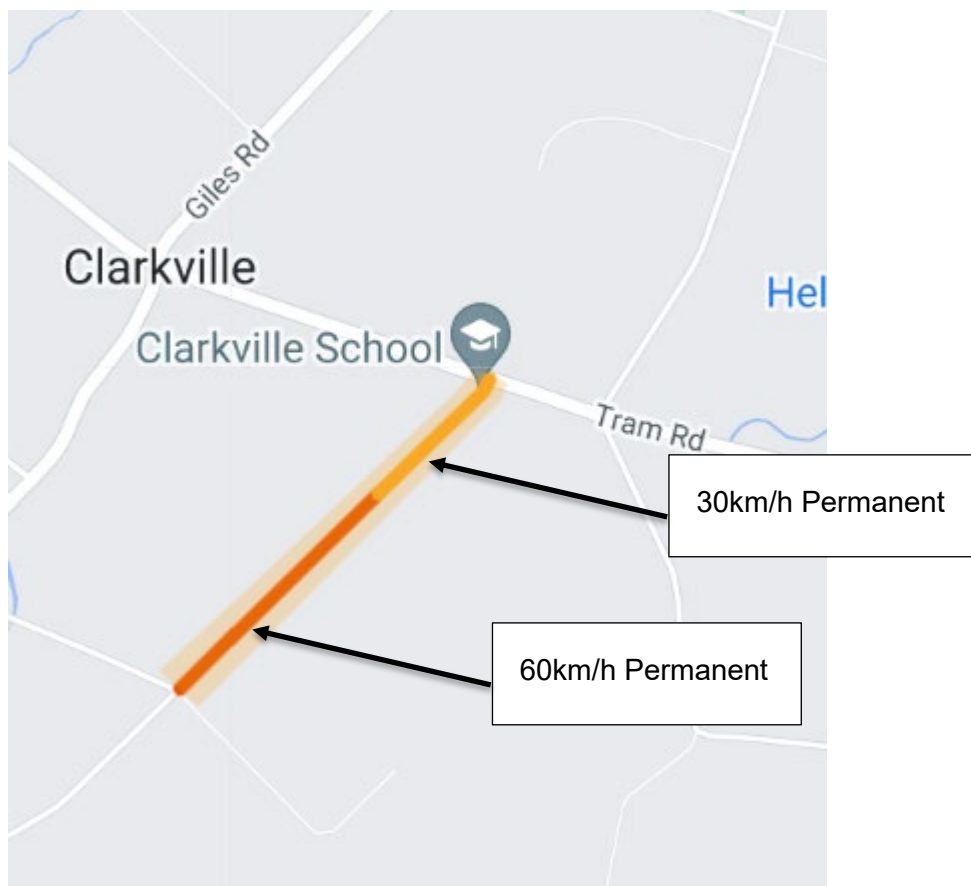


Figure 50. Clarkville School (Table 5).

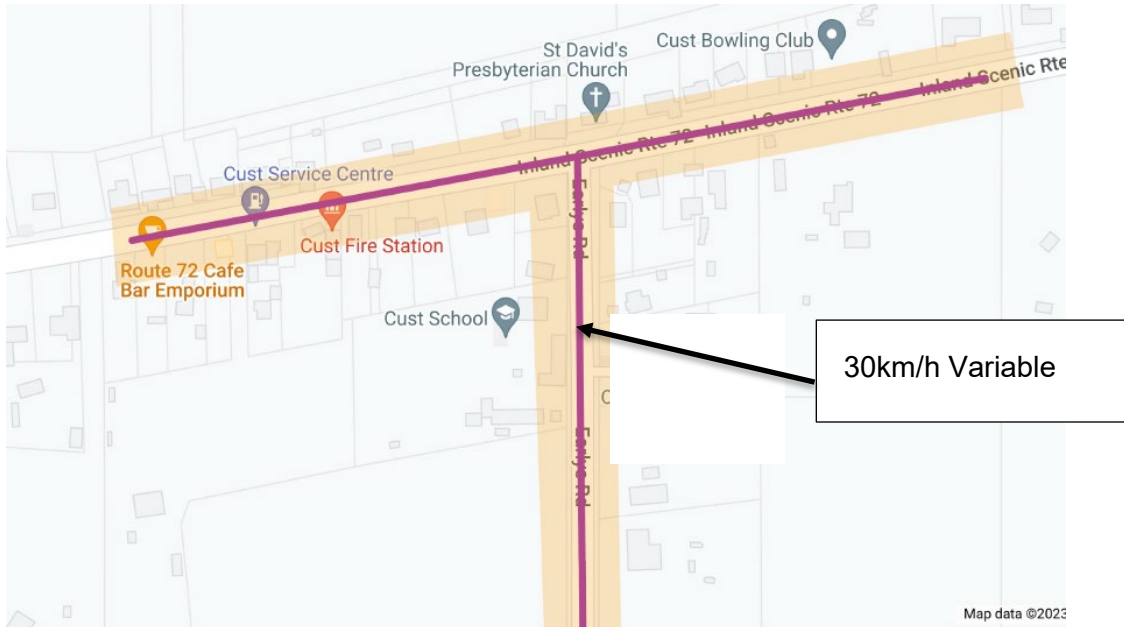


Figure 61. Cust School area (Table 4).

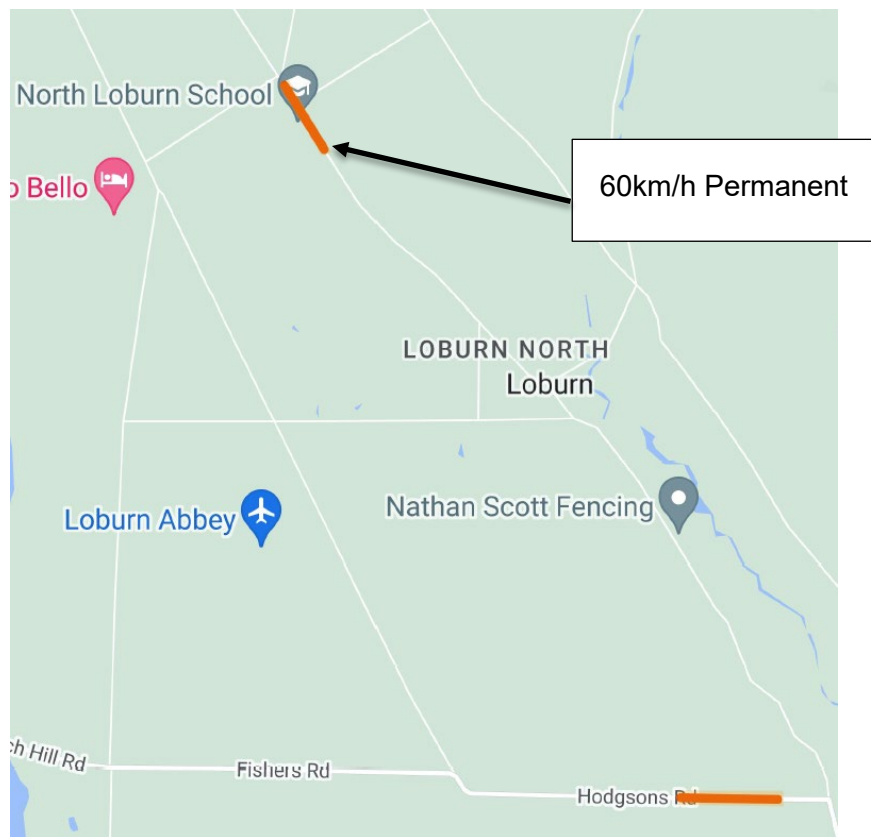


Figure 72. Loburn school areas (Table 6).

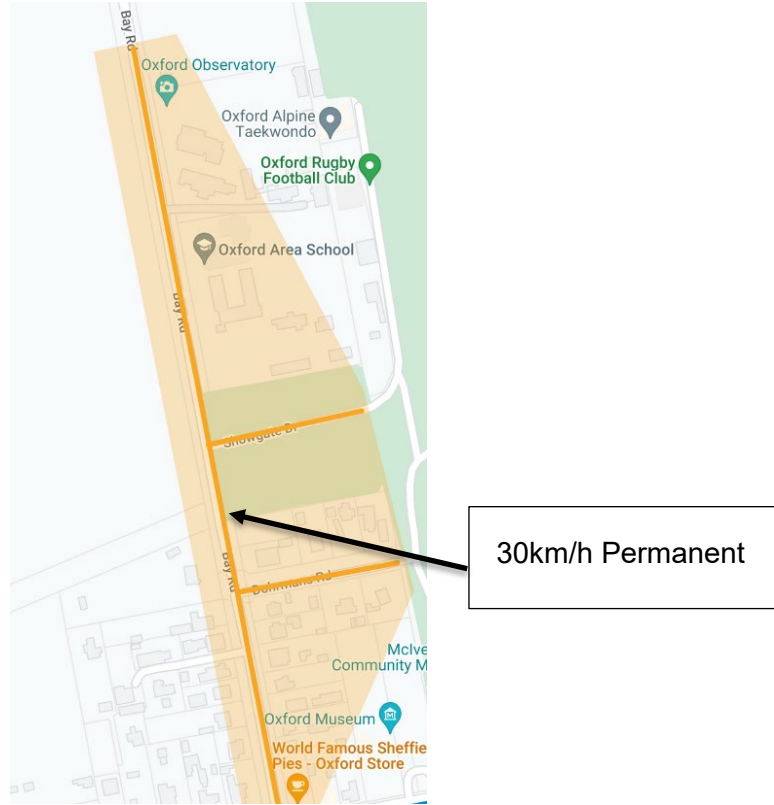


Figure 23. Oxford Area School zone (Table 4).

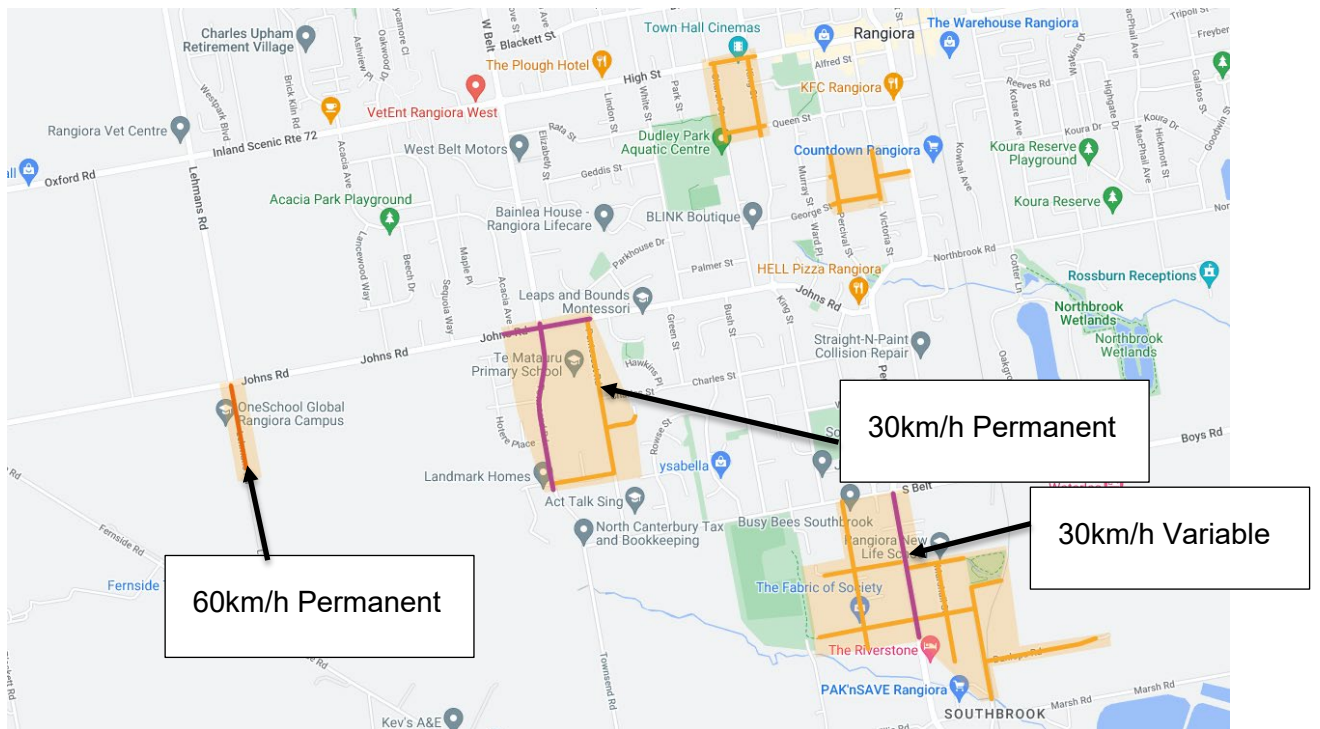


Figure 24. Rangiora south school areas (Table 4 and Table 6).

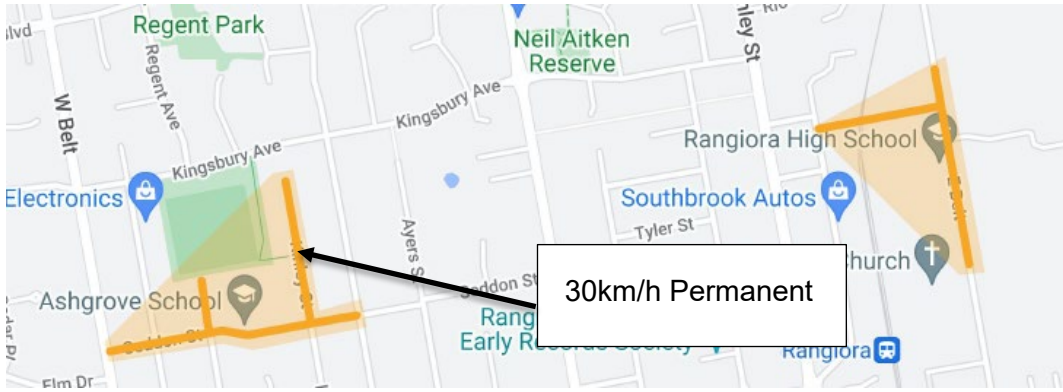


Figure 25. Rangiora north school areas (Table 4).



Figure 26. View Hill School zone (Table 6).

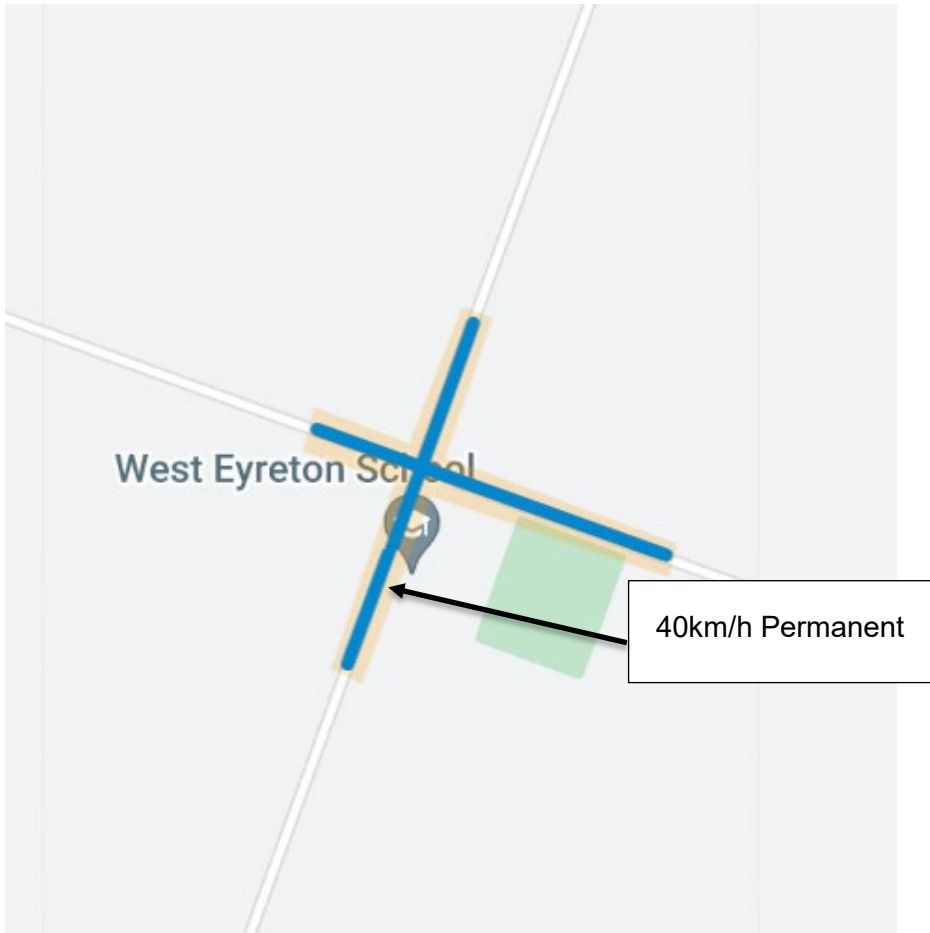


Figure 27. West Eyreton School zone (Table 6).

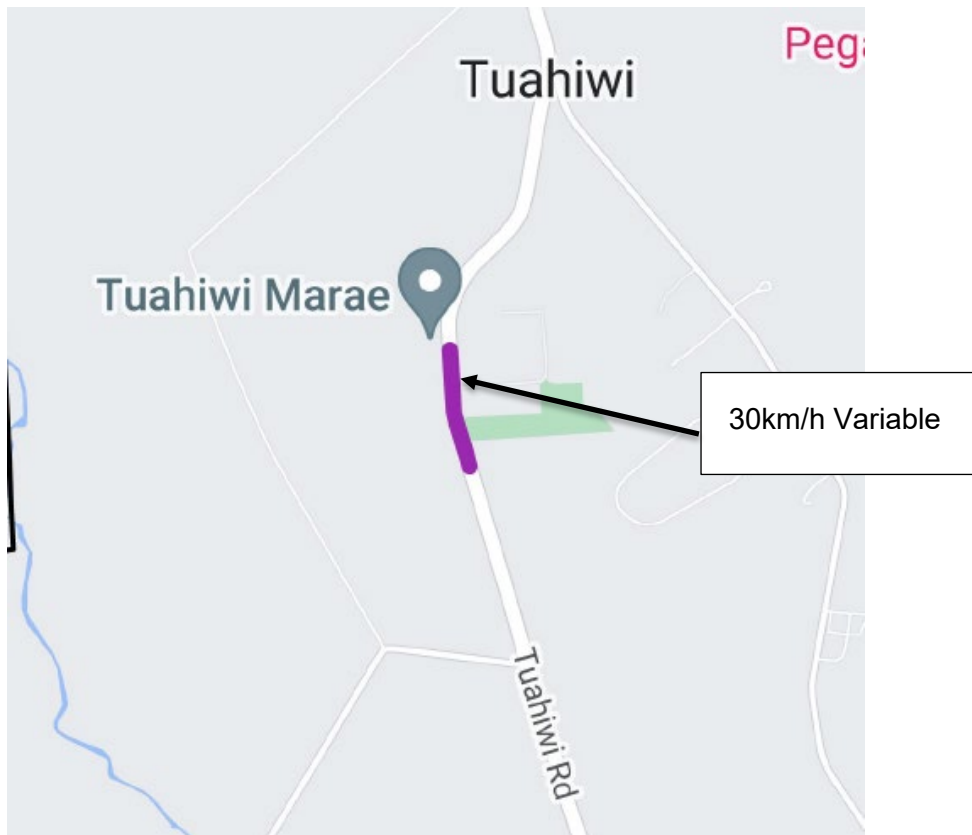


Figure 28. Tuahiwi School zone (Table 4).

Victoria Street, McJarrows Road and Powells Road Intersection - Oxford

487

1 February 2023

Road Safety Coordinator
Waimakariri District Council
215 High Street, Rangiora 7400
roading@wmk.govt.nz

We, the residents of McJarrows Road, Powells Road and Victoria Street, Oxford, have great concern regarding the lack of signage and current speed limits of the Victoria Street/McJarrows/Powells Road intersection.

Our key concerns are;

- People frequently drive through the intersection not realising there is a Give Way sign on Powells Road, therefore increasing the risk of an accident occurring.
- The speed at which traffic moves along Powells Road (north and south direction) and McJarrows Road/Victoria Street (east and west direction); the current speed limit is 100 km approaching the intersection.
- The school bus goes through McJarrows Road each day from east/west directions meaning a potential accident from the traffic that fails to give way from the north/south direction on Powells Road.
- The intersection is the main route people travel (when following GPS) from Rangiora or Christchurch when travelling to Ashley Gorge, over the summer holidays the number of people using this road increases.
- Local residents, including families with children regularly use these roads for recreational activities e.g. walking, dog walking, bike riding, horse riding etc.
- Residents are concerned that if the issues with the intersection along with speed limits along McJarrows/Powells Rd and Victoria Street are not addressed, there will be a serious accident/fatality before long. Addressing this for us would mean;
 - a reduction in the speed limit from 100 km to 60km (on the named roads)
 - Stop signs being erected on Powells Road intersection (north and south)
 - Plenty of signage to increase awareness of the upcoming intersection
- 'Vision Zero' is part of the Waimakariri District Council Road Safety action plan, it highlights 7 areas of concern that feature highly in our area. *The first 3 are young drivers, rural road loss of control/head on (including speed) and intersections - rural and urban.* These 3 areas of concern are strongly linked to our concerns above.

We have an interest in signing and supporting this petition because of the concerns outlined above and that our homes are located within close proximity of this intersection that we regularly use in a variety of ways (vehicle, walking, biking, horse riding).

We request the immediate consideration of a reduction in speed on McJarrows Road, Powells Road and Victoria Street from 100km to 60 km along with negotiations with residents to where it might be appropriate along the east side of McJarrows for the speed limit to increase. We also

request that stop signs be placed on Powells Road so that ALL vehicles have to stop and check the way is clear (currently it is a poorly marked Give Way). We believe this (along with a speed reduction) will contribute significantly to reducing the likelihood of an accident/fatality.




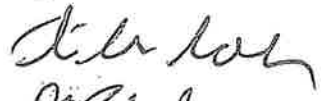
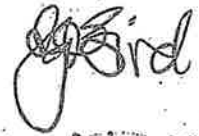
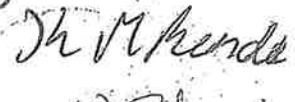

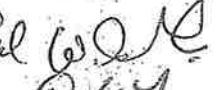





The contact person for this petition is:

Tash Hinds
 479 McJarrows Road
 Oxford 7430
 tashhinds@gmail.com

Objectors (please print clearly)

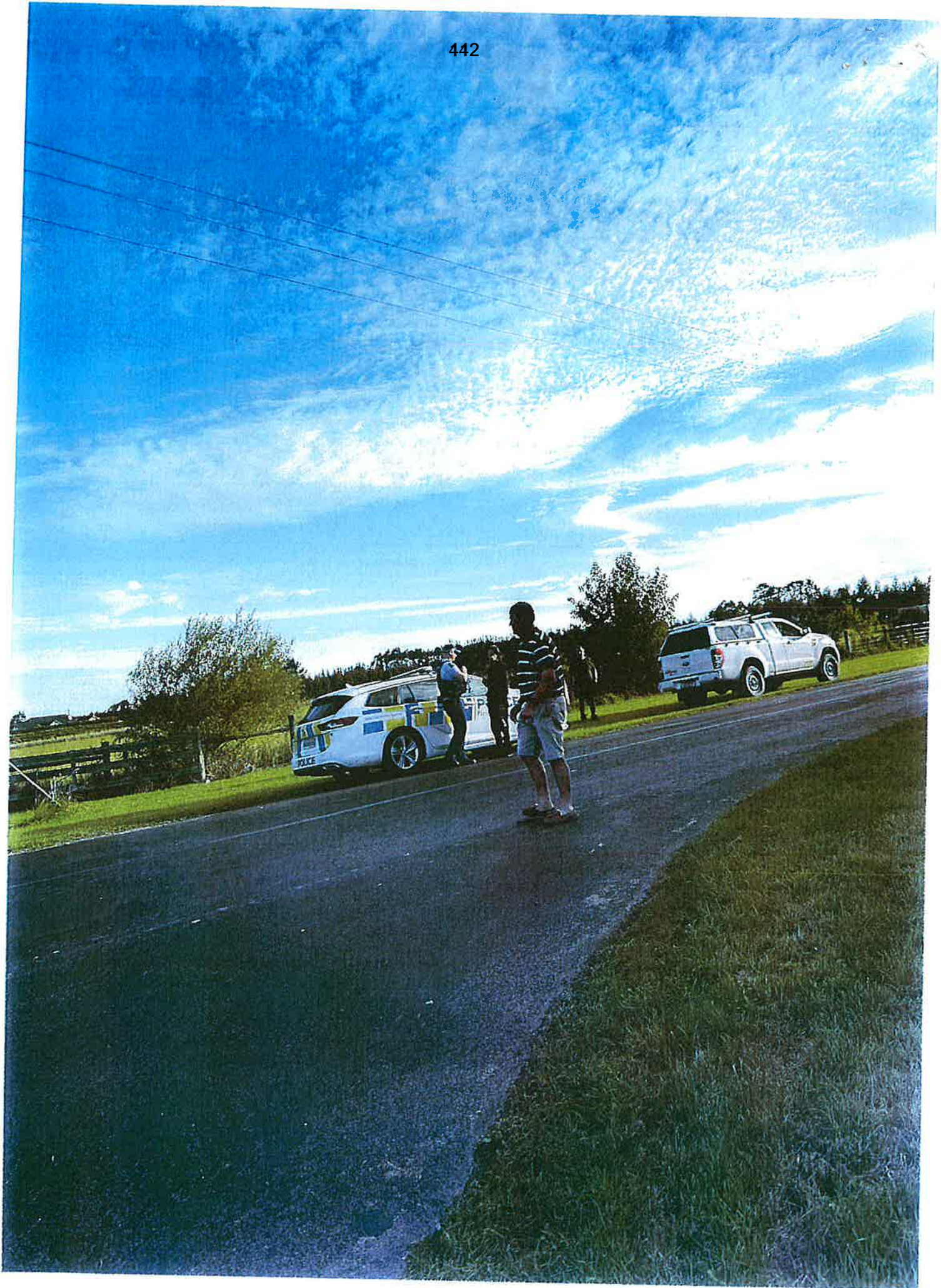
	Date	Name	Address	Signature
1	1/2/23	Tash Hinds	479 McJarrows Rd Oxford	
2	1/2/23	Dean Witt	479 McJarrows Road Oxford	
3	04/02/23	7. Leung	470 McJarrows Rd OXFORD	
4	04/02/23	A M Leung	470 McJarrows Rd OXFORD	
5	04/02/23	Kieran Clifford	95 Powells Road, Oxford	
6	04/02/2023	Tanya Kenwick	95 Powells Road, Oxford	
7	04/02/2023	PHIL HANSON	15 VICTORIA ST, OXFORD	
8	04/02/2023	Wiesel Hanson	15 Victoria St. Oxford	
9	04/02/23	Aaron Hanson	15 Victoria St, Oxford	
10	19/02/23	Alex Mason	415 McJarrows Rd	
12	19.2.23	Jo Bailey	415 McJarrows Rd	
3	19.2.23	Hollie Mason	415 McJarrows Rd Oxford	
4	19/2	Nikki Johns	407 McJarrows Rd Oxford	
5	19/2	Dave Johns	407 McJarrows Rd Oxford	

Oxford

Date	Name	Address	Signature
19/2/23	Hannah Ferguson	⁴⁰⁹ 376 Meadows RD 1 Oxford	
19/2/23	Rian Peri	31 Victoria St	
19/2/23	Rebekah Peri	31 Victoria St	
19/2/23	Ailsa Nash	45 Victoria St	
19/2/23	Gienna Bird	211 Ashley Gorge Road	
19/2/23	Kate Rendel	34 Powell Powells rd, Oxford	
19/2/23	Uw Start	61 Powells Rd, Oxford	
19-2-23	Wagae Schenk	61 Powells rd, Oxford	
20-2-23	Dawn Thompson	78 Powells Rd, Oxf	
20-2-23	Brian Thompson	78 Powells Road	
8-3-23	Peyton Myall	95 Powells road	
8-3-23	Harley Tasker	95 Powells road	
8-3-23	Sam Beardsley - Knox	95 Powells road	









Speed Management Plan 2023 Communications and Engagement Plan

Version 0.3 | Last updated 30 August 2023

Project Sponsor	Joanne McBride, Roading Manager	
Communications and Engagement Advisor	Karen Lindsay-Lees, Senior Communications and Engagement Advisor	
Project Lead	Allie Mace-Cochrane, Transportation Engineer	
Media Spokesperson	Joanne McBride, Roading Manager	
Trim Reference:	RDG-31-21 / 230210017625	
Budget	\$12900	GL:

Version	Notes	Author	Date
0.1	Initial Draft	Karen Lindsay-Lees	16/01/23
0.2	Additions and Changes	Project Control Group	25/04/23
0.3	Revision	Karen Lindsay-Lees	06/07/23
0.4			
1.0	Finalised & Adopted		

1. Project Background

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve how Councils plan for, consult on, and implement speed management changes by providing a more effective process to select and set speed limits, greater regional consistency, and alignment between parties throughout the process.

The Rule also supports New Zealand's road safety strategy, Road to Zero, by requiring Councils to use reasonable efforts to reduce speed limits around schools and involving Māori in the development of speed management plans.

Additionally, the Rule introduces a regional speed management planning approach, a new consultation process, and an independent Speed Management Committee to oversee the process. The Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 also support the Rule by outlining the requirements for registering speed limits in the National Speed Limit Register.

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve the speed management process by introducing a regional speed management planning approach on a three-year cycle that aligns with the National Land Transport Programme, bringing together infrastructure investment decisions and speed management decisions together.

The Rule also requires Councils to use reasonable efforts to reduce speed limits around all schools by 31 December 2027, with an interim target of 40% of schools by 30 June 2024.

Additionally, the Rule requires all territorial authorities to include their proposed speed limit changes and safety infrastructure treatments for the coming 10 years into speed management plans. It introduces a new consultation process that aligns with the regional land transport planning consultation process.

It also requires regional transport committees to coordinate input from Councils in their region and requires all speed limits (other than temporary speed limits) to be entered into a national register giving legal effect to all speed limits.

The Land Transport Rule: Setting of Speed Limits 2022 puts people, and the diverse ways in which they use roads and streets, at the centre of how speed limits are set and managed. This new framework aims to make the transport system safer and more efficient, saving lives, and reducing serious injuries while also improving health and accessibility for all road users.

The Council is taking an area-based approach to developing and implementing speed management plans, aligning with the National Land Transport Programme. The first Speed Management Plan will be a

combination of the interim (2023-2024) and 2024-2027 Speed Management Plans, as suggested by the Director of Land Transport. The focus of this plan is on T key areas where a more consistent approach to speed is needed, speed limits in town centres, Woodend urban area, north-eastern area of the district, and all of the school walking areas, as well as specific roads around Mandeville and Ohoka.

After public engagement, the plan will be adopted by the Council, and the changes will be implemented over a period of approximately four years. The Council then must submit a Speed Management Plan to the Director of Land Transport every three years after 2026.

This will be completed in stages, with Loburn, Ashley Gorge and Kaiapoi in 2027-2030, and Oxford, Cust, Rangiora and West Eyreton in 2030-2033. This approach allows for a more comprehensive and thorough process of speed management planning, while also taking into account the specific needs and concerns of the residents and road users in each area.

2. Key Milestones

The proposed timeline for the review process includes:

2022

December

- General speed management workshop

2023

February

- Community Boards (Speed limit review workshop)
- Council (Speed management workshop)

March

April

- Rangiora-Ashley and Woodend-Sefton Community Boards (Further speed management workshop)

May

June

- Council (Further speed management workshop)

July

- All Boards Briefing (Further speed management workshop)

August

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

September

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

October/November

- Report to Council (Approval to consult on the 2023-2027 Speed Management Plan)
- Public consultation

November/December

- Public hearing
- Report to Council (Adoption of 2023-2027 Speed Management Plan)

Future programme (Depending on future feedback from Community Boards and Council)

- NLTP 2: Loburn Valley and Ashley Gorge + Kaiapoi + Lees Valley
- NLTP 3: Rural south of Ashley River + Oxford + Rangiora

3. Communications Approach

Based on the IAP2’s Public Participation Spectrum, the level of public engagement to be used is ‘Inform’ and ‘Consult’.

INFORM and CONSULT	
Public Participation Goals	<p>Provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</p> <p>“We will keep you informed”</p> <p>To obtain public feedback on analysis, alternatives and/or decisions.</p> <p>“We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals”</p>

4. Communications Objectives

- The community and other stakeholders feel that they have been given an opportunity to contribute their feedback to the development of speed management plans for the District.
- Residents and road users are informed about and understand the requirements for speed management plans from a legal perspective and the inherent safety benefits of lower speed limits
- That the community are provided with sufficient information to have a good understanding of the evidence supporting the change.
- The community are given a range of opportunities to participate in this engagement and have their voices heard.

5. Risks and Mitigation

Communication Risk	Mitigation
<p>Backlash from members of the public who disagree with the speed management proposals, particularly on social media.</p>	<p>Closely monitor social media channels and use replies to encourage complainants to make a formal submission with their concerns.</p> <p>Correct incorrect information posted by residents if and as required.</p>
<p>Community views are polarised between wanting change, and status quo.</p>	<p>Clearly explain the rationale behind the proposal for change, outlining risks and benefits for both. Specifically, the legal requirements and the impact on all road users.</p>
<p>Community members do not read communication material or engage in the feedback process.</p>	<p>Use multiple communication tools to target key stakeholders. We will measure awareness as a key metric to quantify the reach of our engagement material.</p> <p>At all stages we will encourage members of the public to engage in the consultation process including presenting at hearings and/or making deputations to Council or Community Boards</p>
<p>People feel that their view is not taken into account because something different to what they want is implemented.</p>	<p>The final decision, rationale why, and benefits of the changes are explained following the adoption of speed management plans. Close the loop by sharing feedback received and decision-making process through Bang the Table and other channels.</p>
<p>Residents are not willing to engage with Council to discuss solutions.</p>	<p>Use face-to-face meetings and discussions where possible and ensure all opportunities to talk to Council are followed through.</p>
<p>Media portray the speed management planning process in a negative light.</p>	<p>Brief media about speed management before engagement begins and discuss with them key messages. Encourage them to engage with Waka Kotahi to understand the national aspect of the legislative changes.</p> <p>Share local stories and experiences that the media can use.</p> <p>Correct incorrect information if it arises.</p>

Public perception is that the engagement process isn't open and transparent – that decisions have already been made.	Share the decision making process clearly and concisely in the consultation material. Answer questions about the process promptly when raised across various media.
Public perception that the Council are doing too much or too little in the management of speed across the District.	Reiterate the decision-making process and rationale that supports the draft proposals in the consultation. Answer questions about the process promptly when raised across various media.

6. Audience and Stakeholders

Directly affected	<ul style="list-style-type: none"> • Residents in each area • Businesses • Road users • Schools • Bus operators • Environment Canterbury • Waka Kotahi • Emergency Services
Internal	<ul style="list-style-type: none"> • Customer Services • Community Boards • Mayor and Councillors • Management Team
Other Stakeholders	<ul style="list-style-type: none"> • Enterprise North Canterbury • Rangiora Promotions Association • Kaiapoi Promotions Association • Waimakariri MP Matt Doocey • Local media • WDC Facebook and Twitter Users • Walking Groups • Cycling Groups • Horse Riding Groups • WAG • Youth Council

7. Key Messages

- Speed Management Plans are part of the central government Road to Zero Strategy that aims to stop people being killed or injured on our roads.
- Reducing road speed will reduce the impact of road crashes and injuries. It will also provide a safer environment for all road users.
- Speed needs to be survivable. Even legal speeds can be dangerous. Lowering speed from 50kmh to 40kmh reduces chance of death from 80% to 30%.
- The number of people walking and cycling is increasing across the District. The Council's goal is to provide an accessible network of roads, paths, lanes and corridors so people of all ages and abilities can safely travel around the District.
- Safer roads contribute to improvements to health and wellbeing.
- Lower speed limits help to reduce emissions and help response to climate change.

8. Communications Channels

	Tactic	Who
Distribution of Consultation Document	Let's talk booklet with key messages, information about speed management plans and maps. Split into geographical areas with area specific feedback options. Limited printing in-house.	Comms & PCG
	Mail-out or email Community / Special Interest Groups. Link to e-copy + email, and invite to engagement event.	Comms & PCG
	Email e-copy consultation documents for schools and local businesses with link to Let's Talk page. Email with invite to relevant engagement event.	Comms & PCG
	Information display and copies of all documents at all Council Service Centres and Libraries. Pull-up banner and copies of consultation document.	Comms
Engagement	Maintain an updated stakeholder contact list.	PCG & Comms
	Personal contact with important stakeholders such as Utilities / Emergency Services	PCG
	Online videos asking for comment/questions – quick poll option	PCG
Advertising	Regular newspaper adverts through engagement period in the Northern Outlook / North Canterbury News /Oxford Observer / Woodend Woodpecker	Comms

	Radio advertising on Compass FM and on-air interviews with spokesperson.	Comms / Spokesperson
	Facebook Advertising Campaign – use of videos	Comms
Online Presence	Engagement page set up on Bang the Table. Ensure the page remains updated with progress. We will keep submitters up-to-date throughout the engagement period and close the loop when decisions are made	Comms
	News articles on Council website as required with links to the engagement page.	Comms
	Regular social media posts using the Council’s digital channels – use of videos as hooks	Comms
Media	Issue media releases as appropriate and pro-actively work with media as opportunities arise.	Comms
	In-person briefings with local media before the engagement opens and supply with graphics/photos.	Comms

9. Budget and Resources

Below is an outline of the communication tools that will be using during the engagement period.

Several assumptions are made in preparing this budget:

1. Primarily using internal resources for graphic design, photography, videography and engagement.
2. Advertising restricted largely to local media outlets.
3. Use of internal facilitators for engagement events.

Product	Notes	Who	When	Budgeted Cost
Advertising	Community Noticeboard in Northern Outlook and NC News	Comms	During engagement period	In-house
	Run of paper advertising – Kaiapoi Advocate, Oxford Observer and Woodend Woodpecker			\$1200 x 2
	Social Media			\$1000 x 2
	Radio			In-house
	Digital Screens			In-house
Document – Design & Print	Content development and FAQs	Comms/PCG	Feb/Mar July	In-house
	Graphic Design		Feb/Mar July	In-house
	Let's talk flyer to targeted residents		Feb/Mar July	\$4000 - \$7000
	Let's Talk Booklet and Feedback Form – Engagement		Feb/Mar July	In-house
Online presence	Bang the Table page		March August	In-house
	Latest news article		March	In-house

			August	
	Facebook/Twitter		March August	In-house
Engagement Events	Banners / Posters / Display Printing	Comms	March August	\$1500
TOTAL				\$12,900

Evaluation/Measures of Success

Outputs:

- Distribution of the Documents or Let's Talk Flyers
- Number and reach of advertisements
- Number of people reached through engagement events
- Number of media releases and responses to media enquiries
- Number and reach of social media postings
- Number and variety of stakeholder events
- Number of collaborative meetings with our partners

Outcomes:

- Feedback from our partners and key stakeholder on engagement during the engagement process
- Check with project sponsor on the quality of the submissions received, for example, did the feedback suggest people were well informed.
- Quantity of submissions received
- Number of people attending engagement events, including drop-ins
- Number of people attending the hearings
- Quantity and quality of comments and engagement on social media
- Volume and integrity of media coverage of the project, especially during the engagement phase

10. Debrief

For large engagements, a debrief should be held following that looks at:

1. What worked?
2. What didn't work?
3. How can we communicate the results of the process to our stakeholders and community?
4. How can we learn from this process?
5. Was this project good value for money?

Appendix A – Consultation Framework

When you think about the road you live on, what do you think about the current speed limit?

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about the roads that you commute on the most, what do you think about the current speed limit? *(please provide more information on the roads that you commute on)*

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about streets in our town centres, what do you think a speed limit of 30 km/h?

- It could be higher.
- It's the right speed.
- It could be lower.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31-22 / 230530079076

REPORT TO: WOODEND-SEFTON COMMUNITY BOARD

DATE OF MEETING: 11th September 2023

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Allie Mace-Cochrane, Transportation Engineer
Joanne McBride, Roding & Transport Manager
Gerard Cleary, General Manager Utilities & Roding

SUBJECT: Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Woodend-Sefton Board Area

ENDORSED BY:
(for Reports to Council, Committees or Boards)

_____ General Manager

_____ Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek a recommendation to Council, from the Board, to consult on the 2023-2027 Waimakariri District Speed Management Plan (refer to Attachment i for detail).
- 1.2. In May 2022, *the Land Transport Rule: Setting of Speed Limits 2017* was revoked and replaced with the *Land Transport Rule: Setting of Speed Limits 2022*. This legislation changes the way which a Road Controlling Authority (RCA) sets speed limits on roads under its control and requires each RCA to develop and implement a Speed Management Plan.
- 1.3. The Director of Land Transport has advised that all road controlling authorities must develop, consult upon, and implement the Speed Management Plan for its area before the following dates:

Deadline	Date	Description
First deadline	5 October 2023	The final date for the publication of any consultation draft speed management plan
Second deadline	29 March 2024	The final date for submitting the final draft speed management plan for certification

- 1.4. An extension to this deadline may be sought from the Director of Land Transport, however this would impact the roll out of infrastructure to support safer speeds around schools in Waimakariri District.
- 1.5. As such, it is important that the Waimakariri District Council Speed Management Plan is in place in line with the timeframes as set out and to help inform the next Regional Land Transport Plan (RLTP) bid and the Long-Term Plan.
- 1.6. Not having a Speed Management Plan which aligns with planned infrastructure could result in funding for safety related projects not being approved in the next NLTP.

- 1.7. The recommended option is to approve consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027, and included are all the roads which have previously been workshopped with the Community Boards. These roads have been included following a risk-based assessment, consideration of service requests / petitions and a technical assessment against Waka Kotahi's Speed Management Guidelines. This is the staff recommendation.
- 1.8. Should there be a change in government following the election, the National Party's reported position on speed limit reductions is that they would not go ahead as currently required. For this reason, the Councillors' have requested that a 'bare minimum' option be provided by staff, which just addresses schools and a few other roads. This is not the recommended option.
- 1.9. The Speed Management Plan will outline how Council will manage speed across the authority area over the next 10 years, with a higher level of detail around 2024-27, being the first three years of the next National Land Transport Programme (NLTP).
- 1.10. Following discussion with elected members, a further option to phase the Speed Management Plan has been included within this report for consideration. This would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.

Attachments:

- i. 2023-2027 Speed Management Plan – Draft version with track changes and missing sections (TRIM No. 230731116010)
- ii. 2023-2027 Speed Management Plan – Staff recommended inclusions (TRIM No. 230731116028)
- iii. 2023-2027 Speed Management Plan – Other option inclusions (TRIM No. 230731116038)
- iv. Communications and Engagement Plan (TRIM No. 230210017625)

2. RECOMMENDATION

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230530079076.

AND

THAT the Woodend-Sefton Community Board recommends:

THAT the Council:

EITHER:

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads are within the Board's area;
- (c) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **Pegasus Boulevard, between State Highway One and Infinity Drive** (refer to TRIM No. 230731116010 and 230731116038), and **as is shown in bold text in 3 below**. This road is within the Board's area.
- (d) **Notes** that staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (b) not endorsed by the Community Board,

noting that this is following the Central Government election and Council will have final approval on the consultation;

- (e) **Notes** that Recommendation (b) is considered the 'bare' minimum that Council can approve, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to set safe speed limits outside of all schools by June 2027, with 40% of these needing to be undertaken by June 2024;

OR:

- (f) **Approves** consultation being carried out on the draft Waimakariri Speed Management Plan 2023-2027, including **all roads as recommended by staff** (refer to TRIM No. 230731116010 and 230731116028), and **as listed below in Tables 1 through to 8 below**. These roads are within the Board's area.

Table 1. Extents of school speed limits within the Board's ward area.

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 2. Proposed speed limits for the Sefton Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Carr Street – Railway Street to end of formed road	50	40
Railway Street – Upper Sefton Road to Pembertons Road	50	40
Booth Street – Railway Street to Pembertons Road	50	40
Vaughan Street – Pembertons Road to Cross Street	50	40
High Street – Pembertons Road to Upper Sefton Road	50	40
Cross Street – Pembertons Road to 20 m east of Buller Street	50	40
Buller Street – Upper Sefton Road to Cross Street	50	40

Table 3. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Infinity Drive – Lakeside Drive to end of formed road	50	40
Kessen Street – Pegasus Boulevard to Forbes Street	50	40
Blackadder Road – Kessen Street to Hakatere Road	50	40
Coulter Street – Blackadder Road to Taniwha Street	50	40
Kumara Street – Blackadder Road to Tutaipatu Avenue	50	40
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street	50	40
Taniwha Street – Coulter Street to Hakatere Road	50	40
Manuka Street – Blackadder Road to Taniwha Street	50	40
Forbes Street – Kessen Street to Hakatere Road	50	40
Hakatere Road – Blackadder Road to Pegasus Main Street	50	40
Eyrewell Road – Kessen Street to Seaward Street	50	40
Horomaka Street – Eyrewell Road to Puriri Street	50	40
Puriri Street – Horomaka Street to Hakatere Road	50	40
Puaka Street – Puriri Street to Seaward Street	50	40
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue	50	40
Seaward Street – Eyrewell Road to Hakatere Road	50	40
Murfitt Street – Pegasus Boulevard to Waipara Road	50	40
Waipara Road – Murfitt Street to Hakatere Road	50	40
Tahuna Street – Eyrewell Road to Te Kohanga Drive	50	40
Tommy Street – Tahuna Street to Moa Street	50	40
Moa Street – Tommy Street to Hakatere Road	50	40
Turvey Street – Pegasus Boulevard to Pipiri Street	50	40
Pipiri Street – Hakatere Road to Turvey Street	50	40
Waimarie Street – Pipiri Street to Pegasus Main Street	50	40
Pipi Wai Street – Turvey Street to Pegasus Main Street	50	40
Kuta Street – Turvey Street to Pegasus Main Street	50	40
Pegasus Main Street – Hakatere Road to Lakeside Drive	50	40
Te Kohanga Drive – Pegasus Boulevard to Tiritiri Moana Drive	50	40
The Esplanade – Te Kohanga Drive to Te Kohanga Drive	50	40
Whangaroa Street – The Esplanade to Te Wairewa Street	50	40
Te Waihora Street – Te Kohanga Drive to The Esplanade	50	40
Rapaki Street – Te Waihora Street to The Esplanade	50	40
Tiritiri Moana Drive – Pahua Street to end Council's legal road	50	40
Marangai Drive – Te Hurunui Drive to Tuaki Street	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Miskell Street – Marangai Drive to Awatere Street	50	40
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40
Katipo Way – Miskell Street to Tuaki Street	50	40
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive	50	40
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive	50	40
Helicon Street – Jove Drive to Tiritiri Moana Drive	50	40
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive	50	40
Kawari Drive – Tiritiri Moana Drive to Infinity Drive	50	40
Aroha Street – Tiritiri Moana Drive to Tangiwai Street	50	40
Pahua Street – Chimera Street to Tiritiri Moana Drive	50	40
Arahura Road – Lakeside Drive to Kawari Drive	50	40
Chimera Street – Lakeside Drive to Nga Tupuna Street	50	40
Nga Tupuna Street – Arapura Road to Lakeside Drive	50	40
Kahu Street – Arapura Road to Kahuraki Drive	50	40
Kawakawa Street – Arapura Drive to Kahuraki Drive	50	40
Kokopu Street – Kahuraki Drive to Arapura Road	50	40
Tangiwai Street – Arapura Road to Infinity Drive	50	40
Kahuraki Drive – Arapura Road to Nga Tupuna Street	50	40
Hodgkinson Road – Infinity Drive to Pegasus Boulevard	50	40
Winsloe Street – Hodgkinson Road to Pegasus Main Street	50	40
Motu Quay – Pegasus Main Street to end of formed road	50	40
Waituna Street – Winsloe Street to Barnes Street	50	40
Pukohe Street – Winsloe Street to Barnes Street	50	40
Barnes Street – Hodgkinson Road to Matamata Quay	50	40
Matamata Quay – Barnes Street to Te Kohanga Drive	50	40
Mary Ellen Street – Matamata Quay to Solander Street	50	40
Whakatipu Street – Solander Road to Waituna Street	50	40
Pounamu Place – Whakatipu Street to Mary Ellen Street	50	40
Solander Road – Infinity Drive to Whakatipu Street	50	40
Tuka Road – Infinity Drive to Solander Road	50	40
Awaroa Road – Solander Road Whakatipu Street	50	40
Hikuraki Street – Infinity Drive to Whakatipu Street	50	40
Pegasus Boulevard – 50 m east of Infinity Drive to Te Kohanga Drive	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60
Mara Kai Place – Pegasus Boulevard to end of formed road	50	40
Atkinsons Lane – Mara Kai Place to end of formed road	50	40
Te Haunui Lane – Pegasus Boulevard to end of formed road	50	40
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard	50	40
Taerutu Lane – Mapleham Drive to end of formed road	50	40
Burntwood Lane – Mapleham Drive to end of formed road	50	40

Table 4. Proposed speed limits for Woodend/Ravenswood area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Judsons Road – Woodend Beach Road to end of formed road	50	40
Copper Beech Road – Woodend Beach Road to end of formed road	50	40
Evergreen Road – Copper Beech Road to Copper Beech Road	50	40
Panckhurst Drive- Petries Road to end of formed road	50	40
McLean Place – Panckhurst Road to end of formed road	50	40
Parkinson Place – Panckhurst Road to end of formed road	50	40
Simon Place – Panckhurst Road to end of formed road	50	40
Petries Road – State Highway One to Gladstone Road	50	40
James Drive – Petries Road to Gladstone Road	50	40
Pascoe Drive – Petries Road to end of formed road	50	40
Hamlett Drive – Petries Road to Gladstone Road	50	40
Benjes Place – Hamlett Drive to end of formed road	50	40
Fearne Drive – Hamlett Drive to Petries Road	50	40
Keeper Close – Fearne Drive to end of formed road	50	40
Ranby Place – Fearne Drive to end of formed road	50	40
Catchpole Place – Petries Road to end of formed road	50	40
Gladstone Road – State Highway One to Gladstone Park	50	40
Eders Road – Gladstone Road to State Highway One	50	40
Stopforth Street – Gladstone Road to Parsonage Road	50	40
Parsonage Road – State Highway One to end of formed road	50	40
Littles Lane – Parsonage Road to end of formed road	50	40
McQuillan Avenue – Parsonage Road to State Highway One	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Thirlwall Street – McQuillan Avenue to end of formed road	50	40
Salkeld Place – McQuillan Avenue to end of formed road	50	40
Cutler Street – McQuillan Avenue to end of formed road	50	40
Cleaver Street – Salkeld Place to end of formed road	50	40
Gibbs Drive – School Road to Woodend Road	50	40
Stanton Place – Gibbs Drive to end of formed road	50	40
Lacy Gate Place – Gibbs Drive to end of formed road	50	40
Somerset Place – Gibbs Drive to end of formed road	50	40
Woodend Road – Rangiora Woodend Road to State Highway One	50	40
Bowie Drive – Woodend Road to Woodglen Drive	50	40
Cassidy Place – Bowie Drive to end of formed road	50	40
The Stables – Bowie Drive to end of formed road	50	40
Woodglen Drive – Bowie Drive to Chinnerys Drive	50	40
Manahi Place – Woodglen Drive to end of formed road	50	40
Norton Place – Woodglen Drive to end of formed road	50	40
Hewitts Road – State Highway One to Welsford Street	50	40
Woodfield Place – Woodglen Drive to end of formed road	50	40
Taranaki Drive – Woodglen Drive to end of formed road	50	40
Thornley Place – Woodglen Drive to end of formed road	50	40
Welsford Street – Bowie Drive to Minerva Crescent	50	40
Appleton Place – Hewitts Road to end of formed road	50	40
Cobden Place – Hewitts Road to end of formed road	50	40
Bunting Place – Hewitts Road to end of formed road	50	40
Paget Drive – Welsford Street to Welsford Street	50	40
Chinnerys Road – Rangiora Woodend Road to State Highway One	50	40
Grange View – Chinnerys Road to end of formed road	50	40
Minerva Crescent – Welsford Street to Welsford Street	50	40
Shrimpton Avenue – Welsford Street to end of formed road	50	40
Clegg Street – Shrimpton Avenue to Bob Robertson Drive	50	40
John Raven Lane – Clegg Street to end of formed road	50	40
Godley Place – Clegg Street to end of formed road	50	40
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive	50	40
Stonyer Street – Bob Robertson Drive to Quinn Crescent	50	40
Quinn Crescent – Croydon Street to Crossley Avenue	50	40

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Crossley Avenue – Stonyer Street to end of formed road	50	40
Croydon Street – Stonyer Street to Oakleigh Street	50	40
Oakleigh Street – Bob Robertson Drive to end of formed road	50	40
Woodford Avenue – Bob Robertson Drive to end of formed road	50	40
Jury Lane – Bob Robertson Drive to Woodford Avenue	50	40
Jasmine Street – Bob Robertson Drive to Woodford Avenue	50	40
Clare Street – Bob Robertson Drive to Woodford Avenue	50	40
Sills Street – Clare Street to Grimwood Street	50	40
Kotua Street – Sills Street to Woodford Avenue	50	40
Eldridge Street – Sills Street to Woodfor Street	50	40
Grimwood Street – Bob Robertson Drive to Woodford Avenue	50	40
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue	50	40
White Street – Nathaniel Archer Street to Barnett Street	50	40
Curtis Street – White Street to Woodford Avenue	50	40
Barnett Street – Woodford Avenue to Bob Robertson Drive	50	40
Stackwood Avenue – Bob Robertson Drive to end of formed road	50	40
Antil Street – Stackwood Avenue to Chambers Avenue	50	40
Borland Street – Antil Street to Crossley Street	50	40
Chambers Avenue – Bob Robertson Drive to end of formed road	50	40
Higgins Street – Chambers Avenue to end of formed road	50	40
Elmers Street – Higgins Street to end of formed road	50	40
Henshaw Street – Elmers Street to end of formed road	50	40
Clayton Place – Bob Robertson Drive to end of formed road	50	40
Lilburne Street – Clayton Place to end of formed road	50	40
Bowmaker Crescent – Lilburne Street to Lilburne Street	50	40
Kesteven Place – Bob Robertson Drive to end of formed road	50	40
Garlick Street – Bob Robertson Drive to end of formed road	50	40

Table 5. Proposed speed limits for Waikuku Beach peri-urban areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Northside Drive – Waikuku Beach Road to Waikuku Beach Road	50	40
Kings Avenue – Waikuku Beach Road to end of formed road	50	40
Allin Drive – Kings Avenue to Queens Avenue	50	40
Queens Avenue – Kings Avenue to end of formed road	50	40
Ensors Place – Queens Avenue to end of formed road	50	40
Collins Drive – Queens Avenue to end of formed road	50	40
McKenzie Place – Collins Drive to end of formed road	50	40

Table 6. Proposed speed limits for the Waikuku peri-urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Macdonalds Lane – State Highway One to end of formed road	50	40
Geisha Road – State Highway One to end of formed road	70	40
Leggitts Road – Waikuku Beach Road to end of formed road (unsealed)	80	60

Table 7. Proposed speed limits for the north of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street *RACB Boundary (partial extent)	100	80
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed) *RACB Boundary	100	60
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed) *RACB Boundary (partial extent)	100	60
Amors Road – Rangiora Leithfield Road to Upper Sefton Road (unsealed)	100	60
Criglingtons Road – Rangiora Leithfield Road to Pembertons Road (unsealed)	100	60
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street	100	80
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed) *RACB Boundary (partial extent)	100	60
Hanna Place – Upper Sefton Road to end of formed road	100	80
Upper Sefton Road – 120 m west of Cross Street to Hurunui District boundary *RACB Boundary (partial extent)	100	80

Table 8. Proposed speed limits for the south of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed) *RACB Boundary	100	60
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed) *RACB Boundary (partial extent)	100	60
Lower Sefton Road – Saltwater Creek Road to Wyllies Road	100	80
Lower Sefton Road – Wyllies Road to Factory Road (unsealed)	100	60
Saltwater Creek Road – Lower Sefton Road to Toppings Road (unsealed)	100	60
Toppings Road – Lower Sefton Road to end of formed road (unsealed)	100	60
Wyllies Road – Lower Sefton Road to State Highway One	100	80
Mcgifferts Road – Lower Sefton Road to Upper Sefton Road (unsealed)	100	60
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road	100	60
Maguires Road – Toppings Road to end of formed road (unsealed)	100	60
Stringers Road – Toppings Road to end of formed road (unsealed)	100	60
Pears Road – Stringers Road to Upper Sefton Road	100	60
Factory Road – Lower Sefton Road to Toppings Road (unsealed)	100	60
Boyces Road – Factory Road to Upper Sefton Road (unsealed)	100	60
Amesbury Road – Factory Road to State Highway One (unsealed)	100	60
Dicks Road – Factory Road to Broad Road (unsealed)	100	60
Broad Road – Upper Sefton Road to State Highway One	100	80
Harleston Road – Upper Sefton Road to Hurunui District Boundary	100	80
Burkes Road – Harleston Road to State Highway One (unsealed)	100	60

AND:

- (g) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school;
- (h) **Notes** that included in Recommendation (c) is a proposal to reduce the speed limit on Pegasus Boulevard, between State Highway One and the Infinity Drive intersection. This has been included due to Waka Kotahi proposing a 60 km/h speed limit along the immediately adjacent State Highway One section;
- (i) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council;

- (j) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines;
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (k) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads;
- (l) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (b) includes changes to speed limits in the following areas:
- i. North-eastern rural portion of the district (i.e., Sefton/Ashley),
 - ii. south-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside),
 - iii. Rangiora town centre,
 - iv. Kaiapoi town centre,
 - v. Oxford town centre,
 - vi. Sefton urban area
 - vii. Ashley urban area
 - viii. urban roads in Woodend, Pegasus, and Ravenswood,
 - ix. peri-urban roads in Waikuku and Waikuku Beach,
 - x. all school zones, and
 - xi. roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- (m) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard;
- (n) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

3. **BACKGROUND**

- 3.1. Refer to Attachment i for background information on the Safe System Approach, Waka Kotahi's guiding principles for speed management, and the new legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2022*.
- 3.2. Initially, staff drafted an Interim Speed Management Plan to cover years 2023-2024 and a full Speed Management Plan to cover years 2024-2027. However due to timeframes and to prevent confusion for the Community, staff have combined these two plans into one, and as such this will cover the years 2023/24 as well as 2024-27 which is the next NLTP period.
- 3.3. The draft version of the Waimakariri District Speed Management Plan 2023-2027 is provided in Attachment i. This document provides a summary of speed management, policies and guidelines that speed management aligns with, a ten-year vision, and the implementation programme for the next four years. The information provided aligns with the requirements of the *Land Transport Rule: Setting of Speed Limits 2022*.
- 3.4. The proposals within the proposed programme which staff have put forward align with Council's principles, strategies and Community Outcomes. At a national level they align with the Government Policy Statement on Land Transport and Waka Kotahi's Guidance on setting "safe and appropriate" speeds.

- 3.5. Staff have proposed to take a staged approach to review speed limits over a ten-year period, utilising an area-based approach. This will ensure that there are consistent speed limits within an area, rather than being on an ad-hoc basis across the district if being completed using a road category approach. It also allows areas which carry the highest traffic volumes to be a focus.
- 3.6. The focus of 2023-2027 Speed Management Plan is as follows:
- North-eastern rural portion of the district (i.e., Sefton/Ashley)
 - South-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside)
 - Rangiora town centre
 - Kaiapoi town centre
 - Oxford town centre
 - Sefton peri-urban area
 - Ashley peri-urban area
 - Urban roads in Woodend, Pegasus, and Ravenswood
 - Peri-urban roads in Waikuku an Waikuku Beach
 - All school zones
 - Roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- 3.7. Subsequent Speed Management Plans will focus on the areas listed below.
- North-western rural portion of the district (i.e., Loburn/Glentui) – 2027-2030.
 - Urban roads in Kaiapoi – 2027-2030.
 - South-western and western rural portion of the district (i.e., West Eyreton/Oxford) – 2030-2033.
 - Urban roads in Oxford – 2030-2033.
 - Urban roads in Rangiora – 2030-2033.
- 3.8. The *Land Transport Rule: Setting of Speed Limits 2022* sets out the process which an RCA must undertake to review a speed limit. This involves having regard to data provided by Waka Kotahi.
- 3.9. Staff have undertaken a technical review utilising the *Waka Kotahi Infrastructure Risk Rating Manual* and *Speed Management Guide: Road to Zero Edition*, to determine the safe and appropriate speed for each road section. The safe and appropriate speed is determined from the road function under the One Network Framework (ONF) categorisation, which has replaced the One Network Road Classification system used previously. In the *Speed Management Guide*, a range of safe and appropriate speeds and criteria are provided for each ONF category, which staff then assessed against the specific road corridor. The safe and appropriate speed from the *Speed Management Guide* was then compared with the one provided in Waka Kotahi's database.
- 3.10. Regional collaboration has been carried out with Waka Kotahi and other RCA staff across Canterbury to understand and agree proposed approaches to speed management, to ensure consistency across the region. The agreed approach, where practicable, for the first iteration of the Speed Management Plan is as follows:
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.

This approach is intended to provide consistency for road users across the Waimakariri District and between adjacent Council jurisdictions. This should also provide consistency for drivers taking journeys across multiple Council jurisdictions within the Canterbury Region. The approach has been influenced by safe and appropriate speed information provided by Waka Kotahi; however, it has been adapted to suit local conditions.

- 3.11. The Draft Regional Speed Management Plan supports the principle of 40 km/h urban speed limits and 80 km/h rural speed limits. The 40 km/hr urban speed limit is proposed to be applied across a number of township / settlement local roads. It is noted that most RCAs are still formalising their full Speed Management Plans.
- 3.12. Where there is some misalignment between the safe and appropriate speed determined from the *Speed Management Guide*, and the one from Waka Kotahi's database, the RCA (in this case, Waimakariri District Council) needs to provide reasoning as to why that speed limit is being proposed. It is then up to the Director of Land Transport to decide whether the proposal and reasoning is suitable.
- 3.13. A Speed Management Plan can either be approved by the Director or returned to the RCA with comments. The RCA must make changes to the plan in alignment with the comments provided and resubmit to the Director. Once a plan is certified, the RCA can begin implementing the proposed speed limit changes.

4. **ISSUES AND OPTIONS**

- 4.1. The Director of Land Transport has advised that all road controlling authorities are required to develop, consult upon, and implement a Speed Management Plan for its area of responsibility before the following dates:
- First deadline: 5th October 2023 (final date for publication of any consultation draft speed management plan).
 - Second deadline: 29th March 2024 (final date for submitting the final speed management plan for certification).
- 4.2. Staff have undertaken workshops about setting speed limits during 2022-2023 and have presented information on the technical process around setting of speed limits and national guidance. Feedback provided in these workshops has been taken into consideration.
- 4.3. Following a meeting with elected members, staff were requested to include, for consideration, a further option to phase the Speed Management Plan to first focus on schools only. This option has been included within this report. The option put forward by elected members would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.
- 4.4. Staff have been working alongside Waka Kotahi to determine suitable speed limit types for all the school zones within the district (i.e., permanent or variable). Where these school speed limits are proposed on roads which are not considered high volume/collector roads, a permanent speed limit is considered to be the most appropriate. This is because they align with the safe and appropriate speeds for those roads, and so would likely be reviewed and reduced in the future.
- 4.5. In addition, the cost of installing electronic variable speed limit signs outside of all schools would be substantial and has not been allowed for in Annual Plan or Long-Term Plan funding. It should also be noted that while co-funding is being sought from Waka Kotahi signage and markings associated with the school zone, this would not be sufficient to cover the cost of electronic variable speed limit signage outside of all schools within the district.
- 4.6. Where an RCA is proposing speed limits which do not align with the safe and appropriate speed limit deemed by Waka Kotahi, they must provide a reason. The Director of Land Transport then decides whether this reasoning is suitable. If it is deemed inadequate, then the Speed Management Plan will be returned with comments. The RCA must have regard to these comments and make amendments to the Speed Management Plan, which can then go back to the Director for approval. Failure to give effect to these comments will result in the RCA having an unapproved plan, which cannot be enacted. This is also likely to affect the ability of the RCA to seek co-funding shares for works associated with speed management.
- 4.7. The north-eastern portion of the district acts as the main northern connection to and through Rangiora, other than State Highway One, and also subsequently provides access

to State Highway One. This also has seen increasing volumes of traffic in recent years as more development occurs in the Loburn and Sefton areas. Furthermore, a portion of Upper Sefton Road, Lower Sefton Road, and Wyllies Road are also considered within Waka Kotahi's high benefit speed management areas, which they suggest should be addressed as soon as possible.

- 4.8. The substantial residential and commercial development in the Woodend and Pegasus areas has resulted in an increase in both motor vehicle traffic, and walking, cycling and scooting traffic. This subsequently increases the likelihood of conflict between these different modes. To ensure safer interactions between motor vehicles and other modes, speeds need to be survivable for everyone. A speed of 30 km/h is deemed a safe system speed for pedestrians/cyclists to survive a crash, with the proposed 40 km/h speed limits seen as a step towards this.
- 4.9. The following options are available to the Woodend-Sefton Community Board:
- 4.10. Option One: Recommend to the Council that consultation is undertaken on all of the roads listed in this report.
- 4.10.1. This option involves the Woodend-Sefton Community Board recommending to the Council that Recommendation (b) is approved, allowing consultation on all of the roads listed in this report and the related draft Speed Management Plan (refer to Attachment i and ii).
- 4.10.2. This is the recommended option because it enables the community and key stakeholders to provide feedback on whether a changed speed limit would be suitable for these roads. It also ensures the RCA is fulfilling its duty under the *Land Transport Rule: Setting of Speed Limits 2022* for setting safe and appropriate speeds on local roads and providing this information to the public.
- 4.10.3. This option is supported by staff, as it follows technical guidance and national best practice, and allows the community to provide feedback on all roads that have been considered.
- 4.11. Option Two: Recommend to the Council that consultation is undertaken on the 'bare' minimum number of roads listed in this report.
- 4.11.1. This option involves the Woodend-Sefton Community Board recommending to the Council that Recommendation (c) is approved for public consultation and is considered to be the minimum which should be progressed.
- 4.11.2. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of all schools by December 2027. Therefore, the Council, as an RCA, will be required to meet the requirements of this legislation.
- 4.11.3. This is not the recommended option because it only addresses speed limits outside of schools and does not address other high-risk roads and areas where specific concerns have been raised by the Community. As such it does not cover the higher speed rural roads, where deaths and serious injuries are more likely due to the increased impact forces in a crash. It also does not address town centres, nor does it align with the general principles of New Zealand's Road Safety Strategy, Road to Zero.
- 4.11.4. If this option is chosen the Council could wait for the conclusion of the New Zealand General elections and then make a decision about whether to progress with consultation on the remainder of the staff recommended speed limit changes in early 2024.
- 4.12. Option Three: Recommend to the Council that consultation is not undertaken on any of the roads listed in this report.

- 4.12.1. The Woodend-Sefton Community Board may choose to recommend that the Council does not approve consultation occurring on the speed limits proposed within this report.
- 4.12.2. This is not the recommended option because all Road Controlling Authorities are required to develop and implement a Speed Management Plan which outlines how speed will be managed across the authority's area over the next 10 years. This plan also supports any funding bids to Waka Kotahi through the NLTP.
- 4.12.3. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of schools by December 2027. Therefore, the Council, as a RCA, will be in breach of this legislation if any speed limits relevant to the school zones are removed.
- 4.13. Implications for Community Wellbeing
- 4.13.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.13.2. As such, community feedback will be sought on the matters detailed in this report. This will be consolidated and brought to the Hearings Panel deliberations, enabling it to be considered alongside other hearing submissions.
- 4.14. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

- 5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report.
- 5.1.2. Engagement with Te Ngāi Tūāhuriri hapū will be progressed following the approval of this report.

5.2. **Groups and Organisations**

- 5.2.1. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
- 5.2.2. Key stakeholder engagement will be carried out alongside the public engagement. The relevant groups and organisations are listed below.
- Te Whata Ora (formerly the Canterbury District Health Board)
 - Environment Canterbury
 - Fire and Emergency New Zealand
 - The New Zealand Police
 - New Zealand Automobile Association
 - New Zealand Trucking Association
 - Road Transport Association
 - Road Transport Forum
 - Waka Kotahi
 - Waimakariri District schools
 - Youth Council
 - Waimakariri Access Group
- 5.2.3. The feedback from the engagement with the key stakeholders will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside the other hearing submissions.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

- 5.3.2. All public engagement will be undertaken in accordance with the Communications and Engagement Plan (refer to Attachment v for detail).
- 5.3.3. If an area wide speed limit review is undertaken, the public will be asked to provide feedback on speed limits across an area, rather than on individual roads. However, consideration will be given to feedback received for specific roads. The public will also be asked to respond to generic questions around the topic of speed, speed limits, and speed management, to allow staff to start formulating data on public perceptions.
- 5.3.4. The feedback from the engagement with the community will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside other hearing submissions.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

- 6.1.1. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
- 6.1.2. There is a cost associated with undertaking consultation; however, there is adequate budget available through existing Roading budgets.
- 6.1.3. The majority of the cost associated with changing speed limits is in signage. This has been estimated to cost \$100,000 annually (2024-2027), noting that there is separate budget for signage in the Tram Road area. Budget is included in the Minor Safety Programme for Speed Management and staff will seek co-funding from Waka Kotahi as part of the 2024-2027 National Land Transport Programme (NLTP).
- 6.1.4. Budget of \$690,000 for the school speed limit changes has been approved in the 2023/24 Annual Plan, alongside co-funding from Waka Kotahi and as such is only available this financial year. Should this allocation from Waka Kotahi not be spent, it does not carry-over into the 2024-2027 NLTP, and as such, additional funding would need to be sought.
- 6.1.5. It is also noted that variable speed signage has only been budgeted for outside some schools, where the frontage is on high volume road or traffic count data suggests compliance will be poor. Generally permanent signs have been allowed on quieter side roads. Increasing the number of variable speed limit signs will exceed the budget available, and extra funding for both the installation and ongoing operation / maintenance of these signs would be required to achieve this.

6.2. Sustainability and Climate Change Impacts

- 6.2.1. The recommendations in this report do have sustainability and/or climate change impacts.
- 6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling consistently at lower speeds, reducing speed changes, which contribute the highest emissions from vehicles.
- 6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in lower-emissions modes of transport, such as walking, cycling, and horse-riding.

6.3 Risk Management

- 6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report.
- 6.3.2. Some of the proposed speed limit changes are on ward area boundaries. There is therefore a risk of one board approving community engagement being

undertaken on a road and the other board not approving it. As this report is seeking a recommendation from the Community Board for Council, this risk can be mitigated, as Council will have the final decision-making power. Where there is disagreement between boards for roads on the Board boundary, staff will ensure this is highlighted to the Council when it is being considered.

- 6.3.3. There is a risk that lower speeds will not be supported by road users. Ongoing education about the social cost of crashes and the positive benefits from lower speeds will be required.
- 6.3.4. There is a reputational risk for the Council if they decide to proceed with consultation on schools only. It is possible that the community may perceive this consultation as the Council not prioritising road safety. There is also a risk that co-funding from Waka Kotahi may not be allocated for Safety related projects if they are not included within a Speed Management Plan.
- 6.3.5. If there is a delay in going out for consultation on the Speed Management Plan, there is a risk that Council may not be able to spend all of the co-funded budget from Waka Kotahi for school speed zones that is currently approved in the 2023/24 year. This funding does not carry-over into the 2024-2027 NLTP, and therefore, will result in a loss of funding. There is an opportunity to reapply for it in the 2024-2027 NLTP; however, it is not guaranteed that funding will be available.
- 6.3.6. Variable speed limit signs have already been installed on Upper Sefton Road, as there was budget available for them in the previous financial year. As the speed limit has not been formally approved, it is therefore not a legal speed limit and should not be operating.

5.4 **Health and Safety**

- 6.4.1. There are health and safety risks arising from the adoption/implementation of the recommendations in this report. A reduction in speed can reduce the impact of a crash.
- 6.4.2. Any reductions in speed limit, if approved, are expected to reduce the risk of death or serious injury resulting from crashes.

7. **CONTEXT**

7.1. **Consistency with Policy**

- 7.1.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

- 7.2.1. The *Local Government Act 2002* and *Land Transport Rule: Setting of Speed Limits 2022* outlines the responsibility of the RCA. Furthermore, it is required that the speed limits associated with the Speed Management Plan and the Speed Management Plan itself, are approved by the Director of Land Transport before any changes to posted speed limits can be made.

Speed limits must be updated in the National Speed Limit Register (NSLR).

7.3. **Consistency with Community Outcomes**

- 7.3.1. The Council's community outcomes are relevant to the actions arising from recommendations in this report.

There is a safe environment for all.

- Harm to people from natural and man-made hazards is minimised.
- Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.

Transport is accessible, convenient, reliable, and sustainable.

- The standard of our District's roads is keeping pace with increasing traffic numbers.

7.4. Authorising Delegations

- 7.4.1. The Community Board are responsible for considering any matters of interest or concern within their ward area, as per Part 3 of the Waimakariri District Council *Delegations Manual*.
- 7.4.2. The Council are responsible for approving the Speed Management Plan which is to be sent to Waka Kotahi seeking certification from the Director of Land Transport.



Speed Management Plan

2023-2027

Roading | May 2023



Contents

Contents	1	Speed Monitoring and Measures	13
Introduction	2	Speed Management Infrastructure	13
Background	2	Speed Limits in Future Development	14
Road to Zero Vision	3	Four-Year Implementation Programme	15
A Safe System	3	Speed Limits.....	15
Waimakariri District Road Network	5	Speed Limits Around Schools.....	15
Waimakariri District Crash Statistics	5	Safety Infrastructure	15
Previous Speed Reviews and Service Request History	7	References	16
Development of the Plan	8	Appendix A – Policies, Strategies and Guidelines	17
Council’s Role in Setting Speed Limits ...	8	Appendix B – Urban Development Extents	19
Guiding Values.....	8	Appendix C – Safe and Appropriate Speed Alignment	20
Canterbury Regional Approach	9	Appendix D – Speed Limit Extent Maps	21
Ten-Year Vision	12		
Council Objectives	12		
One Network Framework	12		
Strategic Alignment	13		
Network Approach to Speed Management	13		

Introduction

The Waimakariri District has a widespread network of both urban and rural roads. These are utilised by people using many modes of transport, and it is important that these are catered for safely to achieve the Council's Community Outcomes.

Developing a Speed Management Plan is a new requirement, given effect to by the *Land Transport Rule: Setting of Speed Limits 2022*. The intention of the plan is to make every road within the district as safe as possible, considering road function, design, and use, whilst maintaining efficiencies across the network. It also aims to provide consistent speeds across the district's road network and into neighbouring Councils' jurisdictions.

All road controlling authorities are required to have addressed speeds outside of all schools by June 2027, and as such, is one of the main focuses of this iteration of the Waimakariri District Speed Management Plan. There are also proposals in the north-eastern and south-eastern portions of the districts, as we work towards addressing our rural areas.

The *Land Transport Rule: Setting of Speed Limits 2022* requires community consultation to occur on the plan, hence, this Waimakariri District Speed Management Plan for the 2023-2027 years is in draft form.

We look forward to hearing and receiving community responses towards the proposed approach to speed management throughout the district for the next few years.

Insert Signature (To be signed by the Mayor, CE, or GM U&R)

Background

Road to Zero Vision

New Zealand has a vision of zero deaths and serious injuries on its roads. A vision where everyone, whether they are walking, cycling, driving, motorcycling, or taking public transport, can get to where they are going safely.

Waimakariri District Council is working together with Waka Kotahi, other local road controlling authorities (RCA), and the community to work towards this vision and to implement New Zealand's Road Safety Strategy.

A Safe System

Road to Zero aims to strengthen our road system and uses the safe system approach which recognises that people make mistakes and are vulnerable to the forces involved in a crash. The intention of creating a safe system is to reduce the consequences faced by individuals for making mistakes. The approach focuses on four key areas; safe roads, safe speeds, safe people, and safe vehicles.

Vehicle speed has a major influence on the impacts of a crash; it limits a driver's ability to perceive or react and worsens the level of trauma to all road users involved.

The intention of the Speed Management Plan (SMP) is to outline how Council will manage speed on the local road network. This is because research has shown that the speed of travel leading up to a crash directly impacts on both the likelihood and severity of a crash (Austroads, 2021). Therefore, by reducing speed on the road network, the likelihood of deaths and serious injuries can be reduced.

At lower speeds, an individual has more time to recognise a hazard and respond to it, either by slowing the vehicle to reduce crash speed or by avoiding the hazard completely (Austroads, 2021). Shown in Figure 1 are the distances it takes for an individual to react and brake at various speeds, during dry conditions.

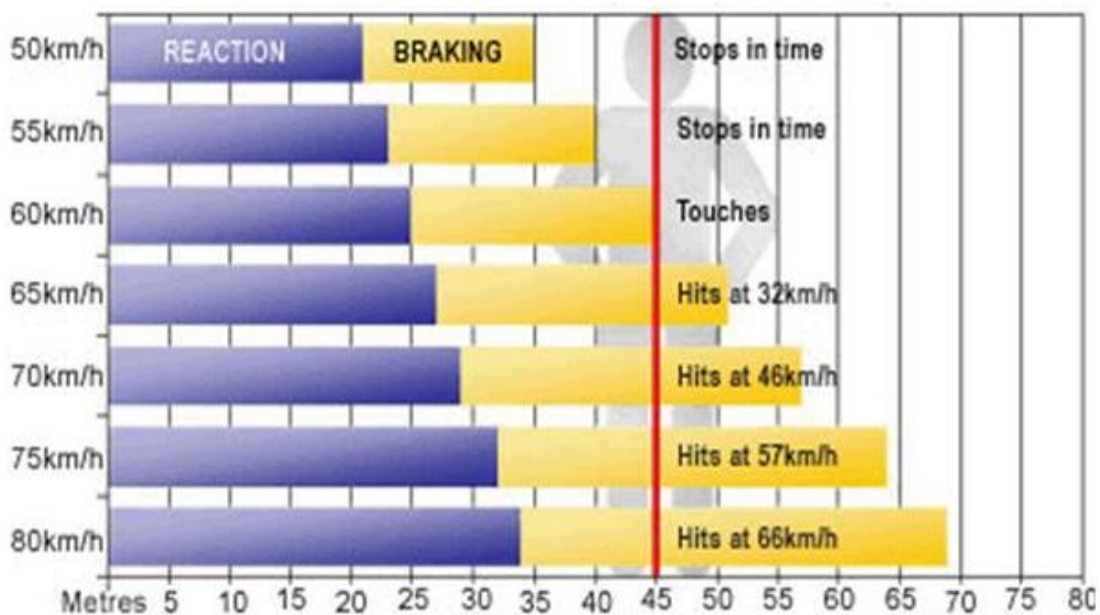


Figure 1. Reaction distance, braking distance, and impact speeds of vehicles travelling at different speeds in dry conditions (Waka Kotahi).

A reduction in crash speed results in a reduction of energy involved in a crash, resulting in a reduced severity of injuries. Figure 2 shows safe system speeds for different crash types, noting that speeds greater than what is indicated drastically increases the risk of death. This point is highlighted in Figure 3 for crashes with pedestrians, where the risk of death for the pedestrian increases by 70% if the crash occurs at 50 km/h, rather than 30 km/h.



Figure 2. Survivable speeds for different crash type (*Global Road Safety Facility, 2023*).

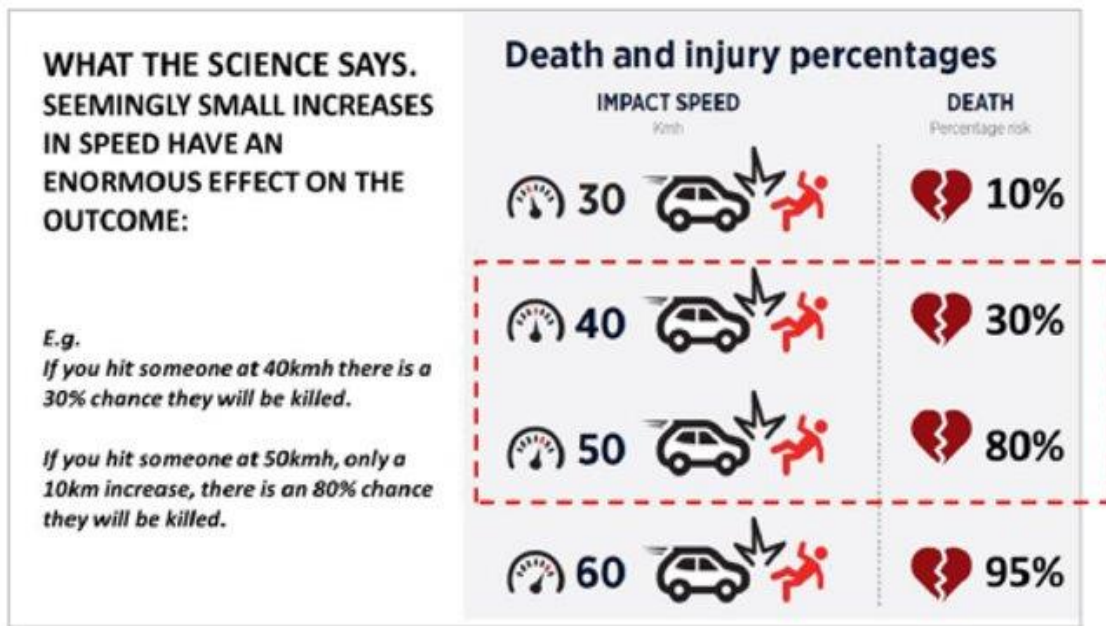


Figure 3. Likelihood of death for pedestrians hit at different vehicle speeds (*Auckland Transport, 2022*).

Historically, speed limits in New Zealand were set using default maximum values; 50 km/h for urban areas and 100 km/h for rural areas. These default speed limits originated from vehicle engine performance instead of user safety. This process did not consider the factors which might affect the roads function such as traffic volume, road surface, hazards outside of the live traffic, etc. or acknowledge that each road corridor is unique, and as such, these speed limits are no longer applicable when considering a safe system. It is prudent for Council to consider these factors to ensure a safe and appropriate speed limit can be set on its roading network. Refer to Waka Kotahi's *Speed*

Management Guide: Road to Zero (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/>) for more information on which factors are considered when determining the safe and appropriate speed.

Overall, managing the inter-relationship between speed, road infrastructure design, and vehicle safety is central to the safe system approach. However, it is acknowledged that individuals need to be able to move through the transport system as efficiently as possible. As such, speed management considers both the function of a road within the transport network, and how the road is designed, managed and used. This improves the safety of main transport routes and encourages safer alternative mode use in neighbourhood areas.

Waimakariri District Road Network

The Waimakariri District's road network contains 1,625 km of sealed roads, with 586 km unsealed. These are utilised by many modes of transport, including agricultural vehicles, heavy vehicles, personal motor vehicles, pedestrians, equestrians, and cyclists.

The large extent of rural roads, across generally flat Canterbury Plains, means that there is an issue with high vehicle speeds within the district. Further to this, with a generally grid-like road network, there are a high number of intersections and adherence to intersection controls can be poor. As such, Waimakariri has a high representation of run-off road midblock and, to a lesser extent, intersection crashes.

There has also been a significant amount of development occurring on the eastern side of the district, since the Canterbury earthquakes, which has brought an increase in population growth and corresponding traffic volumes, resulting in substantially more traffic within the town centres, changing land use with urban development, and roads which were previously rural, becoming part of the urban network. The district is also seeing an increase in the number of non-motorised modes of transport being utilised (e.g., walking, cycling, scootering, etc.) and this is likely to continue as more dedicated facilities are installed

Waimakariri District Crash Statistics

Waka Kotahi's Crash Analysis System (CAS) is used to obtain data relating to crash history throughout the district. A review of CAS for the past ten years (2012-2022) indicates that there have been 2005 crashes on Council's local road network, excluding State Highways. Shown in Figure 4 are the numbers of crashes for each severity type during this ten-year period. It should be noted that the Covid-19 pandemic has likely resulted in the downwards trend of crashes since 2020, due to a reduced number of vehicles on the road through lockdowns and more individuals working from home.

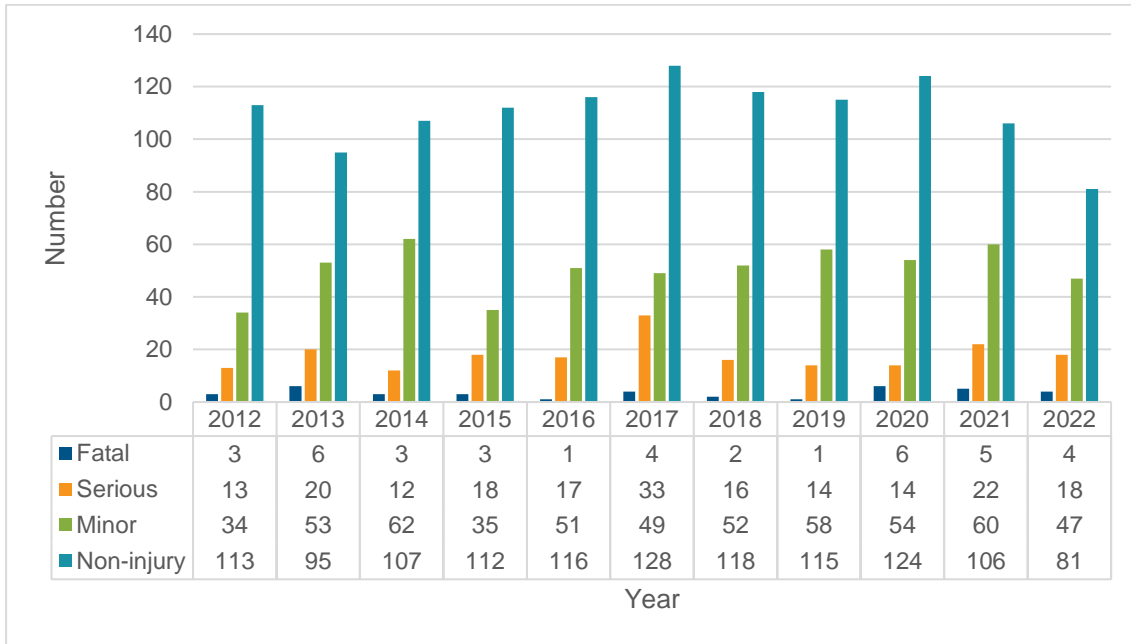


Figure 4. Ten-year crash data for the Waimakariri District.

Further analysis of this data indicates that fatal and serious injury crashes are overrepresented on the rural road network, as is shown in Figure 5. This is due to the higher speeds and speed limits on these roads, which signals that a reduction in speed limit is required to reduce these crashes. Furthermore, there is a misconception that poor adherence to intersection controls is a significant contributor to crashes within the district; however, Figure 5 shows a higher proportion of fatal and serious injury crashes have occurred along roads distant from an intersection (the midblock) since 2012.

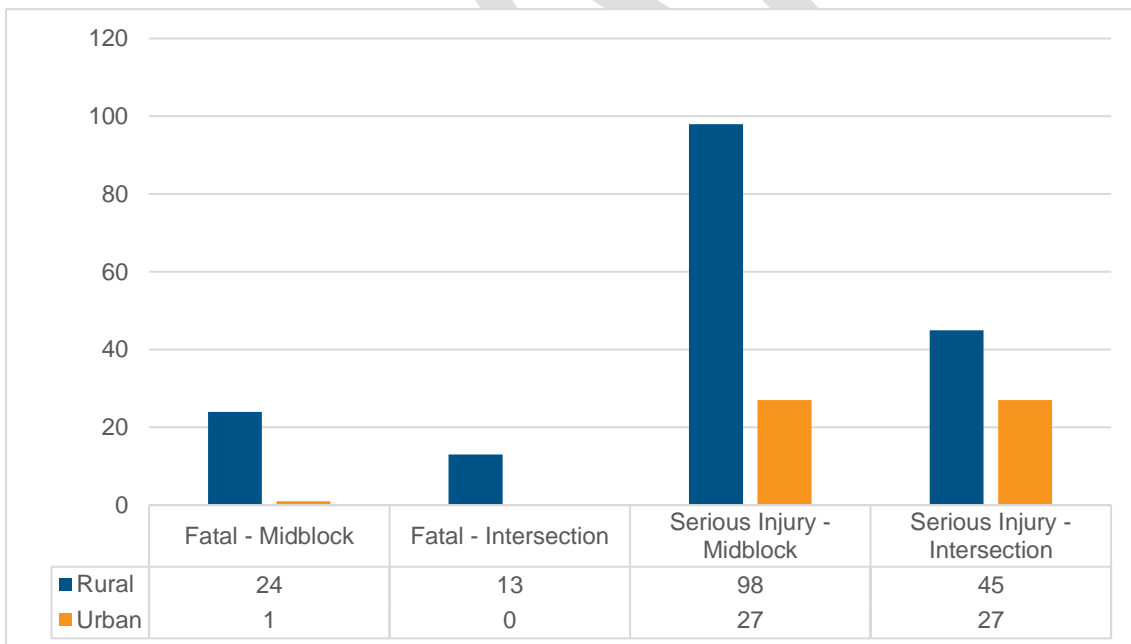


Figure 5. Deaths and serious injuries on rural and urban roads and intersections (2012-2022).

In the CAS database, only speed in excess of the posted speed limit is recorded as a causative factor. This does not consider whether travelling at or below the posted speed limit impacted the outcome of a crash. Therefore, staff have undertaken an analysis of crash data from 2017 to 2022 (5-year period) to assess where speed was a possible factor or highly likely factor in the fatal and serious crashes during that period. This is shown in Figure 6.

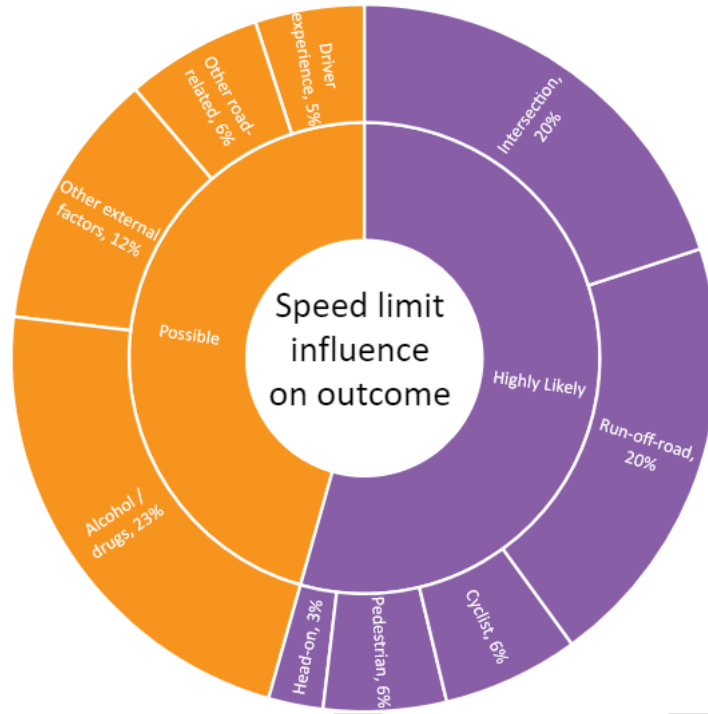


Figure 6. Staff assessment of five-year (2017-2022) crash data where the speed limit influenced the outcome.

Previous Speed Reviews and Service Request History

In recent years, Council have been undertaking more frequent speed limit reviews and as a result implementing lower speed limits. These have generally been in isolated areas throughout the district, with the most recent review in 2021 focusing on town entrances, a small portion of Tram Road and its adjacent roads, Cust, unsealed roads in Oxford, and unsealed roads in Tuahiwi.

Council receives a wide variety of transport-related service requests from residents and other road network users; however, the greatest number received since February 2021 were speed limit related requests. Furthermore, speed limit related service requests, where the community have requested lower speed limits, have significantly increased since 2019. This is shown in Figure 7.

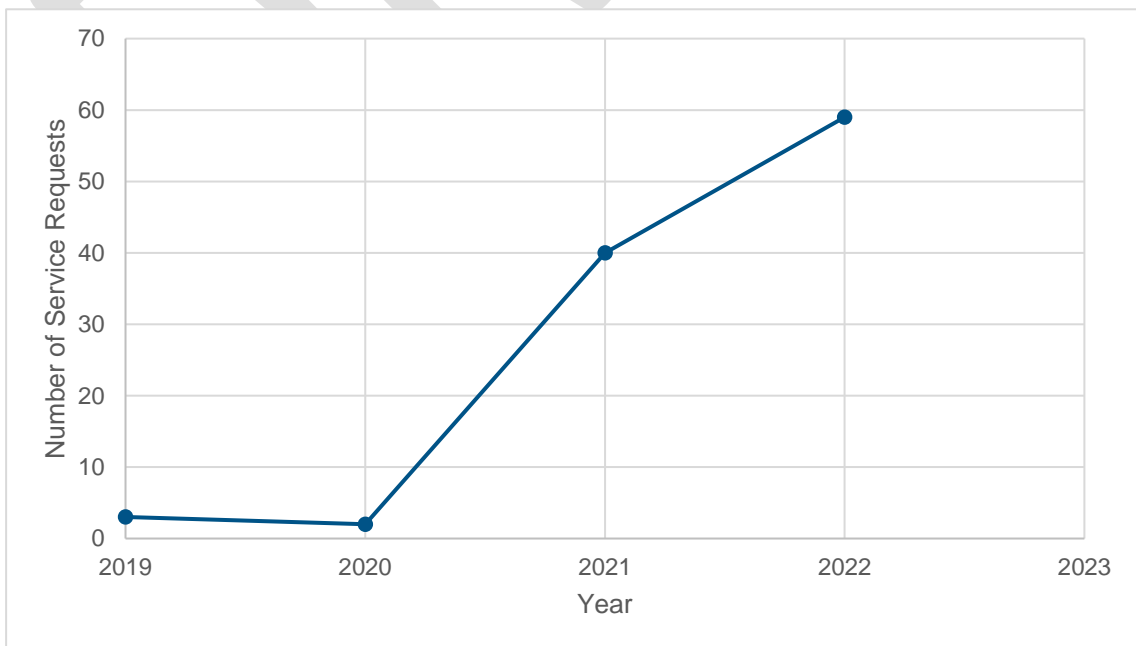


Figure 7. Speed limit related service request history (2019-2022).

Development of the Plan

Council's Role in Setting Speed Limits

The *Land Transport Act 1998*, *Land Transport Management Act 2003*, and *Land Transport Rule: Setting of Speed Limits 2022* (the *Rule*) set out the obligations and requirements of all Road Controlling Authorities (RCAs), for setting speed limits. There are two methods for setting speed limits, either via a SMP or through the Director of Land Transport's approval.

The *Rule* aims to bring a more consistent approach to setting speed limits across an RCA's network and the regional network, and also brings greater focus towards setting safe speed limits outside of schools. In particular, the rule states that 40% of schools must have a safe speed limit on their surrounding roads by June 2024, with all schools completed by June 2027.

Guiding Values

National Principles

Government Policy Statement on Land Transport

The *Government Policy Statement on Land Transport 2021/22 – 2030/31* identifies five key outcomes to improve people's wellbeing and the liveability of places. These are shown in Figure 8. Considering these outcomes derives four priority areas; safety, better travel options, climate change, and improving freight connections. The identified priority areas are then used to determine the funding direction across the transport network.

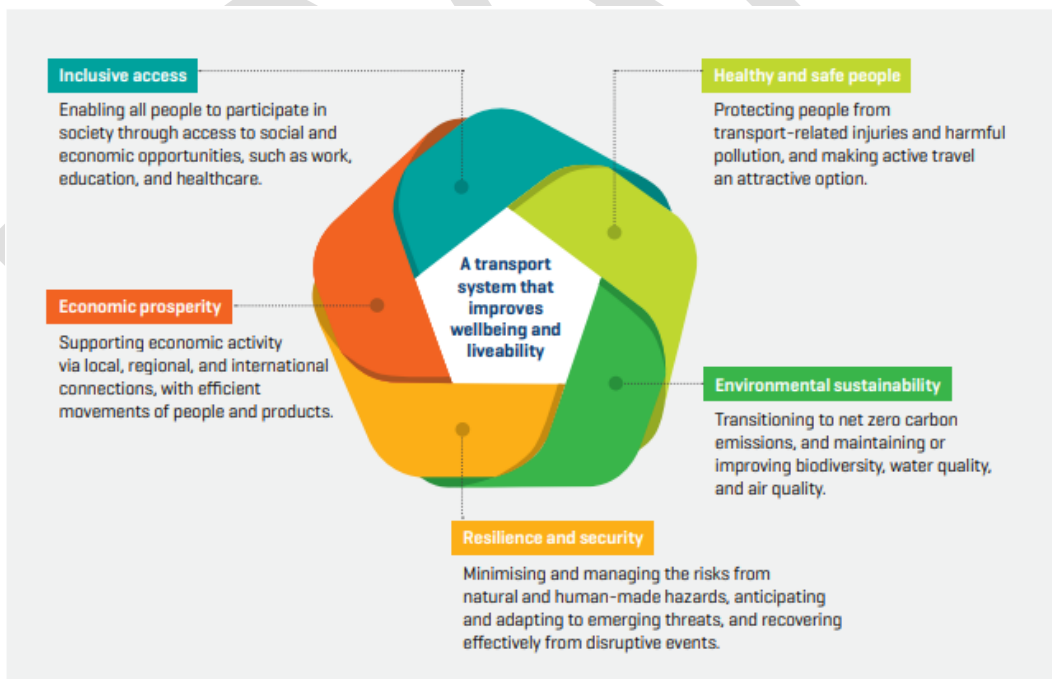


Figure 8. Transport outcomes framework (Ministry of Transport, 2021).

The strategic priority of safety, where the intention is to develop a transport network where no one is killed or seriously injured, aligns directly with the SMP process, and provides funding through the Road to Zero Programme. Whilst this focuses mainly on the 'healthy and safe people' outcome in the above figure, it also aids inclusive access, economic prosperity, and resilience and security.

The proposed indicators that the New Zealand Government is using for determining the success of the Road to Zero programme are listed below.

- The percentage of local road networks which have been modified to align with the safe and appropriate speed.
- The percentage of the urban network with a speed limit of 40 km/h or less.

Road to Zero Strategy and Action Plan

Road to Zero is New Zealand’s road safety strategy for 2020 – 2030. The overall vision is ‘a New Zealand where no one is killed or seriously injured in road crashes’, with this being supported by the five key focus areas of system management, infrastructure improvements and speed management, vehicle safety, work-related road safety, and road user choices.

This is based on the Vision Zero approach, which has been adopted by many countries worldwide and acknowledges that people make mistakes, but these mistakes should not result in people being killed. Speed inherently plays a role in the outcome of a crash, and as such, speed management and this Speed Management Plan (SMP) plays a part in achieving the goals set-out in this Road to Zero strategy.

Ultimately, the overarching goal of this strategy is to have a reduction of 40% in deaths and serious injuries resulting from road crashes by 2030.

Principles for Speed Management

Waka Kotahi’s national principles for speed management are shown in Figure 9. These are drawn from international best practice, and policies and strategies of Waka Kotahi. The principles are intended to be applied together to achieve an integrated safe system approach (Speed Management Guide, 2022). To find out more about each of these speed management principles, refer to Waka Kotahi’s *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition>).



Figure 9. Waka Kotahi’s speed management principles (Waka Kotahi, 2022a).

Canterbury Regional Approach

Regional Land Transport Plan

The *Canterbury Regional Land Transport Plan (RLTP) 2021-2031* highlights addressing the unforgiving network as one of its key problems to address over the next ten years. Funding has therefore been directed towards implementing safer systems (*i.e.*, the Road to Zero Programme).

Canterbury has seen a general increasing trend of road deaths and serious injuries on the region's road network, with this being compounded by an increasing population. The RLTP acknowledges that deaths and serious injuries on the road cause devastation across the board, and that by investing in a safer network, individual mistakes will not lead to death or serious injury.

Overall, the region aims to achieve a 40% reduction in the number of deaths and serious injuries by 2031.

Regional Objectives

Staff from RCA's across the Canterbury region have coordinating on a regional approach to meet the intent of the national speed management principles. The guiding principles for Canterbury, which will be included within the Regional Speed Management Plan, are shown below in Figure 10. The relationship of the Canterbury principles to Waka Kotahi's national speed management principles are shown by the coloured circles.

The overall vision is that Canterbury has '*An innovative low emissions transport system that helps Canterbury thrive for generations*'. This vision has been taken from the Regional Land Transport Plan (RLTP) to ensure there is cohesion between the Canterbury Regional Council's key strategic documents.



Figure 10. Canterbury regional objectives for speed management.

In general, at a regional level, it has been agreed that the approach shown in

Table 1 for initial speed management will be followed to achieve consistency across the region's network.

DRAFT

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Implementation Area
30	School areas (unless designated a category two school)
40	Urban and settlement areas
60	Unsealed and peri-urban roads
80	Sealed rural roads

Initially, the speed limits proposed on some roads may be higher than Waka Kotahi’s “safe and appropriate” speed limit. This is because across the region it is acknowledged that in some instances, an incremental change is required to shift the community’s association with a lower speed limit on that section of road network. This will be especially common throughout the urban areas, where generally a 30 km/h speed limit has been defined by Waka Kotahi as “safe and appropriate”; however, this is a large change from the current 50 km/h speed limit, and therefore 40 km/h will be proposed initially as a step towards lower speeds. It can be expected that these roads which have initial proposals which do not align with the Waka Kotahi “safe and appropriate” speed will need further consideration in future iterations of the SMP.

Waimakariri District Council

Policies, Strategies, and Guidelines

The Waimakariri District Council have a number of plans, strategies, and guidelines which include statements/actions, either directly or indirectly, relating to speed and speed management. These align with the proposals in this SMP. Refer to Appendix A for these documents and relevant information.

Community Outcomes

The community outcomes set the direction for the Council’s Long-Term Plan (LTP) and all activities included in the LTP that the Council undertakes. The community outcomes which the contents of this SMP relate to are listed below.

- There is a safe environment for all.
 - Harm to people from natural and man-made hazards is minimised.
 - Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.
- Transport is accessible, convenient, reliable, and sustainable.
 - The standard of our district’s transportation system is keeping pace with increasing traffic numbers.
 - Communities in our district are well linked with each other, and Christchurch is readily accessible by a range of transport modes.
 - Opportunities to increase the occupancy of commuter vehicles is actively encouraged.
- There are wide ranging opportunities for people to contribute to the decision making that effects our District:
 - The Council makes information about its plans and activities readily available.
 - The Council takes account of the views across the community including mana whenua.
 - The Council makes known its views on significant proposals by others affecting the District’s wellbeing.
 - Opportunities for collaboration and partnerships are actively pursued.

Ten-Year Vision

Council Objectives

The speed management objectives of the Waimakariri District Council are as follows:

- Speed limits that support the council's community outcomes,
- Speed limits that achieve consistent road and speed environments,
- Speed limits that enable safe journeys for all users,
- Speed limits that prioritise vulnerable users around schools, marae, parks, and town centres.

One Network Framework

The One Network Road Classification (ONRC) system is currently in the process of being replaced by the One Network Framework (ONF). This new framework for classifying roads gives more weight to the place function (i.e., surrounding land use), as well as considering the movement function (i.e., traffic volume).

The recognition of 'place' as a function of road classification ensures there is consideration towards alternative modes of transport which may use that road corridor, retail activities such as cafes/shops which may have seating or stock within the pedestrian environment, and children who may use parts of the road corridor for street games, etc. With this latter point becoming increasingly more common as residential land sizes reduce.

Shown in Figure 11 are the matrices used to determine the ONF categorisation of a road, noting that they are split by urban and rural land use. To use the matrix, a movement value (MX) and a place value (PX) need to be assigned, and subsequently a road categorisation determined. Further information on the ONF can be found on Waka Kotahi's One Network Framework factsheet (<https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>).

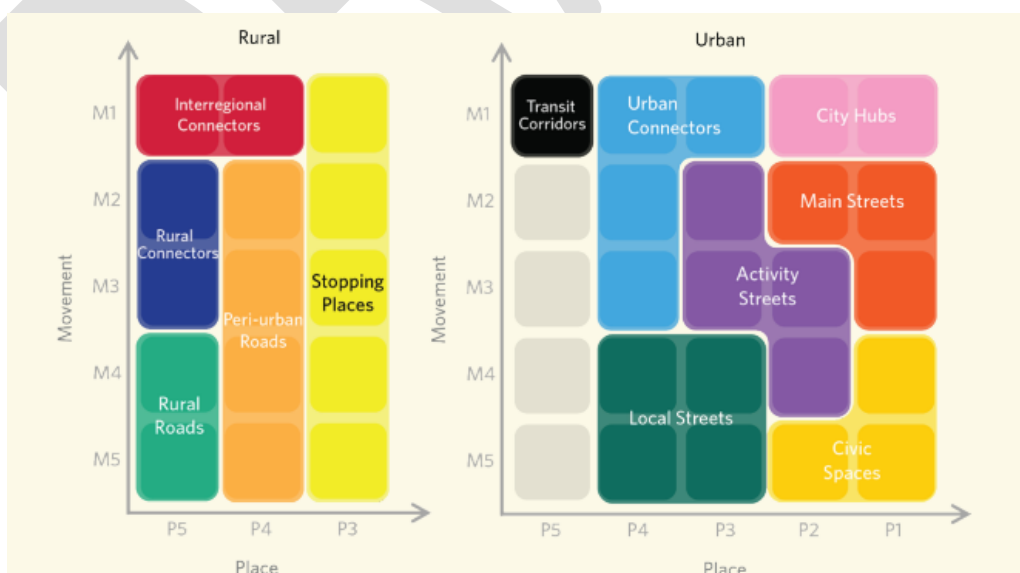


Figure 11. Matrices for assessment of urban and rural ONF road category type (Waka Kotahi 2022b).

The ONF assigned to a road can be used to assist with speed limit proposals and speed management planning. Understanding the place function of a road can assist with whether a slower speed limit is

appropriate along a corridor. Similarly, if a road has a high movement function with limited place function, then a higher speed limit may be more appropriate.

As the ONF has been developing alongside this initial SMP process, it was only utilised for guidance. It is expected however, that once the ONF is fully incorporated by Council, it will provide far greater influence on speed limit proposals in the future iterations of the SMP.

Strategic Alignment

The proposals within this ten-year programme align with the principles and strategies detailed in the prior section, at a national (including the Government Policy Statement on Land Transport and Waka Kotahi's "safe and appropriate" speeds, where practicable), regional, and district level. The SMP is a dynamic document, which will be reviewed and updated on a three-year cycle to ensure that Council's proposals remain aligned with the strategic climate.

Network Approach to Speed Management

Insert text from Attachment ii or Attachment iii here.

Speed Monitoring and Measures

The Council currently able to review speed data when it undertakes routine traffic tube counting at various sites throughout the network. The tube counters are undertaken on a cycle around the network and are undertaken on either an annual, three-yearly, or six yearly bases, dependent on the hierarchy of the road, and noting that most but not all roads in the district are counted Council does not have tube counts for all of its roads, particularly lower volume cul-de-sac roads which generally service a few properties.

In the past, special one-off traffic counts have been undertaken six months after making speed limit changes, in order to fulfil the former legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2017*. This is no longer legislatively required; however, Council will be identifying roads within each iteration of the SMP, which are at high risk for non-compliance, for additional monitoring. Roads which are at high-risk for non-compliance will generally either have mean operating speeds which are already in excess of the posted speed limit, carriageway factors (e.g., wide carriageway) which mean they are likely to have higher mean operating speed, or where Council staff deem additional monitoring is required.

Speed Management Infrastructure

There has been no additional funding identified or allocated for speed management beyond initial signage and markings at this stage. Roads which continue to have compliance issues (mean operating speeds at least 10% higher than the posted speed limit) will be considered for infrastructure improvements to support lower speeds, in which, Council will seek funding through the NLTP and the Council's Long-Term Plan. Typical treatments could include, but are not limited to, the following:

1. Signs and markings,
2. Lane width reduction/centreline treatment,
3. Speed threshold treatment,
4. Traffic calming devices such as chicanes, raised tables, kerb build outs, or other physical measures.

The Waimakariri District is programmed to receive safety cameras during this SMP period. This will be the first tranche of safety cameras throughout New Zealand and is currently going through a national moderation process to determine how many cameras the district will receive and their location. Staff will update the community once this information has been confirmed at a national level.

Speed Limits in Future Development

The district has seen significant development occurring in recent times and with this, comes new roading infrastructure which is then generally vested in the Council. In order to ensure these new roads meet the Council's approach to speed management, it is proposed that speed limits be set based on the roads' proposed ONF road classifications. These proposed speed limits are shown in Table 2 and will be implemented at the time the road is vested in Council. Urban subdivisions will generally be located within the infrastructure boundary shown in Appendix B.

Table 2. Proposed speed limits for future development roads.

Posted Speed Limit (km/h)	Urban Subdivisions	Rural Subdivisions
10	<ul style="list-style-type: none"> • Civic spaces 	
30	<ul style="list-style-type: none"> • Local streets • Main streets 	
40 – 50	<ul style="list-style-type: none"> • Activity streets • Urban connectors 	<ul style="list-style-type: none"> • Stopping places • Rural townships
60		<ul style="list-style-type: none"> • Peri-urban roads
60 – 80		<ul style="list-style-type: none"> • Rural roads • Rural connectors

Four-Year Implementation Programme

Speed Limits

Insert proposed speed limit tables here (Attachment ii or Attachment iii)

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Insert proposed school speed limits here (Attachment ii or Attachment iii)

Safety Infrastructure

Insert proposed safety infrastructure improvements here (Attachment ii or Attachment iii)

References

Auckland Transport. (2022). *Safe speeds – the reasons*. <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/safe-speeds-the-reasons>, (accessed May 2023).

Austrroads. (2021). *Guide to Road Safety Part 1: Introduction and the Safe System*. Austrroads Ltd. Sydney, Australia.

Global Road Safety Facility. (2023). *Speed Management Hub – Frequently Asked Questions*. <https://www.roadsafetyfacility.org/faq>, (accessed May 2023).

Ministry of Transport. (2021). *Government Policy Statement on Land Transport 2021/2022-2030/2031*. Ministry of Transport, New Zealand Government.

Waka Kotahi. (2022a). *Speed Management Guide: Road to Zero*. Waka Kotahi, New Zealand Government.

Waka Kotahi. (2022b). *One Network Framework Factsheet*. <https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>, (accessed May 2023).

Appendix A – Policies, Strategies and Guidelines

The Waimakariri District Council policies, strategies, and guidelines, which align with the purpose of the Speed Management Plan are shown in Table 3.

Table 3. Relevant Waimakariri District Council policies, strategies, and guidelines.

Plan, Guideline, or Strategy	Statement/Action
Annual Plan 2023-2024	<ul style="list-style-type: none"> • Implementation of lower speed zones around schools (over the next two years).
Roading Activity Management Plan	<ul style="list-style-type: none"> • Council considers safety to be the most important risk associated with its roading asset. To reduce this, alongside the development of a speed management plan, several interventions are proposed: <ul style="list-style-type: none"> ○ Preparation of a new Road Safety Action Plan, which includes enforcement and education. ○ Preparation and regular review of a hazards register. ○ Ongoing safety audits of individual projects. ○ A number of improvements on key routes through the Road to Zero programme (includes rural intersection activated warning signs). • Speed management and other ‘soft’ measures (e.g., education) allow for better utilisation of assets. • Increasing traffic volumes on rural roads will have an impact on the safety of motorists using these higher speed roads. • Development of a speed management plan.
Community Development Strategy	<ul style="list-style-type: none"> • Safe communities. • Support initiatives that facilitate social connection between residents. <ul style="list-style-type: none"> ○ Facilitate increased connection across neighbourhoods. • Support initiatives that increase accessibility to our spaces, places, and services. <ul style="list-style-type: none"> ○ Support the work of the Waimakariri Access Group.
Kaiapoi Town Centre Plan	<ul style="list-style-type: none"> • Concerns relating to the accessibility of the town centre for pedestrians. • Making it easy to travel to and around a place in a vehicle or on foot increases viability of local services and shops, encourages walking and cycling for non-work trips, and enables better traffic flow and easier parking. • Ensure that the Kaiapoi Town Centre has: <ul style="list-style-type: none"> ○ Accessibility from all directions by various modes of travel ○ A pleasant pedestrian environment that encourages people to walk alongside stores and to shop, as well as to linger in cafes.
Oxford Town Centre Strategy	<ul style="list-style-type: none"> • The role of Main Street is one of providing access to the town’s business activity, amenity, and connectivity to other centres, but is also one of providing a thoroughfare for passing vehicles travelling between the eastern part of the Waimakariri District and inland Canterbury, and beyond. • The safety and visibility of the traffic islands that were installed to define the town centre and provide safe pedestrian crossing points and a slow speed environment are a concern to the local community, particularly during low light or fog. • Access to and within. <ul style="list-style-type: none"> ○ Through the length of the town centre from just east of the Police Station to Bay Road are roadside planting beds, street narrowing

Plan, Guideline, or Strategy	Statement/Action
	points and central islands that were installed by way of implementing the beautification plans and to improve pedestrian connectivity and create a lower speed environment.
Rangiora Town Centre Strategy	<ul style="list-style-type: none"> • Access to the Rangiora Town Centre has been a matter of community concern over many years, and it is an issue that is inextricably linked with wider Rangiora Traffic flow patterns. Better traffic and parking management, including lowering speed limits, and providing more restricted and all-day carparks, is near the top of our community's wish list for improving the town centre. • Facilitate and encourage the use of alternative and future modes of transport. • High Street character area – an environment that prioritises pedestrians while allowing for other modes of transport. • Formalise the current slow vehicle speed environment in the town centre 'core' through a speed limit review
Waimakariri Accessibility Strategy	<ul style="list-style-type: none"> • Injuries are avoided and rates of impairment are reduced. <ul style="list-style-type: none"> ○ Road safety is promoted. • Identify and address, in a timely fashion, specific road safety issues that have been raised by people with impairments. • Promote road safety through monitoring, research, physical changes, and educational programmes.
Road Safety Strategy	<ul style="list-style-type: none"> • Reduce the occurrence of motor vehicle crashes where drivers were found to be travelling too fast for the conditions. • Determine and maintain appropriate speed limits throughout the district applicable to each speed zone. • Appropriate use of speed management techniques around schools, such as use of active warning lights and traffic calming measures. • Encourage local communities in rural areas to collectively reduce their travelling speeds.
Economic Development Strategy	<ul style="list-style-type: none"> • Issues and challenges in the infrastructure area are the speed and connectivity of roads into Christchurch.
Walking and Cycling Strategy	<ul style="list-style-type: none"> • Safe walking and cycling networks may include: <ul style="list-style-type: none"> ○ Quiet roads and shared streets. • Support programmes that improve safety for motorists. • Concerns have been expressed with the Rangiora/Woodend path around the speed of traffic along the road, which then impacts the perception of safety for users.
District Development Strategy	<ul style="list-style-type: none"> • Provide for continuing improvement in connectivity within our growing district, including enhancing opportunities for walking and cycling. • Consider and implement where appropriate the findings of the district-wide speed management programme, which includes a programme to review speed limits.

Appendix B – Urban Development Extents

The extents of the urban development area (i.e., infrastructure boundary), provided in the *Waimakariri District Development Strategy 2048*, is shown in Figure 12. This figure only shows the eastern portion of the district and therefore excludes Oxford. Urban development is possible in the Oxford Township area.



Figure 12. Extents of the eastern urban development area.

Appendix C – Safe and Appropriate Speed Alignment

Insert text from Attachment ii or Attachment iii here.

DRAFT

Appendix D – Speed Limit Extent Maps

Insert text from Attachment ii or Attachment iii here.

DRAFT

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 1 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi town centre, Rangiora town centre, Woodend / Pegasus / Ravenswood urban areas, Waikuku peri-urban areas, all schools, and 'tidy up' areas following historic speed limit changes.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas and Kaiapoi urban area,
- A third iteration (2030-2033) is proposed to cover the Rangiora urban area, Oxford urban area, and all remaining rural areas to the west and south of the district.

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

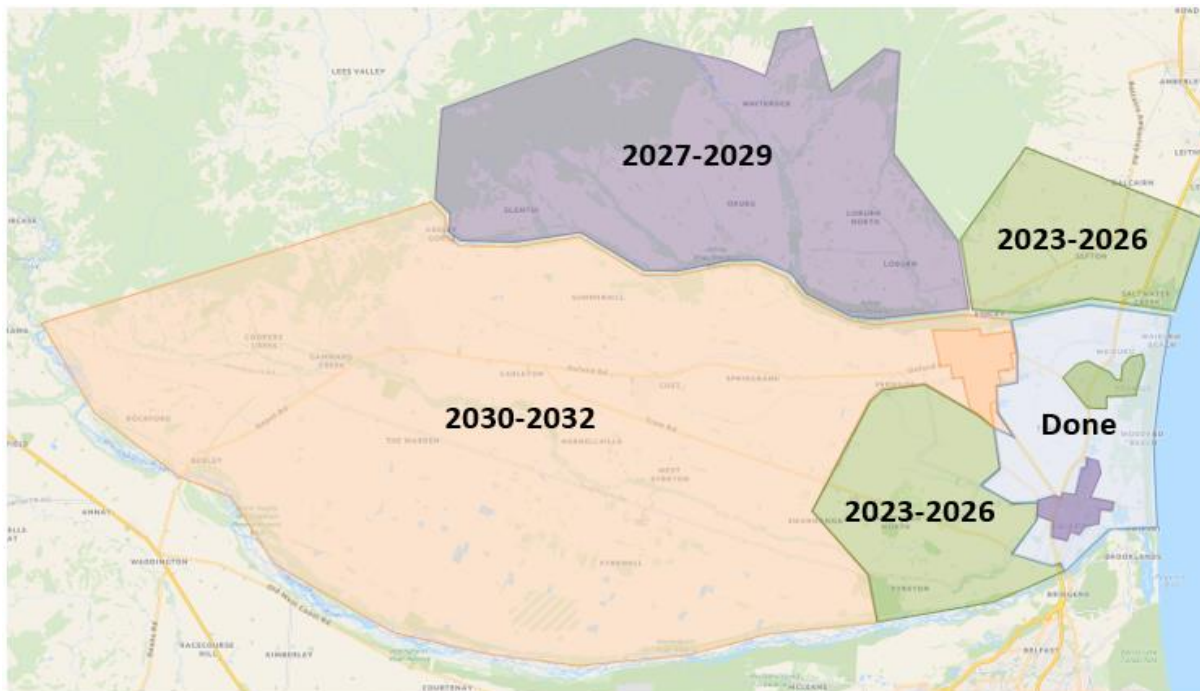


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are made by area. The relevant road types and proposed speed limits are as shown in

Table 1, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed roads

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable (noting that each Council is working to its own timeframe). Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Limits

Urban and Settlement Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District urban and settlement areas. Where the proposed speed limit does not align with Waka Kotahi’s “safe and appropriate” speed, refer to Appendix C for further information.

- Rangiora town centre (

- Table 2)
- Kaiapoi town centre (

- **Table 3)**
- Other urban areas in Kaiapoi (Table 4)
- Oxford town centre (

- **Table 5)**
- Sefton Township Table 6)
- Ashley Township (

- **Table 7)**
- Pegasus urban area (Table 8)
- Woodend/Ravenswood urban area (Table 9)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

476
Table 2. Proposed speed limits for the Rangiora town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Alfred Street – from Percival Street to Ivory Street	50	30	Permanent	2023-2024	No
Ashley Street – from Ivory Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blackett Street – from Ashley Street to 20 m west of King Street	50	40	Permanent	2023-2024	Yes
King Street – 50 m north of High Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blake Street – from Good Street to Durham Street	50	30	Permanent	2023-2024	No
Durham Street – from 20 m south of Blackett Street to High Street	50	30	Permanent	2023-2024	No
Good Street – from 20 m south of Blackett Street to the end of formed road	50	30	Permanent	2023-2024	No
Ivory Street – from High Street to 65 m south of Alfred Street	50	40	Permanent	2023-2024	Yes
Percival Street – from High Street to 120 Percival Street (to proposed school zone)	50	30	Permanent	2023-2024	Yes
Queen Street – from 20 m west of King Street to 20 m west of Ivory Street	50	30	Permanent	2023-2024	No
Victoria Street – from High Street to 47 Victoria Street (to proposed school zone)	50	30	Permanent	2023-2024	No
High Street – from 20 m west of Ivory Street to 50 m east of King Street (to proposed school zone)	50	30	Permanent	2023-2024	No

Table 3. Proposed speed limits⁴⁷⁷ for the Kaiapoi town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Black Street – from Peraki Street to Raven Quay	50	30	Permanent	2023-2024	No
Bowler Street – from Raven Quay to Hilton Street	50	30	Permanent	2023-2024	No
Charles Street – from 20 m east of Jones Street to 20 m north of Davie Street	50	30	Permanent	2023-2024	No
Hilton Street – from 20 m east of Bowler Street to Peraki Street	50	30	Permanent	2023-2024	No
Raven Quay – from 50 m east of Rich Street to the end of the road to the east	50	30	Permanent	2023-2024	Yes
Williams Street – from 20 m south of Fuller Street to 20 m south of Sewell Street	50	30	Permanent	2023-2024	No

Table 4. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50	Permanent	2023-2024	Yes
Old North Road – 20 m north of Dale Street to Williams Street	50	40	Permanent	2023-2024	Yes

Table 5. Proposed speed limit⁴⁷⁸ for the Oxford town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Main Street – 93 Main Street to 23 Main Street	50	40	Permanent	2024-2027	Yes
Coney Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Meyer Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Redwood Place – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes

Table 6. Proposed speed limits for the Sefton Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Carr Street – Railway Street to end of formed road	50	40	Permanent	2024-2027	Yes
Railway Street – Upper Sefton Road to Pembertons Road	50	40	Permanent	2024-2027	Yes
Booth Street – Railway Street to Pembertons Road	50	40	Permanent	2024-2027	Yes
Vaughan Street – Pembertons Road to Cross Street	50	40	Permanent	2024-2027	Yes
High Street – Pembertons Road to Upper Sefton Road	50	40	Permanent	2024-2027	Yes
Cross Street – Pembertons Road to 20 m east of Buller Street	50	40	Permanent	2024-2027	Yes
Buller Street – Upper Sefton Road to Cross Street	50	40	Permanent	2024-2027	Yes

479
Table 7. Proposed speed limits for the Ashley Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
High Street – 50 m south of Fawcetts Road to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Canterbury Street – Lower Sefton Road to end of formed road	50	40	Permanent	2024-2027	Yes
Wellington Street – Lower Sefton Road to Auckland Street	50	40	Permanent	2024-2027	Yes
Auckland Street – Canterbury Steet to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street	50	40	Permanent	2024-2027	Yes

Table 8. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Infinity Drive – Lakeside Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Kessen Street – Pegasus Boulevard to Forbes Street	50	40	Permanent	2024-2027	Yes
Blackadder Road – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Coulter Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Kumara Street – Blackadder Road to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Taniwha Street – Coulter Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Manuka Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Forbes Street – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Hakatere Road – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Eyrewell Road – Kessen Stret to Seaward Street	50	40	Permanent	2024-2027	Yes
Horomaka Street – Eyrewell Road to Puriri Street	50	40	Permanent	2024-2027	Yes
Puriri Street – Horomaka Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Puaka Street – Puriri Street to Seaward Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Seaward Street – Eyrewell Road to Hakatere Road	50	40	Permanent	2024-2027	Yes
Murfitt Street – Pegasus Boulevard to Waipara Road	50	40	Permanent	2024-2027	Yes
Waipara Road – Murfitt Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Tahuna Street – Eyrewell Road to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Tommy Street – Tahuna Street to Moa Street	50	40	Permanent	2024-2027	Yes
Moa Street – Tommy Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Turvey Street – Pegasus Boulevard to Pipiri Street	50	40	Permanent	2024-2027	Yes
Pipiri Street – Hakatere Road to Turvey Street	50	40	Permanent	2024-2027	Yes
Waimarie Street – Pipiri Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pipi Wai Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Kuta Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pegasus Main Street – Hakatere Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Te Kohanga Drive – Pegasus Boulevard to Tiritiri Moana Drive	50	40	Permanent	2024-2027	No
The Esplanade – Te Kohanga Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Whangaroa Street – The Esplanade to Te Wairewa Street	50	40	Permanent	2024-2027	Yes
Te Waihora Street – Te Kohanga Drive to The Esplanade	50	40	Permanent	2024-2027	Yes
Rapaki Street – Te Waihora Street to The Esplanade	50	40	Permanent	2024-2027	Yes
Tiritiri Moana Drive – Pahua Street to end Council's legal road	50	40	Permanent	2024-2027	Yes
Marangai Drive – Te Hurunui Drive to Tuaki Street	50	40	Permanent	2024-2027	Yes
Miskell Street – Marangai Drive to Awatere Street	50	40	Permanent	2024-2027	Yes
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Katipo Way – Miskell Street to Tuaki Street	50	40	Permanent	2024-2027	Yes
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Helicon Street – Jove Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kawari Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Aroha Street – Tiritiri Moana Drive to Tangiwai Street	50	40	Permanent	2024-2027	Yes
Pahua Street – Chimera Street to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Arahura Road – Lakeside Drive to Kawari Drive	50	40	Permanent	2024-2027	Yes
Chimera Street – Lakeside Drive to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Nga Tupuna Street – Arapura Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Kahu Street – Arapura Road to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kawakawa Street – Arapura Drive to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kokopu Street – Kahuraki Drive to Arapura Road	50	40	Permanent	2024-2027	Yes
Tangiwai Street – Arapura Road to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kahuraki Drive – Arapura Road to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Hodgkinson Road – Infinity Drive to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Winsloe Street – Hodgkinson Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Motu Quay – Pegasus Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Waituna Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Pukohe Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Barnes Street – Hodgkinson Road to Matamata Quay	50	40	Permanent	2024-2027	Yes
Matamata Quay – Barnes Street to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Mary Ellen Street – Matamata Quay to Solander Street	50	40	Permanent	2024-2027	Yes
Whakatipu Street – Solander Road to Waituna Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pounamu Place – Whakatipu Street to Mary Ellen Street	50	40	Permanent	2024-2027	Yes
Solander Road – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Tuka Road – Infinity Drive to Solander Road	50	40	Permanent	2024-2027	Yes
Awaroa Road – Solander Road Whakatipu Street	50	40	Permanent	2024-2027	Yes
Hikuraki Street – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Pegasus Boulevard – 50 m east of Infinity Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	No
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60	Permanent	2024-2027	Yes
Mara Kai Place – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Atkinsons Lane – Mara Kai Place to end of formed road	50	40	Permanent	2024-2027	Yes
Te Haunui Lane – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Taerutu Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Burntwood Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Table 9. Proposed speed limits for the Woodend/Ravenswood urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Judsons Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Copper Beech Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Evergreen Road – Copper Beech Road to Copper Beech Road	50	40	Permanent	2024-2027	Yes
Panckhurst Drive- Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
McLean Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Parkinson Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Simon Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Petries Road – State Highway One to Gladstone Road	50	40	Permanent	2024-2027	Yes
James Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Pascoe Drive – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Hamlett Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Benjes Place – Hamlett Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Fearne Drive – Hamlett Drive to Petries Road	50	40	Permanent	2024-2027	Yes
Keeper Close – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Ranby Place – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Catchpole Place – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Gladstone Road – State Highway One to Gladstone Park	50	40	Permanent	2024-2027	Yes
Eders Road – Gladstone Road to State Highway One	50	40	Permanent	2024-2027	Yes
Stopforth Street – Gladstone Road to Parsonage Road	50	40	Permanent	2024-2027	Yes
Parsonage Road – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Littles Lane – Parsonage Road to end of formed road	50	40	Permanent	2024-2027	Yes
McQuillan Avenue – Parsonage Road to State Highway One	50	40	Permanent	2024-2027	Yes
Thirlwall Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Salkeld Place – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cutler Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cleaver Street – Salkeld Place to end of formed road	50	40	Permanent	2024-2027	Yes
Gibbs Drive – School Road to Woodend Road	50	40	Permanent	2024-2027	Yes
Stanton Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Lacy Gate Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Somerset Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodend Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Bowie Drive – Woodend Road to Woodglen Drive	50	40	Permanent	2024-2027	Yes
Cassidy Place – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
The Stables – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodglen Drive – Bowie Drive to Chinnerys Drive	50	40	Permanent	2024-2027	Yes
Manahi Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Norton Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Hewitts Road – State Highway One to Welsford Street	50	40	Permanent	2024-2027	Yes
Woodfield Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Taranaki Drive – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Thornley Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Welsford Street – Bowie Drive to Minerva Crescent	50	40	Permanent	2024-2027	Yes
Appleton Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Cobden Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Bunting Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Paget Drive – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Chinnerys Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes
Grange View – Chinnerys Road to end of formed road	50	40	Permanent	2024-2027	Yes
Minerva Crescent – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Shrimpton Avenue – Welsford Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clegg Street – Shrimpton Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
John Raven Lane – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Godley Place – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stonyer Street – Bob Robertson Drive to Quinn Crescent	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Quinn Crescent – Croydon Street to Crossley Avenue	50	40	Permanent	2024-2027	Yes
Crossley Avenue – Stonyer Street to end of formed road	50	40	Permanent	2024-2027	Yes
Croydon Street – Stonyer Street to Oakleigh Street	50	40	Permanent	2024-2027	Yes
Oakleigh Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodford Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Jury Lane – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Jasmine Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Clare Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Sills Street – Clare Street to Grimwood Street	50	40	Permanent	2024-2027	Yes
Kotua Street – Sills Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Eldridge Street – Sills Street to Woodfor Street	50	40	Permanent	2024-2027	Yes
Grimwood Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
White Street – Nathaniel Archer Street to Barnett Street	50	40	Permanent	2024-2027	Yes
Curtis Street – White Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Barnett Street – Woodford Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stackwood Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Antil Street – Stackwood Avenue to Chambers Avenue	50	40	Permanent	2024-2027	Yes
Borland Street – Antil Street to Crossley Street	50	40	Permanent	2024-2027	Yes
Chambers Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Higgins Street – Chambers Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Elmers Street – Higgins Street to end of formed road	50	40	Permanent	2024-2027	Yes
Henshaw Street – Elmers Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clayton Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Lilburne Street – Clayton Place to end of formed road	50	40	Permanent	2024-2027	Yes
Bowmaker Crescent – Lilburne Street to Lilburne Street	50	40	Permanent	2024-2027	Yes
Kesteven Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Garlick Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Peri-urban Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District peri-urban areas. Where the proposed speed limit does not align with Waka Kotahi's safe and appropriate speed, refer to Appendix C for further information.

- Waikuku Beach area (Table 10)
- Waikuku area (
- Table 11)
- Mandeville area (Table 12)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 10. Proposed speed limits for the Waikuku Beach area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Northside Drive – Waikuku Beach Road to Waikuku Beach Road	50	40	Permanent	2024-2027	Yes
Kings Avenue – Waikuku Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Allin Drive – Kings Avenue to Queens Avenue	50	40	Permanent	2024-2027	Yes
Queens Avenue – Kings Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Ensors Place – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Collins Drive – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
McKenzie Place – Collins Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Table 11. Proposed speed limits for the Waikuku area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Macdonalds Lane – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Geisha Road – State Highway One to end of formed road	70	40	Permanent	2024-2027	Yes
Leggitts Road – Waikuku Beach Road to end of formed road (unsealed)	80	60	Permanent	2024-2027	No

Table 12. Proposed speed limits for the Mandeville area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
McHughs Road – No. 10 Road to 50 m south of Tram Road	100	60	Permanent	2024-2027	No
Mandeville Road – McHughs Road to 70 m south of Ohoka Meadows Drive	100	60	Permanent	2024-2027	No
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place	100	60	Permanent	2024-2027	No
Wards Road – Bradleys Road to 300 m north of Makybe Drive	100	60	Permanent	2024-2027	No

Rural Roads

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District rural areas. Where the proposed speed limit does not align with Waka Kotahi's safe and appropriate speed, refer to Appendix C for further information.

- Rangiora/Fernside area (Table 13)
- North of Tram Road/Mandeville area (

- **Table 14)**
- North of Tram Road/Ohoka areas (

- **Table 15)**
- South of Tram Road/north of South Eyre Road/Mandeville areas (

- **Table 16)**
- South of Tram Road/north of South Eyre Road/Ohoka areas (Table 17)
- South of South Eyre Road area (

- **Table 18)**
- South Eyre Road and Tram Road (Table 19)
- Oxford rural area (

- **Table 20)**
- Marshmans Road and northwest/west of Marshmans Road areas (Table 21)
- North of Upper Sefton Road area (Table 22)
- South of Upper Sefton Road area (Table 23)
- Other rural areas (

- **Table 24)**

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 13. Proposed speed limits for the Rangiora/Fernside area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Easterbrook Road – Fernside Road to Hicklands Road	100	60	Permanent	2024-2027	Yes
Mountvista Road – Easterbrook Road to end of formed road	100	60	Permanent	2024-2027	No
Plaskett Road – 75 m south of Fernside Road to Ashworths Road	100	80	Permanent	2024-2027	Yes
Hicklands Road – Plaskett Road to Threlkelds Road	100	60	Permanent	2024-2027	No
Egans Road – Plaskett Road to O’Roarkes Road	100	60	Permanent	2024-2027	No
O’Roarkes Road – Johns Road to Egans Road	100	60	Permanent	2024-2027	No
Swannanoa Road – 200 m southwest of Johns Road to Two Chain Road	100	80	Permanent	2024-2027	No
Bridge Road – Swannanoa Road to end of formed road	100	80	Permanent	2024-2027	No

494
Table 14. Proposed speed limits for north of Tram Road/Mandeville area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Two Chain Road – Tram Road to Swannanoa Road	100	80	Permanent	2024-2027	No
Pattersons Road – Two Chain Road to McRoberts Road	100	80	Permanent	2024-2027	Yes
Clear View Lane – Pattersons Road to end of formed road	100	60	Permanent	2024-2027	No
Mandalea Road – Pattersons Road to McRoberts Road	100	60	Permanent	2024-2027	No
Cameo Drive – Mandalea Road to end of formed road	100	60	Permanent	2024-2027	Yes
Tupelo Place – Tram Road to end of formed road	100	80	Permanent	2024-2027	Yes
No. 10 Road – Pattersons Road to Tram Road	100	80	Permanent	2024-2027	No
Wards Road – Pattersons Road to 50 m northwest of Makybe Drive	100	80	Permanent	2024-2027	No
Dawsons Road – Pattersons Road to Wards Road	100	80	Permanent	2024-2027	Yes
Ashworths Road – Dawsons Road to Mill Road (unsealed)	100	60	Permanent	2024-2027	No
Aschens Road -Ashworths Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McRoberts Road – Pattersons Road to Mill Road	100	80	Permanent	2024-2027	Yes
McRoberts Road – Mill Road to Barkers Road (unsealed)	100	60	Permanent	2024-2027	No
Barkers Road – McRoberts Road to Main Drain Road (unsealed)	100	60	Permanent	2024-2027	No
Main Drain Road – Two Chain Road to Threlkelds Road (unsealed)	100	60	Permanent	2024-2027	No
Ashworths Road – Mill Road to Plaskett Road	100	80	Permanent	2024-2027	Yes
Bradleys Road – Main Drain Road to 20 m north of Hallfield Drive	100	60	Permanent	2024-2027	No
Bradleys Road – Mill Road to 400 m north of Modena Place	100	80	Permanent	2024-2027	Yes
Mill Road – McRoberts Road to 20 m west of Bradleys Road	100	80	Permanent	2024-2027	No

Table 15. Proposed speed limits for the north of Tram Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Whites Road – 210 south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Jacksons Road – 770 m south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Raddens Road – Tram Road to Jeffs Drain Road	100	60	Permanent	2024-2027	N/A
Jeffs Drain Road – Tram Road to Butchers Road	100	60	Permanent	2024-2027	No
Christmas Road – Mill Road to Butchers Road	100	60	Permanent	2024-2027	Yes
Butchers Road – Christmas Road to Ohoka Road	100	60	Permanent	2024-2027	No
Gardiners Road – Tram Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

496

Table 16. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Mandeville areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Two Chain Road – Tram Road to North Eyre Road	100	80	Permanent	2024-2027	No
North Eyre Road – Two Chain Road to Mandeville Road	100	80	Permanent	2024-2027	No
No. 10 Road – Tram Road to South Eyre Road	100	80	Permanent	2024-2027	No
West Denbie Lane – North Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Logans Road – North Eyre Road to Mandeville Road	100	80	Permanent	2024-2027	No
Mandeville Road – 70 m south of Ohoka Meadows Drive to South Eyre Road	100	80	Permanent	2024-2027	No
Baileys Road – Mandeville Road to Whites Road	100	80	Permanent	2024-2027	Yes
Whites Road – Baileys Road to Tram Road	100	80	Permanent	2024-2027	No
Baileys Road – Whites Road to Edmunds Road (part unsealed)	100	60	Permanent	2024-2027	No
Edmunds Road – Baileys Road to Tram Road	100	60	Permanent	2024-2027	No
Chiltons Road – Baileys Road to Mandeville Road	100	60	Permanent	2024-2027	No
Moffatts Road – Mandeville Road to South Eyre Road (unsealed)	100	60	Permanent	2024-2027	No

Table 17. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Woods Road – Tram Road to end of formed road	100	60	Permanent	2024-2027	No
Burgesses Road – Tram Road to South Eyre Road (part unsealed)	100	60	Permanent	2024-2027	No
Elders Road – Burgesses Road to South Eyre Road	100	60	Permanent	2024-2027	No

Table 18. Proposed speed limits for the ⁴⁹⁷ south of South Eyre Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Diversion Road – South Eyre Road to Harrs Road (unsealed)	100	60	Permanent	2024-2027	No
Harrs Road – South Eyre Road to 1340 m south of South Eyre Road	100	80	Permanent	2024-2027	No
Harrs Road – 1340 m south of South Eyre Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	N/A
Clothiers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Harpers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Heywards Road – South Eyre Road to Mabers Road	100	80	Permanent	2024-2027	No
Heywards Road – Mabers Road to 300 m south of Tram Road	100	60	Permanent	2024-2027	No
Baynons Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	Yes
Madeleys Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	No
Taylor's Road – Heywards Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Mabers Road – South Eyre Road to end of formed road	100	60	Permanent	2024-2027	No
Greigs Road – Tram Road to 24 Greigs Road (part unsealed)	100	60	Permanent	2024-2027	No
Watts Road – Greigs Road to end of formed road	100	60	Permanent	2024-2027	No

Table 19. Proposed speed limits for South Eyre Road/Tram Road.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
South Eyre Road – Tram Road to 50 m west of Diversion Road	100	80	Permanent	2024-2027	No
Tram Road – 200 m west of South Eyre Road to 20 m west of Two Chain Road (excluding proposed Swannanoa permanent 60 km/h school zone)	100	80	Permanent	2024-2027	No

Table 20. Proposed speed limits⁴⁹⁸ for the Oxford rural area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Weld Street – 400 m east of High Street to Powells Road	80	60	Permanent	2024-2027	No
Barracks Road – Powells Road to 120 m east of Powells Road	80	60	Permanent	2024-2027	No
Powells Road – Weld Street to Ashley Gorge Road	100	60	Permanent	2024-2027	No
Sales Road – Ashley Gorge Road to 50 m east of Powells Road (unsealed)	100	60	Permanent	2024-2027	No
Victoria Street – 400 m east of High Street to Powells Road	100	60	Permanent	2024-2027	No
Mcjarrows Road – Powells Road to 650 m east of Powells Road	100	60	Permanent	2024-2027	No
Plachatsh Lane – Powells Road to end of formed road	100	60	Permanent	2024-2027	No

Table 21. Proposed speed limits for the Marshmans Road and northwest/west of Marshmans Road areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)	80	60	Permanent	2024-2027	Yes
Max Wallace Drive – Fawcetts Road to end of formed road	80	60	Permanent	2024-2027	No
Boundary Road – 290 m north of Fawcetts Road to Dixons Road	100	80	Permanent	2024-2027	No
Dixons Road – Cones Road to Marshmans Road	100	80	Permanent	2024-2027	No
Boundary Road – Dixons Road to Mowatts Road (unsealed)	100	60	Permanent	2024-2027	No
Mowatts Road – Carrs Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Mowatts Road to Gorries Road (unsealed)	100	60	Permanent	2024-2027	No
Gorries Road – Forestry Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Gorries Road to Marshmans Road	100	80	Permanent	2024-2027	Yes
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Downs Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Copples Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No
Douds Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	Yes
Ramsay Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McLeods Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No

Table 22. Proposed speed limits for the north of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beatties Road – Marshmans Road to Upper Sefton Road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street	100	80	Permanent	2024-2027	No
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed)	100	60	Permanent	2024-2027	No
Douds Road – Rangiora Leithfield Road to Marshmans Road (unsealed)	100	60	Permanent	2024-2027	No
Amors Road – Rangiora Leithfield Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Brueres Road – Marshmans Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Criglingtons Road – Rangiora Leithfield Road to Pembertons Road (unsealed)	100	60	Permanent	2024-2027	No
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street	100	80	Permanent	2024-2027	Yes
Bruces Road – Rangiora Leithfield Road to Marshmans Road	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Duffs Road – Marshmans Road to Bruces Road and Bruces Road to Hurunui District boundary (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Hanna Place – Upper Sefton Road to end of formed road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 120 m west of Cross Street to Hurunui District boundary	100	80	Permanent	2024-2027	No

Table 23. Proposed speed limits for the south of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Saltwater Creek Road to Wyllies Road	100	80	Permanent	2024-2027	Yes
Lower Sefton Road – Wyllies Road to Factory Road (unsealed)	100	60	Permanent	2024-2027	No
Saltwater Creek Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Wyllies Road – Lower Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Mcgifferts Road – Lower Sefton Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road	100	60	Permanent	2024-2027	Yes
Maguires Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Stringers Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pears Road – Stringers Road to Upper Sefton Road	100	60	Permanent	2024-2027	No
Factory Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Boyces Road – Factory Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Amesbury Road – Factory Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No
Dicks Road – Factory Road to Broad Road (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Upper Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Harleston Road – Upper Sefton Road to Hurunui District Boundary	100	80	Permanent	2024-2027	Yes
Burkes Road – Harleston Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No

502
Table 24. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80	Permanent	2023-2024	No
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Lower Camside Road – Cam Road to end of formed road	100	60	Permanent	2023-2024	No
Williams Street – 310 m north of Sovereign Boulevard to 140 m south of State Highway One	80	60	Permanent	2024-2027	No
Mulcocks Road – Skewbridge Road to 50 m south of Lineside Road	100	80	Permanent	2023-2024	No
Paisley Road -Mulcocks Road to end of formed road	100	60	Permanent	2023-2024	No
Bramleys Road – 20 m southwest of Cox Road to Lineside Rod	100	60	Permanent	2023-2024	Yes
Cones Road – Fawcetts Road to Dixons Road	100	80	Permanent	2023-2024	No
Dixons Road – Cones Road to 70 m south of Barkers Road	100	80	Permanent	2023-2024	No
Fletchers Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Rossiters Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Cust Road – 1782 Cust Road to 85 m west of Tippings Road	80	60	Permanent	2024-2027	Yes
Tippings Road – Cust Road to 50 m north of Cust Road	80	60	Permanent	2024-2027	No

Table 25 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 25. Proposed Intersection Speed Zones.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60	Variable	2024-2027
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60	Variable	2024-2027
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60	Variable	2024-2027
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60	Variable	2023-2024

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in Table 26. Table 27 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally, Table 28 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
 - Ashley Rakahuri School,
 - Clarkville School,
 - Kaiapoi High School,
 - Rangiora Borough School,
 - Rangiora High School,
 - Rangiora New Life School,
 - Sefton School,
 - Southbrook School,
 - St Joseph's School (Rangiora),
 - St Patrick's School (Kaiapoi),
 - Swannanoa School,
 - Te Matauru School.
- 2024-2027:
 - Ashgrove School,

- Cust School,
- Fernside School,
- Kaiapoi Borough School,
- Kaiapoi North School,
- Loburn School,
- North Loburn School,
- Ohoka School,
- OneSchool Global (Rangiora Campus),
- Oxford Area School,
- Pegasus Bay School,
- Tuahiwi School,
- View Hill School,
- West Eyreton School,
- Woodend School.

Table 26. Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	Permanent
			Pentecost Road (Johns Road to 20 m north of Charles Street)	
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 27. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Permanent
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 28. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent

Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 29. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 29. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
Town centres (Kaiapoi, Rangiora)	Speed signage	2023-2024	Committed
	Channelisation marking	TBD	Not committed
Townships (Ashley, Sefton)	Speed signage	2024-2027	Not Committed
	Speed threshold treatments	2024-2027	Not Committed
Woodend, Pegasus, Ravenswood	Speed signage	2024-2027	Not Committed
	Speed threshold treatment	2024-2027	Not Committed
	Channelisation marking	TBD	Not committed
Mandeville area	Speed signage	2024-2027	Not Committed
Rural roads	Speed signage	2024-2027	Not Committed
Tram Road corridor	Signage, markings, and minor intersection upgrades	2024-2027	Not Committed
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix C – Safe and Appropriate Speed Alignment

Some of the speed limits proposed within this Speed Management Plan do not align with the “safe and appropriate” speed information provided by Waka Kotahi computer models.

Council is working towards the “safe and appropriate” speed for the road extents listed in Table 32. This initial proposal is an interim step, which may be revisited in future revisions of the Waimakariri SMP. The main reasons for this interim step are listed below, noting that not all are relevant to each road section.

- High existing mean operating speed.
- Wide carriageway and other higher speed environment features.
- Consistency throughout the urban area.
- Community and/or elected member support.

Table 32. Roads with an interim step towards the safe and appropriate speed.

Road and Extents
Ashley Street – from Ivory Street to 50 m north of Blackett Street
Blackett Street – from Ashley Street to 20 m west of King Street
King Street – 50 m north of High Street to 50 m north of Blackett Street
Ivory Street – from High Street to 65 m south of Alfred Street
Main Street – 93 Main Street to 23 Main Street
Coney Street – Main Street to end of formed road
Meyer Street – Main Street to end of formed road
Redwood Place – Main Street to end of formed road
Infinity Drive – Lakeside Drive to end of formed road
Kessen Street – Pegasus Boulevard to Forbes Street
Blackadder Road – Kessen Street to Hakatere Road
Coulter Street – Blackadder Road to Taniwha Street
Kumara Street – Blackadder Road to Tutaipatu Avenue
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street
Taniwha Street – Coulter Street to Hakatere Road
Manuka Street – Blackadder Road to Taniwha Street
Forbes Street – Kessen Street to Hakatere Road
Hakatere Road – Blackadder Road to Pegasus Main Street
Eyrewell Road – Kessen Street to Seaward Street
Horomaka Street – Eyrewell Road to Puriri Street
Puriri Street – Horomaka Street to Hakatere Road
Puaka Street – Puriri Street to Seaward Street
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue
Seaward Street – Eyrewell Road to Hakatere Road
Murfitt Street – Pegasus Boulevard to Waipara Road
Waipara Road – Murfitt Street to Hakatere Road
Tahuna Street – Eyrewell Road to Te Kohanga Drive
Tommy Street – Tahuna Street to Moa Street
Moa Street – Tommy Street to Hakatere Road
Turvey Street – Pegasus Boulevard to Pipiri Street
Pipiri Street – Hakatere Road to Turvey Street

Road and Extents
Waimarie Street – Pipiri Street to Pegasus Main Street
Pipi Wai Street – Turvey Street to Pegasus Main Street
Kuta Street – Turvey Street to Pegasus Main Street
Pegasus Main Street – Hakatere Road to Lakeside Drive
The Esplanade – Te Kohanga Drive to Te Kohanga Drive
Whangaroa Street – The Esplanade to Te Wairewa Street
Te Waihora Street – Te Kohanga Drive to The Esplanade
Rapaki Street – Te Waihora Street to The Esplanade
Tiritiri Moana Drive – Pahua Street to end Council’s legal road
Marangai Drive – Te Hurunui Drive to Tuaki Street
Miskell Street – Marangai Drive to Awatere Street
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive
Katipo Way – Miskell Street to Tuaki Street
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive
Helicon Street – Jove Drive to Tiritiri Moana Drive
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive
Kawari Drive – Tiritiri Moana Drive to Infinity Drive
Aroha Street – Tiritiri Moana Drive to Tangiwai Street
Pahua Street – Chimera Street to Tiritiri Moana Drive
Arahura Road – Lakeside Drive to Kawari Drive
Chimera Street – Lakeside Drive to Nga Tupuna Street
Nga Tupuna Street – Arapura Road to Lakeside Drive
Kahu Street – Arapura Road to Kahuraki Drive
Kawakawa Street – Arapura Drive to Kahuraki Drive
Kokopu Street – Kahuraki Drive to Arapura Road
Tangiwai Street – Arapura Road to Infinity Drive
Kahuraki Drive – Arapura Road to Nga Tupuna Street
Hodgkinson Road – Infinity Drive to Pegasus Boulevard
Winsloe Street – Hodgkinson Road to Pegasus Main Street
Motu Quay – Pegasus Main Street to end of formed road
Waituna Street – Winsloe Street to Barnes Street
Pukohe Street – Winsloe Street to Barnes Street
Barnes Street – Hodgkinson Road to Matamata Quay
Matamata Quay – Barnes Street to Te Kohanga Drive
Mary Ellen Street – Matamata Quay to Solander Street
Whakatipu Street – Solander Road to Waituna Street
Pounamu Place – Whakatipu Street to Mary Ellen Street
Solander Road – Infinity Drive to Whakatipu Street
Tuka Road – Infinity Drive to Solander Road
Awaroa Road – Solander Road Whakatipu Street
Hikuraki Street – Infinity Drive to Whakatipu Street
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive
Panckhurst Drive- Petries Road to end of formed road
McLean Place – Panckhurst Road to end of formed road
Parkinson Place – Panckhurst Road to end of formed road
Simon Place – Panckhurst Road to end of formed road
Petries Road – State Highway One to Gladstone Road
James Drive – Petries Road to Gladstone Road

Road and Extents
Pascoe Drive – Petries Road to end of formed road
Hamlett Drive – Petries Road to Gladstone Road
Benjes Place – Hamlett Drive to end of formed road
Fearne Drive – Hamlett Drive to Petries Road
Keeper Close – Fearne Drive to end of formed road
Ranby Place – Fearne Drive to end of formed road
Catchpole Place – Petries Road to end of formed road
Gladstone Road – State Highway One to 60 m east of Petries Road
Eders Road – Gladstone Road to State Highway One
Stopforth Street – Gladstone Road to Parsonage Road
Parsonage Road – State Highway One to end of formed road
Little Lane – Parsonage Road to end of formed road
McQuillan Avenue – Parsonage Road to State Highway One
Thirlwall Street – McQuillan Avenue to end of formed road
Salkeld Place – McQuillan Avenue to end of formed road
Cutler Street – McQuillan Avenue to end of formed road
Cleaver Street – Salkeld Place to end of formed road
Woodend Road – Rangiora Woodend Road to State Highway One
Gibbs Drive – School Road to Woodend Road
Stanton Place – Gibbs Drive to end of formed road
Lacy Gate Place – Gibbs Drive to end of formed road
Somerset Place – Gibbs Drive to end of formed road
Bowie Drive – Woodend Road to Woodglen Drive
Cassidy Place – Bowie Drive to end of formed road
The Stables – Bowie Drive to end of formed road
Woodglen Drive – Bowie Drive to Chinnerys Drive
Manahi Place – Woodglen Drive to end of formed road
Norton Place – Woodglen Drive to end of formed road
Hewitts Road – State Highway One to Welsford Street
Woodfield Place – Woodglen Drive to end of formed road
Taranaki Drive – Woodglen Drive to end of formed road
Thornley Place – Woodglen Drive to end of formed road
Welsford Street – Bowie Drive to Minerva Crescent
Appleton Place – Hewitts Road to end of formed road
Cobden Place – Hewitts Road to end of formed road
Bunting Place – Hewitts Road to end of formed road
Paget Drive – Welsford Street to Welsford Street
Chinnerys Road – Rangiora Woodend Road to State Highway One
Grange View – Chinnerys Road to end of formed road
Minerva Crescent – Welsford Street to Welsford Street
Shrimpton Avenue – Welsford Street to end of formed road
Clegg Street – Shrimpton Avenue to Bob Robertson Drive
John Raven Lane – Clegg Street to end of formed road
Godley Place – Clegg Street to end of formed road
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive
Stonyer Street – Bob Robertson Drive to Quinn Crescent
Quinn Crescent – Croydon Street to Crossley Avenue
Crossley Avenue – Stonyer Street to end of formed road
Croydon Street – Stonyer Street to Oakleigh Street
Oakleigh Street – Bob Robertson Drive to end of formed road
Woodford Avenue – Bob Robertson Drive to end of formed road

Road and Extents
Jury Lane – Bob Robertson Drive to Woodford Avenue
Jasmine Street – Bob Robertson Drive to Woodford Avenue
Clare Street – Bob Robertson Drive to Woodford Avenue
Sills Street – Clare Street to Grimwood Street
Kotua Street – Sills Street to Woodford Avenue
Eldridge Street – Sills Street to Woodford Avenue
Grimwood Street – Bob Robertson Drive to Woodford Avenue
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue
White Street – Nathaniel Archer Street to Barnett Street
Curtis Street – White Street to Woodford Avenue
Barnett Street – Woodford Avenue to Bob Robertson Drive
Stackwood Avenue – Bob Robertson Drive to end of formed road
Antil Street – Stackwood Avenue to Chambers Avenue
Borland Street – Antil Street to Crossley Street
Chambers Avenue – Bob Robertson Drive to end of formed road
Higgins Street – Chambers Avenue to end of formed road
Elmers Street – Higgins Street to end of formed road
Henshaw Street – Elmers Street to end of formed road
Clayton Place – Bob Robertson Drive to end of formed road
Lilburne Street – Clayton Place to end of formed road
Bowmaker Crescent – Lilburne Street to Lilburne Street
Kesteven Place – Bob Robertson Drive to end of formed road
Garlick Street – Bob Robertson Drive to end of formed road
Plaskett Road – 75 m south of Fernside Road to Ashworths Road
Pattersons Road – Two Chain Road to McRoberts Road
Tupelo Place – Tram Road to end of formed road
West Denbie Lane – North Eyre Road to end of formed road
Clothiers Road – South Eyre Road to end of formed road
Harpers Road – South Eyre Road to end of formed road
Baynons Road – Heywards Road to end of formed road
Douds Road – Marshmans Road to end of formed road
Bruces Road – Rangiora Leithfield Road to Marshmans Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Wyllies Road – Lower Sefton Road to State Highway One
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Broad Road – Upper Sefton Road to State Highway One
Harleston Road – Upper Sefton Road to Hurunui District Boundary
Old North Road – 20 m north of Dale Street to Williams Street

Council are proposing speed limits that do not align with Waka Kotahi’s “safe and appropriate” speed on the roads listed in

Table 33, to achieve consistency with other similar road types in the surrounding area. Regular feedback is received from the community around the consistency of speed limits within an area and across roads which look the same. Ensuring alignment with “safe and appropriate” speeds in the rural areas is particularly challenging because it is very common in the Waimakariri District to have crossover between sealed roads and unsealed roads. It is therefore difficult to justify the same speed limit on an unsealed road to a sealed road. Council staff may revisit these proposals in future iterations of the Waimakariri SMP.

Table 33. Roads with a consistent approach based on the surrounding road network.

Road and Extents
Percival Street – from High Street to 120 Percival Street (to proposed school zone)
Dawsons Road – Pattersons Road to Wards Road
McRoberts Road – Pattersons Road to Mill Road
Ashworths Road – Mill Road to Plaskett Road
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place
Whites Road – 210 m south of Mill Road to Tram Road
Jacksons Road – 770 m south of Mill Road to Tram Road
Christmas Road – Mill Road to Butchers Road
Baileys Road – Mandeville Road to Whites Road
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)
Forestry Road – Gorries Road to Marshmans Road
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street
Bramleys Road – 20 m southwest of Cox Road to Lineside Road
Raven Quay – from 50 m east of Rich Street to the end of the road to the east
Cameo Drive – Mandalea Road to end of formed road

There has been substantial development within the district since the Canterbury earthquake. As this continues, the urban boundaries of major towns are expanding outwards. Beach Grove is a recent development in Kaiapoi, which has seen land previously classified as rural, with a rural speed limit, rezoned as urban. As this development will have a frontage along Beach Road, the 50 km/h speed limit needs to be extended to its limits. The peri-urban areas of Sefton, Waikuku, Waikuku Beach, and Ashley have a higher density of housing, with smaller land lots; however, there is generally limited footpath infrastructure. An increase in the number of people using alternative modes mean these areas require a lower speed limit than is indicated by Waka Kotahi’s “safe and appropriate” speed model to ensure safe interaction between all modes of transport. The roads listed in

Table34 all have speed limit proposals which are lower than Waka Kotahi’s “safe and appropriate” speeds.

Table 34. Roads adjacent to higher density development.

Road and Extents
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue
Carr Street – Railway Street to end of formed road
Railway Street – Upper Sefton Road to Pembertons Road
Booth Street – Railway Street to Pembertons Road
Vaughan Street – Pembertons Road to Cross Street
High Street – Pembertons Road to Upper Sefton
Cross Street – Pembertons Road to 20 m east of Buller Street
Buller Street – Upper Sefton Road to Cross Street
High Street – 50 m south of Fawcetts Road to Lower Sefton Road
Canterbury Street – Lower Sefton Road to end of formed road
Wellington Street – Lower Sefton Road to Auckland Street
Auckland Street – Canterbury Street to Lower Sefton Road
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street
Northside Drive – Waikuku Beach Road to Waikuku Beach Road
Kings Avenue – Waikuku Beach Road to end of formed road
Allin Drive – Kings Avenue to Queens Avenue
Queens Avenue – Kings Avenue to end of formed road
Ensors Place – Queens Avenue to end of formed road
Collins Drive – Queens Avenue to end of formed road
McKenzie Place – Collins Drive to end of formed road
Macdonalds Lane – State Highway One to end of formed road
Geisha Road – State Highway One to end of formed road
Cust Road – 1782 Cust Road to 85 m west of Tippings Road
Mara Kai Place – Pegasus Boulevard to end of formed road
Atkinsons Lane – Mara Kai Place to end of formed road
Te Haunui Lane – Pegasus Boulevard to end of formed road
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard
Taerutu Lane – Mapleham Drive to end of formed road
Burntwood Lane – Mapleham Drive to end of formed road
Judsons Road – Woodend Beach Road to end of formed road
Copper Beech Road – Woodend Beach Road to end of formed road
Evergreen Road – Copper Beech Road to Copper Beech Road

The existing road infrastructure along Easterbrook Road is in poor condition, with various vertical grade changes caused by differential settlement in the road pavement. There is also

no marked centreline, and as such, a 60 km/h speed limit is proposed along the extent from Fernside Road to Hicklands Road rather than Waka Kotahi’s “safe and appropriate” 80 km/h speed limit.

Heywards Road, between Mabers Road and the 30 km/h school zone 300 m south of Tram Road, is proposed to have a speed limit of 60 km/h. This is intended to provide a gradual decrease in speed limits, prior to the Category One school zone.

The following roads listed in

Table 35 are technically too short for their own speed limit, as per the minimum distance requirements set out in the *Rule*.

Downs Road is an unsealed cul-de-sac off Marshmans Road, and therefore, to ensure consistency on the district’s unsealed roads, it should also have a 60 km/h speed limit.

It is proposed for all roads within the Sefton Township, aside from Pembertons Road and Upper Sefton Road, to have a speed limit of 40 km/h; therefore, to ensure consistency with the surrounding area, High Street should also have a 40 km/h speed limit.

Geisha Road is located off the 100 km/h section of State Highway One. It currently has a legal speed limit of 70 km/h, which therefore, indicates that it has already been approved for a speed limit where it does not meet the minimum distance requirements in a prior *Rule*. As such, Council deems proposing a 40 km/h speed limit along its extents will have no impacts on users of the road.

Table 35. Roads not meeting the minimum distance requirements.

Road and Extents
Downs Road – Marshmans Road to end of formed road (unsealed)
High Street – Pembertons Road to Upper Sefton Road too short for its own speed limit
Geisha Road – State Highway One to end of formed road *does not meet minimum length requirement

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 80 km/h (Light Green)
- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 50 km/h (Dark Green)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)
- Community Board Ward Boundaries (Black)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

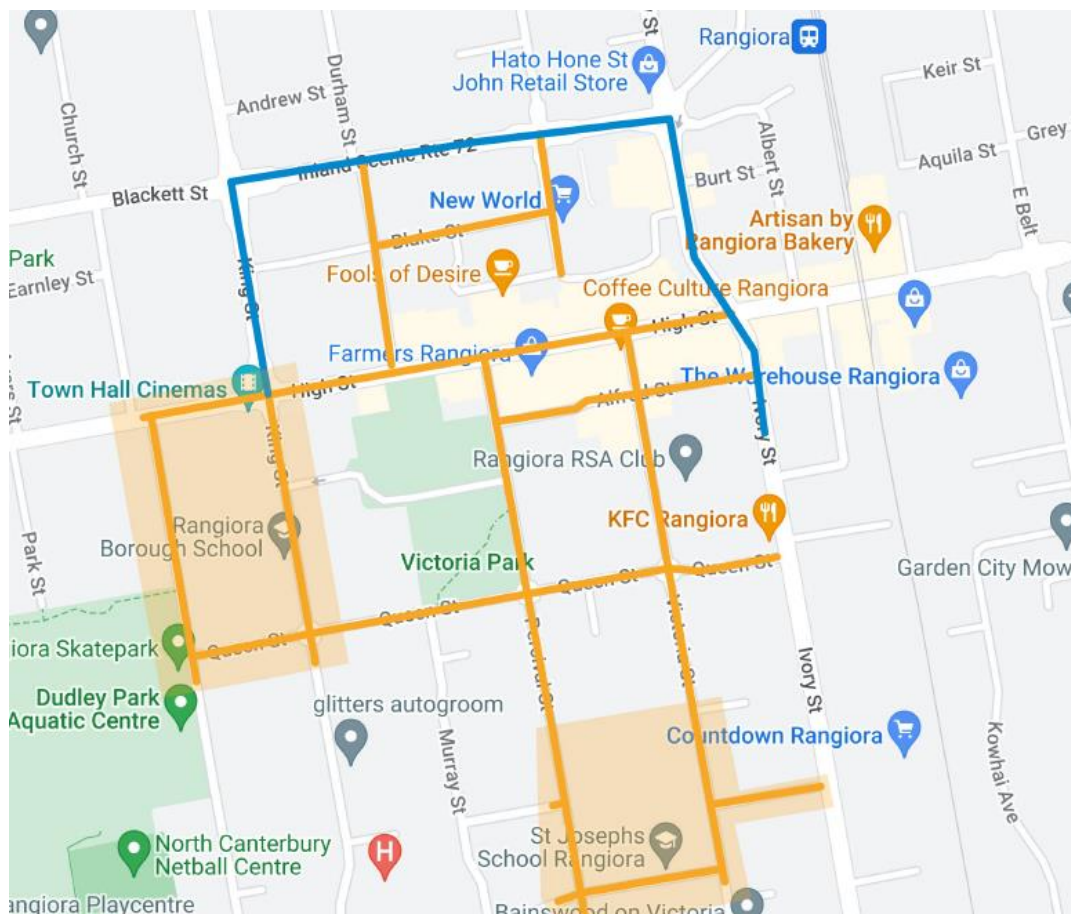


Figure 2. Rangiora town centre (Table 4).

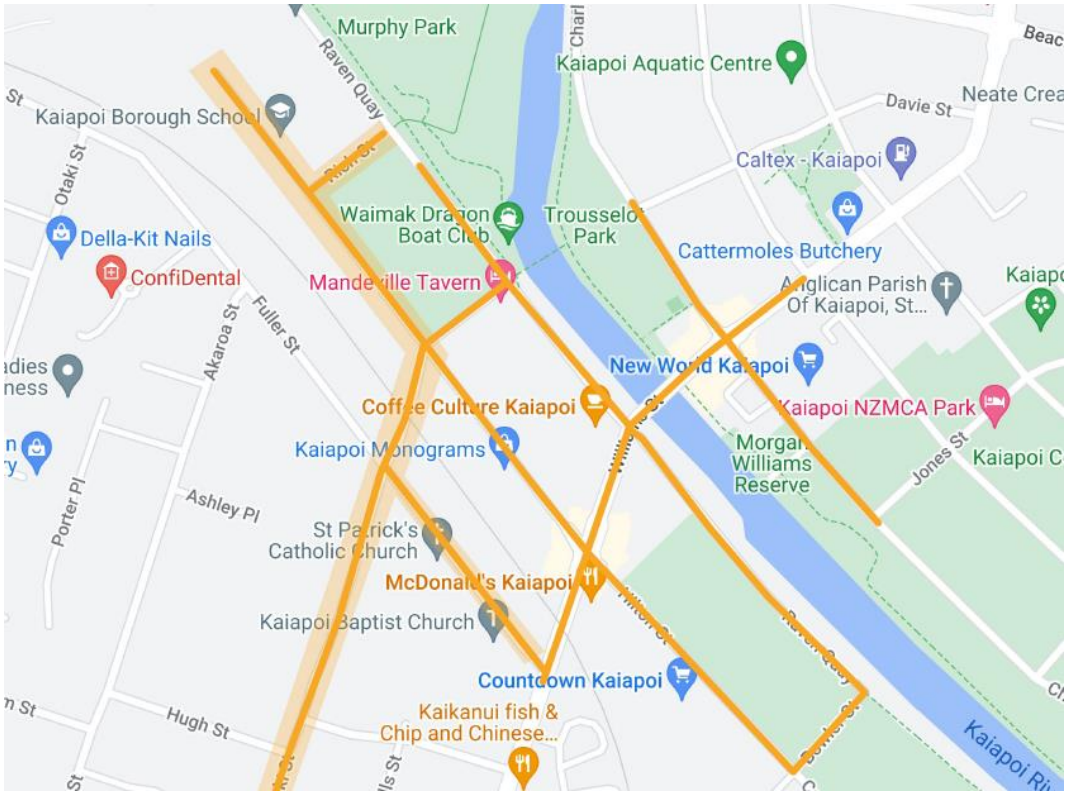


Figure 3. Kaiapoi town centre (Table 5).

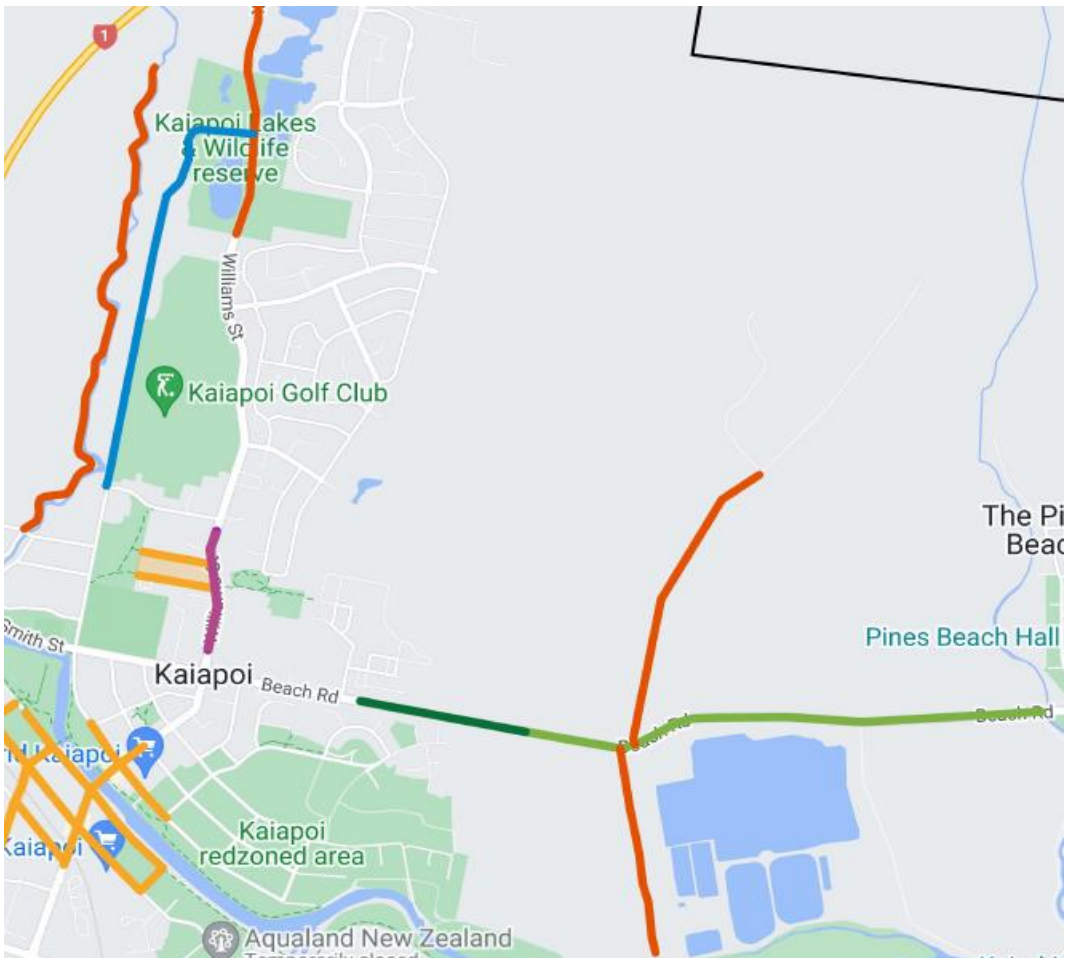


Figure 4. Other urban and rural areas in Kaiapoi, including Kaiapoi North School (Table 6, Table 26, and Table 28).

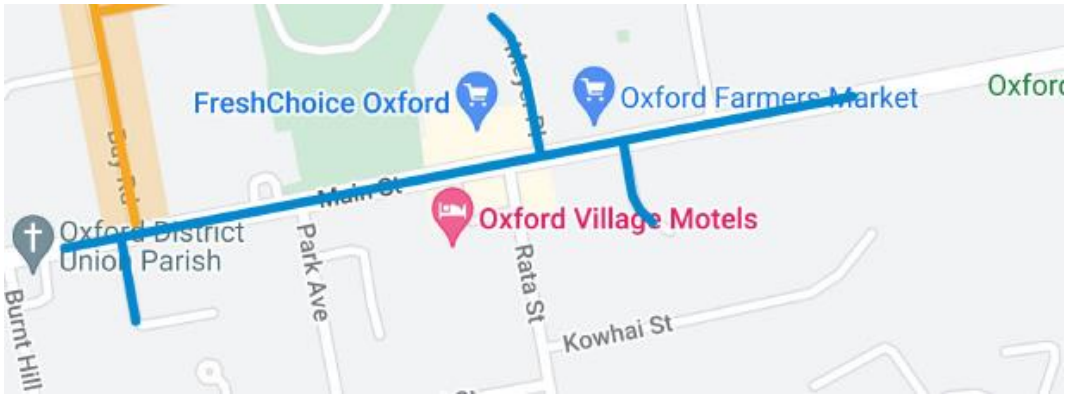


Figure 5. Oxford town centre (Table 7).

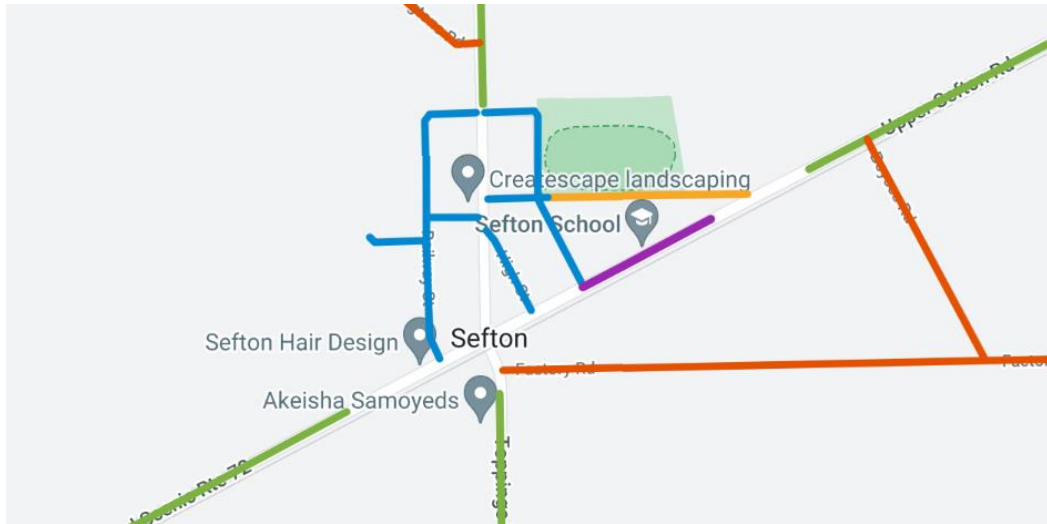


Figure 6. Sefton Township, including Sefton School (Table 8 and Table 29).



Figure 7. Ashley Township (Table 9).

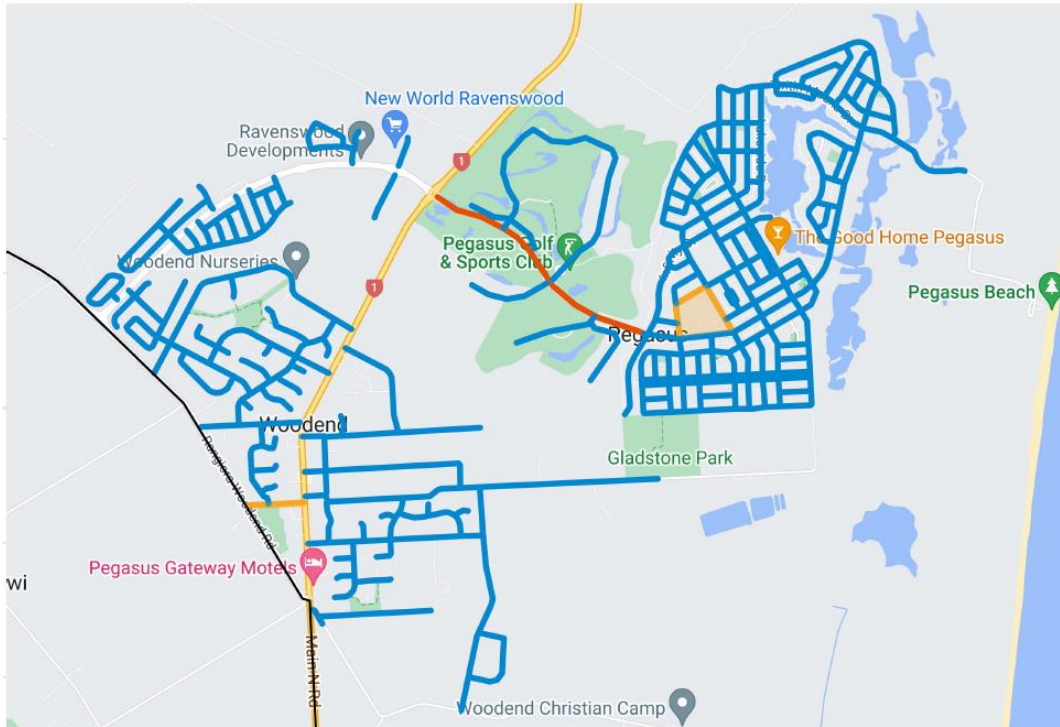


Figure 8. Pegasus, Woodend, and Ravenswood urban areas, including schools (Table 10, Table 11, and Table 28).

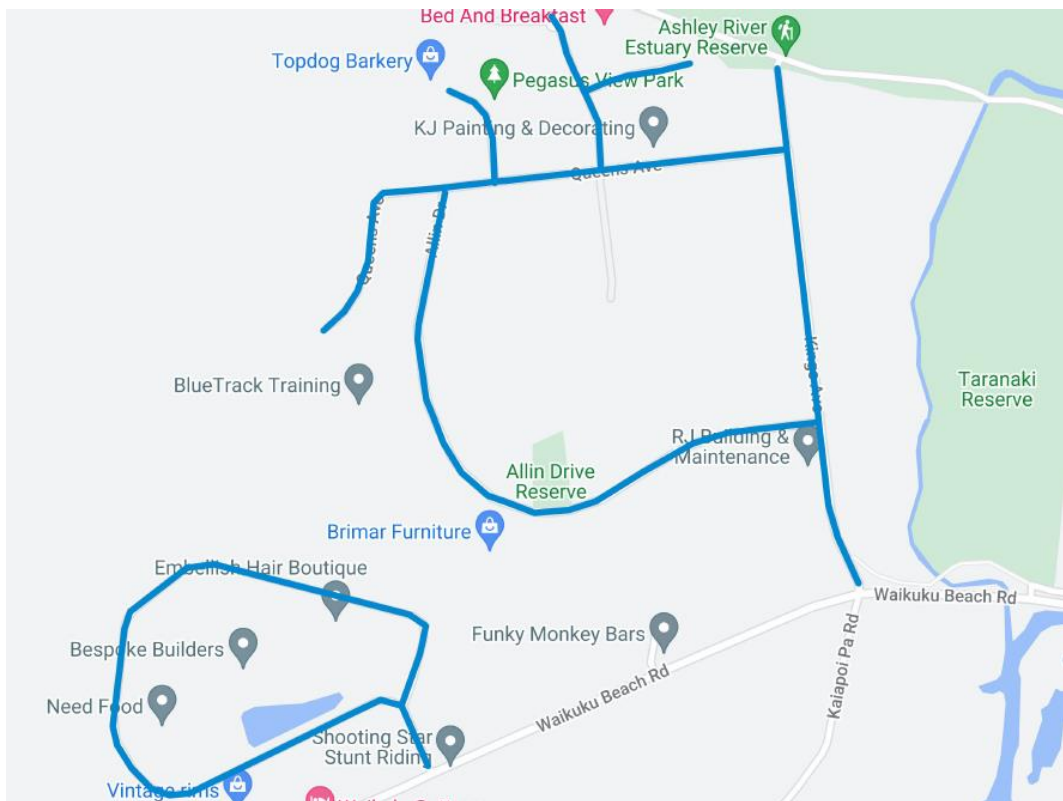


Figure 9. Waikuku Beach peri-urban area (Table 12).

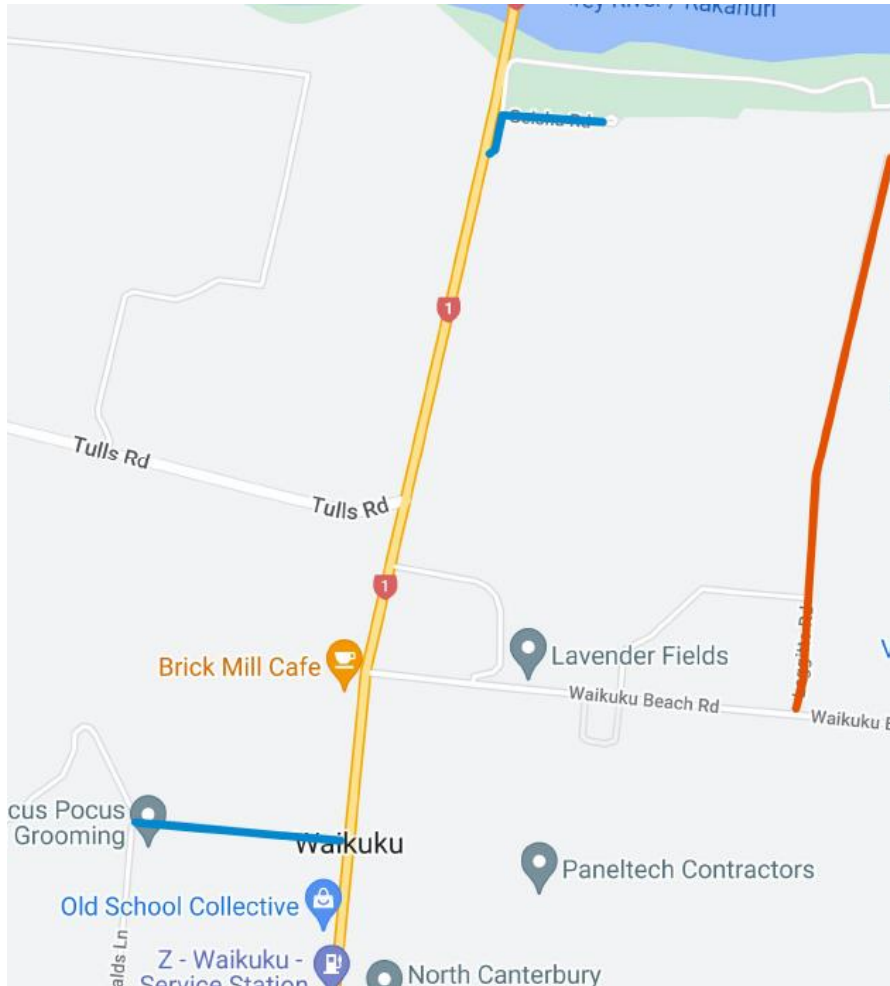


Figure 10. Waikuku peri-urban area (Table 13).

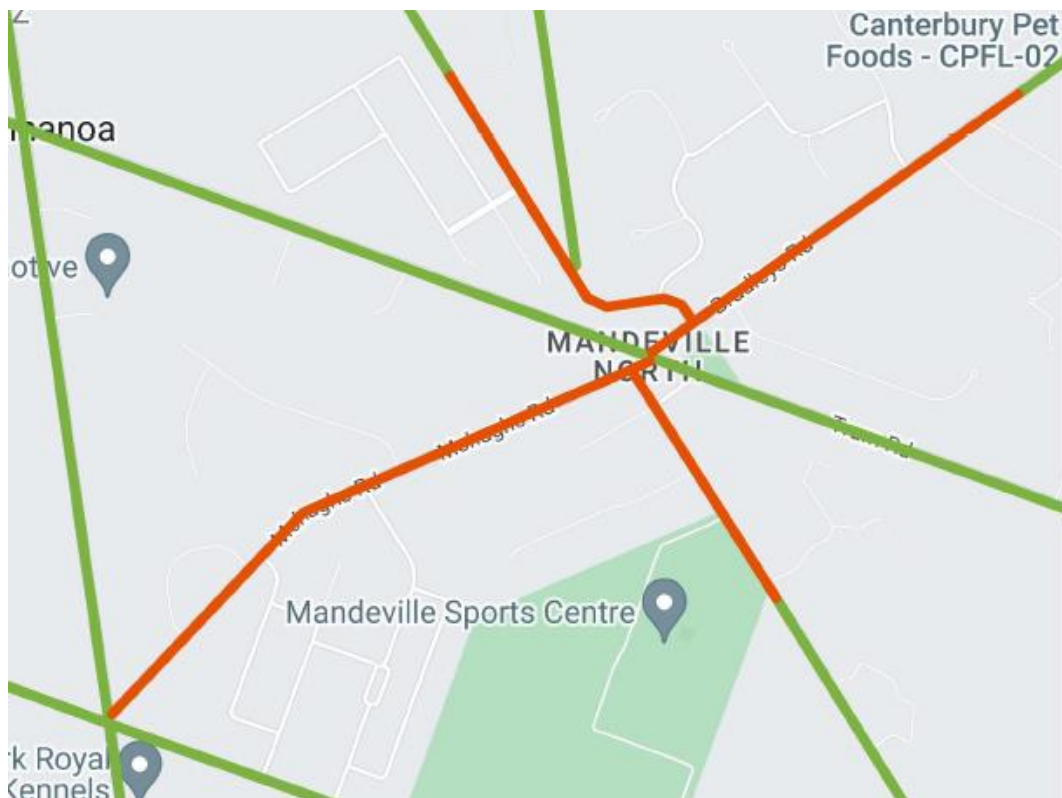


Figure 11. Mandeville peri-urban area (Table 14).

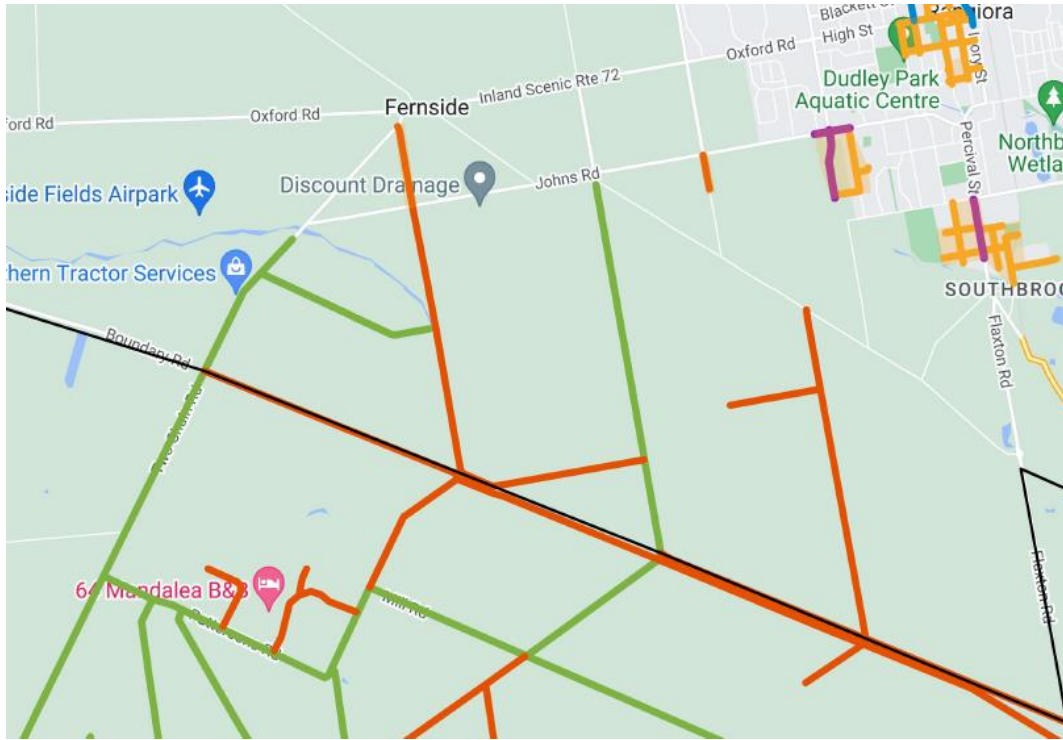


Figure 12. Rangiora/Fernside area, including Fernside School area (Table 15 and Table 30).

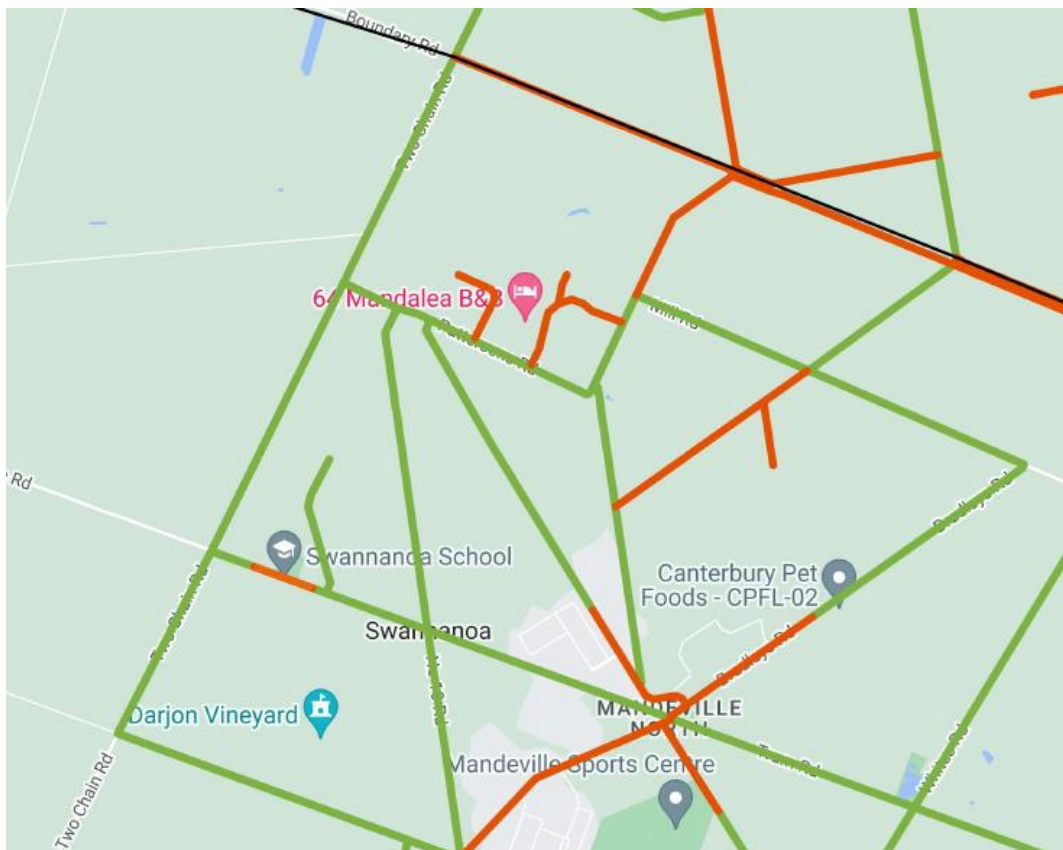


Figure 13. North of Tram Road/Mandeville area, including Swannanoa School (Table 16 and Table 30).



Figure 14. North of Tram Road/Ohoka area, including Ohoka School (Table 17 and Table 29).

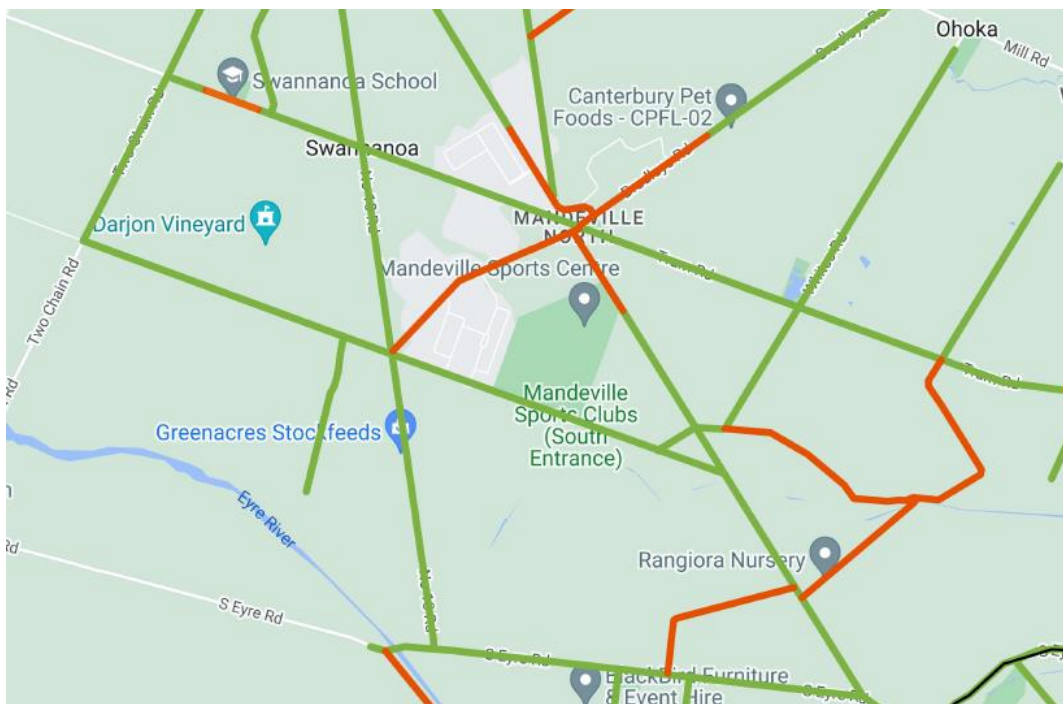


Figure 15. South of Tram Road/Mandeville area (Table 18).



Figure 16. South of Tram Road area (Table 19).



Figure 17. South of South Eyre Road area, including Clarkville School (Table 20, Table 21, and Table 29).

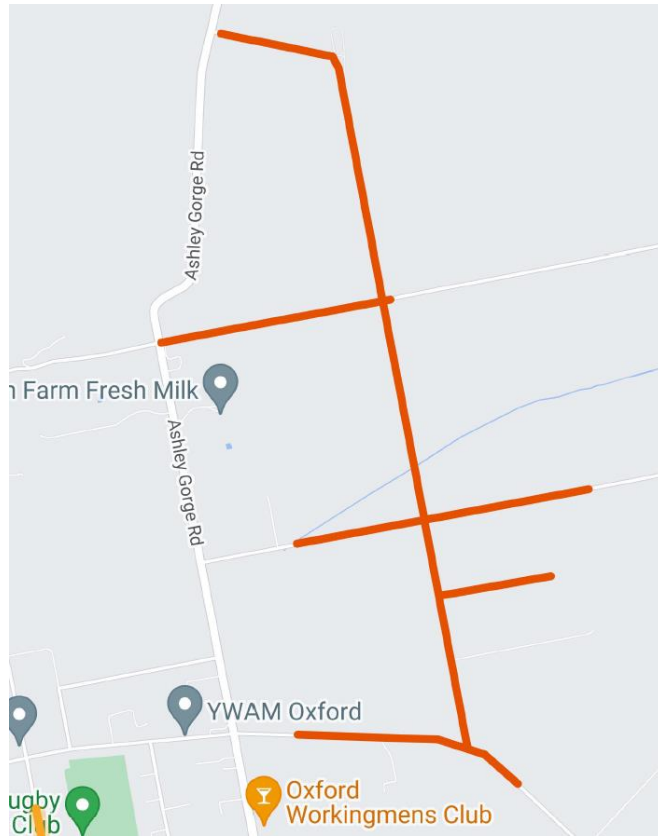


Figure 18. Oxford rural area (Table 22).

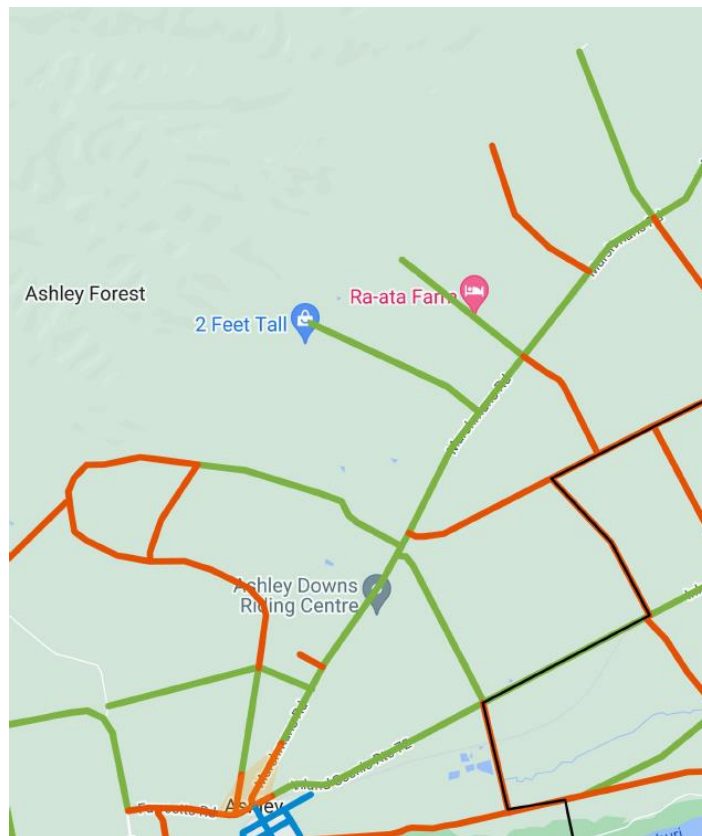


Figure 19. Northwest of Marshmans Road area, including Ashley School (Table 23 and Table 30).



Figure 20. North of Upper Sefton Road area (Table 24).

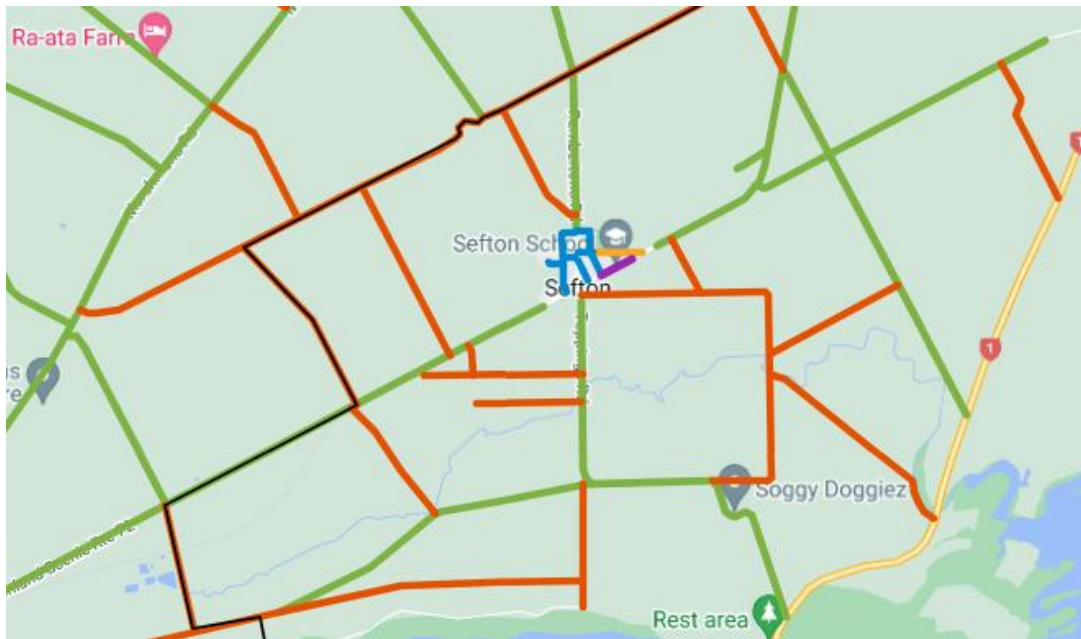


Figure 21. South of Upper Sefton Road area (Table 25).

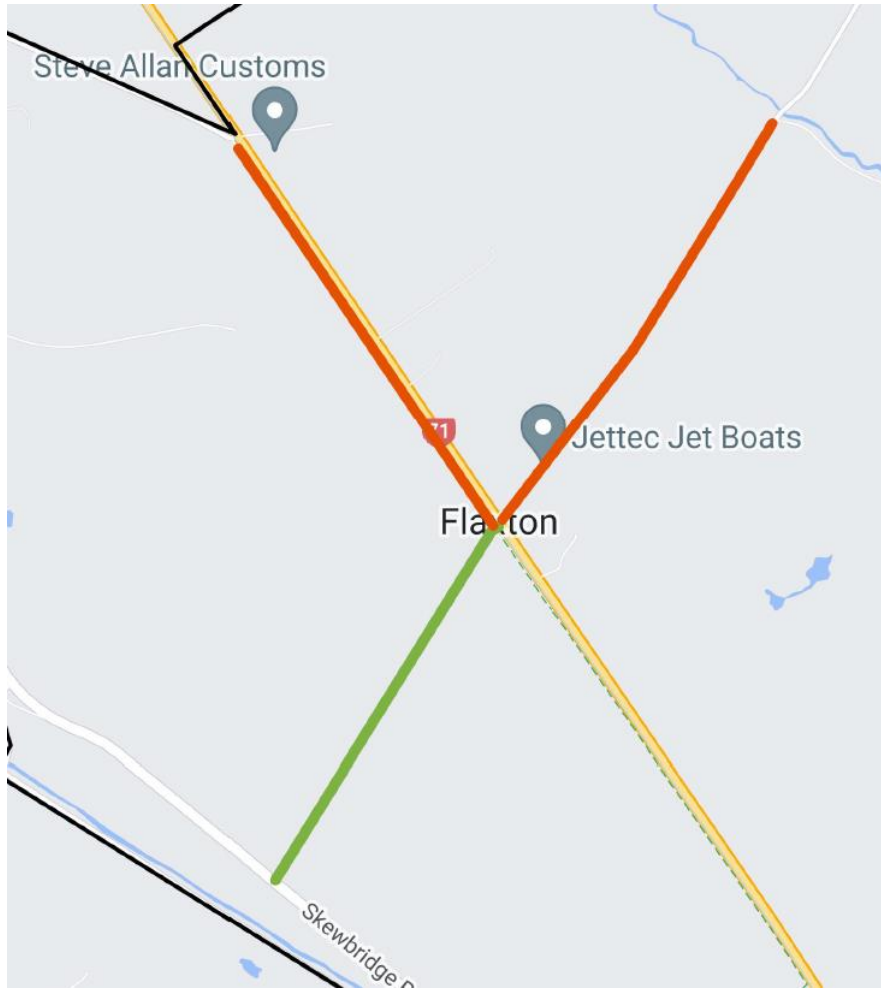


Figure 22. Flaxton rural area (Table 26).

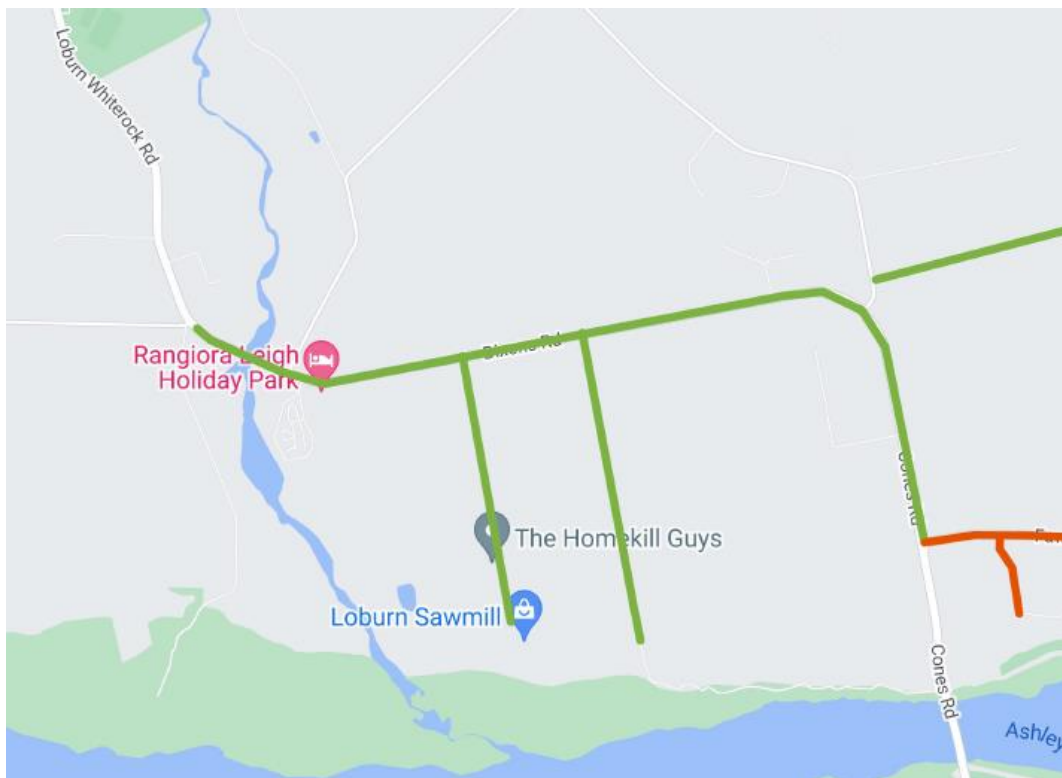


Figure 23. Loburn rural area (Table 26).



Figure 24. Cust peri-urban area (Table 28).

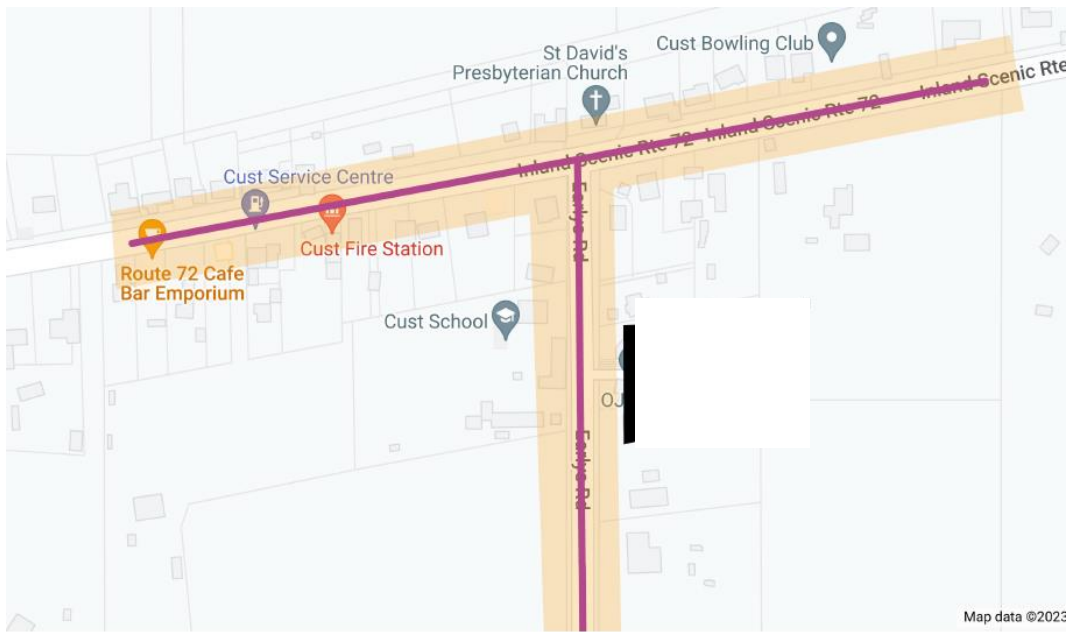


Figure 25. Cust School area (Table 28).

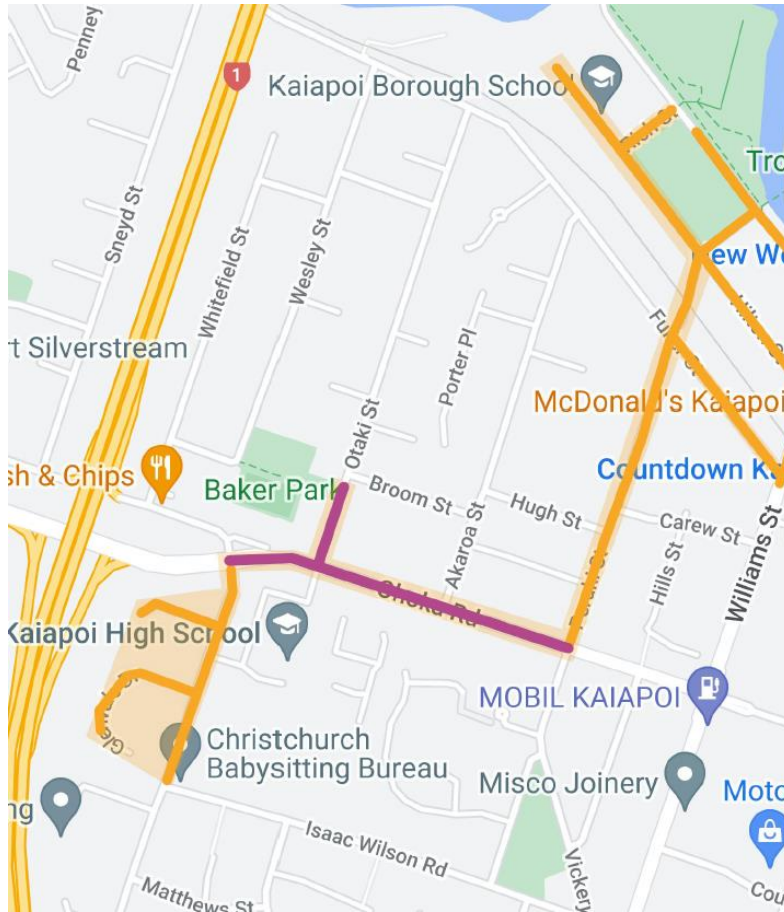


Figure 26. Kaiapoi school areas (Table 28).

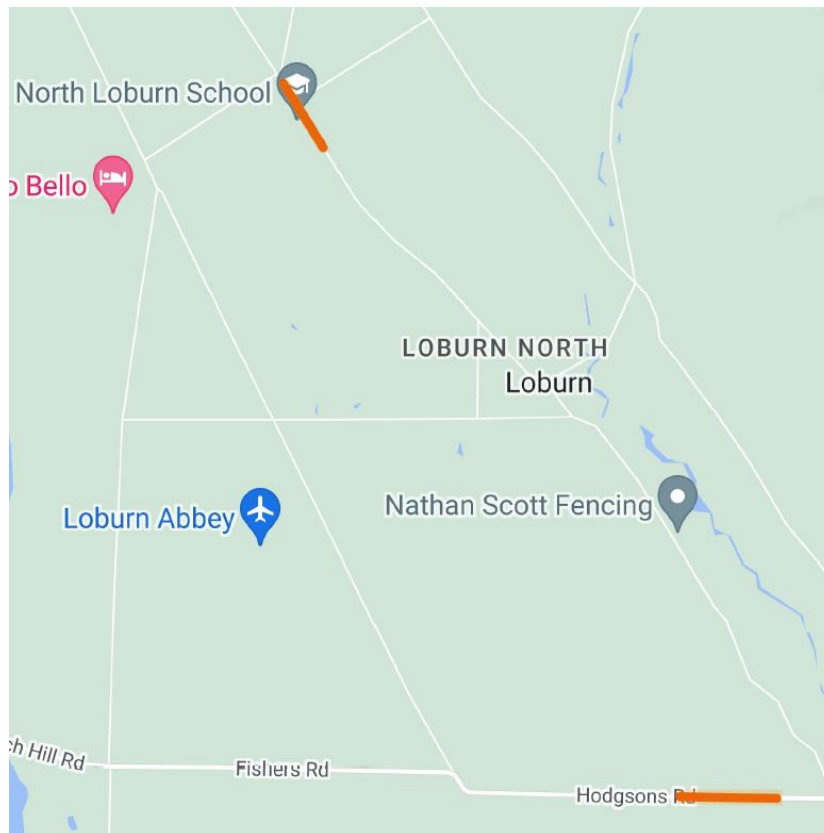


Figure 27. Loburn school areas (Table 30).

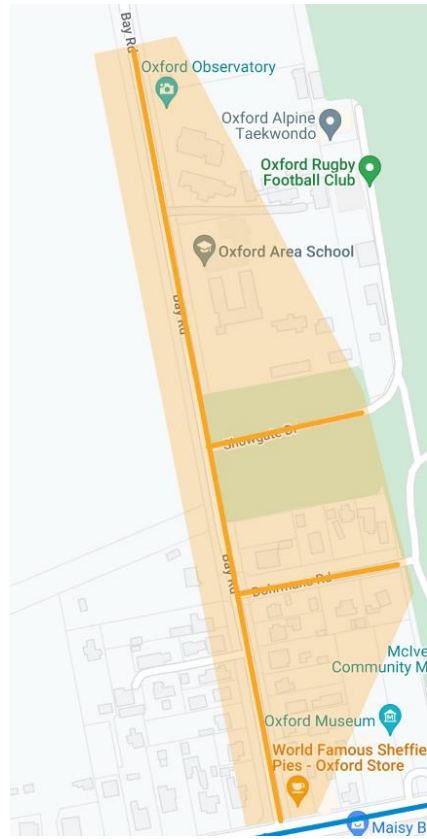


Figure 28. Oxford Area School zone (Table 28).

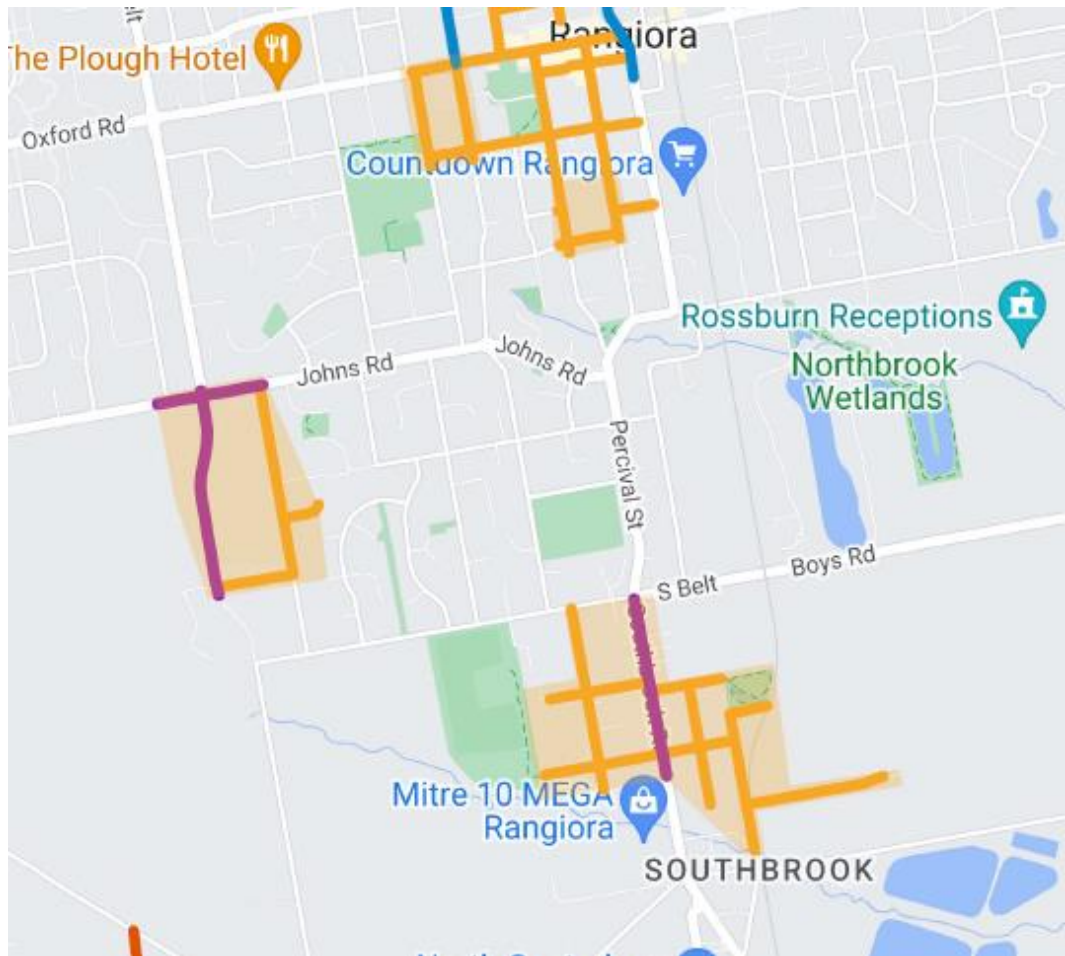


Figure 29. Rangiora south school areas (Table 28).

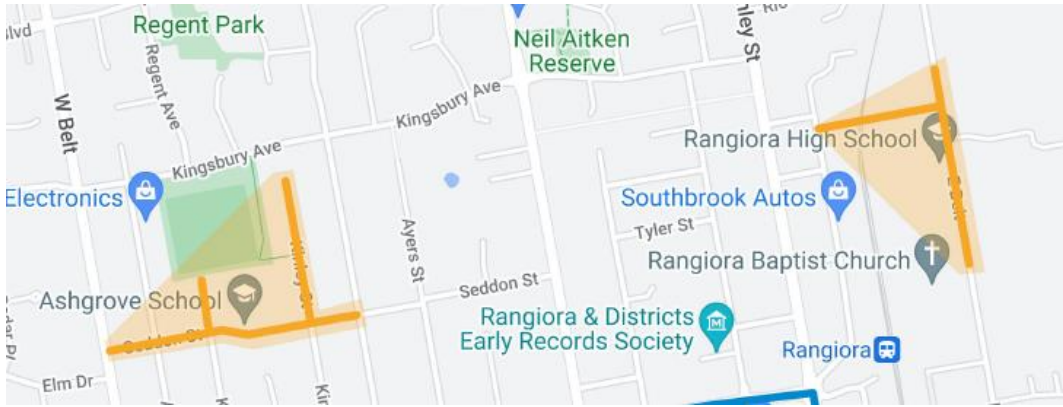


Figure 30. Rangiora north school areas (Table 28).



Figure 31. View Hill School zone (Table 30).

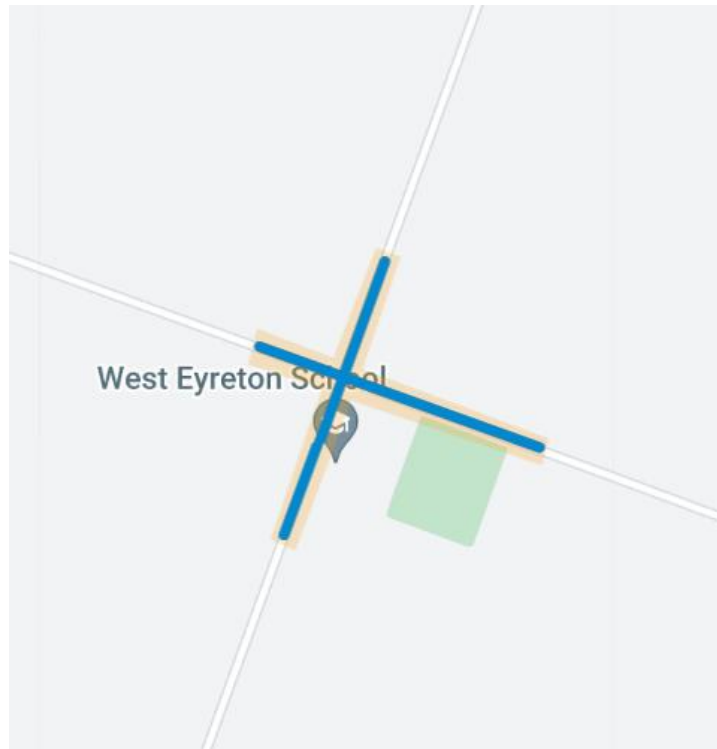


Figure 32. West Eyreton School zone (Table 30).



Figure 33. Tuahiwi School zone (Table 28).

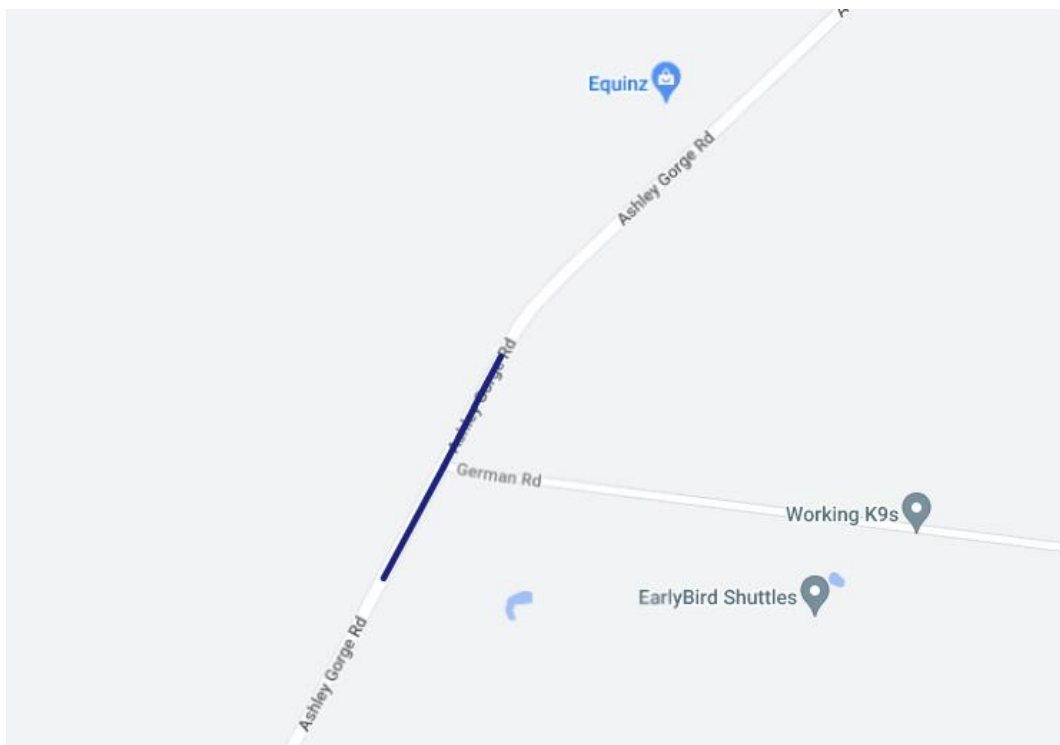


Figure 34. Ashley Gorge Road and German Road Intersection Speed Zone (Table 27).



Figure 35. Oxford Road and Tram Road Intersection Speed Zone (Table 27).

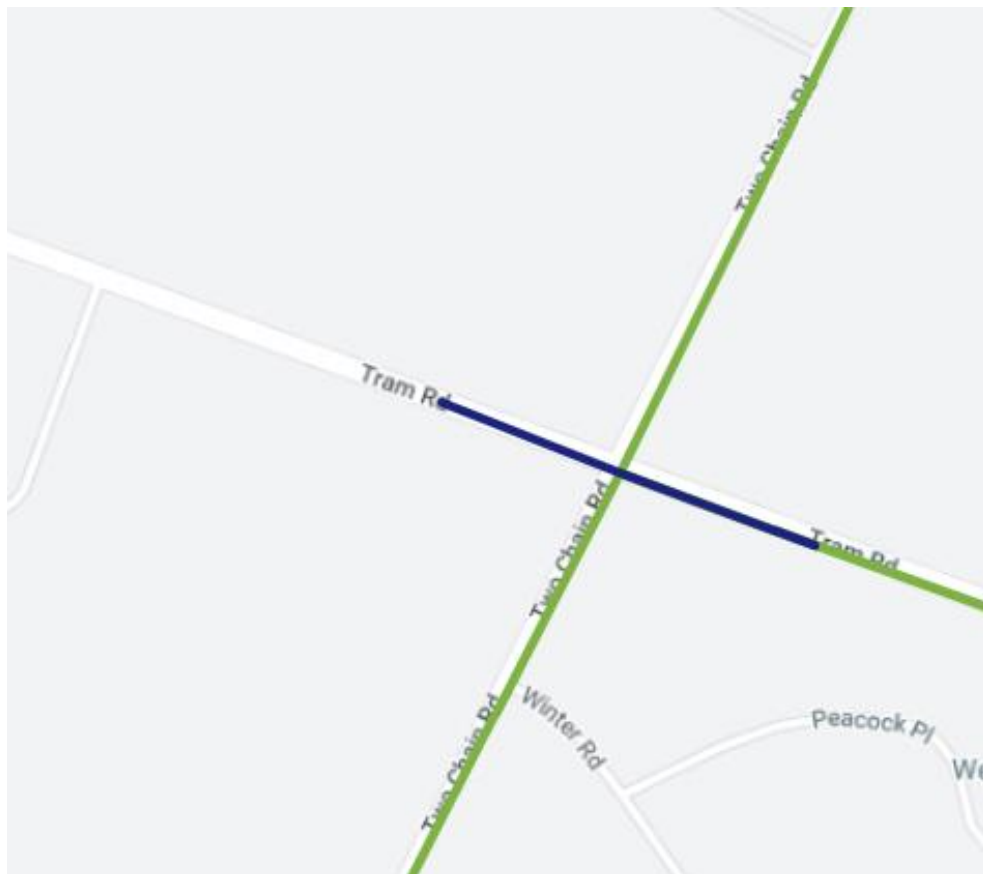


Figure 36. Tram Road and Two Chain Road Intersection Speed Zone (Table 27).

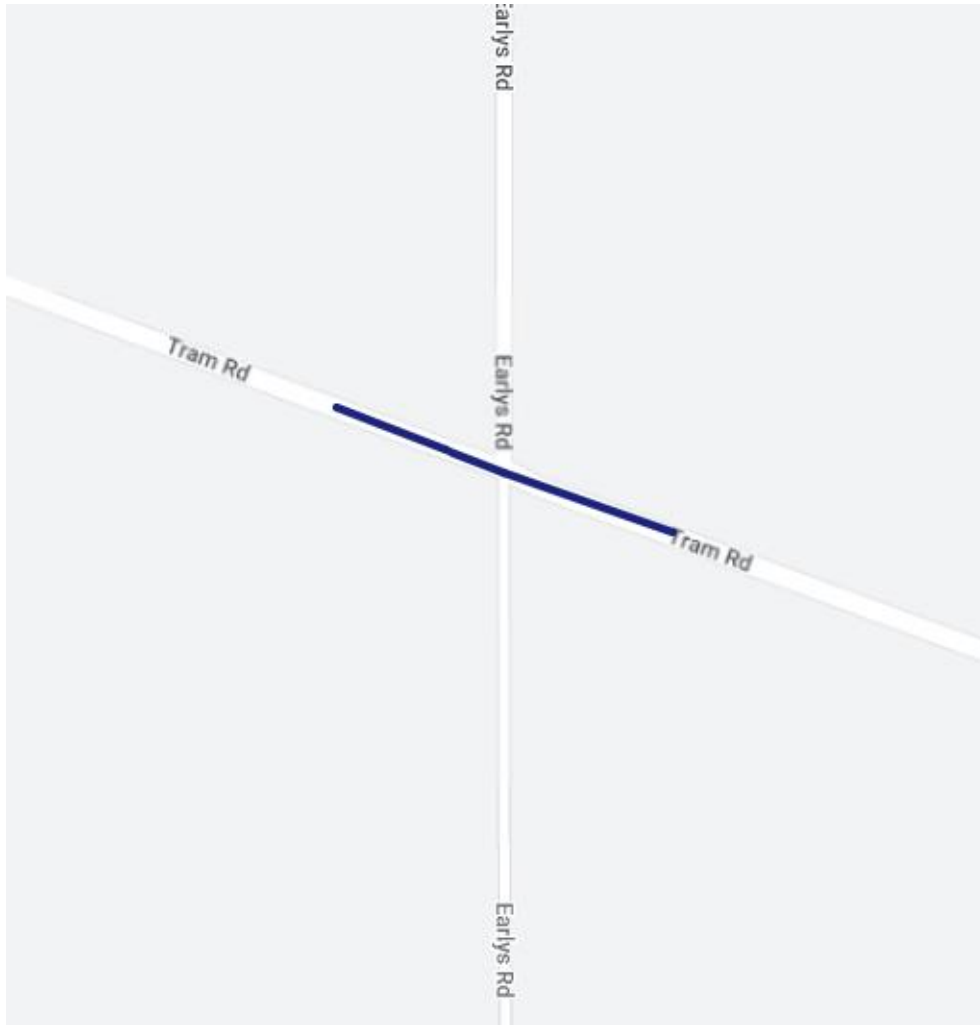


Figure 37. Tram Road and Earlys Road Intersection Speed Zone (Table 27).

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 1 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers all schools.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas, the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi / Woodend / Pegasus / Ravenswood urban areas, and Waikuku peri-urban areas.
- A second iteration of the SMP (2027-2030) is proposed to include the south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville – from Two Chain Road to the east), high-risk rural intersections, Kaiapoi / Woodend / Pegasus / Rangiora / Ravenswood urban areas, and Waikuku peri-urban areas.
- A third iteration (2030-2033) is proposed to cover the Oxford urban area, and all remaining rural areas to the west, north and south of the district, north-eastern portion of the district (i.e., Ashley/Sefton – from Mowatts Road/Wallers Road to the east).

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

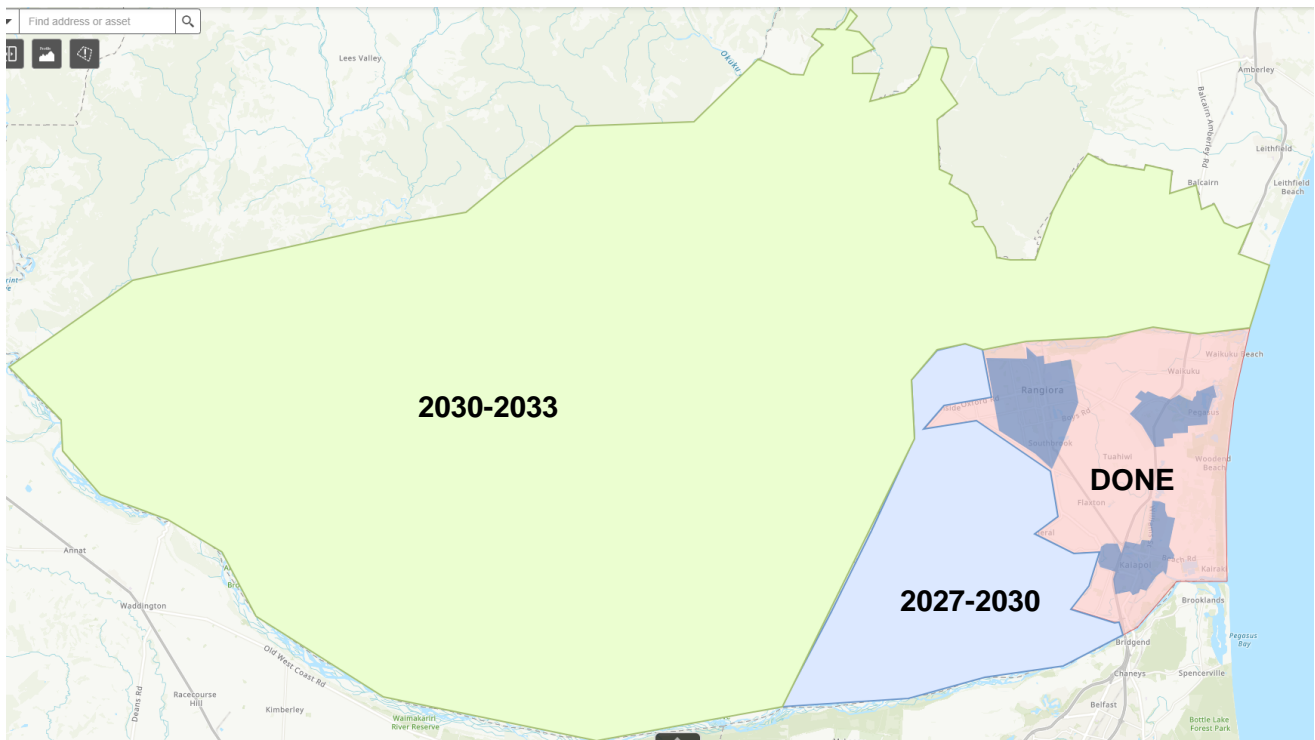


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are

made by area. The relevant road types and proposed speed limits are as shown in

Table 1, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed roads

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable (noting that each Council is working to its own timeframe). Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Limits

Urban and Settlement Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District urban and settlement areas. Where the proposed speed limit does not align with Waka Kotahi’s “safe and appropriate” speed, refer to Appendix C for further information.

- Other urban areas in Kaiapoi (Table 4)
- Pegasus urban area (Table 5. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50	Permanent	2023-2024	Yes

- Table 5)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 4. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50	Permanent	2023-2024	Yes

Table 5. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60	Permanent	2024-2027	Yes

The following table, as listed below, indicates the proposed speed limits and implementation timeframe for the Waimakariri District rural areas. Where the proposed speed limit does not align with Waka Kotahi’s safe and appropriate speed, refer to Appendix C for further information.

- Other rural areas (**Error! Reference source not found.**)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 6. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80	Permanent	2023-2024	No
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No

Table 2 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 2. Proposed Intersection Speed Zones.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60	Variable	2024-2027
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60	Variable	2024-2027
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60	Variable	2024-2027
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60	Variable	2023-2024

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in

Table 9 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally,

Table 10 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
 - Ashley Rakahuri School,
 - Clarkville School,
 - Kaiapoi High School,
 - Rangiora Borough School,
 - Rangiora High School,
 - Rangiora New Life School,
 - Sefton School,
 - Southbrook School,
 - St Joseph's School (Rangiora),
 - St Patrick's School (Kaiapoi),
 - Swannanoa School,
 - Te Matauru School.
- 2024-2027:
 - Ashgrove School,
 - Cust School,
 - Fernside School,
 - Kaiapoi Borough School,
 - Kaiapoi North School,
 - Loburn School,
 - North Loburn School,
 - Ohoka School,

- OneSchool Global (Rangiora Campus),
- Oxford Area School,
- Pegasus Bay School,
- Tuahiwi School,
- View Hill School,
- West Eyreton School,
- Woodend School.

Table 8. Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 9. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher). ⁵⁵¹

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Permanent
		60 km/h	Heywards Road (300 m south of Tram Road to north of Mabers Road)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 10. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher). ⁵⁵²

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 11. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 11. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix C – Safe and Appropriate Speed Alignment

Some of the speed limits proposed within this Speed Management Plan do not align with the “safe and appropriate” speed information provided by Waka Kotahi computer models.

Council is working towards the “safe and appropriate” speed for the road extents listed in Table 12. This initial proposal is an interim step, which may be revisited in future revisions of the Waimakariri SMP. The main reasons for this interim step are listed below, noting that not all are relevant to each road section.

- High existing mean operating speed.
- Wide carriageway and other higher speed environment features.
- Consistency throughout the urban area.
- Community and/or elected member support.

Table 12. Roads with an interim step towards the safe and appropriate speed.

Road and Extents
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

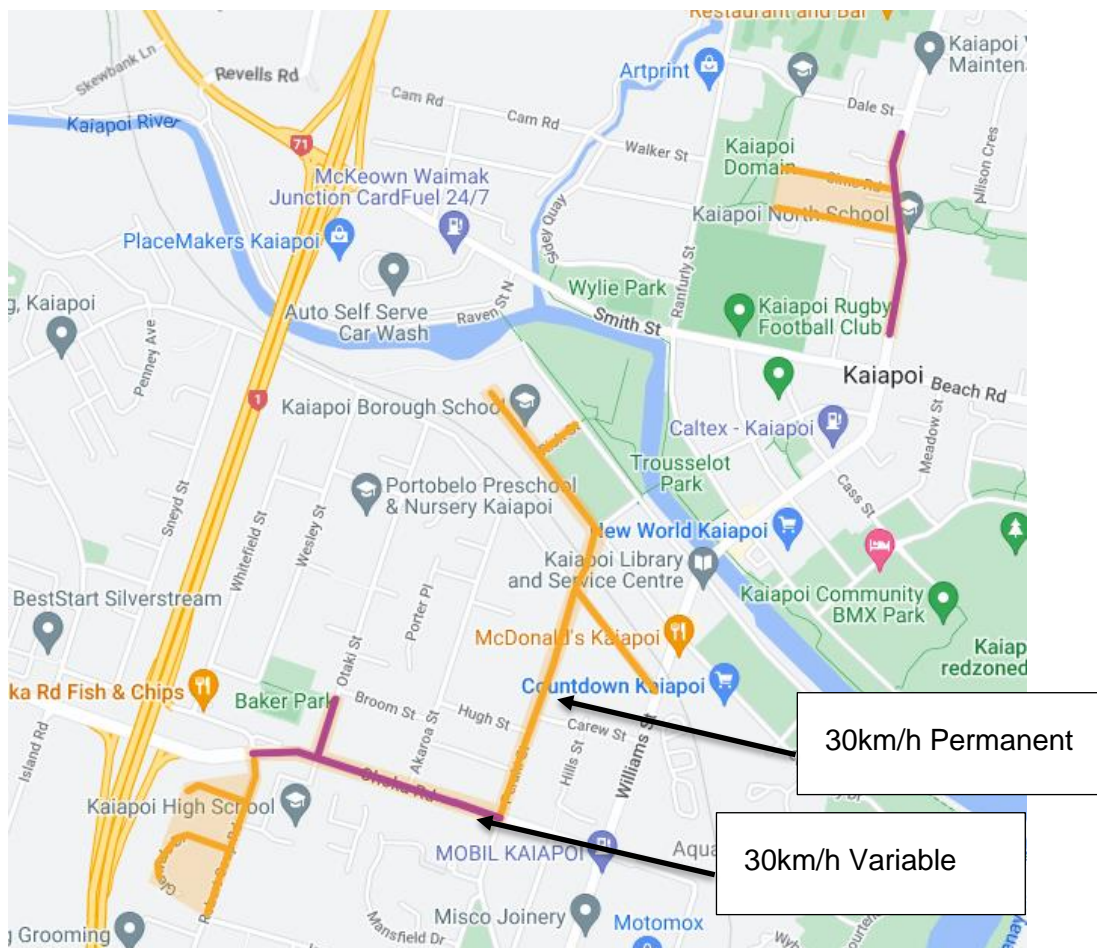


Figure 24. Kaiapoi schools (Table 8).

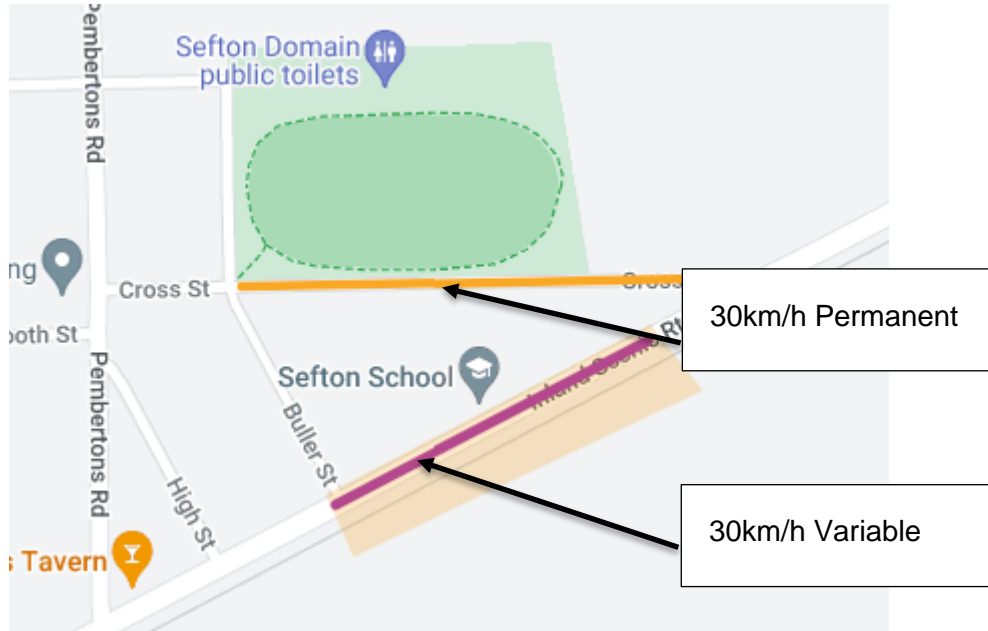


Figure 35. Sefton School (Table 9).

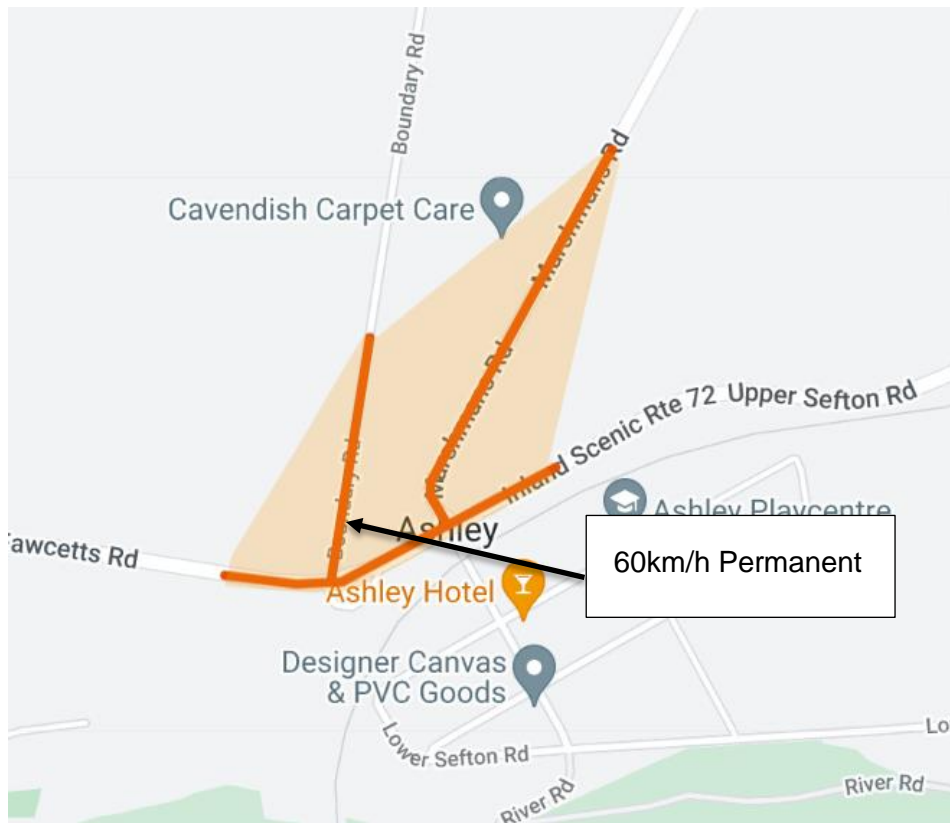


Figure 46. Ashley Rakahuri School (Table 10).



Figure 17. Woodend School and Pegasus Bay School (Table 8).

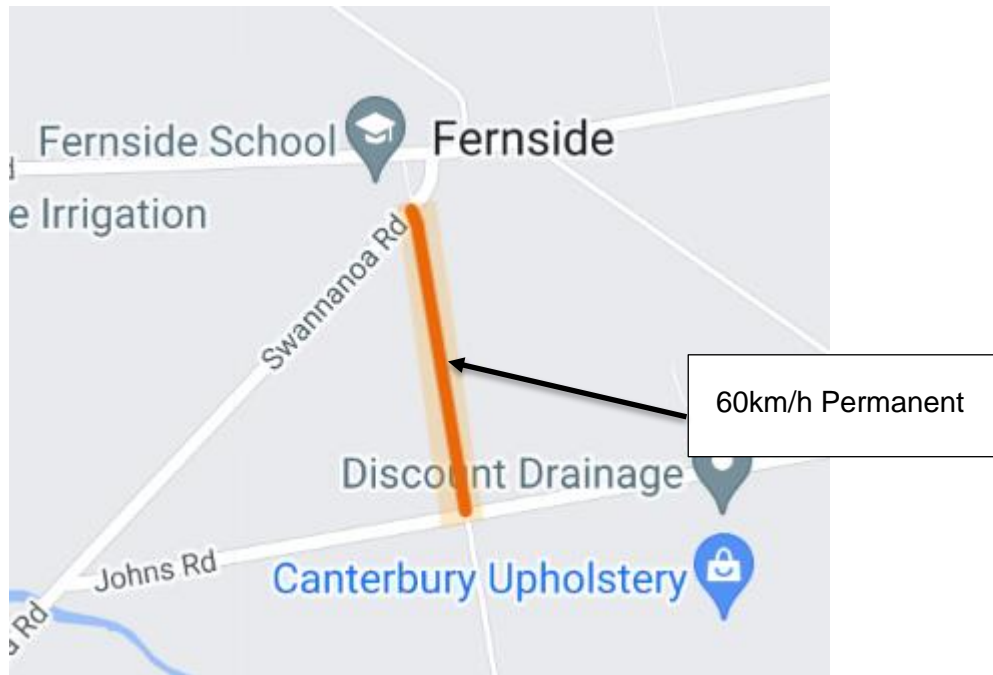


Figure 18. Fernside School (Table 10).



Figure 19. Ohoka School (Table 9).

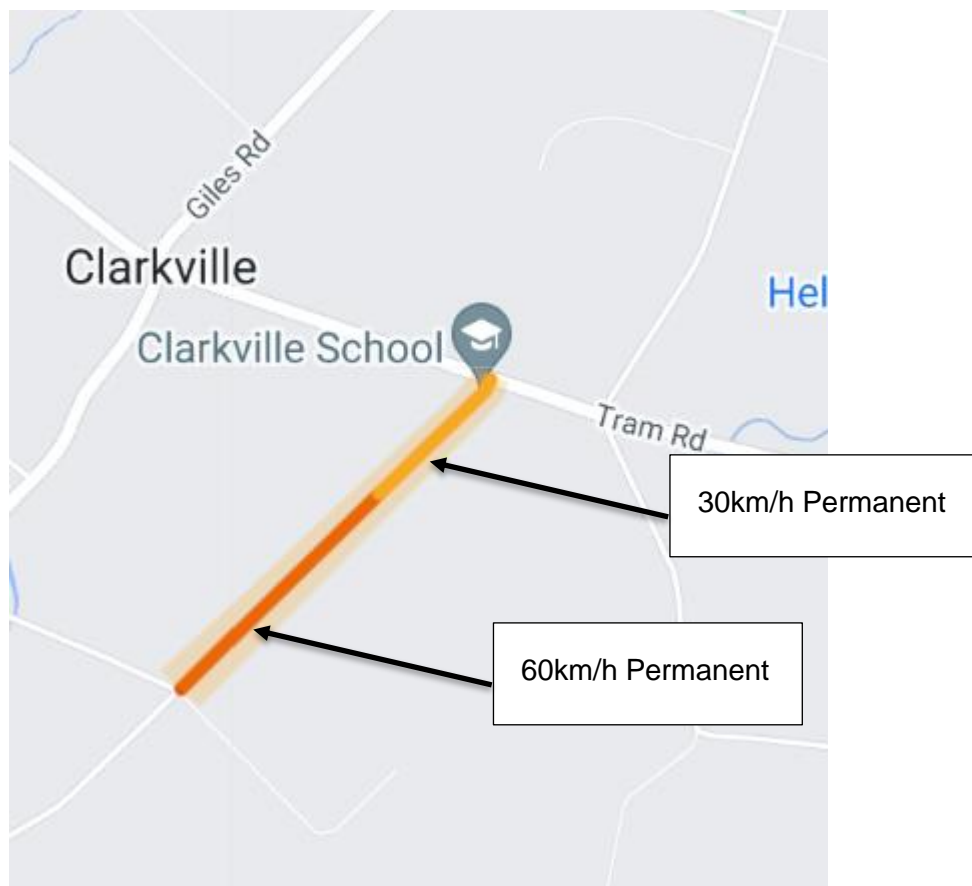


Figure 50. Clarkville School (Table 9).

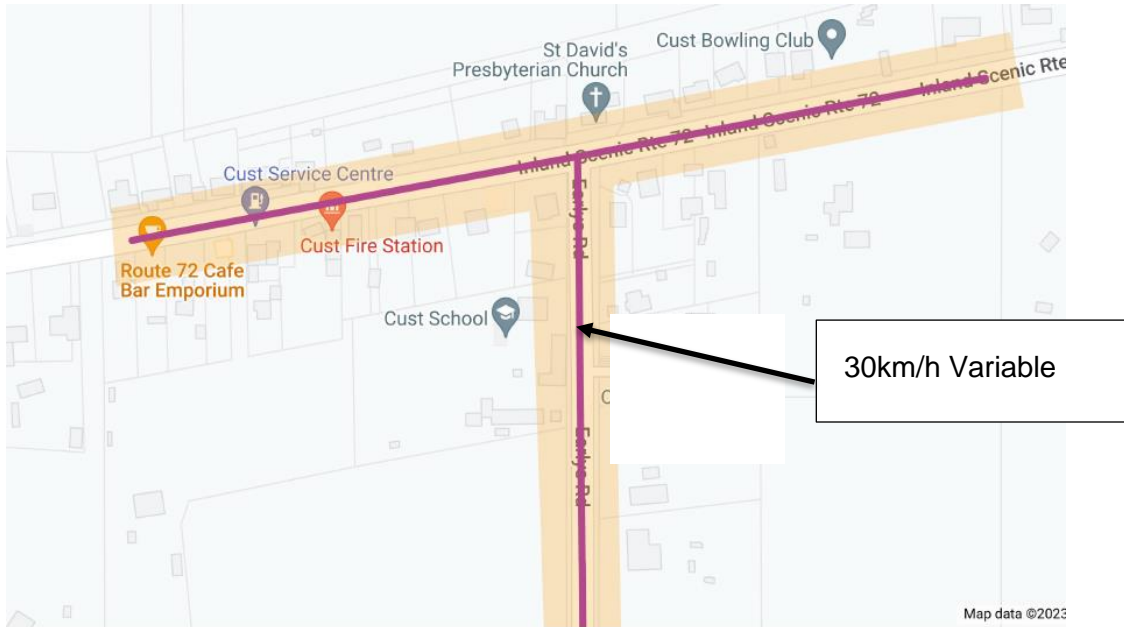


Figure 61. Cust School area (Table 8).

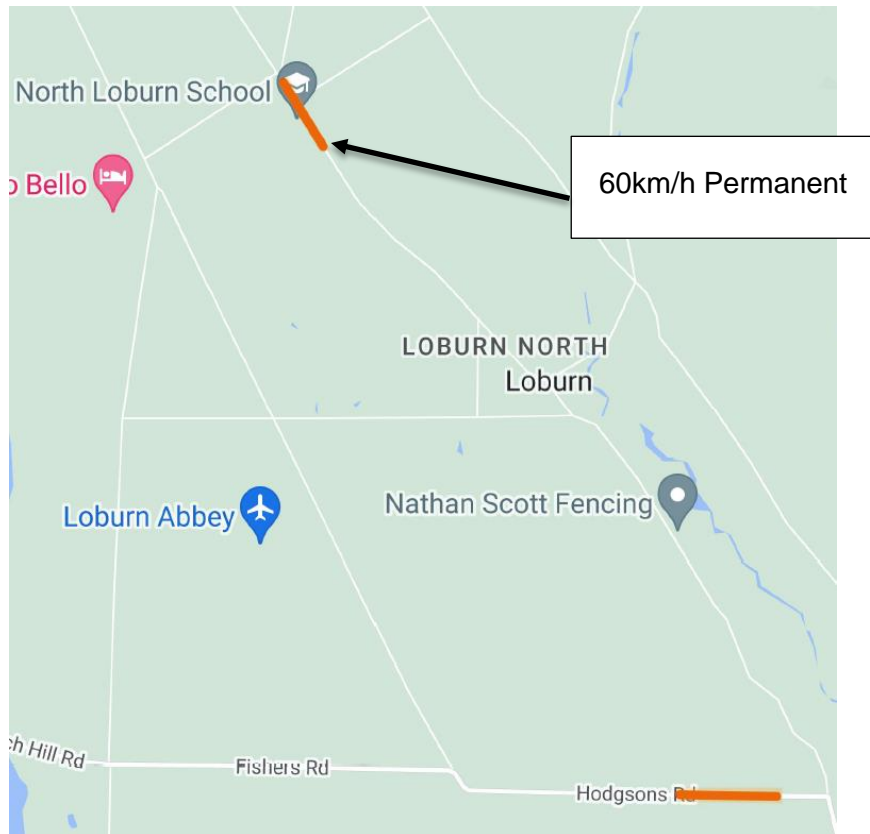


Figure 72. Loburn school areas (Table 10).

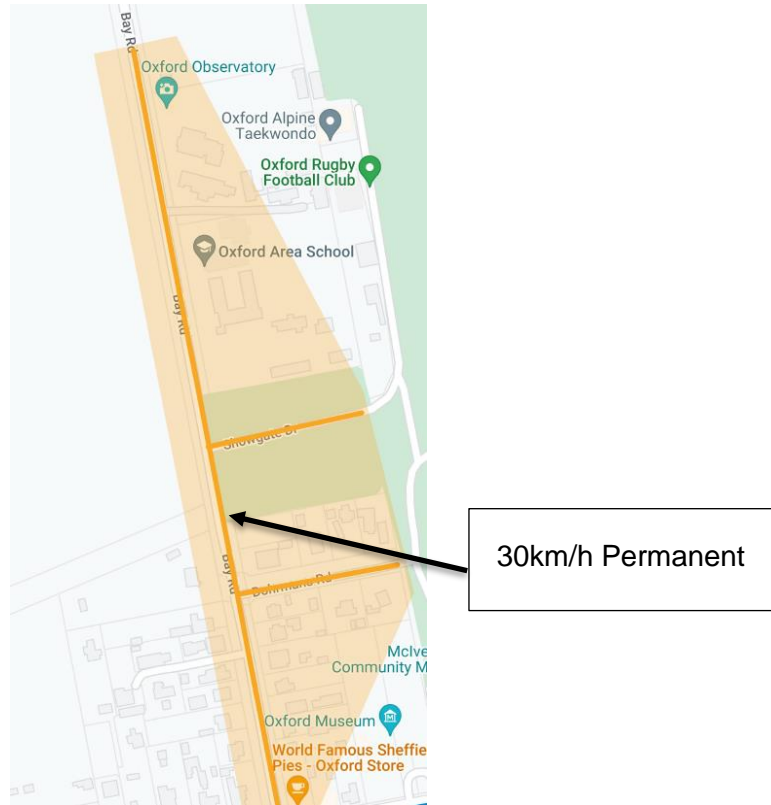


Figure 23. Oxford Area School zone (Table 8).



Figure 24. Rangiora south school areas (Table 8 and Table 10).

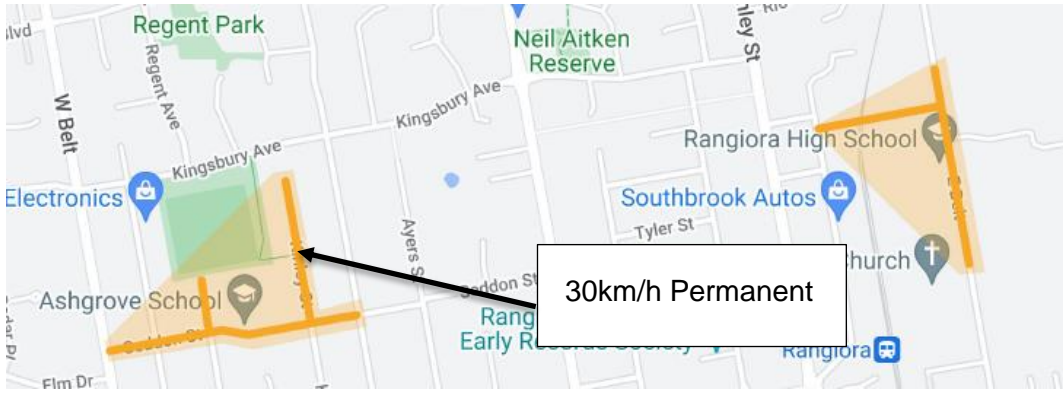


Figure 25. Rangiora north school areas (Table 8).



Figure 26. View Hill School zone (Table 10).

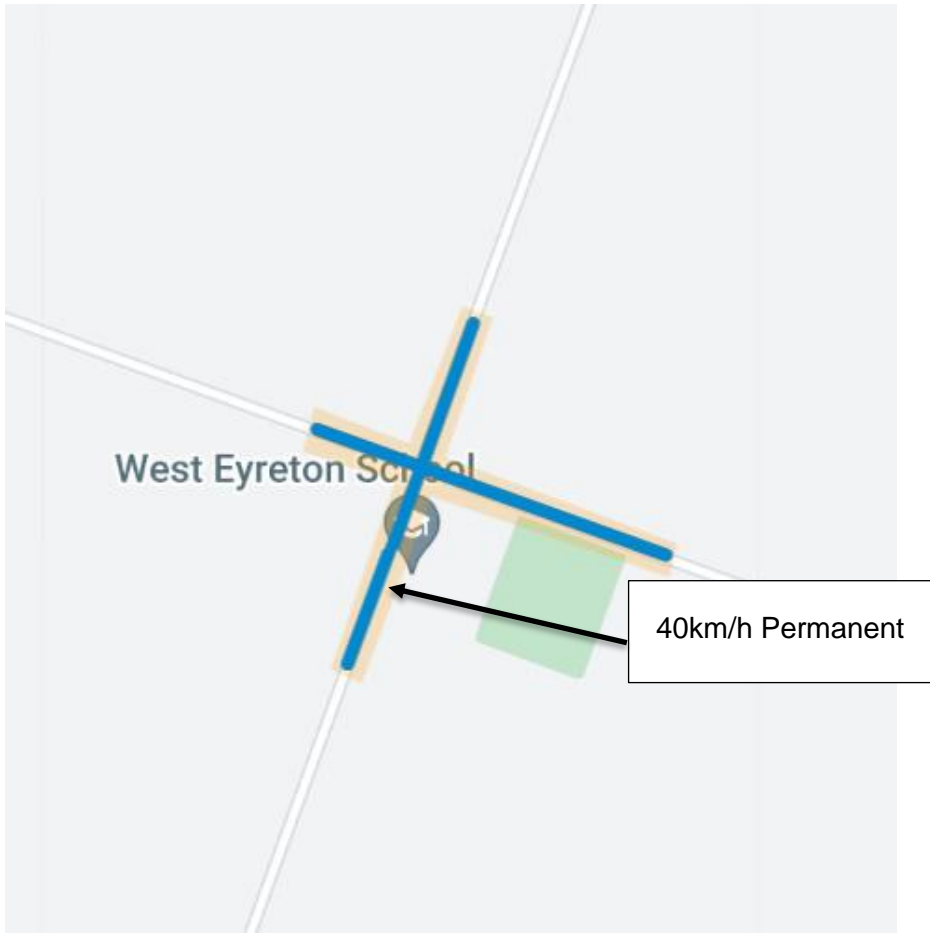


Figure 27. West Eyreton School zone (Table 10).

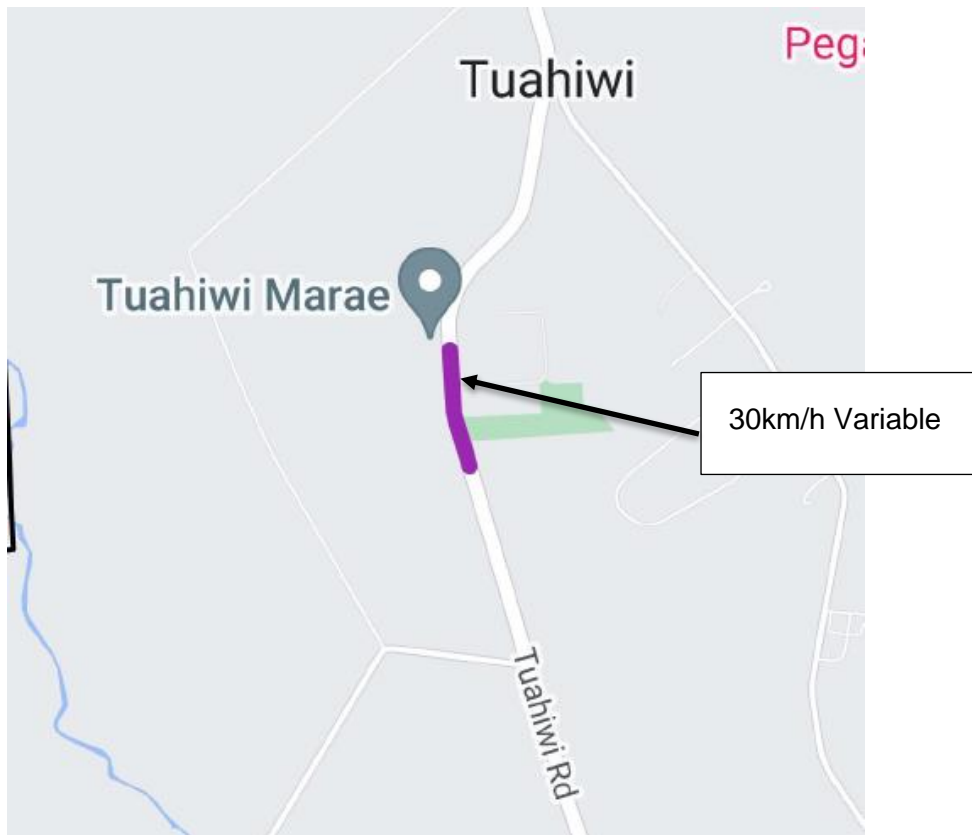


Figure 28. Tuahiwi School zone (Table 10).

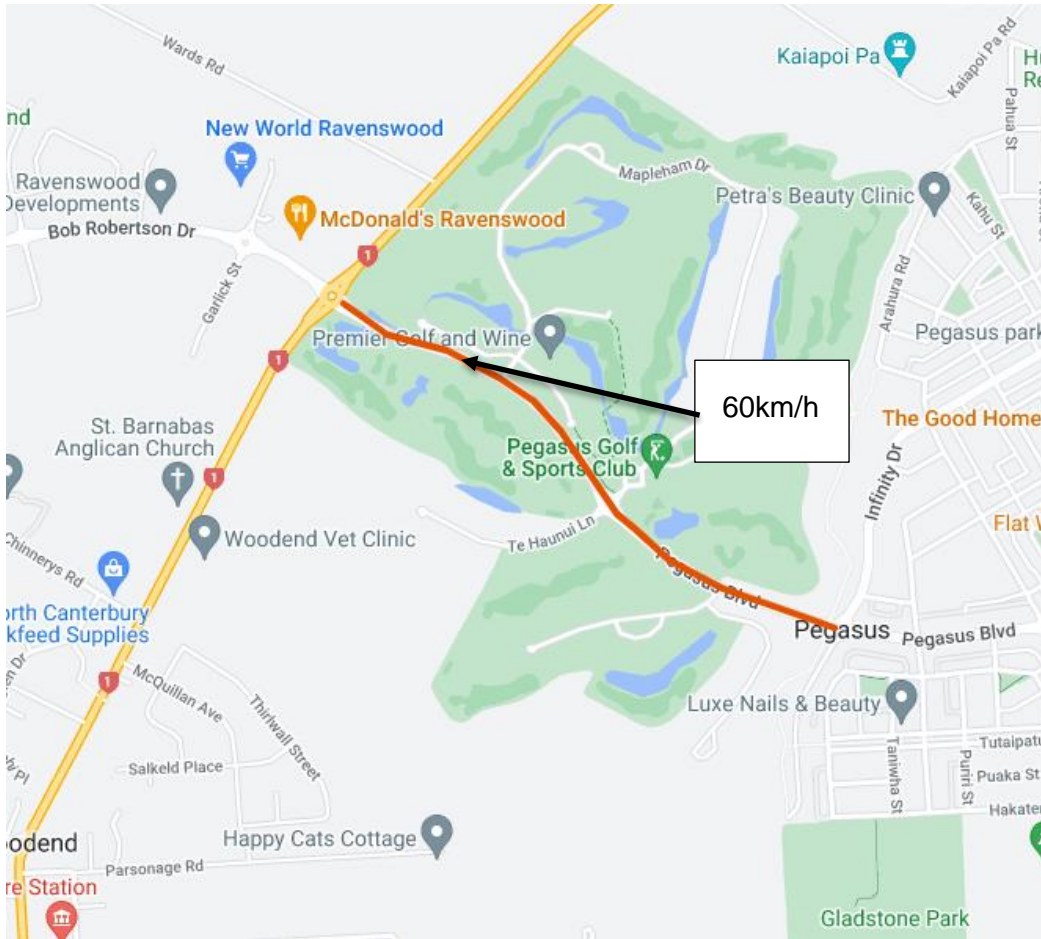


Figure 29. Pegasus urban area (Table 5).

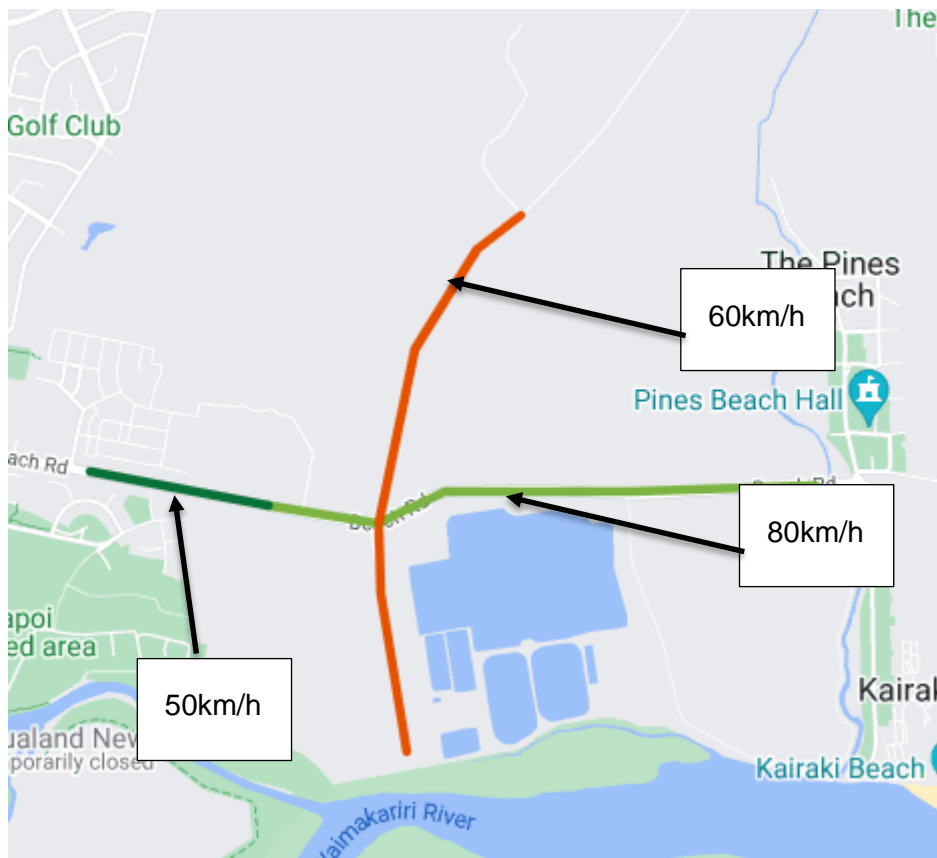


Figure 30. Kaiapoi area (Table 4 and Table 6).

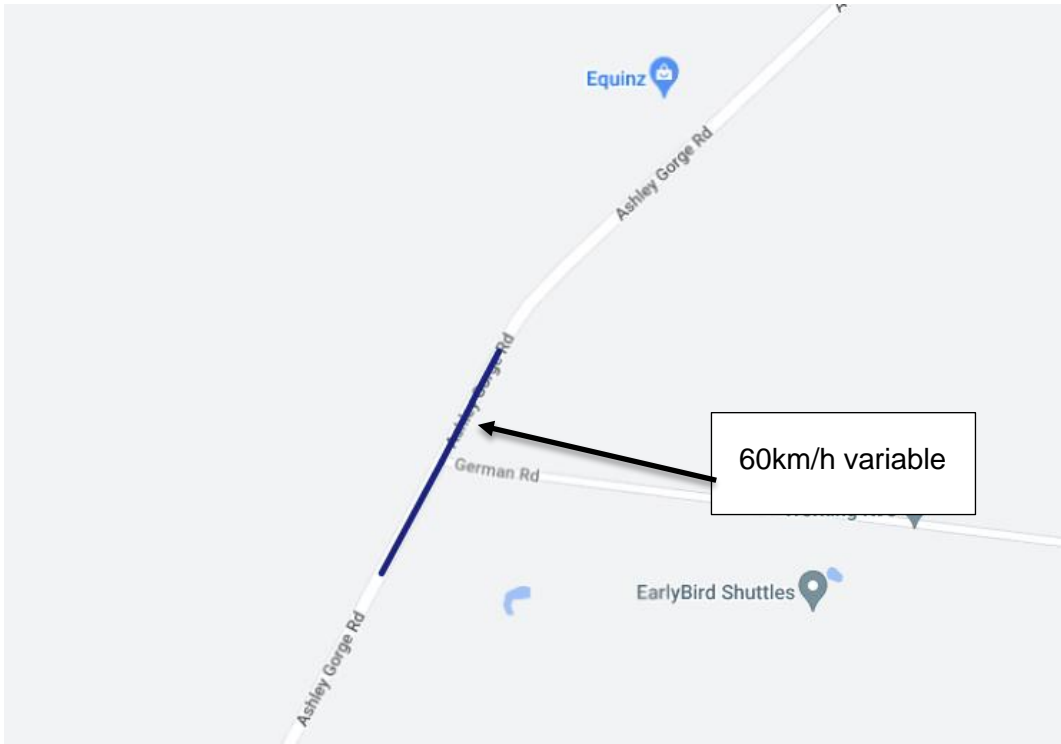


Figure 31. Ashley Gorge Road and German Road Intersection Speed Zone (Table 7).



Figure 32. Oxford Road and Tram Road Intersection Speed Zone (Table 7).



Figure 33. Tram Road and Two Chain Road Intersection Speed Zone (Table 7).



Figure 34. Tram Road and Earlys Road Intersection Speed Zone (Table 7).



Speed Management Plan 2023 Communications and Engagement Plan

Version 0.3 | Last updated 05 September 2023

Project Sponsor	Joanne McBride, Rooding Manager	
Communications and Engagement Advisor	Karen Lindsay-Lees, Senior Communications and Engagement Advisor	
Project Lead	Allie Mace-Cochrane, Transportation Engineer	
Media Spokesperson	Joanne McBride, Rooding Manager	
Trim Reference:	RDG-31-21 / 230210017625	
Budget	\$12900	GL:

Version	Notes	Author	Date
0.1	Initial Draft	Karen Lindsay-Lees	16/01/23
0.2	Additions and Changes	Project Control Group	25/04/23
0.3	Revision	Karen Lindsay-Lees	06/07/23
0.4			
1.0	Finalised & Adopted		

1. Project Background

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve how Councils plan for, consult on, and implement speed management changes by providing a more effective process to select and set speed limits, greater regional consistency, and alignment between parties throughout the process.

The Rule also supports New Zealand's road safety strategy, Road to Zero, by requiring Councils to use reasonable efforts to reduce speed limits around schools and involving Māori in the development of speed management plans.

Additionally, the Rule introduces a regional speed management planning approach, a new consultation process, and an independent Speed Management Committee to oversee the process. The Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 also support the Rule by outlining the requirements for registering speed limits in the National Speed Limit Register.

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve the speed management process by introducing a regional speed management planning approach on a three-year cycle that aligns with the National Land Transport Programme, bringing together infrastructure investment decisions and speed management decisions together.

The Rule also requires Councils to use reasonable efforts to reduce speed limits around all schools by 31 December 2027, with an interim target of 40% of schools by 30 June 2024.

Additionally, the Rule requires all territorial authorities to include their proposed speed limit changes and safety infrastructure treatments for the coming 10 years into speed management plans. It introduces a new consultation process that aligns with the regional land transport planning consultation process.

It also requires regional transport committees to coordinate input from Councils in their region and requires all speed limits (other than temporary speed limits) to be entered into a national register giving legal effect to all speed limits.

The Land Transport Rule: Setting of Speed Limits 2022 puts people, and the diverse ways in which they use roads and streets, at the centre of how speed limits are set and managed. This new framework aims to make the transport system safer and more efficient, saving lives, and reducing serious injuries while also improving health and accessibility for all road users.

The Council is taking an area-based approach to developing and implementing speed management plans, aligning with the National Land Transport Programme. The first Speed Management Plan will be a

combination of the interim (2023-2024) and 2024-2027 Speed Management Plans, as suggested by the Director of Land Transport. The focus of this plan is on T key areas where a more consistent approach to speed is needed, speed limits in town centres, Woodend urban area, north-eastern area of the district, and all of the school walking areas, as well as specific roads around Mandeville and Ohoka.

After public engagement, the plan will be adopted by the Council, and the changes will be implemented over a period of approximately four years. The Council then must submit a Speed Management Plan to the Director of Land Transport every three years after 2026.

This will be completed in stages, with Loburn, Ashley Gorge and Kaiapoi in 2027-2030, and Oxford, Cust, Rangiora and West Eyreton in 2030-2033. This approach allows for a more comprehensive and thorough process of speed management planning, while also taking into account the specific needs and concerns of the residents and road users in each area.

2. Key Milestones

The proposed timeline for the review process includes:

2022

December

- General speed management workshop

2023

February

- Community Boards (Speed limit review workshop)
- Council (Speed management workshop)

March

April

- Rangiora-Ashley and Woodend-Sefton Community Boards (Further speed management workshop)

May

June

- Council (Further speed management workshop)

July

- All Boards Briefing (Further speed management workshop)

August

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

September

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

October/November

- Report to Council (Approval to consult on the 2023-2027 Speed Management Plan)
- Public consultation

November/December

- Public hearing
- Report to Council (Adoption of 2023-2027 Speed Management Plan)

Future programme (Depending on future feedback from Community Boards and Council)

- NLTP 2: Loburn Valley and Ashley Gorge + Kaiapoi + Lees Valley
- NLTP 3: Rural south of Ashley River + Oxford + Rangiora

3. Communications Approach

Based on the IAP2's Public Participation Spectrum, the level of public engagement to be used is 'Inform' and 'Consult'.

INFORM and CONSULT	
Public Participation Goals	<p>Provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</p> <p>"We will keep you informed"</p> <p>To obtain public feedback on analysis, alternatives and/or decisions.</p> <p>"We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals"</p>

4. Communications Objectives

- The community and other stakeholders feel that they have been given an opportunity to contribute their feedback to the development of speed management plans for the District.
- Residents and road users are informed about and understand the requirements for speed management plans from a legal perspective and the inherent safety benefits of lower speed limits
- That the community are provided with sufficient information to have a good understanding of the evidence supporting the change.
- The community are given a range of opportunities to participate in this engagement and have their voices heard.

5. Risks and Mitigation

Communication Risk	Mitigation
<p>Backlash from members of the public who disagree with the speed management proposals, particularly on social media.</p>	<p>Closely monitor social media channels and use replies to encourage complainants to make a formal submission with their concerns.</p> <p>Correct incorrect information posted by residents if and as required.</p>
<p>Community views are polarised between wanting change, and status quo.</p>	<p>Clearly explain the rationale behind the proposal for change, outlining risks and benefits for both. Specifically, the legal requirements and the impact on all road users.</p>
<p>Community members do not read communication material or engage in the feedback process.</p>	<p>Use multiple communication tools to target key stakeholders. We will measure awareness as a key metric to quantify the reach of our engagement material.</p> <p>At all stages we will encourage members of the public to engage in the consultation process including presenting at hearings and/or making deputations to Council or Community Boards</p>
<p>People feel that their view is not taken into account because something different to what they want is implemented.</p>	<p>The final decision, rationale why, and benefits of the changes are explained following the adoption of speed management plans. Close the loop by sharing feedback received and decision-making process through Bang the Table and other channels.</p>
<p>Residents are not willing to engage with Council to discuss solutions.</p>	<p>Use face-to-face meetings and discussions where possible and ensure all opportunities to talk to Council are followed through.</p>
<p>Media portray the speed management planning process in a negative light.</p>	<p>Brief media about speed management before engagement begins and discuss with them key messages. Encourage them to engage with Waka Kotahi to understand the national aspect of the legislative changes.</p> <p>Share local stories and experiences that the media can use.</p> <p>Correct incorrect information if it arises.</p>

Public perception is that the engagement process isn't open and transparent – that decisions have already been made.	Share the decision making process clearly and concisely in the consultation material. Answer questions about the process promptly when raised across various media.
Public perception that the Council are doing too much or too little in the management of speed across the District.	Reiterate the decision-making process and rationale that supports the draft proposals in the consultation. Answer questions about the process promptly when raised across various media.

6. Audience and Stakeholders

Directly affected	<ul style="list-style-type: none"> • Residents in each area • Businesses • Road users • Schools • Bus operators • Environment Canterbury • Waka Kotahi • Emergency Services
Internal	<ul style="list-style-type: none"> • Customer Services • Community Boards • Mayor and Councillors • Management Team
Other Stakeholders	<ul style="list-style-type: none"> • Enterprise North Canterbury • Rangiora Promotions Association • Kaiapoi Promotions Association • Waimakariri MP Matt Doocey • Local media • WDC Facebook and Twitter Users • Walking Groups • Cycling Groups • Horse Riding Groups • WAG • Youth Council

7. Key Messages

- Speed Management Plans are part of the central government Road to Zero Strategy that aims to stop people being killed or injured on our roads.
- Reducing road speed will reduce the impact of road crashes and injuries. It will also provide a safer environment for all road users.
- Speed needs to be survivable. Even legal speeds can be dangerous. Lowering speed from 50kmh to 40kmh reduces chance of death from 80% to 30%.
- The number of people walking and cycling is increasing across the District. The Council's goal is to provide an accessible network of roads, paths, lanes and corridors so people of all ages and abilities can safely travel around the District.
- Safer roads contribute to improvements to health and wellbeing.
- Lower speed limits help to reduce emissions and help response to climate change.

8. Communications Channels

	Tactic	Who
Distribution of Consultation Document	Let's talk booklet with key messages, information about speed management plans and maps. Split into geographical areas with area specific feedback options. Limited printing in-house.	Comms & PCG
	Mail-out or email Community / Special Interest Groups. Link to e-copy + email, and invite to engagement event.	Comms & PCG
	Email e-copy consultation documents for schools and local businesses with link to Let's Talk page. Email with invite to relevant engagement event.	Comms & PCG
	Information display and copies of all documents at all Council Service Centres and Libraries. Pull-up banner and copies of consultation document.	Comms
Engagement	Maintain an updated stakeholder contact list.	PCG & Comms
	Personal contact with important stakeholders such as Utilities / Emergency Services	PCG
	Online videos asking for comment/questions – quick poll option	PCG
Advertising	Regular newspaper adverts through engagement period in the Northern Outlook / North Canterbury News /Oxford Observer / Woodend Woodpecker	Comms

	Radio advertising on Compass FM and on-air interviews with spokesperson.	Comms / Spokesperson
	Facebook Advertising Campaign – use of videos	Comms
Online Presence	Engagement page set up on Bang the Table. Ensure the page remains updated with progress. We will keep submitters up-to-date throughout the engagement period and close the loop when decisions are made	Comms
	News articles on Council website as required with links to the engagement page.	Comms
	Regular social media posts using the Council’s digital channels – use of videos as hooks	Comms
Media	Issue media releases as appropriate and pro-actively work with media as opportunities arise.	Comms
	In-person briefings with local media before the engagement opens and supply with graphics/photos.	Comms

9. Budget and Resources

Below is an outline of the communication tools that will be using during the engagement period.

Several assumptions are made in preparing this budget:

1. Primarily using internal resources for graphic design, photography, videography and engagement.
2. Advertising restricted largely to local media outlets.
3. Use of internal facilitators for engagement events.

Product	Notes	Who	When	Budgeted Cost
Advertising	Community Noticeboard in Northern Outlook and NC News	Comms	During engagement period	In-house
	Run of paper advertising – Kaiapoi Advocate, Oxford Observer and Woodend Woodpecker			\$1200 x 2
	Social Media			\$1000 x 2
	Radio			In-house
	Digital Screens			In-house
Document – Design & Print	Content development and FAQs	Comms/PCG	Feb/Mar July	In-house
	Graphic Design		Feb/Mar July	In-house
	Let's talk flyer to targeted residents		Feb/Mar July	\$4000 - \$7000
	Let's Talk Booklet and Feedback Form – Engagement		Feb/Mar July	In-house
Online presence	Bang the Table page		March August	In-house
	Latest news article		March	In-house

			August	
	Facebook/Twitter		March August	In-house
Engagement Events	Banners / Posters / Display Printing	Comms	March August	\$1500
TOTAL				\$12,900

Evaluation/Measures of Success

Outputs:

- Distribution of the Documents or Let's Talk Flyers
- Number and reach of advertisements
- Number of people reached through engagement events
- Number of media releases and responses to media enquiries
- Number and reach of social media postings
- Number and variety of stakeholder events
- Number of collaborative meetings with our partners

Outcomes:

- Feedback from our partners and key stakeholder on engagement during the engagement process
- Check with project sponsor on the quality of the submissions received, for example, did the feedback suggest people were well informed.
- Quantity of submissions received
- Number of people attending engagement events, including drop-ins
- Number of people attending the hearings
- Quantity and quality of comments and engagement on social media
- Volume and integrity of media coverage of the project, especially during the engagement phase

10. Debrief

For large engagements, a debrief should be held following that looks at:

1. What worked?
2. What didn't work?
3. How can we communicate the results of the process to our stakeholders and community?
4. How can we learn from this process?
5. Was this project good value for money?

Appendix A – Consultation Framework

When you think about the road you live on, what do you think about the current speed limit?

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about the roads that you commute on the most, what do you think about the current speed limit? *(please provide more information on the roads that you commute on)*

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about streets in our town centres, what do you think a speed limit of 30 km/h?

- It could be higher.
- It's the right speed.
- It could be lower.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31-22 / 230524075906

REPORT TO: RANGIORA-ASHLEY COMMUNITY BOARD


DATE OF MEETING: 13th September 2023

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Allie Mace-Cochrane, Transportation Engineer
Joanne McBride, Roding & Transport Manager
Gerard Cleary, General Manager Utilities & Roding

SUBJECT: Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Rangiora-Ashley Board Ward Area

ENDORSED BY:
(for Reports to Council, Committees or Boards)


General Manager


Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek a recommendation to Council, from the Board, to consult on the 2023-2027 Waimakariri District Speed Management Plan (refer to Attachment i for detail).
- 1.2. In May 2022, *the Land Transport Rule: Setting of Speed Limits 2017* was revoked and replaced with the *Land Transport Rule: Setting of Speed Limits 2022*. This legislation changes the way which a Road Controlling Authority (RCA) sets speed limits on roads under its control and requires each RCA to develop and implement a Speed Management Plan.
- 1.3. The Director of Land Transport has advised that all road controlling authorities must develop, consult upon, and implement the Speed Management Plan for its area before the following dates:

Deadline	Date	Description
First deadline	5 October 2023	The final date for the publication of any consultation draft speed management plan
Second deadline	29 March 2024	The final date for submitting the final draft speed management plan for certification

- 1.4. An extension to this deadline may be sought from the Director of Land Transport, however this would impact the roll out of infrastructure to support safer speeds around schools in Waimakariri District.
- 1.5. As such, it is important that the Waimakariri District Council Speed Management Plan is in place in line with the timeframes as set out and to help inform the next Regional Land Transport Plan (RLTP) bid and the Long-Term Plan.
- 1.6. Not having a Speed Management Plan which aligns with planned infrastructure could result in funding for safety related projects not being approved in the next NLTP.

- 1.7. The recommended option is to approve consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027, and included are all the roads which have previously been workshopped with the Community Boards. These roads have been included following a risk-based assessment, consideration of service requests / petitions and a technical assessment against Waka Kotahi's Speed Management Guidelines. This is the staff recommendation.
- 1.8. Should there be a change in government following the election, the National Party's reported position on speed limit reductions is that they would not go ahead as currently required. For this reason, the Councillors' have requested that a 'bare minimum' option be provided by staff, which just addresses schools and a few other roads. This is not the recommended option.
- 1.9. The Speed Management Plan will outline how Council will manage speed across the authority area over the next 10 years, with a higher level of detail around 2024-27, being the first three years of the next National Land Transport Programme (NLTP).
- 1.10. Following discussion with elected members, a further option to phase the Speed Management Plan has been included within this report for consideration. This would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.

Attachments:

- i. 2023-2027 Speed Management Plan – Draft version with track changes and missing sections (TRIM No. 230731116010)
- ii. 2023-2027 Speed Management Plan – Staff recommended inclusions (TRIM No. 230731116028)
- iii. 2023-2027 Speed Management Plan – Other option inclusions (TRIM No. 230731116038)
- iv. Communications and Engagement Plan (TRIM No. 230210017625)

2. RECOMMENDATION

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230524075906.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

EITHER:

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads are within the Board's area.
- (c) **Notes** that staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (b) not endorsed by the Community Board, noting that this is following the Central Government election and Council will have final approval on the consultation.
- (d) **Notes** that Recommendation (b) is considered the 'bare' minimum that Council can approve, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to set safe speed limits outside of all schools by June 2027, with 40% of these needing to be undertaken by June 2024.

OR:

- (e) **Approves** consultation being carried out on the draft Waimakariri Speed Management Plan 2023-2027, including **all roads as recommended by staff** (refer to TRIM No. 230731116010 and 230731116028), and **as listed below in Tables 1 through to 8 below**. These roads are within the Board's area.

Table 1. Extents of school speed limits within the Board's ward area.

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable			

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent

Table 2. Proposed speed limits for the Rangiora Town Centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Alfred Street – from Percival Street to Ivory Street	50	30
Ashley Street – from Ivory Street to 50 m north of Blakett Street	50	40
Blakett Street – from Ashley Street to 20 m west of King Street	50	40
King Street – 50 m north of High Street to 50 m north of Blakett Street	50	40
Blake Street – from Good Street to Durham Street	50	30
Durham Street – from 20m south of Blakett Street to High Street	50	30
Good Street – from 20m south of Blakett Street to the end of formed road	50	30
Ivory Street – from High Street to 65 m south of Alfred Street	50	40
Percival Street – from High Street to 120 Percival Street (to proposed school zone)	50	30
Queen Street – from 20m west of King Street to 20 m west of Ivory Street	50	30
Victoria Street – from High Street to 47 Victoria Street (to proposed school zone)	50	30
High Street – from 20m west of Ivory Street to 50m east of King Street	50	30

Table 3. Proposed speed limits for the Ashley Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
High Street – 50m south of Fawcetts Road to Lower Sefton Road	50	40
Canterbury Street – Lower Sefton Road to end of formed road	50	40
Wellington Street – Lower Sefton Road to Auckland Street	50	40
Auckland Street – Canterbury Street to Lower Sefton Road	50	40
Lower Sefton Road – Canterbury Street to 20m east of Auckland Street	50	40

Table 4. Proposed speed limits for Rangiora/Fernside area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Easterbrook Road – Fernside Road to Hicklands Road	100	60
Mountvista Road – Easterbrook Road to end of formed road	100	60
Plaskett Road – 75 m south of Fernside Road to Ashworths Road	100	80
Hicklands Road – Plaskett Road to Threlkelds Road	100	60
Egans Road – Plaskett Road to O’Roarkes Road	100	60
O’Roarkes Road – Johns Road to Egans Road	100	60
Swannanoa Road – 200 m southwest of Johns Road to Two Chain Road	100	80
Bridge Road – Swannanoa Road to end of formed road	100	80

Table 5. Proposed speed limits for Marshmans Road and northwest/west of Marshmans Road areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Fawcetts Road – Cones Road to 160m west of Boundary Road (to the proposed school zone)	80	60
Max Wallace Drive – Fawcetts Road to end of formed road	80	60
Boundary Road – 290 m north of Fawcetts Road to Dixons Road	100	80
Dixons Road – Cones Road to Marshmans Road	100	80
Boundary Road – Dixons Road to Mowatts Road (unsealed)	100	60
Mowatts Road – Carrs Road to Boundary Road (unsealed)	100	60
Forestry Road – Mowatts Road to Gorries Road (unsealed)	100	60
Gorries Road – Forestry Road to Boundary Road (unsealed)	100	60
Forestry Road – Gorries Road to Marshmans Road	100	80
Marshmans Road – 630m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary	100	80
Downs Road – Marshmans Road to end of formed road (unsealed)	100	60
Copples Road – Marshmans Road to end of formed road	100	80
Douds Road – Marshmans Road to end of formed road	100	80
Ramsay Road – Marshmans Road to end of formed road (unsealed)	100	60
McLeods Road – Marshmans Road to end of formed road	100	80

Table 6. Proposed speed limits for the north of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beatties Road – Marshmans Road to Upper Sefton Road	100	80
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street *WSCB Boundary (partial extent)	100	80
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed) *WSCB Boundary	100	60
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed) *WSCB Boundary (partial extent)	100	60
Douds Road – Rangiora Leithfield Road to Marshmans Road (unsealed)	100	60
Brueres Road – Marshmans Road to Rangiora Leithfield Road (unsealed)	100	60
Bruces Road – Rangiora Leithfield Road to Marshmans Road	100	80
Duffs Road – Marshmans Road to Bruces Road and Bruces Road to Hurunui District boundary (unsealed)	100	60
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed) *WSCB Boundary (partial extent)	100	60
Upper Sefton Road – 120m west of Cross Street to Hurunui District boundary *WSCB Boundary (partial extent)	100	80

Table 7. Proposed speed limits for the south of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed) *WSCB Boundary	100	60
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed) *WSCB Boundary (partial extent)	100	60

Table 8. Proposed speed limits for the Cust peri-urban and north of Rangiora areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Cones Road – 120 m north of Fawcetts Road to Dixons Road	100	80
Dixons Road – Cones Road to 70m south of Barkers Road	100	80
Fletchers Road – Dixons Road to end of formed road	100	80
Rossiters Road – Dixons Road to end of formed road	100	80
Cust Road – 1782 Cust Road to 85 m west of Tippings Road *OOCB Boundary (partial extent)	80	60
Tippings Road – Cust Road to 50 m north of Cust Road *OOCB Boundary (partial extent)	80	60

AND:

- (f) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school.
- (g) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (h) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (i) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (j) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (e) includes changes to speed limits in the following areas:
- i. North-eastern rural portion of the district (i.e., Sefton/Ashley),
 - ii. south-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside),
 - iii. Rangiora town centre,
 - iv. Kaiapoi town centre,
 - v. Oxford town centre,
 - vi. Sefton urban area
 - vii. Ashley urban area
 - viii. Urban roads in Woodend, Pegasus, and Ravenswood,
 - ix. Peri-urban roads in Waikuku and Waikuku Beach,
 - x. All school zones, and
 - xi. Roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.

- (k) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard.
- (l) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

3. **BACKGROUND**

- 3.1. Refer to Attachment i for background information on the Safe System Approach, Waka Kotahi's guiding principles for speed management, and the new legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2022*.
- 3.2. Initially, staff drafted an Interim Speed Management Plan to cover years 2023-2024 and a full Speed Management Plan to cover years 2024-2027. However due to timeframes and to prevent confusion for the Community, staff have combined these two plans into one, and as such this will cover the years 2023/24 as well as 2024-27 which is the next NLTP period.
- 3.3. The draft version of the Waimakariri District Speed Management Plan 2023-2027 is provided in Attachment i. This document provides a summary of speed management, policies and guidelines that speed management aligns with, a ten-year vision, and the implementation programme for the next four years. The information provided aligns with the requirements of the *Land Transport Rule: Setting of Speed Limits 2022*.
- 3.4. The proposals within the proposed programme which staff have put forward align with Council's principles, strategies and Community Outcomes. At a national level they align with the Government Policy Statement on Land Transport and Waka Kotahi's Guidance on setting "safe and appropriate" speeds.
- 3.5. Staff have proposed to take a staged approach to review speed limits over a ten-year period, utilising an area-based approach. This will ensure that there are consistent speed limits within an area, rather than being on an ad-hoc basis across the district if being completed using a road category approach. It also allows areas which carry the highest traffic volumes to be a focus.
- 3.6. The focus of 2023-2027 Speed Management Plan is as follows:
- North-eastern rural portion of the district (i.e., Sefton/Ashley)
 - South-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside)
 - Rangiora town centre
 - Kaiapoi town centre
 - Oxford town centre
 - Sefton peri-urban area
 - Ashley peri-urban area
 - Urban roads in Woodend, Pegasus, and Ravenswood
 - Peri-urban roads in Waikuku an Waikuku Beach
 - All school zones
 - Roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- 3.7. Subsequent Speed Management Plans will focus on the areas listed below.
- North-western rural portion of the district (i.e., Loburn/Glentui) – 2027-2030.
 - Urban roads in Kaiapoi – 2027-2030.
 - South-western and western rural portion of the district (i.e., West Eyreton/Oxford) – 2030-2033.
 - Urban roads in Oxford – 2030-2033.
 - Urban roads in Rangiora – 2030-2033.

- 3.8. The *Land Transport Rule: Setting of Speed Limits 2022* sets out the process which an RCA must undertake to review a speed limit. This involves having regard to data provided by Waka Kotahi.
- 3.9. Staff have undertaken a technical review utilising the Waka Kotahi *Infrastructure Risk Rating Manual* and *Speed Management Guide: Road to Zero Edition*, to determine the safe and appropriate speed for each road section. The safe and appropriate speed is determined from the road function under the One Network Framework (ONF) categorisation, which has replaced the One Network Road Classification system used previously. In the *Speed Management Guide*, a range of safe and appropriate speeds and criteria are provided for each ONF category, which staff then assessed against the specific road corridor. The safe and appropriate speed from the *Speed Management Guide* was then compared with the one provided in Waka Kotahi's database.
- 3.10. Regional collaboration has been carried out with Waka Kotahi and other RCA staff across Canterbury to understand and agree proposed approaches to speed management, to ensure consistency across the region. The agreed approach, where practicable, for the first iteration of the Speed Management Plan is as follows:
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.

This approach is intended to provide consistency for road users across the Waimakariri District and between adjacent Council jurisdictions. This should also provide consistency for drivers taking journeys across multiple Council jurisdictions within the Canterbury Region. The approach has been influenced by safe and appropriate speed information provided by Waka Kotahi; however, it has been adapted to suit local conditions.

- 3.11. The Draft Regional Speed Management Plan supports the principle of 40 km/h urban speed limits and 80 km/h rural speed limits. The 40 km/hr urban speed limit is proposed to be applied across a number of township / settlement local roads. It is noted that most RCAs are still formalising their full Speed Management Plans.
- 3.12. Where there is some misalignment between the safe and appropriate speed determined from the *Speed Management Guide*, and the one from Waka Kotahi's database, the RCA (in this case, Waimakariri District Council) needs to provide reasoning as to why that speed limit is being proposed. It is then up to the Director of Land Transport to decide whether the proposal and reasoning is suitable.
- 3.13. A Speed Management Plan can either be approved by the Director or returned to the RCA with comments. The RCA must make changes to the plan in alignment with the comments provided and resubmit to the Director. Once a plan is certified, the RCA can begin implementing the proposed speed limit changes.

4. ISSUES AND OPTIONS

- 4.1. The Director of Land Transport has advised that all road controlling authorities are required to develop, consult upon, and implement a Speed Management Plan for its area of responsibility before the following dates:
- First deadline: 5th October 2023 (final date for publication of any consultation draft speed management plan).
 - Second deadline: 29th March 2024 (final date for submitting the final speed management plan for certification).

- 4.2. Staff have undertaken workshops about setting speed limits during 2022-2023 and have presented information on the technical process around setting of speed limits and national guidance. Feedback provided in these workshops has been taken into consideration.
- 4.3. Following a meeting with elected members, staff were requested to include, for consideration, a further option to phase the Speed Management Plan to first focus on schools only. This option has been included within this report. The option put forward by elected members would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.
- 4.4. Staff have been working alongside Waka Kotahi to determine suitable speed limit types for all the school zones within the district (i.e., permanent or variable). Where these school speed limits are proposed on roads which are not considered high volume/collector roads, a permanent speed limit is considered to be the most appropriate. This is because they align with the safe and appropriate speeds for those roads, and so would likely be reviewed and reduced in the future.
- 4.5. In addition, the cost of installing electronic variable speed limit signs outside of all schools would be substantial and has not been allowed for in Annual Plan or Long-Term Plan funding. It should also be noted that while co-funding is being sought from Waka Kotahi signage and markings associated with the school zone, this would not be sufficient to cover the cost of electronic variable speed limit signage outside of all schools within the district.
- 4.6. Where an RCA is proposing speed limits which do not align with the safe and appropriate speed limit deemed by Waka Kotahi, they must provide a reason. The Director of Land Transport then decides whether this reasoning is suitable. If it is deemed inadequate, then the Speed Management Plan will be returned with comments. The RCA must have regard to these comments and make amendments to the Speed Management Plan, which can then go back to the Director for approval. Failure to give effect to these comments will result in the RCA having an unapproved plan, which cannot be enacted. This is also likely to affect the ability of the RCA to seek co-funding shares for works associated with speed management.
- 4.7. The Fernside/west Rangiora portion of the district has become a focus due to development and the high (and increasing) volumes of traffic which use some of the roads in this area. These speed limit proposals follow on from the speed limit changes made within the area in 2022.
- 4.8. The north-eastern portion of the district acts as the main northern connection to and through Rangiora, other than State Highway One. This also has seen increasing volumes of traffic in recent years as more development occurs in the Loburn and Sefton areas. Furthermore, Dixons Road, Cones Road, Upper Sefton Road, and a portion of Marshmans Road are also considered within Waka Kotahi's high benefit speed management areas, which they suggest should be addressed as soon as possible.
- 4.9. The following options are available to the Rangiora-Ashley Community Board:
- 4.10. Option One: Recommend to the Council that consultation is undertaken on all of the roads listed in this report.
- 4.10.1. This option involves the Rangiora-Ashley Community Board recommending to the Council that Recommendation (b) is approved, allowing consultation on all of the roads listed in this report and the related draft Speed Management Plan (refer to Attachment i and ii).
- 4.10.2. This is the recommended option because it enables the community and key stakeholders to provide feedback on whether a changed speed limit would be suitable for these roads. It also ensures the RCA is fulfilling its duty under the *Land Transport Rule: Setting of Speed Limits 2022* for setting safe and appropriate speeds on local roads and providing this information to the public.
- 4.10.3. This option is supported by staff, as it follows technical guidance and national best practice, and allows the community to provide feedback on all roads that have been considered.

- 4.11. Option Two: Recommend to the Council that consultation is undertaken on the 'bare' minimum number of roads listed in this report.
- 4.11.1. This option involves the Rangiora-Ashley Community Board recommending to the Council that Recommendation (c) is approved for public consultation and is considered to be the minimum which should be progressed.
- 4.11.2. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of all schools by December 2027. Therefore, the Council, as an RCA, will be required to meet the requirements of this legislation.
- 4.11.3. This is not the recommended option because it only addresses speed limits outside of schools and does not address other high-risk roads and areas where specific concerns have been raised by the Community. As such it does not cover the higher speed rural roads, where deaths and serious injuries are more likely due to the increased impact forces in a crash. It also does not address town centres, nor does it align with the general principles of New Zealand's Road Safety Strategy, Road to Zero.
- 4.11.4. If this option is chosen the Council could wait for the conclusion of the New Zealand General elections and then make a decision about whether to progress with consultation on the remainder of the staff recommended speed limit changes in early 2024.
- 4.12. Option Three: Recommend to the Council that consultation is not undertaken on any of the roads listed in this report.
- 4.12.1. The Rangiora-Ashley Community Board may choose to recommend that the Council does not approve consultation occurring on the speed limits proposed within this report.
- 4.12.2. This is not the recommended option because all Road Controlling Authorities are required to develop and implement a Speed Management Plan which outlines how speed will be managed across the authority's area over the next 10 years. This plan also supports any funding bids to Waka Kotahi through the NLTP.
- 4.12.3. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of schools by December 2027. Therefore, the Council, as a RCA, will be in breach of this legislation if any speed limits relevant to the school zones are removed.
- 4.13. Implications for Community Wellbeing
- 4.13.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.13.2. As such, community feedback will be sought on the matters detailed in this report. This will be consolidated and brought to the Hearings Panel deliberations, enabling it to be considered alongside other hearing submissions.
- 4.14. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

- 5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report.
- 5.1.2. Engagement with Te Ngāi Tūāhuriri hapū will be progressed following the approval of this report.

5.2. **Groups and Organisations**

- 5.2.1. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
- 5.2.2. Key stakeholder engagement will be carried out alongside the public engagement. The relevant groups and organisations are listed below.
- Te Whata Ora (formerly the Canterbury District Health Board)
 - Environment Canterbury
 - Fire and Emergency New Zealand
 - The New Zealand Police
 - New Zealand Automobile Association
 - New Zealand Trucking Association
 - Road Transport Association
 - Road Transport Forum
 - Waka Kotahi
 - Waimakariri District schools
 - Youth Council
 - Waimakariri Access Group
- 5.2.3. The feedback from the engagement with the community will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside other hearing submissions.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. All public engagement will be undertaken in accordance with the Communications and Engagement Plan (refer to Attachment v for detail).
- 5.3.3. If an area wide speed limit review is undertaken, the public will be asked to provide feedback on speed limits across an area, rather than on individual roads. However, consideration will be given to feedback received for specific roads. The public will also be asked to respond to generic questions around the topic of speed, speed limits, and speed management, to allow staff to start formulating data on public perceptions.
- 5.3.4. The feedback from the engagement with the community will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside other hearing submissions.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

- 6.1.1. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
- 6.1.2. There is a cost associated with undertaking consultation; however, there is adequate budget available through existing Roading budgets.
- 6.1.3. The majority of the cost associated with changing speed limits is in signage. This has been estimated to cost \$100,000 annually (2024-2027), noting that there is separate budget for signage in the Tram Road area. Budget is included in the Minor Safety Programme for Speed Management and staff will seek co-funding from Waka Kotahi as part of the 2024-2027 National Land Transport Programme (NLTP).

6.1.4. Budget of \$690,000 for the school speed limit changes has been approved in the 2023/24 Annual Plan, alongside co-funding from Waka Kotahi and as such is only available this financial year. Should this allocation from Waka Kotahi not be spent, it does not carry-over into the 2024-2027 NLTP, and as such, additional funding would need to be sought.

6.1.5. It is also noted that variable speed signage has only been budgeted for outside some schools, where the frontage is on high volume road or traffic count data suggests compliance will be poor. Generally permanent signs have been allowed on quieter side roads. Increasing the number of variable speed limit signs will exceed the budget available, and extra funding for both the installation and ongoing operation / maintenance of these signs would be required to achieve this.

6.2. **Sustainability and Climate Change Impacts**

6.2.1. The recommendations in this report do have sustainability and/or climate change impacts.

6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling consistently at lower speeds, reducing speed changes, which contribute the highest emissions from vehicles.

6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in lower-emissions modes of transport, such as walking, cycling, and horse-riding.

6.3. **Risk Management** There are risks arising from the adoption/implementation of the recommendations in this report.

6.3.2. Some of the proposed speed limit changes are on ward area boundaries. There is therefore a risk of one board approving community engagement being undertaken on a road and the other board not approving it. As this report is seeking a recommendation from the Community Board for Council, this risk can be mitigated, as Council will have the final decision-making power. Where there is disagreement between boards for roads on the Board boundary, staff will ensure this is highlighted to the Council when it is being considered.

6.3.3. There is a risk that lower speeds will not be supported by road users. Ongoing education about the social cost of crashes and the positive benefits from lower speeds will be required.

6.3.4. There is a reputational risk for the Council if they decide to proceed with consultation on schools only. It is possible that the community may perceive this consultation as the Council not prioritising road safety. There is also a risk that co-funding from Waka Kotahi may not be allocated for Safety related projects if they are not included within a Speed Management Plan.

6.3.5. If there is a delay in going out for consultation on the Speed Management Plan, there is a risk that Council may not be able to spend all of the co-funded budget from Waka Kotahi for school speed zones that is currently approved in the 2023/24 year. This funding does not carry-over into the 2024-2027 NLTP, and therefore, will result in a loss of funding. There is an opportunity to reapply for it in the 2024-2027 NLTP; however, it is not guaranteed that funding will be available.

6.4. **Health and Safety** There are health and safety risks arising from the adoption/implementation of the recommendations in this report. A reduction in speed can reduce the impact of a crash.

6.4.2. Any reductions in speed limit, if approved, are expected to reduce the risk of death or serious injury resulting from crashes.

7. **CONTEXT**

7.1. **Consistency with Policy**

7.1.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

7.2.1. The *Local Government Act 2002* and *Land Transport Rule: Setting of Speed Limits 2022* outlines the responsibility of the RCA. Furthermore, it is required that the speed limits associated with the Speed Management Plan and the Speed Management Plan itself, are approved by the Director of Land Transport before any changes to posted speed limits can be made.

Speed limits must be updated in the National Speed Limit Register (NSLR).

7.3. **Consistency with Community Outcomes**

7.3.1. The Council's community outcomes are relevant to the actions arising from recommendations in this report.

There is a safe environment for all.

- Harm to people from natural and man-made hazards is minimised.
- Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.

Transport is accessible, convenient, reliable, and sustainable.

- The standard of our District's roads is keeping pace with increasing traffic numbers.

7.4. **Authorising Delegations**

7.4.1. The Community Board are responsible for considering any matters of interest or concern within their ward area, as per Part 3 of the Waimakariri District Council *Delegations Manual*.

7.4.2. The Council are responsible for approving the Speed Management Plan which is to be sent to Waka Kotahi seeking certification from the Director of Land Transport.



Speed Management Plan

2023-2027

Roading | May 2023



Contents

Contents	1	Speed Monitoring and Measures	13
Introduction	2	Speed Management Infrastructure	13
Background	2	Speed Limits in Future Development....	14
Road to Zero Vision	3	Four-Year Implementation	
A Safe System	3	Programme	15
Waimakariri District Road Network.....	5	Speed Limits.....	15
Waimakariri District Crash Statistics.....	5	Speed Limits Around Schools.....	15
Previous Speed Reviews and Service		Safety Infrastructure	15
Request History	7	References	16
Development of the Plan	8	Appendix A – Policies, Strategies	
Council’s Role in Setting Speed Limits... 8		and Guidelines	17
Guiding Values.....	8	Appendix B – Urban Development	
Canterbury Regional Approach	9	Extents	19
Ten-Year Vision	12	Appendix C – Safe and	
Council Objectives	12	Appropriate Speed Alignment	20
One Network Framework	12	Appendix D – Speed Limit Extent	
Strategic Alignment.....	13	Maps	21
Network Approach to Speed Management	13		

Introduction

The Waimakariri District has a widespread network of both urban and rural roads. These are utilised by people using many modes of transport, and it is important that these are catered for safely to achieve the Council's Community Outcomes.

Developing a Speed Management Plan is a new requirement, given effect to by the *Land Transport Rule: Setting of Speed Limits 2022*. The intention of the plan is to make every road within the district as safe as possible, considering road function, design, and use, whilst maintaining efficiencies across the network. It also aims to provide consistent speeds across the district's road network and into neighbouring Councils' jurisdictions.

All road controlling authorities are required to have addressed speeds outside of all schools by June 2027, and as such, is one of the main focuses of this iteration of the Waimakariri District Speed Management Plan. There are also proposals in the north-eastern and south-eastern portions of the districts, as we work towards addressing our rural areas.

The *Land Transport Rule: Setting of Speed Limits 2022* requires community consultation to occur on the plan, hence, this Waimakariri District Speed Management Plan for the 2023-2027 years is in draft form.

We look forward to hearing and receiving community responses towards the proposed approach to speed management throughout the district for the next few years.

Insert Signature (To be signed by the Mayor, CE, or GM U&R)

Background

Road to Zero Vision

New Zealand has a vision of zero deaths and serious injuries on its roads. A vision where everyone, whether they are walking, cycling, driving, motorcycling, or taking public transport, can get to where they are going safely.

Waimakariri District Council is working together with Waka Kotahi, other local road controlling authorities (RCA), and the community to work towards this vision and to implement New Zealand's Road Safety Strategy.

A Safe System

Road to Zero aims to strengthen our road system and uses the safe system approach which recognises that people make mistakes and are vulnerable to the forces involved in a crash. The intention of creating a safe system is to reduce the consequences faced by individuals for making mistakes. The approach focuses on four key areas; safe roads, safe speeds, safe people, and safe vehicles.

Vehicle speed has a major influence on the impacts of a crash; it limits a driver's ability to perceive or react and worsens the level of trauma to all road users involved.

The intention of the Speed Management Plan (SMP) is to outline how Council will manage speed on the local road network. This is because research has shown that the speed of travel leading up to a crash directly impacts on both the likelihood and severity of a crash (Austroads, 2021). Therefore, by reducing speed on the road network, the likelihood of deaths and serious injuries can be reduced.

At lower speeds, an individual has more time to recognise a hazard and respond to it, either by slowing the vehicle to reduce crash speed or by avoiding the hazard completely (Austroads, 2021). Shown in Figure 1 are the distances it takes for an individual to react and brake at various speeds, during dry conditions.

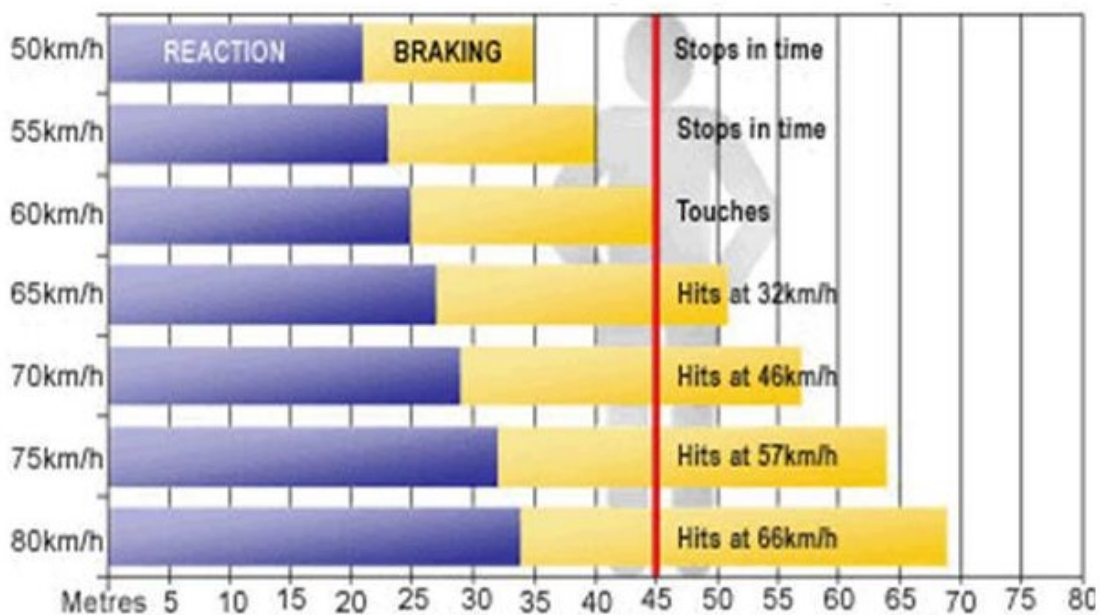


Figure 1. Reaction distance, braking distance, and impact speeds of vehicles travelling at different speeds in dry conditions (Waka Kotahi).

A reduction in crash speed results in a reduction of energy involved in a crash, resulting in a reduced severity of injuries. Figure 2 shows safe system speeds for different crash types, noting that speeds greater than what is indicated drastically increases the risk of death. This point is highlighted in Figure 3 for crashes with pedestrians, where the risk of death for the pedestrian increases by 70% if the crash occurs at 50 km/h, rather than 30 km/h.



Figure 2. Survivable speeds for different crash type (Global Road Safety Facility, 2023).

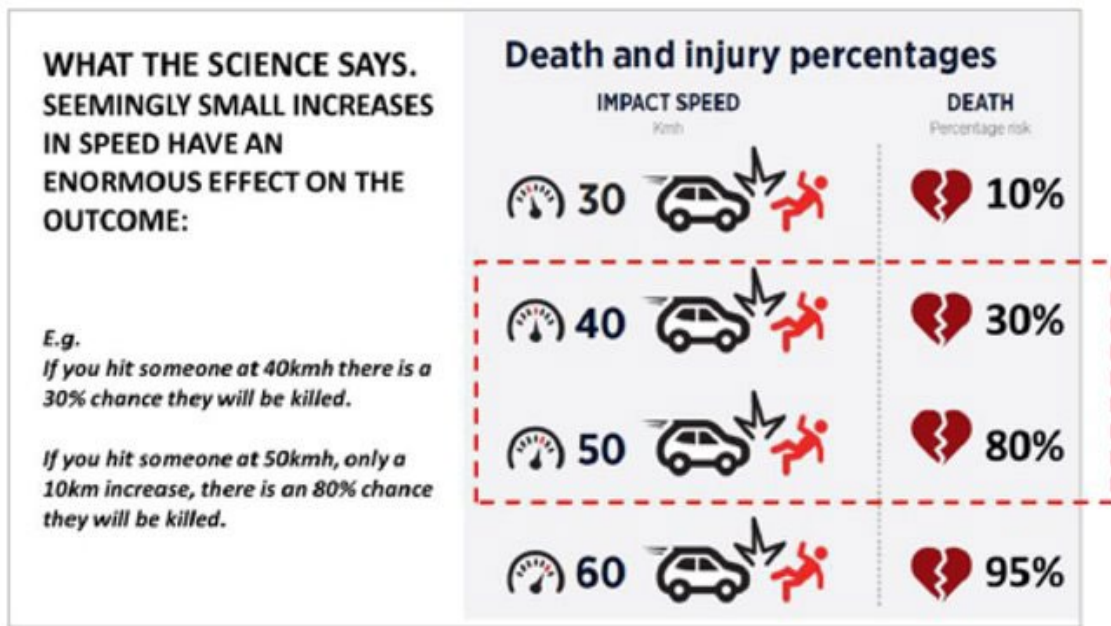


Figure 3. Likelihood of death for pedestrians hit at different vehicle speeds (Auckland Transport, 2022).

Historically, speed limits in New Zealand were set using default maximum values; 50 km/h for urban areas and 100 km/h for rural areas. These default speed limits originated from vehicle engine performance instead of user safety. This process did not consider the factors which might affect the roads function such as traffic volume, road surface, hazards outside of the live traffic, etc. or acknowledge that each road corridor is unique, and as such, these speed limits are no longer applicable when considering a safe system. It is prudent for Council to consider these factors to ensure a safe and appropriate speed limit can be set on its roading network. Refer to Waka Kotahi's *Speed*

Management Guide: Road to Zero (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/>) for more information on which factors are considered when determining the safe and appropriate speed.

Overall, managing the inter-relationship between speed, road infrastructure design, and vehicle safety is central to the safe system approach. However, it is acknowledged that individuals need to be able to move through the transport system as efficiently as possible. As such, speed management considers both the function of a road within the transport network, and how the road is designed, managed and used. This improves the safety of main transport routes and encourages safer alternative mode use in neighbourhood areas.

Waimakariri District Road Network

The Waimakariri District's road network contains 1,625 km of sealed roads, with 586 km unsealed. These are utilised by many modes of transport, including agricultural vehicles, heavy vehicles, personal motor vehicles, pedestrians, equestrians, and cyclists.

The large extent of rural roads, across generally flat Canterbury Plains, means that there is an issue with high vehicle speeds within the district. Further to this, with a generally grid-like road network, there are a high number of intersections and adherence to intersection controls can be poor. As such, Waimakariri has a high representation of run-off road midblock and, to a lesser extent, intersection crashes.

There has also been a significant amount of development occurring on the eastern side of the district, since the Canterbury earthquakes, which has brought an increase in population growth and corresponding traffic volumes, resulting in substantially more traffic within the town centres, changing land use with urban development, and roads which were previously rural, becoming part of the urban network. The district is also seeing an increase in the number of non-motorised modes of transport being utilised (e.g., walking, cycling, scootering, etc.) and this is likely to continue as more dedicated facilities are installed

Waimakariri District Crash Statistics

Waka Kotahi's Crash Analysis System (CAS) is used to obtain data relating to crash history throughout the district. A review of CAS for the past ten years (2012-2022) indicates that there have been 2005 crashes on Council's local road network, excluding State Highways. Shown in Figure 4 are the numbers of crashes for each severity type during this ten-year period. It should be noted that the Covid-19 pandemic has likely resulted in the downwards trend of crashes since 2020, due to a reduced number of vehicles on the road through lockdowns and more individuals working from home.

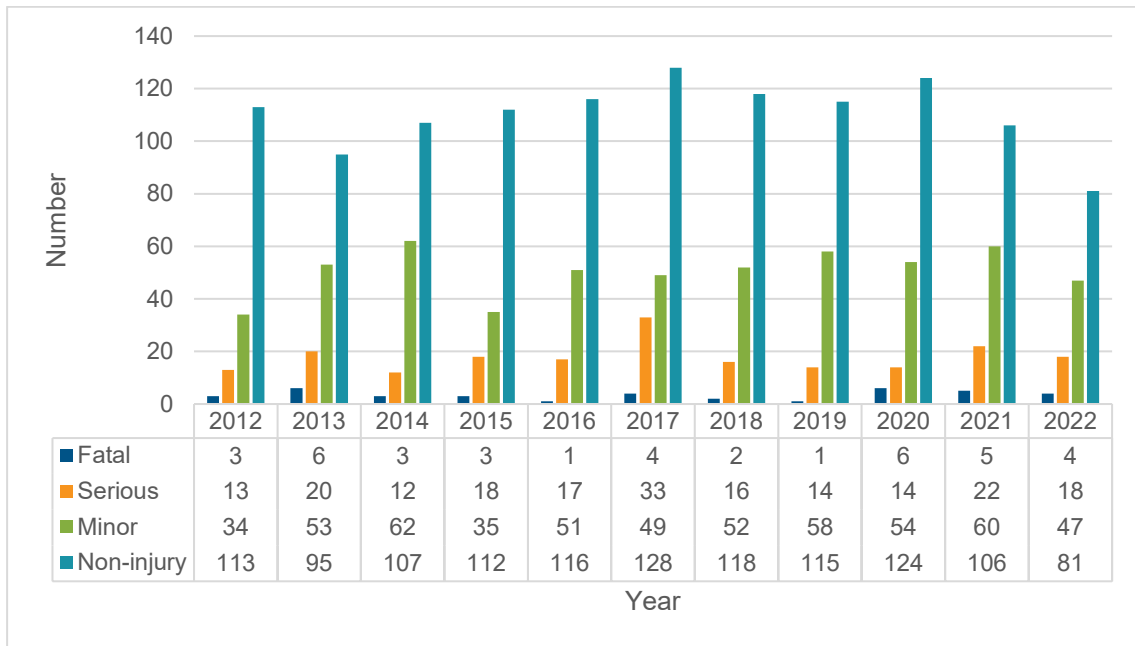


Figure 4. Ten-year crash data for the Waimakariri District.

Further analysis of this data indicates that fatal and serious injury crashes are overrepresented on the rural road network, as is shown in Figure 5. This is due to the higher speeds and speed limits on these roads, which signals that a reduction in speed limit is required to reduce these crashes. Furthermore, there is a misconception that poor adherence to intersection controls is a significant contributor to crashes within the district; however, Figure 5 shows a higher proportion of fatal and serious injury crashes have occurred along roads distant from an intersection (the midblock) since 2012.

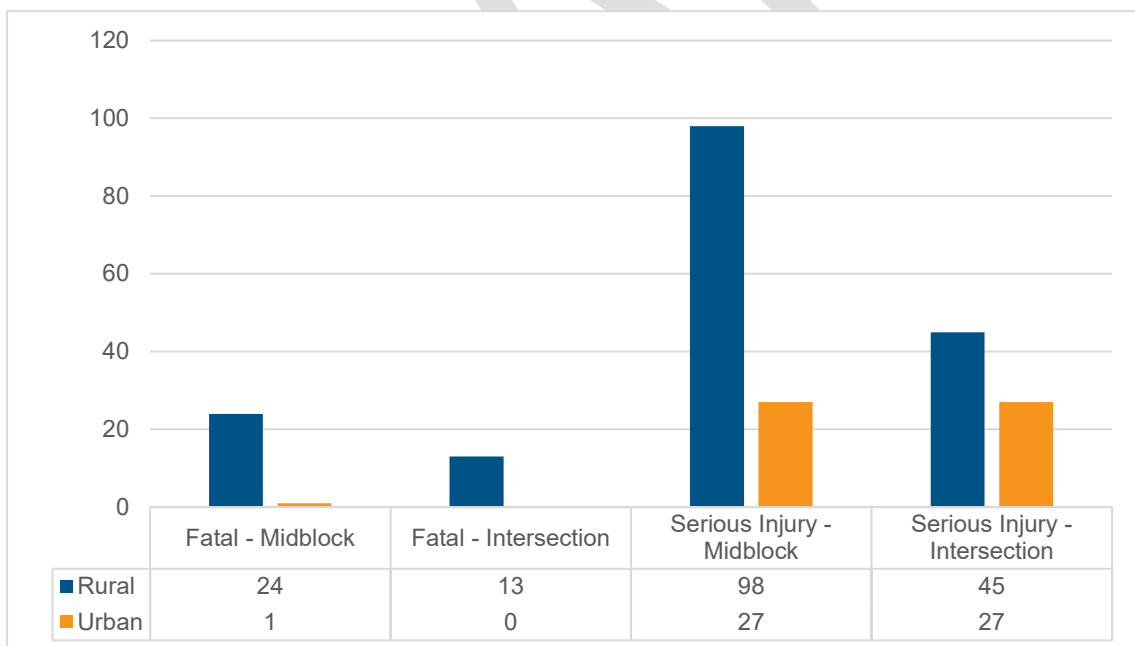


Figure 5. Deaths and serious injuries on rural and urban roads and intersections (2012-2022).

In the CAS database, only speed in excess of the posted speed limit is recorded as a causative factor. This does not consider whether travelling at or below the posted speed limit impacted the outcome of a crash. Therefore, staff have undertaken an analysis of crash data from 2017 to 2022 (5-year period) to assess where speed was a possible factor or highly likely factor in the fatal and serious crashes during that period. This is shown in Figure 6.

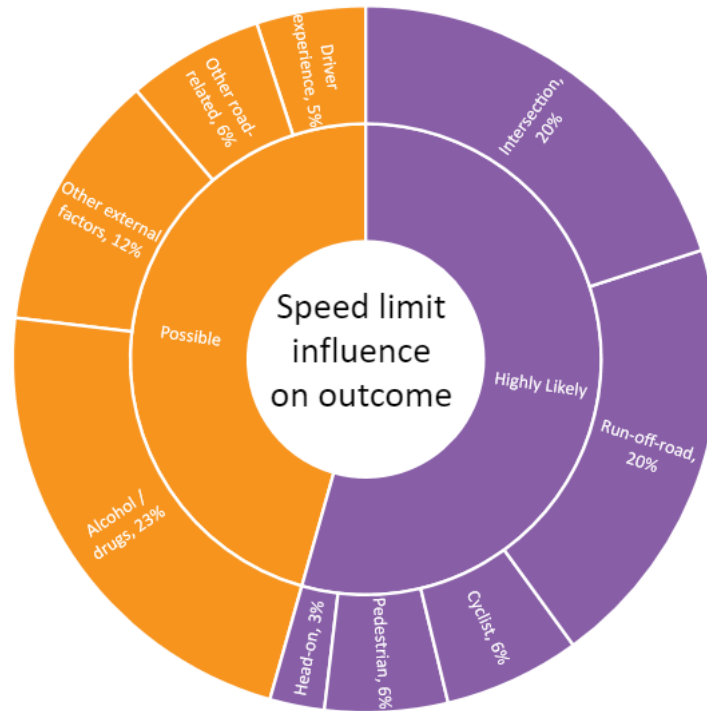


Figure 6. Staff assessment of five-year (2017-2022) crash data where the speed limit influenced the outcome.

Previous Speed Reviews and Service Request History

In recent years, Council have been undertaking more frequent speed limit reviews and as a result implementing lower speed limits. These have generally been in isolated areas throughout the district, with the most recent review in 2021 focusing on town entrances, a small portion of Tram Road and its adjacent roads, Cust, unsealed roads in Oxford, and unsealed roads in Tuahiwi.

Council receives a wide variety of transport-related service requests from residents and other road network users; however, the greatest number received since February 2021 were speed limit related requests. Furthermore, speed limit related service requests, where the community have requested lower speed limits, have significantly increased since 2019. This is shown in Figure 7.

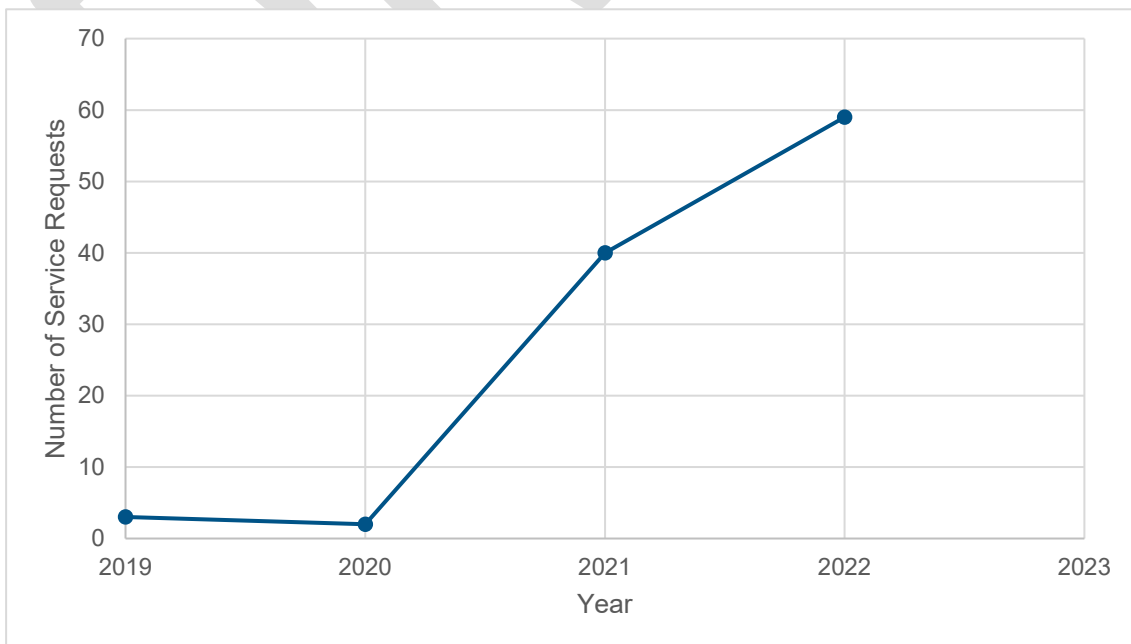


Figure 7. Speed limit related service request history (2019-2022).

Development of the Plan

Council's Role in Setting Speed Limits

The *Land Transport Act 1998*, *Land Transport Management Act 2003*, and *Land Transport Rule: Setting of Speed Limits 2022* (the *Rule*) set out the obligations and requirements of all Road Controlling Authorities (RCAs), for setting speed limits. There are two methods for setting speed limits, either via a SMP or through the Director of Land Transport's approval.

The *Rule* aims to bring a more consistent approach to setting speed limits across an RCA's network and the regional network, and also brings greater focus towards setting safe speed limits outside of schools. In particular, the rule states that 40% of schools must have a safe speed limit on their surrounding roads by June 2024, with all schools completed by June 2027.

Guiding Values

National Principles

Government Policy Statement on Land Transport

The *Government Policy Statement on Land Transport 2021/22 – 2030/31* identifies five key outcomes to improve people's wellbeing and the liveability of places. These are shown in Figure 8. Considering these outcomes derives four priority areas; safety, better travel options, climate change, and improving freight connections. The identified priority areas are then used to determine the funding direction across the transport network.

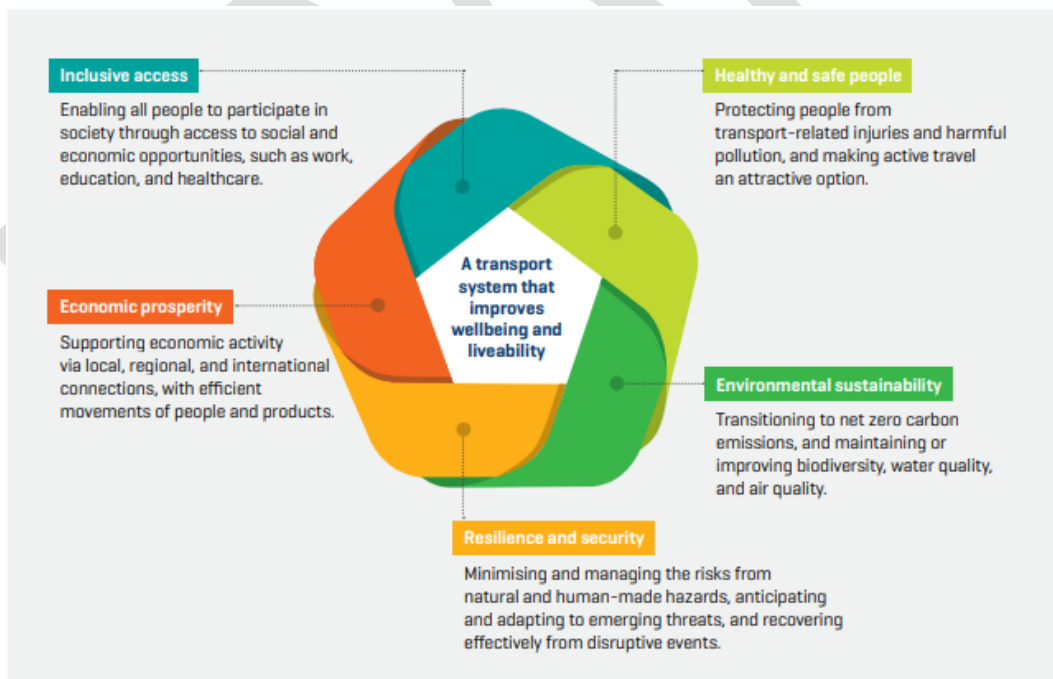


Figure 8. Transport outcomes framework (Ministry of Transport, 2021).

The strategic priority of safety, where the intention is to develop a transport network where no one is killed or seriously injured, aligns directly with the SMP process, and provides funding through the Road to Zero Programme. Whilst this focuses mainly on the 'healthy and safe people' outcome in the above figure, it also aids inclusive access, economic prosperity, and resilience and security.

The proposed indicators that the New Zealand Government is using for determining the success of the Road to Zero programme are listed below.

- The percentage of local road networks which have been modified to align with the safe and appropriate speed.
- The percentage of the urban network with a speed limit of 40 km/h or less.

Road to Zero Strategy and Action Plan

Road to Zero is New Zealand’s road safety strategy for 2020 – 2030. The overall vision is ‘a New Zealand where no one is killed or seriously injured in road crashes’, with this being supported by the five key focus areas of system management, infrastructure improvements and speed management, vehicle safety, work-related road safety, and road user choices.

This is based on the Vision Zero approach, which has been adopted by many countries worldwide and acknowledges that people make mistakes, but these mistakes should not result in people being killed. Speed inherently plays a role in the outcome of a crash, and as such, speed management and this Speed Management Plan (SMP) plays a part in achieving the goals set-out in this Road to Zero strategy.

Ultimately, the overarching goal of this strategy is to have a reduction of 40% in deaths and serious injuries resulting from road crashes by 2030.

Principles for Speed Management

Waka Kotahi’s national principles for speed management are shown in Figure 9. These are drawn from international best practice, and policies and strategies of Waka Kotahi. The principles are intended to be applied together to achieve an integrated safe system approach (Speed Management Guide, 2022). To find out more about each of these speed management principles, refer to Waka Kotahi’s *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition>).



Figure 9. Waka Kotahi’s speed management principles (Waka Kotahi, 2022a).

Canterbury Regional Approach

Regional Land Transport Plan

The *Canterbury Regional Land Transport Plan (RLTP) 2021-2031* highlights addressing the unforgiving network as one of its key problems to address over the next ten years. Funding has therefore been directed towards implementing safer systems (*i.e.*, the Road to Zero Programme).

Canterbury has seen a general increasing trend of road deaths and serious injuries on the region's road network, with this being compounded by an increasing population. The RLTP acknowledges that deaths and serious injuries on the road cause devastation across the board, and that by investing in a safer network, individual mistakes will not lead to death or serious injury.

Overall, the region aims to achieve a 40% reduction in the number of deaths and serious injuries by 2031.

Regional Objectives

Staff from RCA's across the Canterbury region have coordinating on a regional approach to meet the intent of the national speed management principles. The guiding principles for Canterbury, which will be included within the Regional Speed Management Plan, are shown below in Figure 10. The relationship of the Canterbury principles to Waka Kotahi's national speed management principles are shown by the coloured circles.

The overall vision is that Canterbury has '*An innovative low emissions transport system that helps Canterbury thrive for generations*'. This vision has been taken from the Regional Land Transport Plan (RLTP) to ensure there is cohesion between the Canterbury Regional Council's key strategic documents.



Figure 10. Canterbury regional objectives for speed management.

In general, at a regional level, it has been agreed that the approach shown in Table 1 for initial speed management will be followed to achieve consistency across the region's network.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Implementation Area
30	School areas (unless designated a category two school)
40	Urban and settlement areas
60	Unsealed and peri-urban roads
80	Sealed rural roads

Initially, the speed limits proposed on some roads may be higher than Waka Kotahi’s “safe and appropriate” speed limit. This is because across the region it is acknowledged that in some instances, an incremental change is required to shift the community’s association with a lower speed limit on that section of road network. This will be especially common throughout the urban areas, where generally a 30 km/h speed limit has been defined by Waka Kotahi as “safe and appropriate”; however, this is a large change from the current 50 km/h speed limit, and therefore 40 km/h will be proposed initially as a step towards lower speeds. It can be expected that these roads which have initial proposals which do not align with the Waka Kotahi “safe and appropriate” speed will need further consideration in future iterations of the SMP.

Waimakariri District Council

Policies, Strategies, and Guidelines

The Waimakariri District Council have a number of plans, strategies, and guidelines which include statements/actions, either directly or indirectly, relating to speed and speed management. These align with the proposals in this SMP. Refer to Appendix A for these documents and relevant information.

Community Outcomes

The community outcomes set the direction for the Council’s Long-Term Plan (LTP) and all activities included in the LTP that the Council undertakes. The community outcomes which the contents of this SMP relate to are listed below.

- There is a safe environment for all.
 - Harm to people from natural and man-made hazards is minimised.
 - Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.
- Transport is accessible, convenient, reliable, and sustainable.
 - The standard of our district’s transportation system is keeping pace with increasing traffic numbers.
 - Communities in our district are well linked with each other, and Christchurch is readily accessible by a range of transport modes.
 - Opportunities to increase the occupancy of commuter vehicles is actively encouraged.
- There are wide ranging opportunities for people to contribute to the decision making that effects our District:
 - The Council makes information about its plans and activities readily available.
 - The Council takes account of the views across the community including mana whenua.
 - The Council makes known its views on significant proposals by others affecting the District’s wellbeing.
 - Opportunities for collaboration and partnerships are actively pursued.

Ten-Year Vision

Council Objectives

The speed management objectives of the Waimakariri District Council are as follows:

- Speed limits that support the council's community outcomes,
- Speed limits that achieve consistent road and speed environments,
- Speed limits that enable safe journeys for all users,
- Speed limits that prioritise vulnerable users around schools, marae, parks, and town centres.

One Network Framework

The One Network Road Classification (ONRC) system is currently in the process of being replaced by the One Network Framework (ONF). This new framework for classifying roads gives more weight to the place function (i.e., surrounding land use), as well as considering the movement function (i.e., traffic volume).

The recognition of 'place' as a function of road classification ensures there is consideration towards alternative modes of transport which may use that road corridor, retail activities such as cafes/shops which may have seating or stock within the pedestrian environment, and children who may use parts of the road corridor for street games, etc. With this latter point becoming increasingly more common as residential land sizes reduce.

Shown in Figure 11 are the matrices used to determine the ONF categorisation of a road, noting that they are split by urban and rural land use. To use the matrix, a movement value (MX) and a place value (PX) need to be assigned, and subsequently a road categorisation determined. Further information on the ONF can be found on Waka Kotahi's One Network Framework factsheet (<https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>).

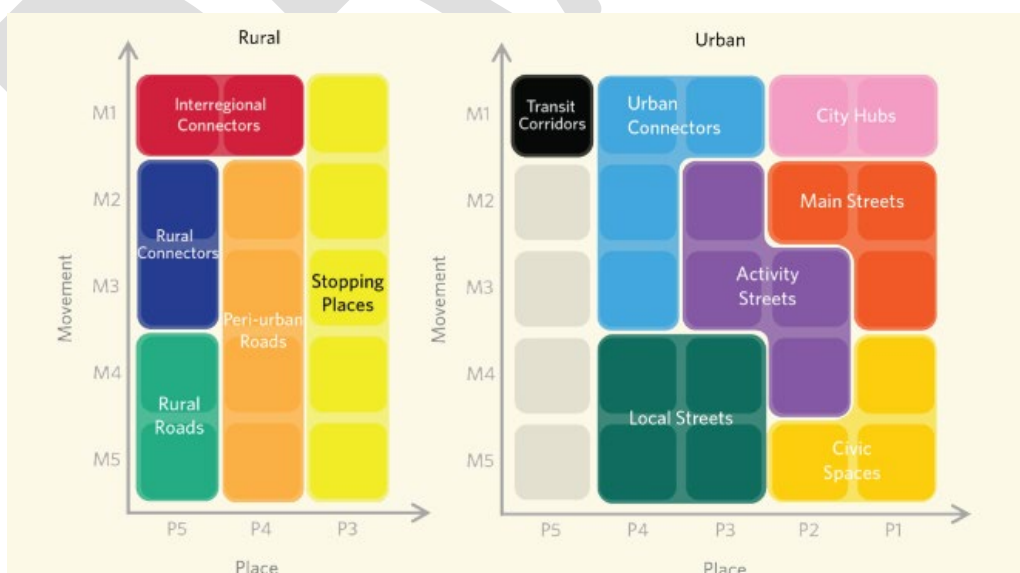


Figure 11. Matrices for assessment of urban and rural ONF road category type (Waka Kotahi 2022b).

The ONF assigned to a road can be used to assist with speed limit proposals and speed management planning. Understanding the place function of a road can assist with whether a slower speed limit is

appropriate along a corridor. Similarly, if a road has a high movement function with limited place function, then a higher speed limit may be more appropriate.

As the ONF has been developing alongside this initial SMP process, it was only utilised for guidance. It is expected however, that once the ONF is fully incorporated by Council, it will provide far greater influence on speed limit proposals in the future iterations of the SMP.

Strategic Alignment

The proposals within this ten-year programme align with the principles and strategies detailed in the prior section, at a national (including the Government Policy Statement on Land Transport and Waka Kotahi's "safe and appropriate" speeds, where practicable), regional, and district level. The SMP is a dynamic document, which will be reviewed and updated on a three-year cycle to ensure that Council's proposals remain aligned with the strategic climate.

Network Approach to Speed Management

Insert text from Attachment ii or Attachment iii here.

Speed Monitoring and Measures

The Council currently able to review speed data when it undertakes routine traffic tube counting at various sites throughout the network. The tube counters are undertaken on a cycle around the network and are undertaken on either an annual, three-yearly, or six yearly bases, dependent on the hierarchy of the road, and noting that most but not all roads in the district are counted Council does not have tube counts for all of its roads, particularly lower volume cul-de-sac roads which generally service a few properties.

In the past, special one-off traffic counts have been undertaken six months after making speed limit changes, in order to fulfil the former legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2017*. This is no longer legislatively required; however, Council will be identifying roads within each iteration of the SMP, which are at high risk for non-compliance, for additional monitoring. Roads which are at high-risk for non-compliance will generally either have mean operating speeds which are already in excess of the posted speed limit, carriageway factors (e.g., wide carriageway) which mean they are likely to have higher mean operating speed, or where Council staff deem additional monitoring is required.

Speed Management Infrastructure

There has been no additional funding identified or allocated for speed management beyond initial signage and markings at this stage. Roads which continue to have compliance issues (mean operating speeds at least 10% higher than the posted speed limit) will be considered for infrastructure improvements to support lower speeds, in which, Council will seek funding through the NLTP and the Council's Long-Term Plan. Typical treatments could include, but are not limited to, the following:

1. Signs and markings,
2. Lane width reduction/centreline treatment,
3. Speed threshold treatment,
4. Traffic calming devices such as chicanes, raised tables, kerb build outs, or other physical measures.

The Waimakariri District is programmed to receive safety cameras during this SMP period. This will be the first tranche of safety cameras throughout New Zealand and is currently going through a national moderation process to determine how many cameras the district will receive and their location. Staff will update the community once this information has been confirmed at a national level.

Speed Limits in Future Development

The district has seen significant development occurring in recent times and with this, comes new roading infrastructure which is then generally vested in the Council. In order to ensure these new roads meet the Council's approach to speed management, it is proposed that speed limits be set based on the roads' proposed ONF road classifications. These proposed speed limits are shown in Table 3 and will be implemented at the time the road is vested in Council. Urban subdivisions will generally be located within the infrastructure boundary shown in Appendix B.

Table 2. Proposed speed limits for future development roads.

Posted Speed Limit (km/h)	Urban Subdivisions	Rural Subdivisions
10	<ul style="list-style-type: none"> • Civic spaces 	
30	<ul style="list-style-type: none"> • Local streets • Main streets 	
40 – 50	<ul style="list-style-type: none"> • Activity streets • Urban connectors 	<ul style="list-style-type: none"> • Stopping places • Rural townships
60		<ul style="list-style-type: none"> • Peri-urban roads
60 – 80		<ul style="list-style-type: none"> • Rural roads • Rural connectors

DRAFT

Four-Year Implementation Programme

Speed Limits

Insert proposed speed limit tables here (Attachment ii or Attachment iii)

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Insert proposed school speed limits here (Attachment ii or Attachment iii)

Safety Infrastructure

Insert proposed safety infrastructure improvements here (Attachment ii or Attachment iii)

References

Auckland Transport. (2022). *Safe speeds – the reasons*. <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/safe-speeds-the-reasons>, (accessed May 2023).

Austrroads. (2021). *Guide to Road Safety Part 1: Introduction and the Safe System*. Austrroads Ltd. Sydney, Australia.

Global Road Safety Facility. (2023). *Speed Management Hub – Frequently Asked Questions*. <https://www.roadsafetyfacility.org/faq>, (accessed May 2023).

Ministry of Transport. (2021). *Government Policy Statement on Land Transport 2021/2022-2030/2031*. Ministry of Transport, New Zealand Government.

Waka Kotahi. (2022a). *Speed Management Guide: Road to Zero*. Waka Kotahi, New Zealand Government.

Waka Kotahi. (2022b). *One Network Framework Factsheet*. <https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>, (accessed May 2023).

Appendix A – Policies, Strategies and Guidelines

The Waimakariri District Council policies, strategies, and guidelines, which align with the purpose of the Speed Management Plan are shown in Table 4.

Table 3. Relevant Waimakariri District Council policies, strategies, and guidelines.

Plan, Guideline, or Strategy	Statement/Action
Annual Plan 2023-2024	<ul style="list-style-type: none"> • Implementation of lower speed zones around schools (over the next two years).
Roading Activity Management Plan	<ul style="list-style-type: none"> • Council considers safety to be the most important risk associated with its roading asset. To reduce this, alongside the development of a speed management plan, several interventions are proposed: <ul style="list-style-type: none"> ○ Preparation of a new Road Safety Action Plan, which includes enforcement and education. ○ Preparation and regular review of a hazards register. ○ Ongoing safety audits of individual projects. ○ A number of improvements on key routes through the Road to Zero programme (includes rural intersection activated warning signs). • Speed management and other ‘soft’ measures (e.g., education) allow for better utilisation of assets. • Increasing traffic volumes on rural roads will have an impact on the safety of motorists using these higher speed roads. • Development of a speed management plan.
Community Development Strategy	<ul style="list-style-type: none"> • Safe communities. • Support initiatives that facilitate social connection between residents. <ul style="list-style-type: none"> ○ Facilitate increased connection across neighbourhoods. • Support initiatives that increase accessibility to our spaces, places, and services. <ul style="list-style-type: none"> ○ Support the work of the Waimakariri Access Group.
Kaiapoi Town Centre Plan	<ul style="list-style-type: none"> • Concerns relating to the accessibility of the town centre for pedestrians. • Making it easy to travel to and around a place in a vehicle or on foot increases viability of local services and shops, encourages walking and cycling for non-work trips, and enables better traffic flow and easier parking. • Ensure that the Kaiapoi Town Centre has: <ul style="list-style-type: none"> ○ Accessibility from all directions by various modes of travel ○ A pleasant pedestrian environment that encourages people to walk alongside stores and to shop, as well as to linger in cafes.
Oxford Town Centre Strategy	<ul style="list-style-type: none"> • The role of Main Street is one of providing access to the town’s business activity, amenity, and connectivity to other centres, but is also one of providing a thoroughfare for passing vehicles travelling between the eastern part of the Waimakariri District and inland Canterbury, and beyond. • The safety and visibility of the traffic islands that were installed to define the town centre and provide safe pedestrian crossing points and a slow speed environment are a concern to the local community, particularly during low light or fog. • Access to and within. <ul style="list-style-type: none"> ○ Through the length of the town centre from just east of the Police Station to Bay Road are roadside planting beds, street narrowing

Plan, Guideline, or Strategy	Statement/Action
	<p>points and central islands that were installed by way of implementing the beautification plans and to improve pedestrian connectivity and create a lower speed environment.</p>
Rangiora Town Centre Strategy	<ul style="list-style-type: none"> • Access to the Rangiora Town Centre has been a matter of community concern over many years, and it is an issue that is inextricably linked with wider Rangiora Traffic flow patterns. Better traffic and parking management, including lowering speed limits, and providing more restricted and all-day carparks, is near the top of our community's wish list for improving the town centre. • Facilitate and encourage the use of alternative and future modes of transport. • High Street character area – an environment that prioritises pedestrians while allowing for other modes of transport. • Formalise the current slow vehicle speed environment in the town centre 'core' through a speed limit review
Waimakariri Accessibility Strategy	<ul style="list-style-type: none"> • Injuries are avoided and rates of impairment are reduced. <ul style="list-style-type: none"> ○ Road safety is promoted. • Identify and address, in a timely fashion, specific road safety issues that have been raised by people with impairments. • Promote road safety through monitoring, research, physical changes, and educational programmes.
Road Safety Strategy	<ul style="list-style-type: none"> • Reduce the occurrence of motor vehicle crashes where drivers were found to be travelling too fast for the conditions. • Determine and maintain appropriate speed limits throughout the district applicable to each speed zone. • Appropriate use of speed management techniques around schools, such as use of active warning lights and traffic calming measures. • Encourage local communities in rural areas to collectively reduce their travelling speeds.
Economic Development Strategy	<ul style="list-style-type: none"> • Issues and challenges in the infrastructure area are the speed and connectivity of roads into Christchurch.
Walking and Cycling Strategy	<ul style="list-style-type: none"> • Safe walking and cycling networks may include: <ul style="list-style-type: none"> ○ Quiet roads and shared streets. • Support programmes that improve safety for motorists. • Concerns have been expressed with the Rangiora/Woodend path around the speed of traffic along the road, which then impacts the perception of safety for users.
District Development Strategy	<ul style="list-style-type: none"> • Provide for continuing improvement in connectivity within our growing district, including enhancing opportunities for walking and cycling. • Consider and implement where appropriate the findings of the district-wide speed management programme, which includes a programme to review speed limits.

Appendix B – Urban Development Extents

The extents of the urban development area (i.e., infrastructure boundary), provided in the *Waimakariri District Development Strategy 2048*, is shown in Figure 13. This figure only shows the eastern portion of the district and therefore excludes Oxford. Urban development is possible in the Oxford Township area.



Figure 12. Extents of the eastern urban development area.

Appendix C – Safe and Appropriate Speed Alignment

Insert text from Attachment ii or Attachment iii here.

DRAFT

Appendix D – Speed Limit Extent Maps

Insert text from Attachment ii or Attachment iii here.

DRAFT

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 12 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi town centre, Rangiora town centre, Woodend / Pegasus / Ravenswood urban areas, Waikuku peri-urban areas, all schools, and 'tidy up' areas following historic speed limit changes.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas and Kaiapoi urban area,
- A third iteration (2030-2033) is proposed to cover the Rangiora urban area, Oxford urban area, and all remaining rural areas to the west and south of the district.

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

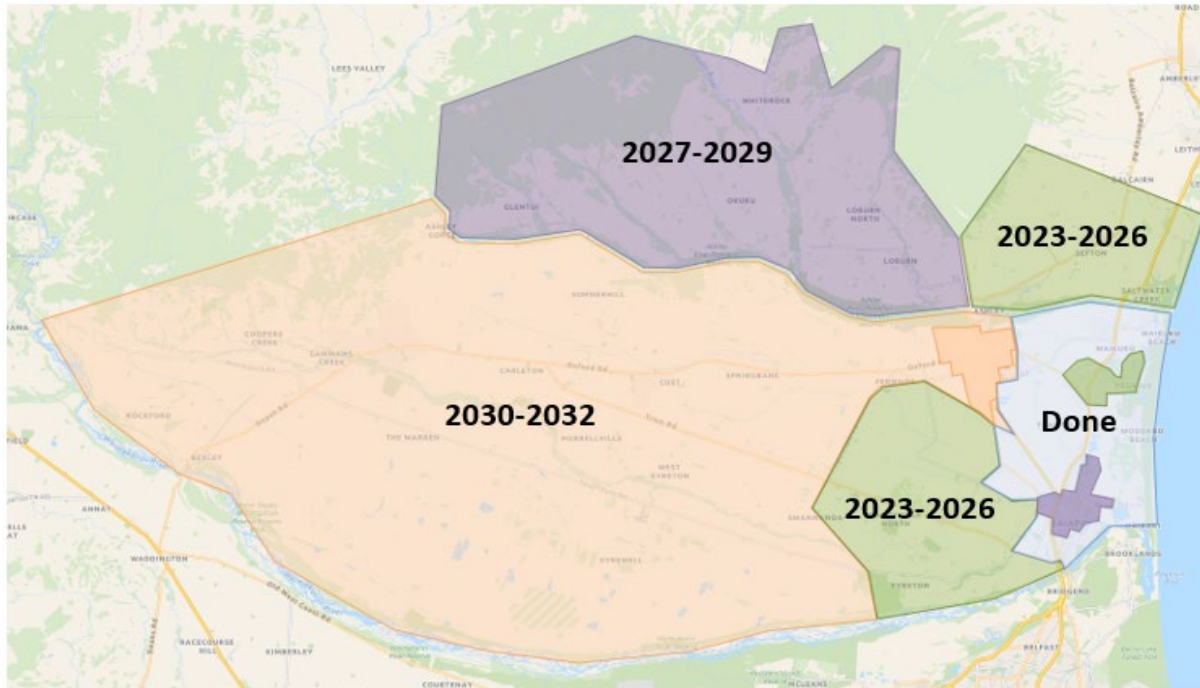


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are made by area. The relevant road types and proposed speed limits are as shown in Table 2, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed roads

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable (noting that each Council is working to its own timeframe). Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Limits

Urban and Settlement Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District urban and settlement areas. Where the proposed speed limit does not align with Waka Kotahi's "safe and appropriate" speed, refer to Appendix C for further information.

- Rangiora town centre (Table 4)
- Kaiapoi town centre (Table 5)
- Other urban areas in Kaiapoi (Table 6)
- Oxford town centre (Table 7)
- Sefton Township (Table 8)
- Ashley Township (Table 9)
- Pegasus urban area (Table 10)
- Woodend/Ravenswood urban area (Table 11)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

621
Table 2. Proposed speed limits for the Rangiora town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Alfred Street – from Percival Street to Ivory Street	50	30	Permanent	2023-2024	No
Ashley Street – from Ivory Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blackett Street – from Ashley Street to 20 m west of King Street	50	40	Permanent	2023-2024	Yes
King Street – 50 m north of High Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blake Street – from Good Street to Durham Street	50	30	Permanent	2023-2024	No
Durham Street – from 20 m south of Blackett Street to High Street	50	30	Permanent	2023-2024	No
Good Street – from 20 m south of Blackett Street to the end of formed road	50	30	Permanent	2023-2024	No
Ivory Street – from High Street to 65 m south of Alfred Street	50	40	Permanent	2023-2024	Yes
Percival Street – from High Street to 120 Percival Street (to proposed school zone)	50	30	Permanent	2023-2024	Yes
Queen Street – from 20 m west of King Street to 20 m west of Ivory Street	50	30	Permanent	2023-2024	No
Victoria Street – from High Street to 47 Victoria Street (to proposed school zone)	50	30	Permanent	2023-2024	No
High Street – from 20 m west of Ivory Street to 50 m east of King Street (to proposed school zone)	50	30	Permanent	2023-2024	No

Table 3. Proposed speed limits⁶²² for the Kaiapoi town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Black Street – from Peraki Street to Raven Quay	50	30	Permanent	2023-2024	No
Bowler Street – from Raven Quay to Hilton Street	50	30	Permanent	2023-2024	No
Charles Street – from 20 m east of Jones Street to 20 m north of Davie Street	50	30	Permanent	2023-2024	No
Hilton Street – from 20 m east of Bowler Street to Peraki Street	50	30	Permanent	2023-2024	No
Raven Quay – from 50 m east of Rich Street to the end of the road to the east	50	30	Permanent	2023-2024	Yes
Williams Street – from 20 m south of Fuller Street to 20 m south of Sewell Street	50	30	Permanent	2023-2024	No

Table 4. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50	Permanent	2023-2024	Yes
Old North Road – 20 m north of Dale Street to Williams Street	50	40	Permanent	2023-2024	Yes

623
Table 5. Proposed speed limit for the Oxford town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Main Street – 93 Main Street to 23 Main Street	50	40	Permanent	2024-2027	Yes
Coney Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Meyer Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Redwood Place – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes

Table 6. Proposed speed limits for the Sefton Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Carr Street – Railway Street to end of formed road	50	40	Permanent	2024-2027	Yes
Railway Street – Upper Sefton Road to Pembertons Road	50	40	Permanent	2024-2027	Yes
Booth Street – Railway Street to Pembertons Road	50	40	Permanent	2024-2027	Yes
Vaughan Street – Pembertons Road to Cross Street	50	40	Permanent	2024-2027	Yes
High Street – Pembertons Road to Upper Sefton Road	50	40	Permanent	2024-2027	Yes
Cross Street – Pembertons Road to 20 m east of Buller Street	50	40	Permanent	2024-2027	Yes
Buller Street – Upper Sefton Road to Cross Street	50	40	Permanent	2024-2027	Yes

624
Table 7. Proposed speed limits for the Ashley Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
High Street – 50 m south of Fawcetts Road to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Canterbury Street – Lower Sefton Road to end of formed road	50	40	Permanent	2024-2027	Yes
Wellington Street – Lower Sefton Road to Auckland Street	50	40	Permanent	2024-2027	Yes
Auckland Street – Canterbury Steet to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street	50	40	Permanent	2024-2027	Yes

Table 8. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Infinity Drive – Lakeside Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Kessen Street – Pegasus Boulevard to Forbes Street	50	40	Permanent	2024-2027	Yes
Blackadder Road – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Coulter Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Kumara Street – Blackadder Road to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Taniwha Street – Coulter Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Manuka Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Forbes Street – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Hakatere Road – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Eyrewell Road – Kessen Stret to Seaward Street	50	40	Permanent	2024-2027	Yes
Horomaka Street – Eyrewell Road to Puriri Street	50	40	Permanent	2024-2027	Yes
Puriri Street – Horomaka Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Puaka Street – Puriri Street to Seaward Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Seaward Street – Eyrewell Road to Hakatere Road	50	40	Permanent	2024-2027	Yes
Murfitt Street – Pegasus Boulevard to Waipara Road	50	40	Permanent	2024-2027	Yes
Waipara Road – Murfitt Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Tahuna Street – Eyrewell Road to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Tommy Street – Tahuna Street to Moa Street	50	40	Permanent	2024-2027	Yes
Moa Street – Tommy Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Turvey Street – Pegasus Boulevard to Pipiri Street	50	40	Permanent	2024-2027	Yes
Pipiri Street – Hakatere Road to Turvey Street	50	40	Permanent	2024-2027	Yes
Waimarie Street – Pipiri Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pipi Wai Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Kuta Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pegasus Main Street – Hakatere Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Te Kohanga Drive – Pegasus Boulevard to Tiritiri Moana Drive	50	40	Permanent	2024-2027	No
The Esplanade – Te Kohanga Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Whangaroa Street – The Esplanade to Te Wairewa Street	50	40	Permanent	2024-2027	Yes
Te Waihora Street – Te Kohanga Drive to The Esplanade	50	40	Permanent	2024-2027	Yes
Rapaki Street – Te Waihora Street to The Esplanade	50	40	Permanent	2024-2027	Yes
Tiritiri Moana Drive – Pahua Street to end Council's legal road	50	40	Permanent	2024-2027	Yes
Marangai Drive – Te Hurunui Drive to Tuaki Street	50	40	Permanent	2024-2027	Yes
Miskell Street – Marangai Drive to Awatere Street	50	40	Permanent	2024-2027	Yes
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Katipo Way – Miskell Street to Tuaki Street	50	40	Permanent	2024-2027	Yes
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Helicon Street – Jove Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kawari Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Aroha Street – Tiritiri Moana Drive to Tangiwai Street	50	40	Permanent	2024-2027	Yes
Pahua Street – Chimera Street to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Arahura Road – Lakeside Drive to Kawari Drive	50	40	Permanent	2024-2027	Yes
Chimera Street – Lakeside Drive to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Nga Tupuna Street – Arapura Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Kahu Street – Arapura Road to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kawakawa Street – Arapura Drive to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kokopu Street – Kahuraki Drive to Arapura Road	50	40	Permanent	2024-2027	Yes
Tangiwai Street – Arapura Road to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kahuraki Drive – Arapura Road to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Hodgkinson Road – Infinity Drive to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Winsloe Street – Hodgkinson Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Motu Quay – Pegasus Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Waituna Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Pukohe Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Barnes Street – Hodgkinson Road to Matamata Quay	50	40	Permanent	2024-2027	Yes
Matamata Quay – Barnes Street to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Mary Ellen Street – Matamata Quay to Solander Street	50	40	Permanent	2024-2027	Yes
Whakatipu Street – Solander Road to Waituna Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pounamu Place – Whakatipu Street to Mary Ellen Street	50	40	Permanent	2024-2027	Yes
Solander Road – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Tuka Road – Infinity Drive to Solander Road	50	40	Permanent	2024-2027	Yes
Awaroa Road – Solander Road Whakatipu Street	50	40	Permanent	2024-2027	Yes
Hikuraki Street – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Pegasus Boulevard – 50 m east of Infinity Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	No
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60	Permanent	2024-2027	Yes
Mara Kai Place – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Atkinsons Lane – Mara Kai Place to end of formed road	50	40	Permanent	2024-2027	Yes
Te Haunui Lane – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Taerutu Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Burntwood Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Table 9. Proposed speed limits for the Woodend/Ravenswood urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Judsons Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Copper Beech Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Evergreen Road – Copper Beech Road to Copper Beech Road	50	40	Permanent	2024-2027	Yes
Panckhurst Drive- Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
McLean Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Parkinson Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Simon Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Petries Road – State Highway One to Gladstone Road	50	40	Permanent	2024-2027	Yes
James Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Pascoe Drive – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Hamlett Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Benjes Place – Hamlett Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Fearne Drive – Hamlett Drive to Petries Road	50	40	Permanent	2024-2027	Yes
Keeper Close – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Ranby Place – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Catchpole Place – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Gladstone Road – State Highway One to Gladstone Park	50	40	Permanent	2024-2027	Yes
Eders Road – Gladstone Road to State Highway One	50	40	Permanent	2024-2027	Yes
Stopforth Street – Gladstone Road to Parsonage Road	50	40	Permanent	2024-2027	Yes
Parsonage Road – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Littles Lane – Parsonage Road to end of formed road	50	40	Permanent	2024-2027	Yes
McQuillan Avenue – Parsonage Road to State Highway One	50	40	Permanent	2024-2027	Yes
Thirlwall Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Salkeld Place – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cutler Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cleaver Street – Salkeld Place to end of formed road	50	40	Permanent	2024-2027	Yes
Gibbs Drive – School Road to Woodend Road	50	40	Permanent	2024-2027	Yes
Stanton Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Lacy Gate Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Somerset Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodend Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Bowie Drive – Woodend Road to Woodglen Drive	50	40	Permanent	2024-2027	Yes
Cassidy Place – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
The Stables – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodglen Drive – Bowie Drive to Chinnerys Drive	50	40	Permanent	2024-2027	Yes
Manahi Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Norton Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Hewitts Road – State Highway One to Welsford Street	50	40	Permanent	2024-2027	Yes
Woodfield Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Taranaki Drive – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Thornley Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Welsford Street – Bowie Drive to Minerva Crescent	50	40	Permanent	2024-2027	Yes
Appleton Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Cobden Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Bunting Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Paget Drive – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Chinnerys Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes
Grange View – Chinnerys Road to end of formed road	50	40	Permanent	2024-2027	Yes
Minerva Crescent – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Shrimpton Avenue – Welsford Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clegg Street – Shrimpton Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
John Raven Lane – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Godley Place – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stonyer Street – Bob Robertson Drive to Quinn Crescent	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Quinn Crescent – Croydon Street to Crossley Avenue	50	40	Permanent	2024-2027	Yes
Crossley Avenue – Stonyer Street to end of formed road	50	40	Permanent	2024-2027	Yes
Croydon Street – Stonyer Street to Oakleigh Street	50	40	Permanent	2024-2027	Yes
Oakleigh Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodford Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Jury Lane – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Jasmine Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Clare Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Sills Street – Clare Street to Grimwood Street	50	40	Permanent	2024-2027	Yes
Kotua Street – Sills Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Eldridge Street – Sills Street to Woodfor Street	50	40	Permanent	2024-2027	Yes
Grimwood Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
White Street – Nathaniel Archer Street to Barnett Street	50	40	Permanent	2024-2027	Yes
Curtis Street – White Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Barnett Street – Woodford Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stackwood Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Antil Street – Stackwood Avenue to Chambers Avenue	50	40	Permanent	2024-2027	Yes
Borland Street – Antil Street to Crossley Street	50	40	Permanent	2024-2027	Yes
Chambers Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Higgins Street – Chambers Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Elmers Street – Higgins Street to end of formed road	50	40	Permanent	2024-2027	Yes
Henshaw Street – Elmers Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clayton Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Lilburne Street – Clayton Place to end of formed road	50	40	Permanent	2024-2027	Yes
Bowmaker Crescent – Lilburne Street to Lilburne Street	50	40	Permanent	2024-2027	Yes
Kesteven Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Garlick Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Peri-urban Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District peri-urban areas. Where the proposed speed limit does not align with Waka Kotahi's safe and appropriate speed, refer to Appendix C for further information.

- Waikuku Beach area (Table 12)
- Waikuku area (Table 13)
- Mandeville area (Table 14)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 10. Proposed speed limits for the Waikuku Beach area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Northside Drive – Waikuku Beach Road to Waikuku Beach Road	50	40	Permanent	2024-2027	Yes
Kings Avenue – Waikuku Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Allin Drive – Kings Avenue to Queens Avenue	50	40	Permanent	2024-2027	Yes
Queens Avenue – Kings Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Ensors Place – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Collins Drive – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
McKenzie Place – Collins Drive to end of formed road	50	40	Permanent	2024-2027	Yes

632
Table 11. Proposed speed limits for the Waikuku area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Macdonalds Lane – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Geisha Road – State Highway One to end of formed road	70	40	Permanent	2024-2027	Yes
Leggitts Road – Waikuku Beach Road to end of formed road (unsealed)	80	60	Permanent	2024-2027	No

Table 12. Proposed speed limits for the Mandeville area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
McHughs Road – No. 10 Road to 50 m south of Tram Road	100	60	Permanent	2024-2027	No
Mandeville Road – McHughs Road to 70 m south of Ohoka Meadows Drive	100	60	Permanent	2024-2027	No
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place	100	60	Permanent	2024-2027	No
Wards Road – Bradleys Road to 300 m north of Makybe Drive	100	60	Permanent	2024-2027	No

Rural Roads

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District rural areas. Where the proposed speed limit does not align with Waka Kotahi’s safe and appropriate speed, refer to Appendix C for further information.

- Rangiora/Fernside area (Table 15)
- North of Tram Road/Mandeville area (Table 16)
- North of Tram Road/Ohoka areas (Table 17)
- South of Tram Road/north of South Eyre Road/Mandeville areas (Table 18)
- South of Tram Road/north of South Eyre Road/Ohoka areas (Table 19)
- South of South Eyre Road area (Table 20)

- South Eyre Road and Tram Road (Table 21)
- Oxford rural area (Table 22)
- Marshmans Road and northwest/west of Marshmans Road areas (Table 23)
- North of Upper Sefton Road area (Table 24)
- South of Upper Sefton Road area (Table 25)
- Other rural areas (Table 26)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 13. Proposed speed limits for the Rangiora/Fernside area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Easterbrook Road – Fernside Road to Hicklands Road	100	60	Permanent	2024-2027	Yes
Mountvista Road – Easterbrook Road to end of formed road	100	60	Permanent	2024-2027	No
Plaskett Road – 75 m south of Fernside Road to Ashworths Road	100	80	Permanent	2024-2027	Yes
Hicklands Road – Plaskett Road to Threlkelds Road	100	60	Permanent	2024-2027	No
Egans Road – Plaskett Road to O’Roarkes Road	100	60	Permanent	2024-2027	No
O’Roarkes Road – Johns Road to Egans Road	100	60	Permanent	2024-2027	No
Swannanoa Road – 200 m southwest of Johns Road to Two Chain Road	100	80	Permanent	2024-2027	No
Bridge Road – Swannanoa Road to end of formed road	100	80	Permanent	2024-2027	No

634
Table 14. Proposed speed limits for north of Tram Road/Mandeville area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Two Chain Road – Tram Road to Swannanoa Road	100	80	Permanent	2024-2027	No
Pattersons Road – Two Chain Road to McRoberts Road	100	80	Permanent	2024-2027	Yes
Clear View Lane – Pattersons Road to end of formed road	100	60	Permanent	2024-2027	No
Mandalea Road – Pattersons Road to McRoberts Road	100	60	Permanent	2024-2027	No
Cameo Drive – Mandalea Road to end of formed road	100	60	Permanent	2024-2027	Yes
Tupelo Place – Tram Road to end of formed road	100	80	Permanent	2024-2027	Yes
No. 10 Road – Pattersons Road to Tram Road	100	80	Permanent	2024-2027	No
Wards Road – Pattersons Road to 50 m northwest of Makybe Drive	100	80	Permanent	2024-2027	No
Dawsons Road – Pattersons Road to Wards Road	100	80	Permanent	2024-2027	Yes
Ashworths Road – Dawsons Road to Mill Road (unsealed)	100	60	Permanent	2024-2027	No
Aschens Road -Ashworths Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McRoberts Road – Pattersons Road to Mill Road	100	80	Permanent	2024-2027	Yes
McRoberts Road – Mill Road to Barkers Road (unsealed)	100	60	Permanent	2024-2027	No
Barkers Road – McRoberts Road to Main Drain Road (unsealed)	100	60	Permanent	2024-2027	No
Main Drain Road – Two Chain Road to Threlkelds Road (unsealed)	100	60	Permanent	2024-2027	No
Ashworths Road – Mill Road to Plaskett Road	100	80	Permanent	2024-2027	Yes
Bradleys Road – Main Drain Road to 20 m north of Hallfield Drive	100	60	Permanent	2024-2027	No
Bradleys Road – Mill Road to 400 m north of Modena Place	100	80	Permanent	2024-2027	Yes
Mill Road – McRoberts Road to 20 m west of Bradleys Road	100	80	Permanent	2024-2027	No

Table 15. Proposed speed limits for the north of Tram Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Whites Road – 210 south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Jacksons Road – 770 m south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Raddens Road – Tram Road to Jeffs Drain Road	100	60	Permanent	2024-2027	N/A
Jeffs Drain Road – Tram Road to Butchers Road	100	60	Permanent	2024-2027	No
Christmas Road – Mill Road to Butchers Road	100	60	Permanent	2024-2027	Yes
Butchers Road – Christmas Road to Ohoka Road	100	60	Permanent	2024-2027	No
Gardiniers Road – Tram Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

636

Table 16. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Mandeville areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Two Chain Road – Tram Road to North Eyre Road	100	80	Permanent	2024-2027	No
North Eyre Road – Two Chain Road to Mandeville Road	100	80	Permanent	2024-2027	No
No. 10 Road – Tram Road to South Eyre Road	100	80	Permanent	2024-2027	No
West Denbie Lane – North Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Logans Road – North Eyre Road to Mandeville Road	100	80	Permanent	2024-2027	No
Mandeville Road – 70 m south of Ohoka Meadows Drive to South Eyre Road	100	80	Permanent	2024-2027	No
Baileys Road – Mandeville Road to Whites Road	100	80	Permanent	2024-2027	Yes
Whites Road – Baileys Road to Tram Road	100	80	Permanent	2024-2027	No
Baileys Road – Whites Road to Edmunds Road (part unsealed)	100	60	Permanent	2024-2027	No
Edmunds Road – Baileys Road to Tram Road	100	60	Permanent	2024-2027	No
Chiltons Road – Baileys Road to Mandeville Road	100	60	Permanent	2024-2027	No
Moffatts Road – Mandeville Road to South Eyre Road (unsealed)	100	60	Permanent	2024-2027	No

Table 17. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Woods Road – Tram Road to end of formed road	100	60	Permanent	2024-2027	No
Burgesses Road – Tram Road to South Eyre Road (part unsealed)	100	60	Permanent	2024-2027	No
Elders Road – Burgesses Road to South Eyre Road	100	60	Permanent	2024-2027	No

637
Table 18. Proposed speed limits for the south of South Eyre Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Diversion Road – South Eyre Road to Harrs Road (unsealed)	100	60	Permanent	2024-2027	No
Harrs Road – South Eyre Road to 1340 m south of South Eyre Road	100	80	Permanent	2024-2027	No
Harrs Road – 1340 m south of South Eyre Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	N/A
Clothiers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Harpers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Heywards Road – South Eyre Road to Mabers Road	100	80	Permanent	2024-2027	No
Heywards Road – Mabers Road to 300 m south of Tram Road	100	60	Permanent	2024-2027	No
Baynons Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	Yes
Madeleys Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	No
Taylors Road – Heywards Rod to end offormed road (unsealed)	100	60	Permanent	2024-2027	No
Mabers Road – South Eyre Road to end of formed road	100	60	Permanent	2024-2027	No
Greigs Road – Tram Road to 24 Greigs Road (part unsealed)	100	60	Permanent	2024-2027	No
Watts Road – Greigs Road to end of formed road	100	60	Permanent	2024-2027	No

Table 19. Proposed speed limits for South Eyre Road/Tram Road.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
South Eyre Road – Tram Road to 50 m west of Diversion Road	100	80	Permanent	2024-2027	No
Tram Road – 200 m west of South Eyre Road to 20 m west of Two Chain Road (excluding proposed Swannanoa permanent 60 km/h school zone)	100	80	Permanent	2024-2027	No

638
Table 20. Proposed speed limits for the Oxford rural area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Weld Street – 400 m east of High Street to Powells Road	80	60	Permanent	2024-2027	No
Barracks Road – Powells Road to 120 m east of Powells Road	80	60	Permanent	2024-2027	No
Powells Road – Weld Street to Ashley Gorge Road	100	60	Permanent	2024-2027	No
Sales Road – Ashley Gorge Road to 50 m east of Powells Road (unsealed)	100	60	Permanent	2024-2027	No
Victoria Street – 400 m east of High Street to Powells Road	100	60	Permanent	2024-2027	No
Mcjarrows Road – Powells Road to 650 m east of Powells Road	100	60	Permanent	2024-2027	No
Plachatsh Lane – Powells Road to end of formed road	100	60	Permanent	2024-2027	No

Table 21. Proposed speed limits for the Marshmans Road and northwest/west of Marshmans Road areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)	80	60	Permanent	2024-2027	Yes
Max Wallace Drive – Fawcetts Road to end of formed road	80	60	Permanent	2024-2027	No
Boundary Road – 290 m north of Fawcetts Road to Dixons Road	100	80	Permanent	2024-2027	No
Dixons Road – Cones Road to Marshmans Road	100	80	Permanent	2024-2027	No
Boundary Road – Dixons Road to Mowatts Road (unsealed)	100	60	Permanent	2024-2027	No
Mowatts Road – Carrs Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Mowatts Road to Gorries Road (unsealed)	100	60	Permanent	2024-2027	No
Gorries Road – Forestry Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Gorries Road to Marshmans Road	100	80	Permanent	2024-2027	Yes
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Downs Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Copples Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No
Douds Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	Yes
Ramsay Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McLeods Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No

Table 22. Proposed speed limits for the north of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beatties Road – Marshmans Road to Upper Sefton Road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street	100	80	Permanent	2024-2027	No
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed)	100	60	Permanent	2024-2027	No
Douds Road – Rangiora Leithfield Road to Marshmans Road (unsealed)	100	60	Permanent	2024-2027	No
Amors Road – Rangiora Leithfield Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Brueres Road – Marshmans Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Criglingtons Road – Rangiora Leithfield Road to Pembertons Road (unsealed)	100	60	Permanent	2024-2027	No
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street	100	80	Permanent	2024-2027	Yes
Bruces Road – Rangiora Leithfield Road to Marshmans Road	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Duffs Road – Marshmans Road to Bruces Road and Bruces Road to Hurunui District boundary (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Hanna Place – Upper Sefton Road to end of formed road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 120 m west of Cross Street to Hurunui District boundary	100	80	Permanent	2024-2027	No

Table 23. Proposed speed limits for the south of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Saltwater Creek Road to Wyllies Road	100	80	Permanent	2024-2027	Yes
Lower Sefton Road – Wyllies Road to Factory Road (unsealed)	100	60	Permanent	2024-2027	No
Saltwater Creek Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Wyllies Road – Lower Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Mcgifferts Road – Lower Sefton Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road	100	60	Permanent	2024-2027	Yes
Maguires Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Stringers Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pears Road – Stringers Road to Upper Sefton Road	100	60	Permanent	2024-2027	No
Factory Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Boyces Road – Factory Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Amesbury Road – Factory Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No
Dicks Road – Factory Road to Broad Road (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Upper Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Harleston Road – Upper Sefton Road to Hurunui District Boundary	100	80	Permanent	2024-2027	Yes
Burkes Road – Harleston Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No

Table 24. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80	Permanent	2023-2024	No
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Lower Camside Road – Cam Road to end of formed road	100	60	Permanent	2023-2024	No
Williams Street – 310 m north of Sovereign Boulevard to 140 m south of State Highway One	80	60	Permanent	2024-2027	No
Mulcocks Road – Skewbridge Road to 50 m south of Lineside Road	100	80	Permanent	2023-2024	No
Paisley Road -Mulcocks Road to end of formed road	100	60	Permanent	2023-2024	No
Bramleys Road – 20 m southwest of Cox Road to Lineside Rod	100	60	Permanent	2023-2024	Yes
Cones Road – Fawcetts Road to Dixons Road	100	80	Permanent	2023-2024	No
Dixons Road – Cones Road to 70 m south of Barkers Road	100	80	Permanent	2023-2024	No
Fletchers Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Rossiters Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Cust Road – 1782 Cust Road to 85 m west of Tippings Road	80	60	Permanent	2024-2027	Yes
Tippings Road – Cust Road to 50 m north of Cust Road	80	60	Permanent	2024-2027	No

Table 27 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 25. Proposed Intersection Speed Zones.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60	Variable	2024-2027
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60	Variable	2024-2027
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60	Variable	2024-2027
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60	Variable	2023-2024

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in Table 28. Table 29 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally, Table 30 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
 - Ashley Rakahuri School,
 - Clarkville School,
 - Kaiapoi High School,
 - Rangiora Borough School,
 - Rangiora High School,
 - Rangiora New Life School,
 - Sefton School,
 - Southbrook School,
 - St Joseph's School (Rangiora),
 - St Patrick's School (Kaiapoi),
 - Swannanoa School,
 - Te Matauru School.
- 2024-2027:
 - Ashgrove School,

- Cust School,
- Fernside School,
- Kaiapoi Borough School,
- Kaiapoi North School,
- Loburn School,
- North Loburn School,
- Ohoka School,
- OneSchool Global (Rangiora Campus),
- Oxford Area School,
- Pegasus Bay School,
- Tuahiwi School,
- View Hill School,
- West Eyreton School,
- Woodend School.

Table 26. Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	Permanent
			Pentecost Road (Johns Road to 20 m north of Charles Street)	
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 27. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Permanent
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 28. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent

Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 31. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 29. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
Town centres (Kaiapoi, Rangiora)	Speed signage	2023-2024	Committed
	Channelisation marking	TBD	Not committed
Townships (Ashley, Sefton)	Speed signage	2024-2027	Not Committed
	Speed threshold treatments	2024-2027	Not Committed
Woodend, Pegasus, Ravenswood	Speed signage	2024-2027	Not Committed
	Speed threshold treatment	2024-2027	Not Committed
	Channelisation marking	TBD	Not committed
Mandeville area	Speed signage	2024-2027	Not Committed
Rural roads	Speed signage	2024-2027	Not Committed
Tram Road corridor	Signage, markings, and minor intersection upgrades	2024-2027	Not Committed
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix C – Safe and Appropriate Speed Alignment

Some of the speed limits proposed within this Speed Management Plan do not align with the “safe and appropriate” speed information provided by Waka Kotahi computer models.

Council is working towards the “safe and appropriate” speed for the road extents listed in Table 32. This initial proposal is an interim step, which may be revisited in future revisions of the Waimakariri SMP. The main reasons for this interim step are listed below, noting that not all are relevant to each road section.

- High existing mean operating speed.
- Wide carriageway and other higher speed environment features.
- Consistency throughout the urban area.
- Community and/or elected member support.

Table 32. Roads with an interim step towards the safe and appropriate speed.

Road and Extents
Ashley Street – from Ivory Street to 50 m north of Blackett Street
Blackett Street – from Ashley Street to 20 m west of King Street
King Street – 50 m north of High Street to 50 m north of Blackett Street
Ivory Street – from High Street to 65 m south of Alfred Street
Main Street – 93 Main Street to 23 Main Street
Coney Street – Main Street to end of formed road
Meyer Street – Main Street to end of formed road
Redwood Place – Main Street to end of formed road
Infinity Drive – Lakeside Drive to end of formed road
Kessen Street – Pegasus Boulevard to Forbes Street
Blackadder Road – Kessen Street to Hakatere Road
Coulter Street – Blackadder Road to Taniwha Street
Kumara Street – Blackadder Road to Tutaipatu Avenue
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street
Taniwha Street – Coulter Street to Hakatere Road
Manuka Street – Blackadder Road to Taniwha Street
Forbes Street – Kessen Street to Hakatere Road
Hakatere Road – Blackadder Road to Pegasus Main Street
Eyrewell Road – Kessen Street to Seaward Street
Horomaka Street – Eyrewell Road to Puriri Street
Puriri Street – Horomaka Street to Hakatere Road
Puaka Street – Puriri Street to Seaward Street
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue
Seaward Street – Eyrewell Road to Hakatere Road
Murfitt Street – Pegasus Boulevard to Waipara Road
Waipara Road – Murfitt Street to Hakatere Road
Tahuna Street – Eyrewell Road to Te Kohanga Drive
Tommy Street – Tahuna Street to Moa Street
Moa Street – Tommy Street to Hakatere Road
Turvey Street – Pegasus Boulevard to Pipiri Street
Pipiri Street – Hakatere Road to Turvey Street

Road and Extents
Waimarie Street – Pipiri Street to Pegasus Main Street
Pipi Wai Street – Turvey Street to Pegasus Main Street
Kuta Street – Turvey Street to Pegasus Main Street
Pegasus Main Street – Hakatere Road to Lakeside Drive
The Esplanade – Te Kohanga Drive to Te Kohanga Drive
Whangaroa Street – The Esplanade to Te Wairewa Street
Te Waihora Street – Te Kohanga Drive to The Esplanade
Rapaki Street – Te Waihora Street to The Esplanade
Tiritiri Moana Drive – Pahua Street to end Council’s legal road
Marangai Drive – Te Hurunui Drive to Tuaki Street
Miskell Street – Marangai Drive to Awatere Street
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive
Katipo Way – Miskell Street to Tuaki Street
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive
Helicon Street – Jove Drive to Tiritiri Moana Drive
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive
Kawari Drive – Tiritiri Moana Drive to Infinity Drive
Aroha Street – Tiritiri Moana Drive to Tangiwai Street
Pahua Street – Chimera Street to Tiritiri Moana Drive
Arahura Road – Lakeside Drive to Kawari Drive
Chimera Street – Lakeside Drive to Nga Tupuna Street
Nga Tupuna Street – Arapura Road to Lakeside Drive
Kahu Street – Arapura Road to Kahuraki Drive
Kawakawa Street – Arapura Drive to Kahuraki Drive
Kokopu Street – Kahuraki Drive to Arapura Road
Tangiwai Street – Arapura Road to Infinity Drive
Kahuraki Drive – Arapura Road to Nga Tupuna Street
Hodgkinson Road – Infinity Drive to Pegasus Boulevard
Winsloe Street – Hodgkinson Road to Pegasus Main Street
Motu Quay – Pegasus Main Street to end of formed road
Waituna Street – Winsloe Street to Barnes Street
Pukohe Street – Winsloe Street to Barnes Street
Barnes Street – Hodgkinson Road to Matamata Quay
Matamata Quay – Barnes Street to Te Kohanga Drive
Mary Ellen Street – Matamata Quay to Solander Street
Whakatipu Street – Solander Road to Waituna Street
Pounamu Place – Whakatipu Street to Mary Ellen Street
Solander Road – Infinity Drive to Whakatipu Street
Tuka Road – Infinity Drive to Solander Road
Awaroa Road – Solander Road Whakatipu Street
Hikuraki Street – Infinity Drive to Whakatipu Street
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive
Panckhurst Drive- Petries Road to end of formed road
McLean Place – Panckhurst Road to end of formed road
Parkinson Place – Panckhurst Road to end of formed road
Simon Place – Panckhurst Road to end of formed road
Petries Road – State Highway One to Gladstone Road
James Drive – Petries Road to Gladstone Road

Road and Extents
Pascoe Drive – Petries Road to end of formed road
Hamlett Drive – Petries Road to Gladstone Road
Benjes Place – Hamlett Drive to end of formed road
Fearne Drive – Hamlett Drive to Petries Road
Keeper Close – Fearne Drive to end of formed road
Ranby Place – Fearne Drive to end of formed road
Catchpole Place – Petries Road to end of formed road
Gladstone Road – State Highway One to 60 m east of Petries Road
Eders Road – Gladstone Road to State Highway One
Stopforth Street – Gladstone Road to Parsonage Road
Parsonage Road – State Highway One to end of formed road
Little Lane – Parsonage Road to end of formed road
McQuillan Avenue – Parsonage Road to State Highway One
Thirlwall Street – McQuillan Avenue to end of formed road
Salkeld Place – McQuillan Avenue to end of formed road
Cutler Street – McQuillan Avenue to end of formed road
Cleaver Street – Salkeld Place to end of formed road
Woodend Road – Rangiora Woodend Road to State Highway One
Gibbs Drive – School Road to Woodend Road
Stanton Place – Gibbs Drive to end of formed road
Lacy Gate Place – Gibbs Drive to end of formed road
Somerset Place – Gibbs Drive to end of formed road
Bowie Drive – Woodend Road to Woodglen Drive
Cassidy Place – Bowie Drive to end of formed road
The Stables – Bowie Drive to end of formed road
Woodglen Drive – Bowie Drive to Chinnerys Drive
Manahi Place – Woodglen Drive to end of formed road
Norton Place – Woodglen Drive to end of formed road
Hewitts Road – State Highway One to Welsford Street
Woodfield Place – Woodglen Drive to end of formed road
Taranaki Drive – Woodglen Drive to end of formed road
Thornley Place – Woodglen Drive to end of formed road
Welsford Street – Bowie Drive to Minerva Crescent
Appleton Place – Hewitts Road to end of formed road
Cobden Place – Hewitts Road to end of formed road
Bunting Place – Hewitts Road to end of formed road
Paget Drive – Welsford Street to Welsford Street
Chinnerys Road – Rangiora Woodend Road to State Highway One
Grange View – Chinnerys Road to end of formed road
Minerva Crescent – Welsford Street to Welsford Street
Shrimpton Avenue – Welsford Street to end of formed road
Clegg Street – Shrimpton Avenue to Bob Robertson Drive
John Raven Lane – Clegg Street to end of formed road
Godley Place – Clegg Street to end of formed road
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive
Stonyer Street – Bob Robertson Drive to Quinn Crescent
Quinn Crescent – Croydon Street to Crossley Avenue
Crossley Avenue – Stonyer Street to end of formed road
Croydon Street – Stonyer Street to Oakleigh Street
Oakleigh Street – Bob Robertson Drive to end of formed road
Woodford Avenue – Bob Robertson Drive to end of formed road

Road and Extents
Jury Lane – Bob Robertson Drive to Woodford Avenue
Jasmine Street – Bob Robertson Drive to Woodford Avenue
Clare Street – Bob Robertson Drive to Woodford Avenue
Sills Street – Clare Street to Grimwood Street
Kotua Street – Sills Street to Woodford Avenue
Eldridge Street – Sills Street to Woodford Avenue
Grimwood Street – Bob Robertson Drive to Woodford Avenue
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue
White Street – Nathaniel Archer Street to Barnett Street
Curtis Street – White Street to Woodford Avenue
Barnett Street – Woodford Avenue to Bob Robertson Drive
Stackwood Avenue – Bob Robertson Drive to end of formed road
Antil Street – Stackwood Avenue to Chambers Avenue
Borland Street – Antil Street to Crossley Street
Chambers Avenue – Bob Robertson Drive to end of formed road
Higgins Street – Chambers Avenue to end of formed road
Elmers Street – Higgins Street to end of formed road
Henshaw Street – Elmers Street to end of formed road
Clayton Place – Bob Robertson Drive to end of formed road
Lilburne Street – Clayton Place to end of formed road
Bowmaker Crescent – Lilburne Street to Lilburne Street
Kesteven Place – Bob Robertson Drive to end of formed road
Garlick Street – Bob Robertson Drive to end of formed road
Plaskett Road – 75 m south of Fernside Road to Ashworths Road
Pattersons Road – Two Chain Road to McRoberts Road
Tupelo Place – Tram Road to end of formed road
West Denbie Lane – North Eyre Road to end of formed road
Clothiers Road – South Eyre Road to end of formed road
Harpers Road – South Eyre Road to end of formed road
Baynons Road – Heywards Road to end of formed road
Douds Road – Marshmans Road to end of formed road
Bruces Road – Rangiora Leithfield Road to Marshmans Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Wyllies Road – Lower Sefton Road to State Highway One
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Broad Road – Upper Sefton Road to State Highway One
Harleston Road – Upper Sefton Road to Hurunui District Boundary
Old North Road – 20 m north of Dale Street to Williams Street

Council are proposing speed limits that do not align with Waka Kotahi’s “safe and appropriate” speed on the roads listed in Table 33, to achieve consistency with other similar road types in the surrounding area. Regular feedback is received from the community around the consistency of speed limits within an area and across roads which look the same. Ensuring alignment with “safe and appropriate” speeds in the rural areas is particularly challenging because it is very common in the Waimakariri District to have crossover between sealed roads and unsealed roads. It is therefore difficult to justify the same speed limit on an unsealed road to a sealed road. Council staff may revisit these proposals in future iterations of the Waimakariri SMP.

Table 33. Roads with a consistent approach based on the surrounding road network.

Road and Extents
Percival Street – from High Street to 120 Percival Street (to proposed school zone)
Dawsons Road – Pattersons Road to Wards Road
McRoberts Road – Pattersons Road to Mill Road
Ashworths Road – Mill Road to Plaskett Road
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place
Whites Road – 210 m south of Mill Road to Tram Road
Jacksons Road – 770 m south of Mill Road to Tram Road
Christmas Road – Mill Road to Butchers Road
Baileys Road – Mandeville Road to Whites Road
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)
Forestry Road – Gorries Road to Marshmans Road
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street
Bramleys Road – 20 m southwest of Cox Road to Lineside Road
Raven Quay – from 50 m east of Rich Street to the end of the road to the east
Cameo Drive – Mandalea Road to end of formed road

There has been substantial development within the district since the Canterbury earthquake. As this continues, the urban boundaries of major towns are expanding outwards. Beach Grove is a recent development in Kaiapoi, which has seen land previously classified as rural, with a rural speed limit, rezoned as urban. As this development will have a frontage along Beach Road, the 50 km/h speed limit needs to be extended to its limits. The peri-urban areas of Sefton, Waikuku, Waikuku Beach, and Ashley have a higher density of housing, with smaller land lots; however, there is generally limited footpath infrastructure. An increase in the number of people using alternative modes mean these areas require a lower speed limit than is indicated by Waka Kotahi’s “safe and appropriate” speed model to ensure safe interaction between all modes of transport. The roads listed in Table 34 all have speed limit proposals which are lower than Waka Kotahi’s “safe and appropriate” speeds.

Table 34. Roads adjacent to higher density development.

Road and Extents
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue
Carr Street – Railway Street to end of formed road
Railway Street – Upper Sefton Road to Pembertons Road
Booth Street – Railway Street to Pembertons Road
Vaughan Street – Pembertons Road to Cross Street
High Street – Pembertons Road to Upper Sefton
Cross Street – Pembertons Road to 20 m east of Buller Street
Buller Street – Upper Sefton Road to Cross Street
High Street – 50 m south of Fawcetts Road to Lower Sefton Road
Canterbury Street – Lower Sefton Road to end of formed road
Wellington Street – Lower Sefton Road to Auckland Street
Auckland Street – Canterbury Street to Lower Sefton Road
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street
Northside Drive – Waikuku Beach Road to Waikuku Beach Road
Kings Avenue – Waikuku Beach Road to end of formed road
Allin Drive – Kings Avenue to Queens Avenue
Queens Avenue – Kings Avenue to end of formed road
Ensors Place – Queens Avenue to end of formed road
Collins Drive – Queens Avenue to end of formed road
McKenzie Place – Collins Drive to end of formed road
Macdonalds Lane – State Highway One to end of formed road
Geisha Road – State Highway One to end of formed road
Cust Road – 1782 Cust Road to 85 m west of Tippings Road
Mara Kai Place – Pegasus Boulevard to end of formed road
Atkinsons Lane – Mara Kai Place to end of formed road
Te Haunui Lane – Pegasus Boulevard to end of formed road
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard
Taerutu Lane – Mapleham Drive to end of formed road
Burntwood Lane – Mapleham Drive to end of formed road
Judsons Road – Woodend Beach Road to end of formed road
Copper Beech Road – Woodend Beach Road to end of formed road
Evergreen Road – Copper Beech Road to Copper Beech Road

The existing road infrastructure along Easterbrook Road is in poor condition, with various vertical grade changes caused by differential settlement in the road pavement. There is also

no marked centreline, and as such, a 60 km/h speed limit is proposed along the extent from Fernside Road to Hicklands Road rather than Waka Kotahi’s “safe and appropriate” 80 km/h speed limit.

Heywards Road, between Mabers Road and the 30 km/h school zone 300 m south of Tram Road, is proposed to have a speed limit of 60 km/h. This is intended to provide a gradual decrease in speed limits, prior to the Category One school zone.

The following roads listed in Table 35 are technically too short for their own speed limit, as per the minimum distance requirements set out in the *Rule*.

Downs Road is an unsealed cul-de-sac off Marshmans Road, and therefore, to ensure consistency on the district’s unsealed roads, it should also have a 60 km/h speed limit.

It is proposed for all roads within the Sefton Township, aside from Pembertons Road and Upper Sefton Road, to have a speed limit of 40 km/h; therefore, to ensure consistency with the surrounding area, High Street should also have a 40 km/h speed limit.

Geisha Road is located off the 100 km/h section of State Highway One. It currently has a legal speed limit of 70 km/h, which therefore, indicates that it has already been approved for a speed limit where it does not meet the minimum distance requirements in a prior *Rule*. As such, Council deems proposing a 40 km/h speed limit along its extents will have no impacts on users of the road.

Table 35. Roads not meeting the minimum distance requirements.

Road and Extents
Downs Road – Marshmans Road to end of formed road (unsealed)
High Street – Pembertons Road to Upper Sefton Road too short for its own speed limit
Geisha Road – State Highway One to end of formed road *does not meet minimum length requirement

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 80 km/h (Light Green)
- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 50 km/h (Dark Green)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)
- Community Board Ward Boundaries (Black)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

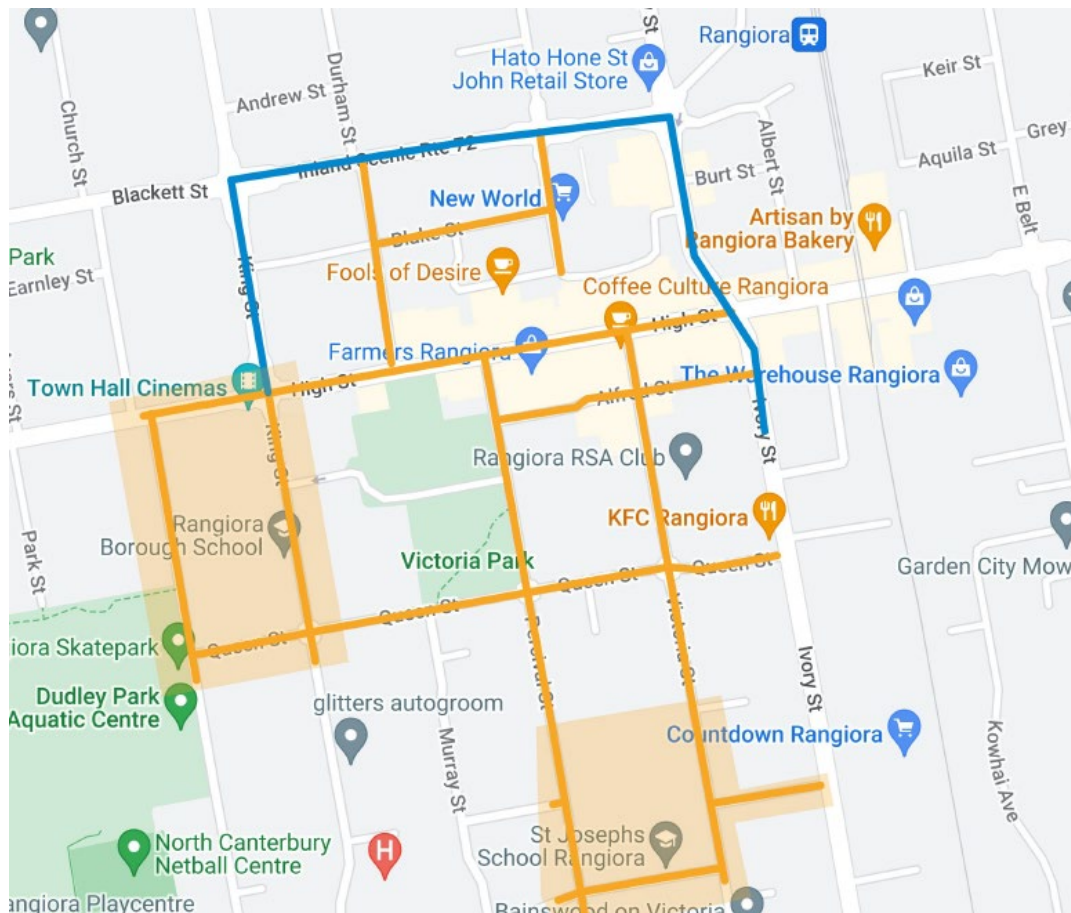


Figure 2. Rangiora town centre (Table 4).

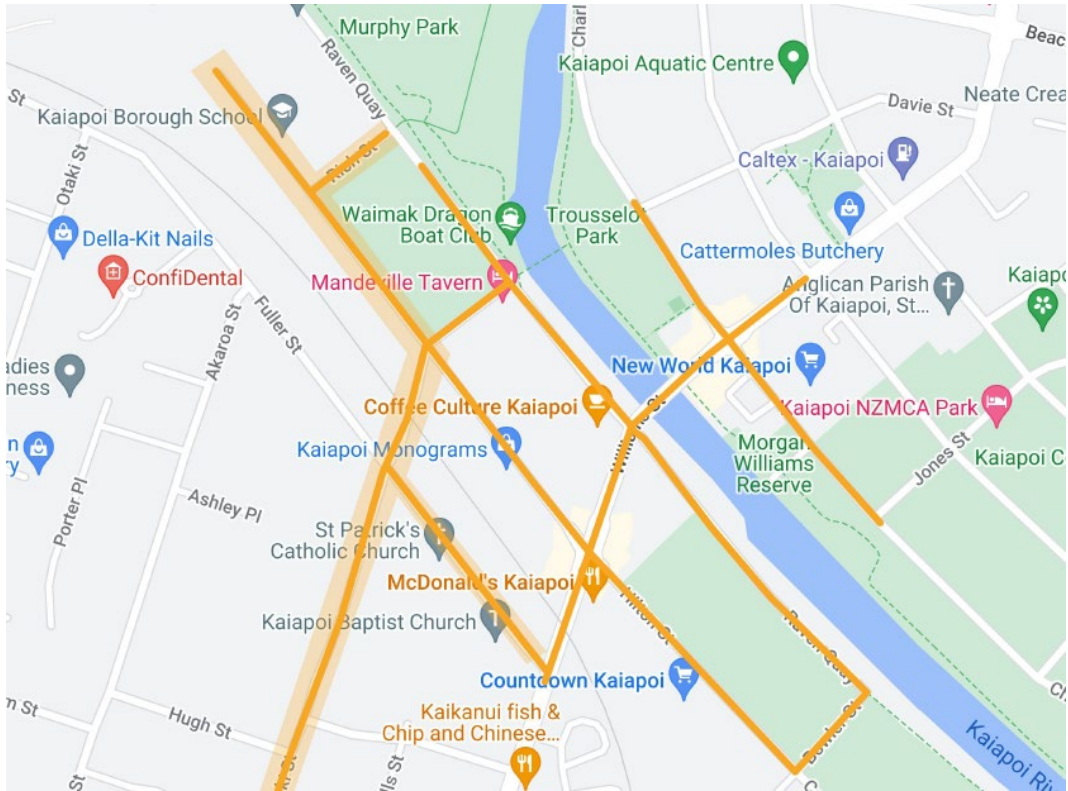


Figure 3. Kaiapoi town centre (Table 5).

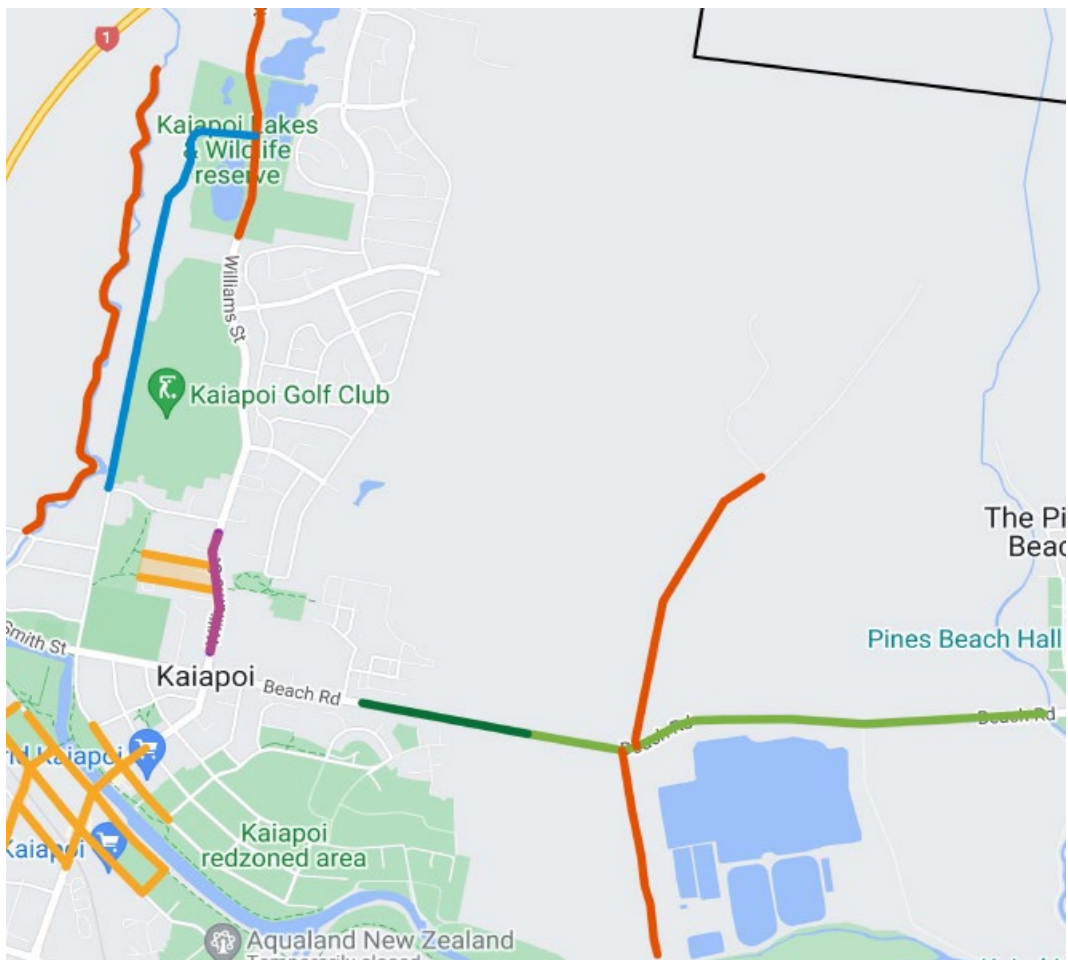


Figure 4. Other urban and rural areas in Kaiapoi, including Kaiapoi North School (Table 6, Table 26, and Table 28).

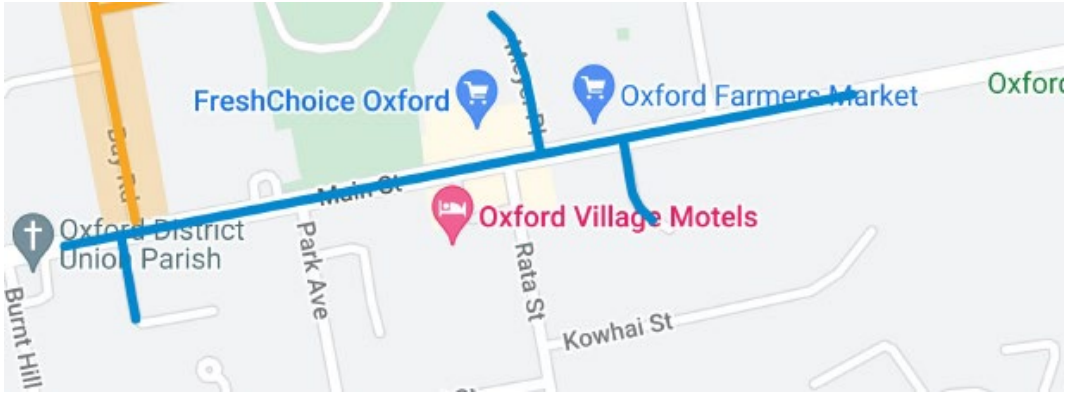


Figure 5. Oxford town centre (Table 7).

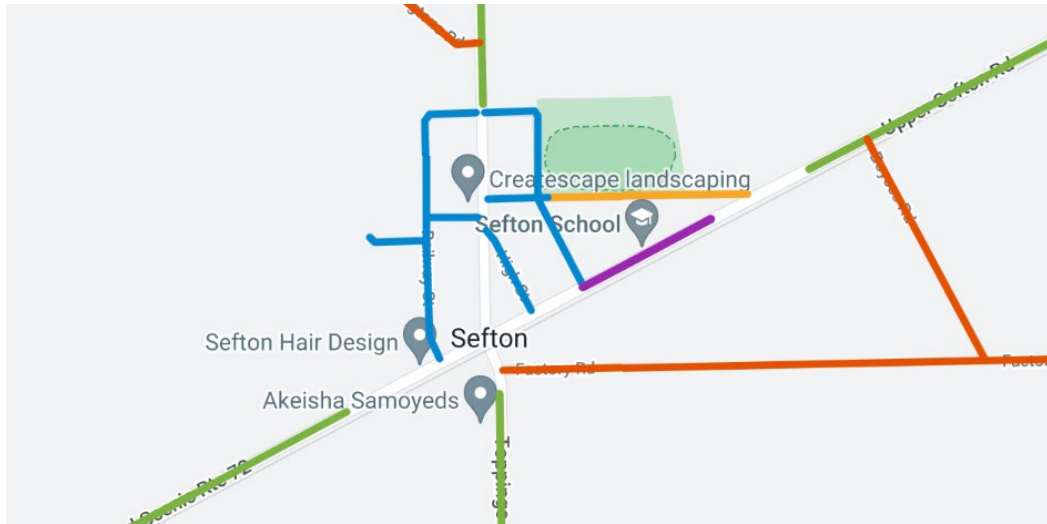


Figure 6. Sefton Township, including Sefton School (Table 8 and Table 29).



Figure 7. Ashley Township (Table 9).

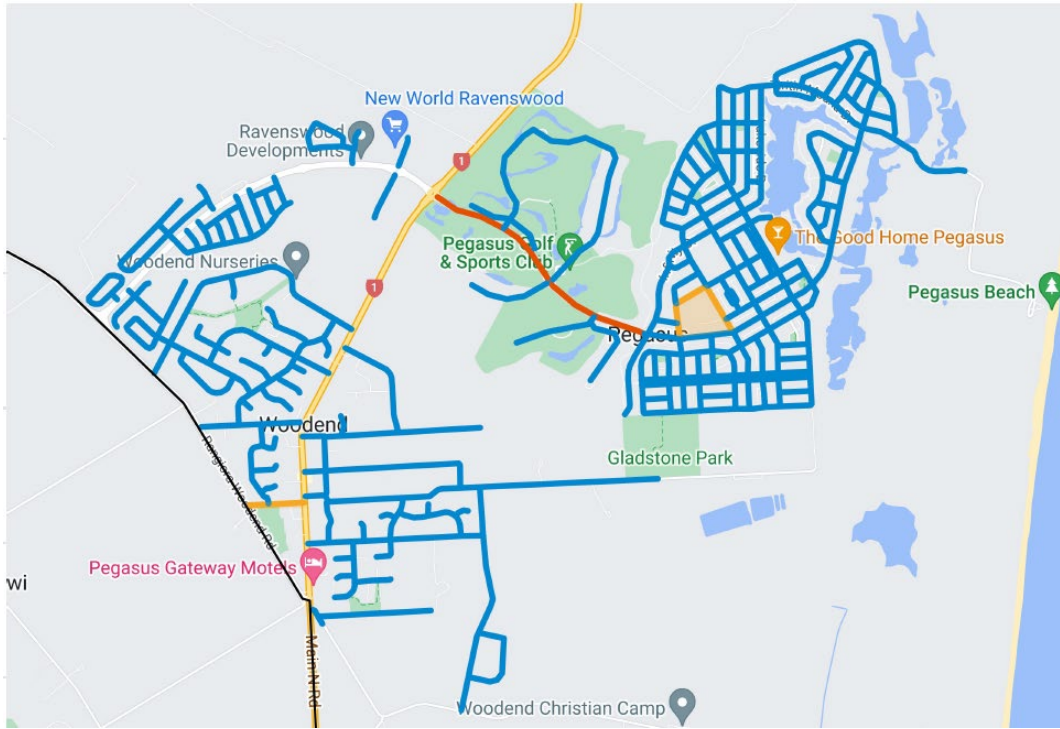


Figure 8. Pegasus, Woodend, and Ravenswood urban areas, including schools (Table 10, Table 11, and Table 28).

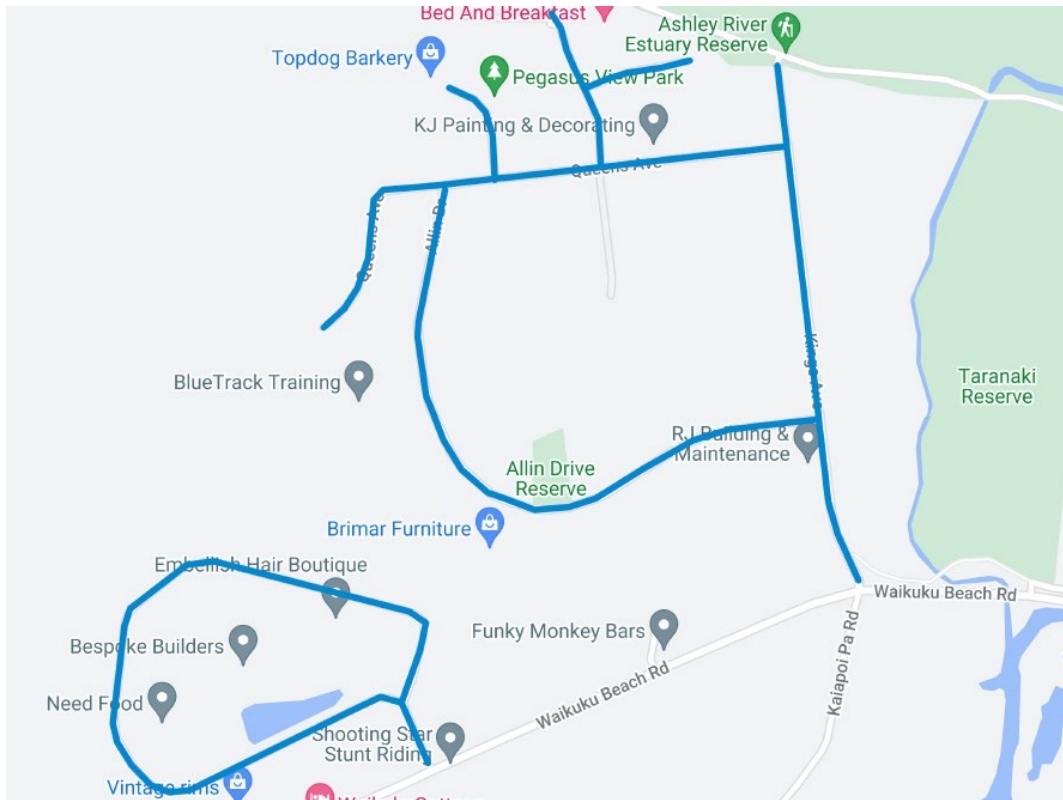


Figure 9. Waikuku Beach peri-urban area (Table 12).

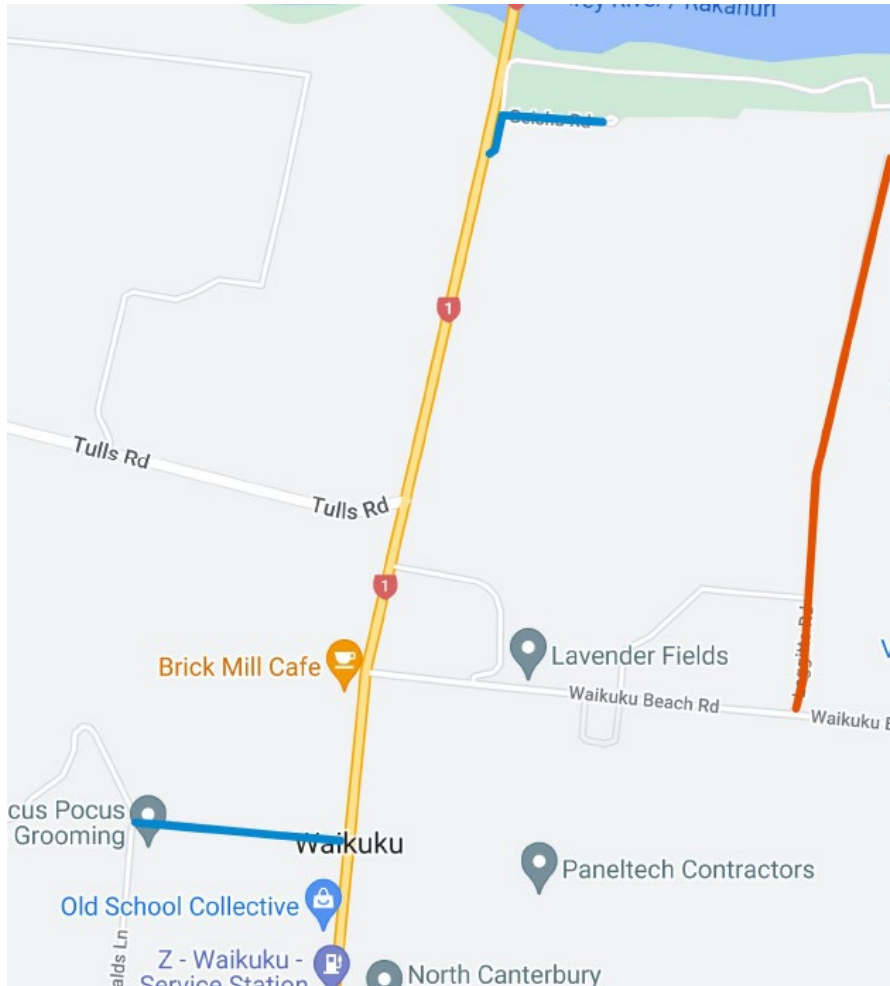


Figure 10. Waikuku peri-urban area (Table 13).

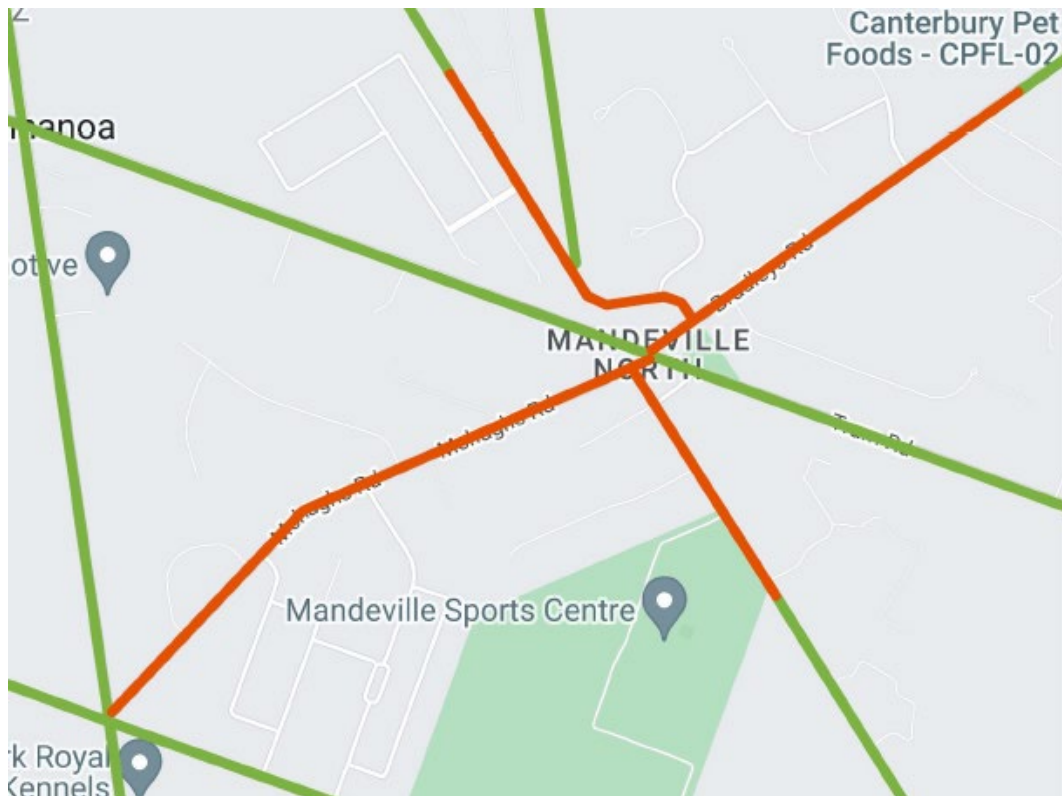


Figure 11. Mandeville peri-urban area (Table 14).

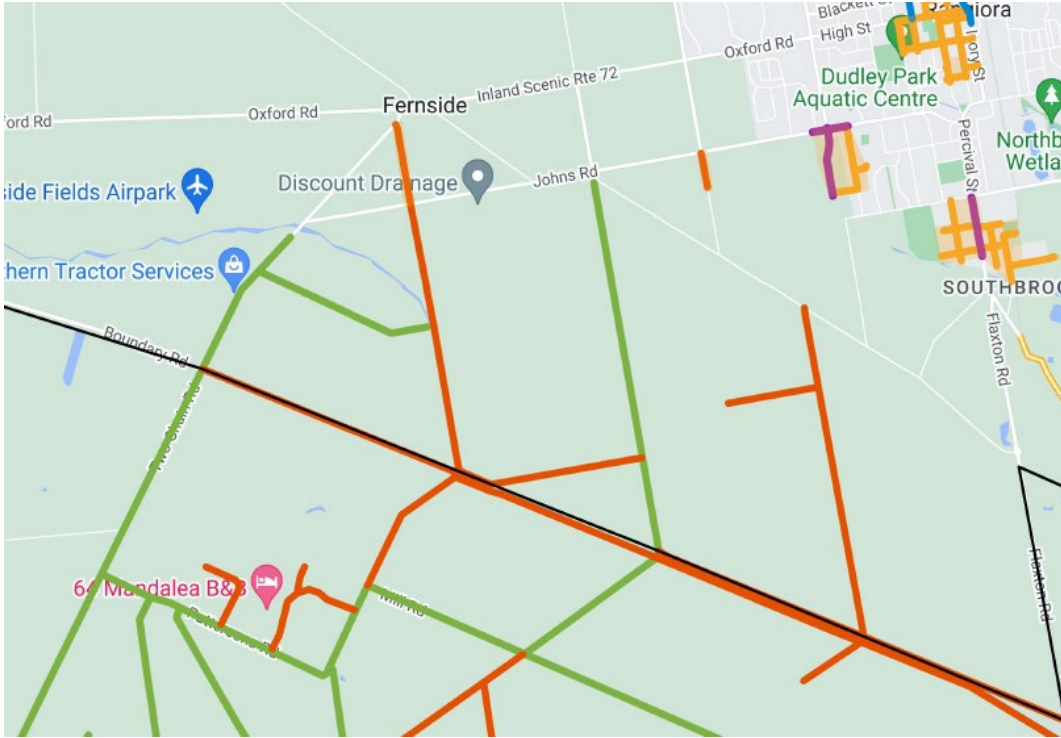


Figure 12. Rangiora/Fernside area, including Fernside School area (Table 15 and Table 30).

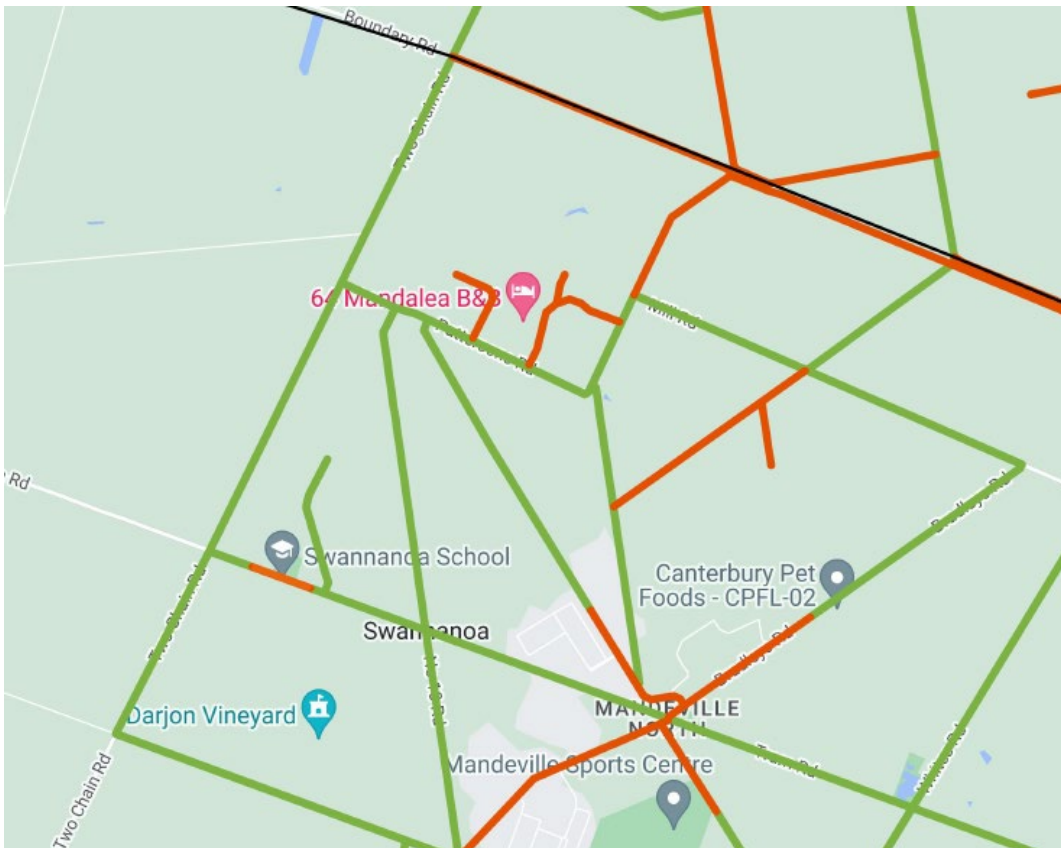


Figure 13. North of Tram Road/Mandeville area, including Swannanoa School (Table 16 and Table 30).



Figure 14. North of Tram Road/Ohoka area, including Ohoka School (Table 17 and Table 29).

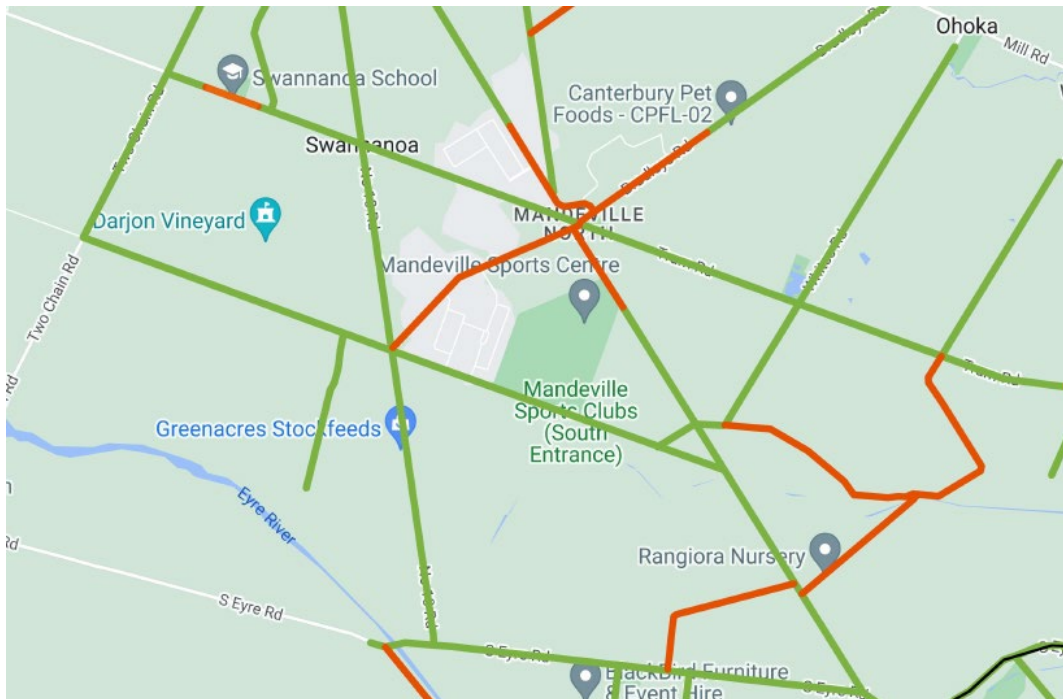


Figure 15. South of Tram Road/Mandeville area (Table 18).

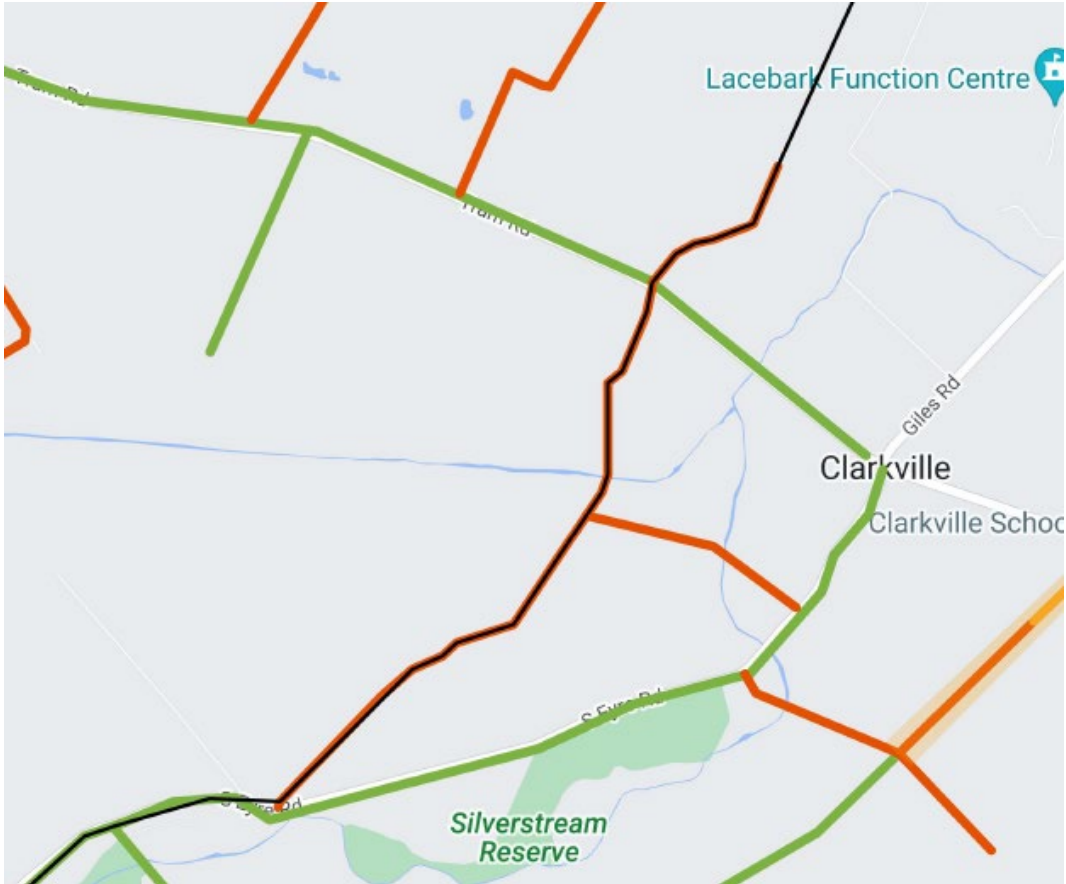


Figure 16. South of Tram Road area (Table 19).



Figure 17. South of South Eye Road area, including Clarkville School (Table 20, Table 21, and Table 29).

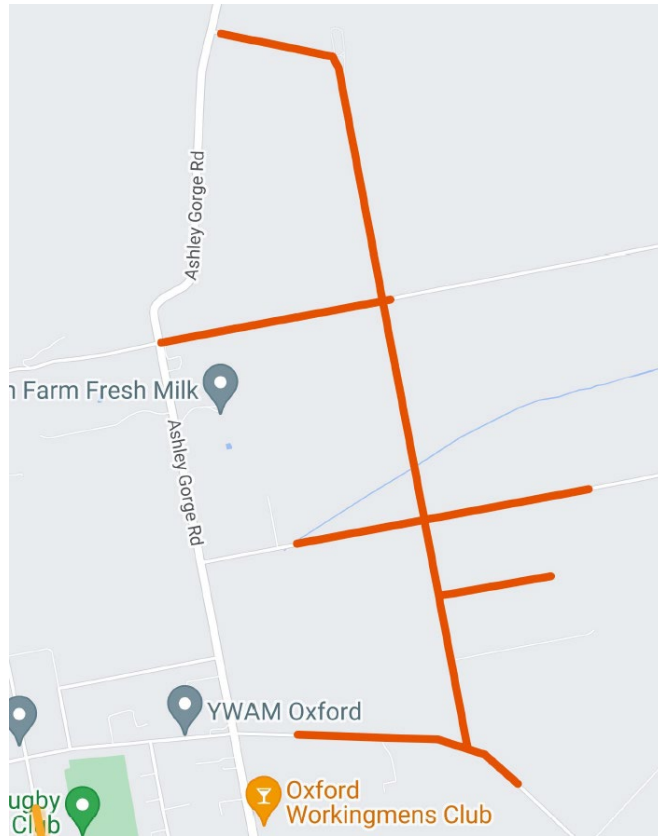


Figure 18. Oxford rural area (Table 22).

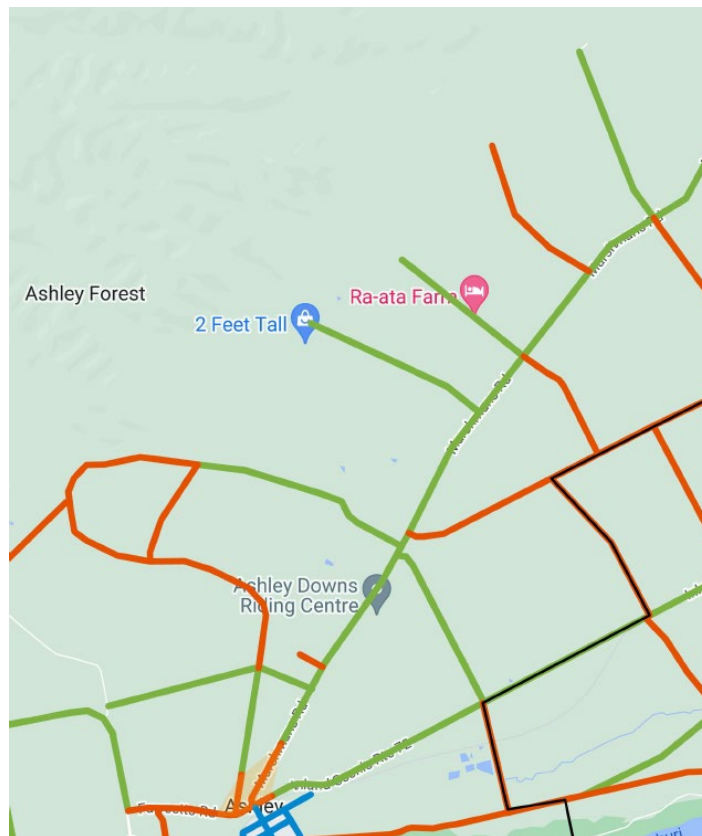


Figure 19. Northwest of Marshmans Road area, including Ashley School (Table 23 and Table 30).



Figure 20. North of Upper Sefton Road area (Table 24).

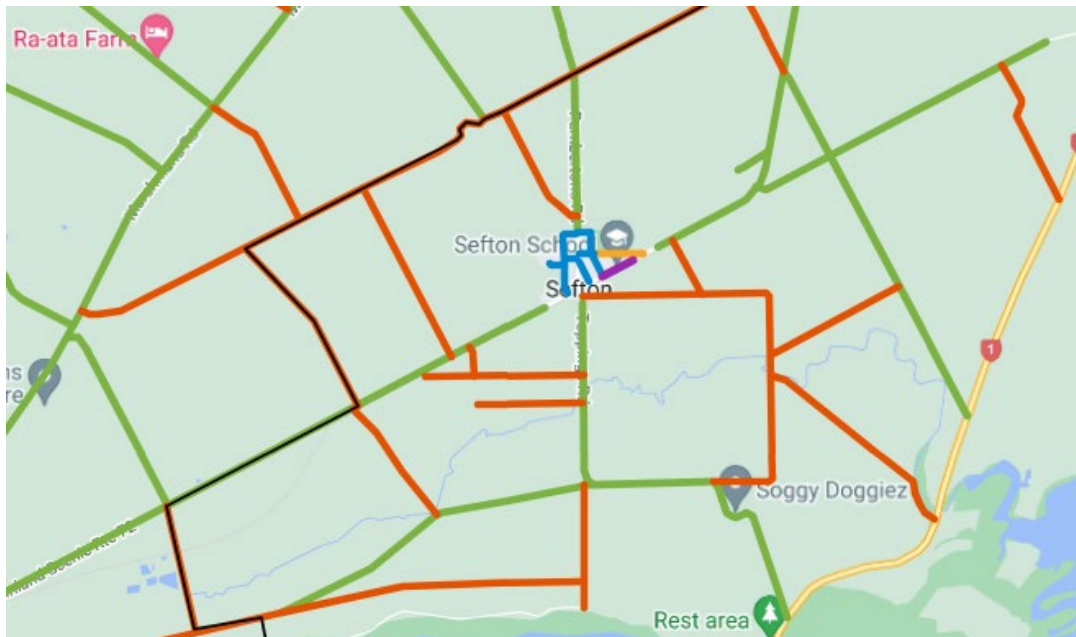


Figure 21. South of Upper Sefton Road area (Table 25).

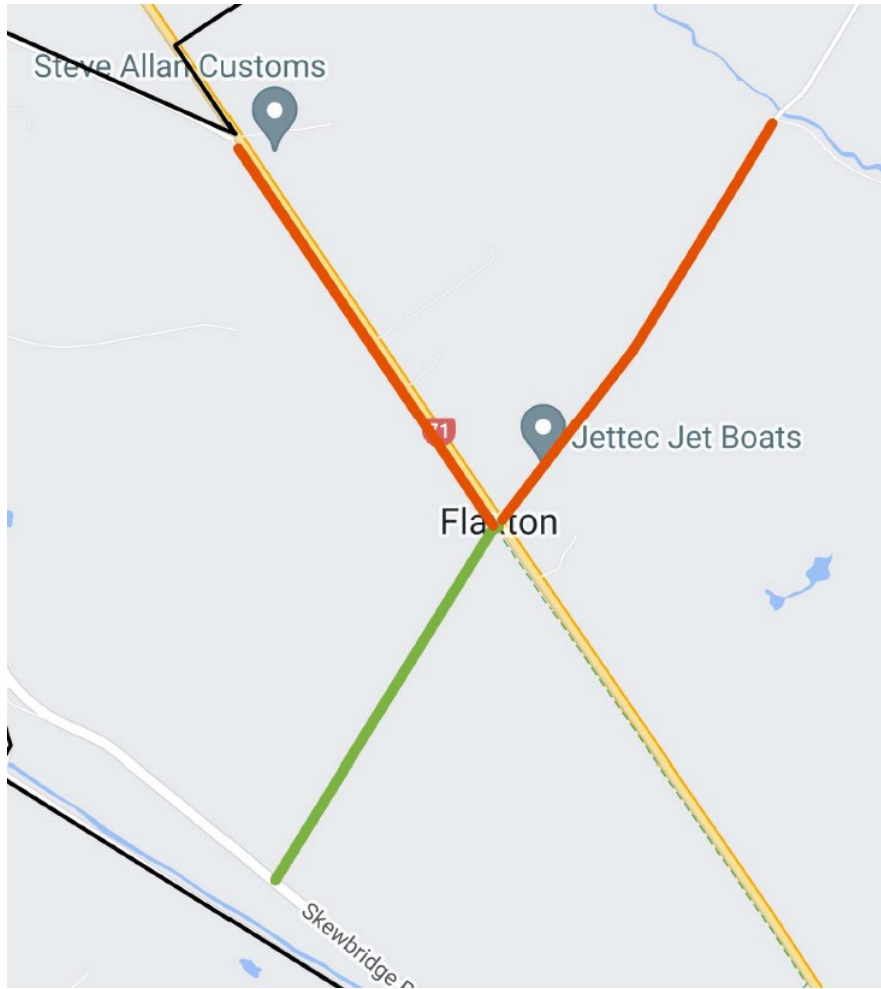


Figure 22. Flaxton rural area (Table 26).

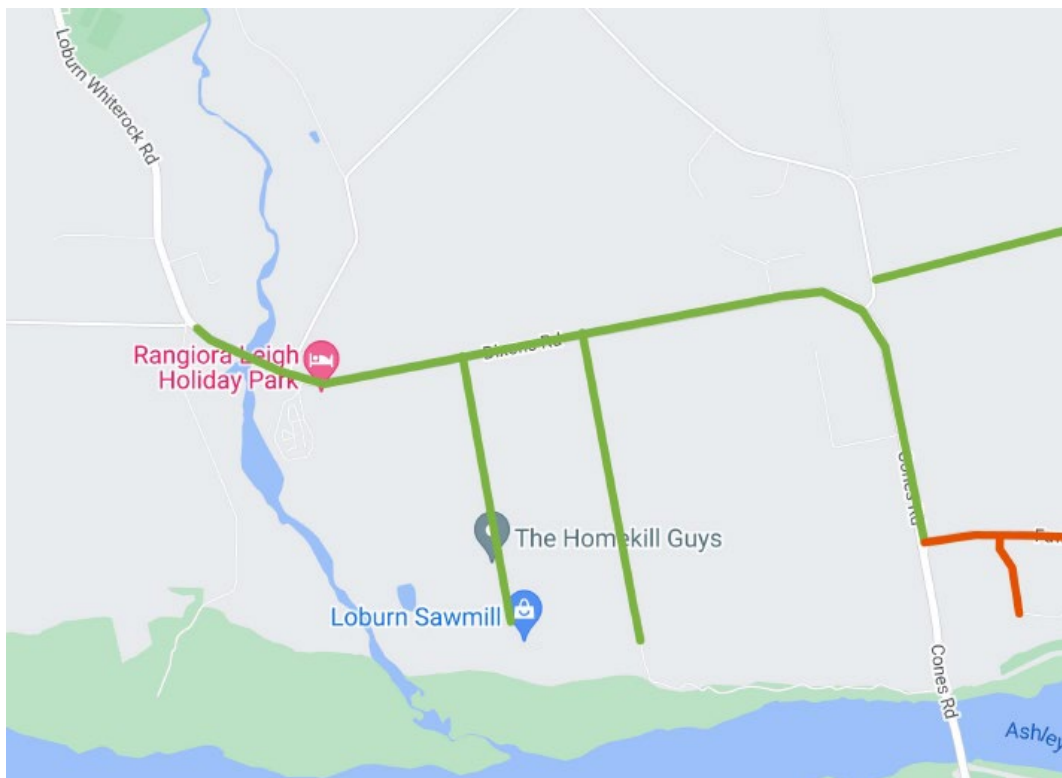


Figure 23. Loburn rural area (Table 26).

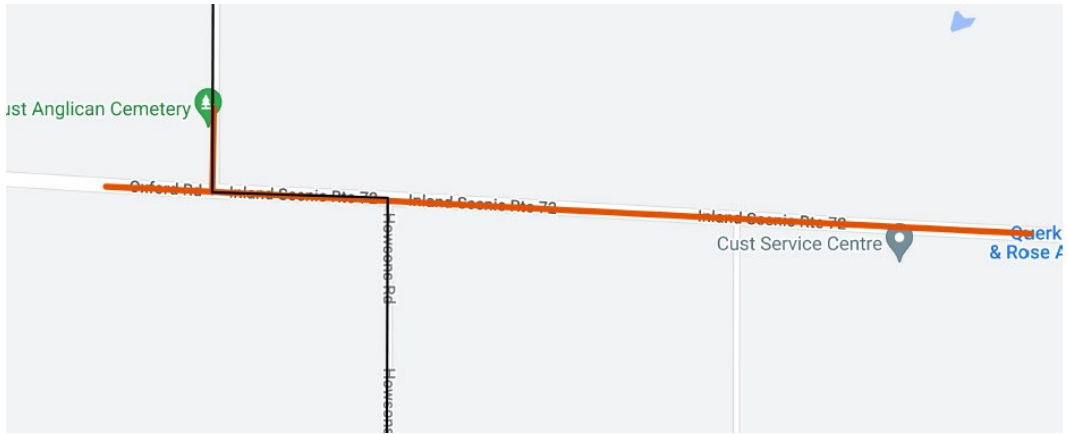


Figure 24. Cust peri-urban area (Table 28).

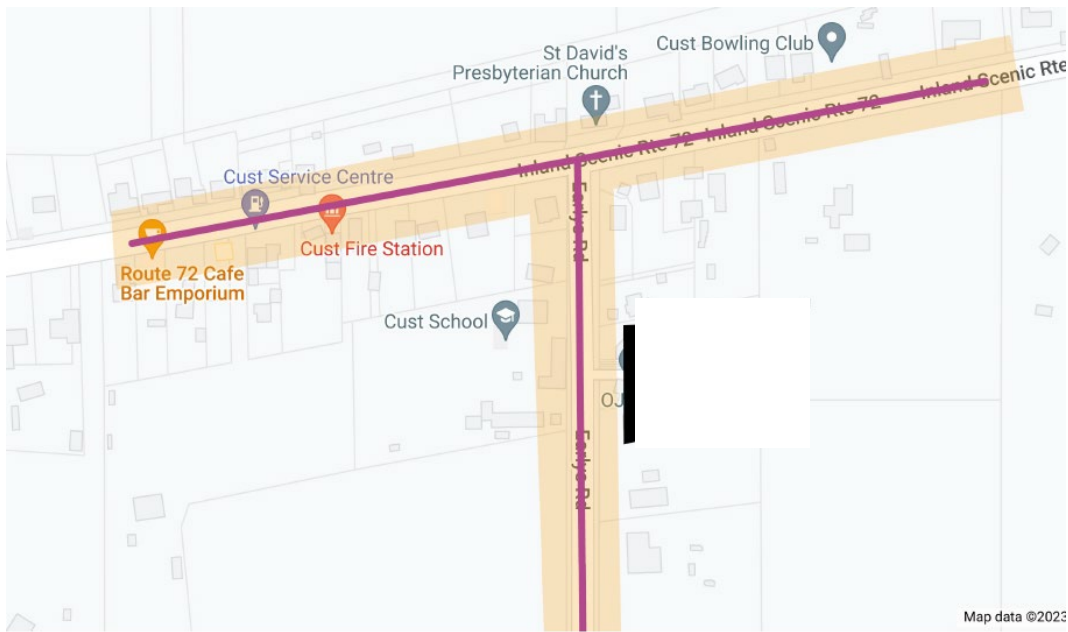


Figure 25. Cust School area (Table 28).

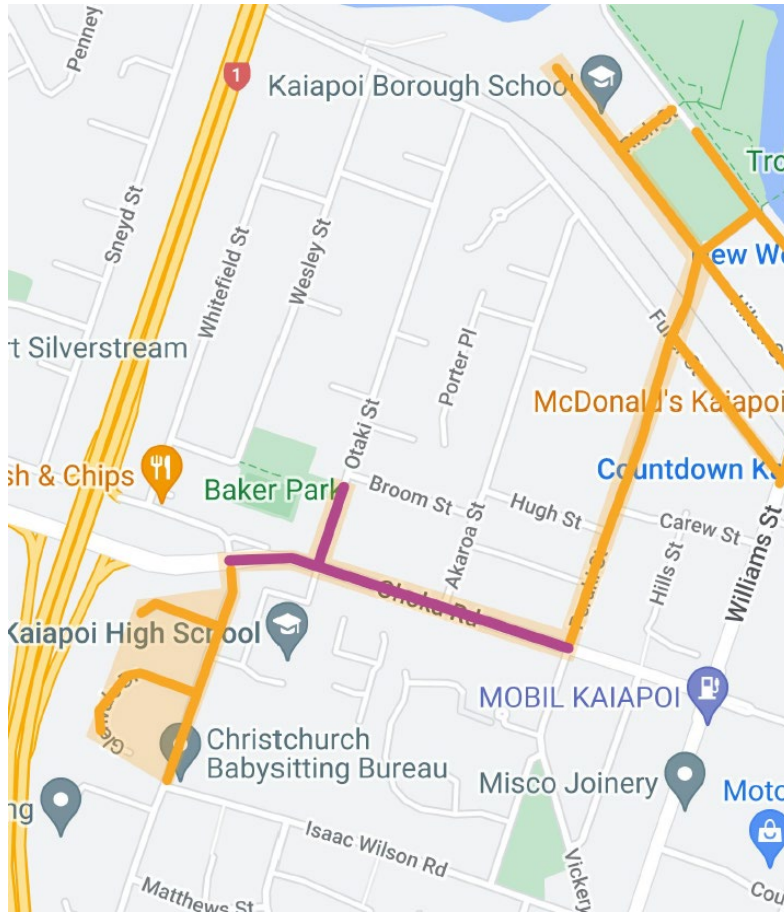


Figure 26. Kaiapoi school areas (Table 28).

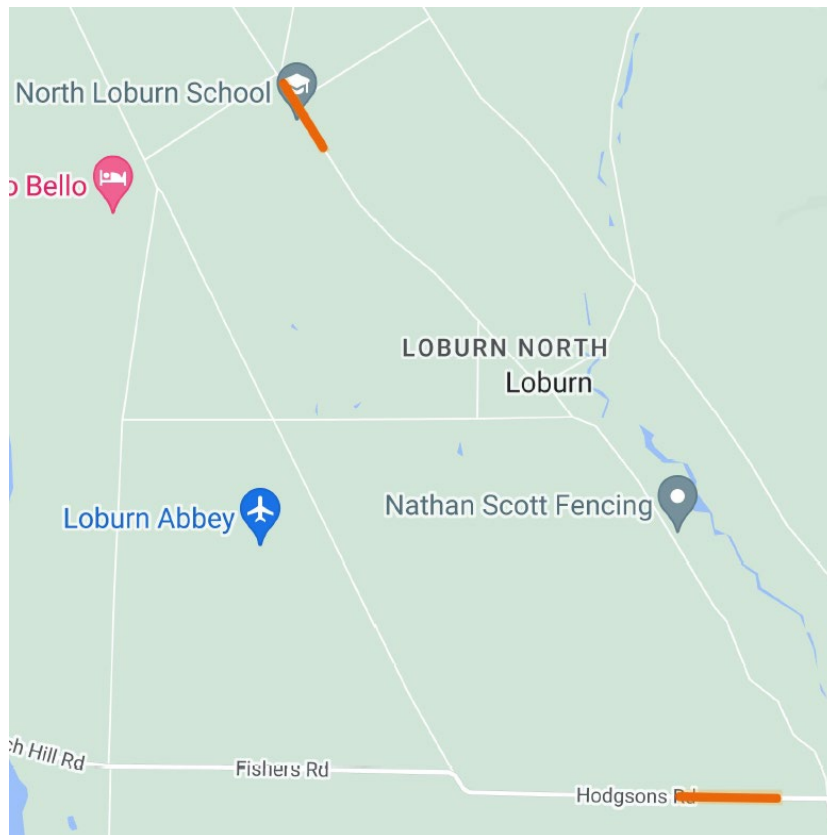


Figure 27. Loburn school areas (Table 30).

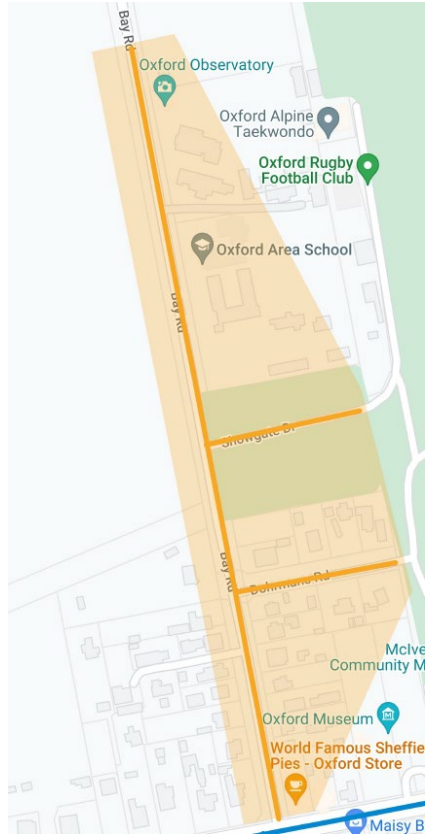


Figure 28. Oxford Area School zone (Table 28).

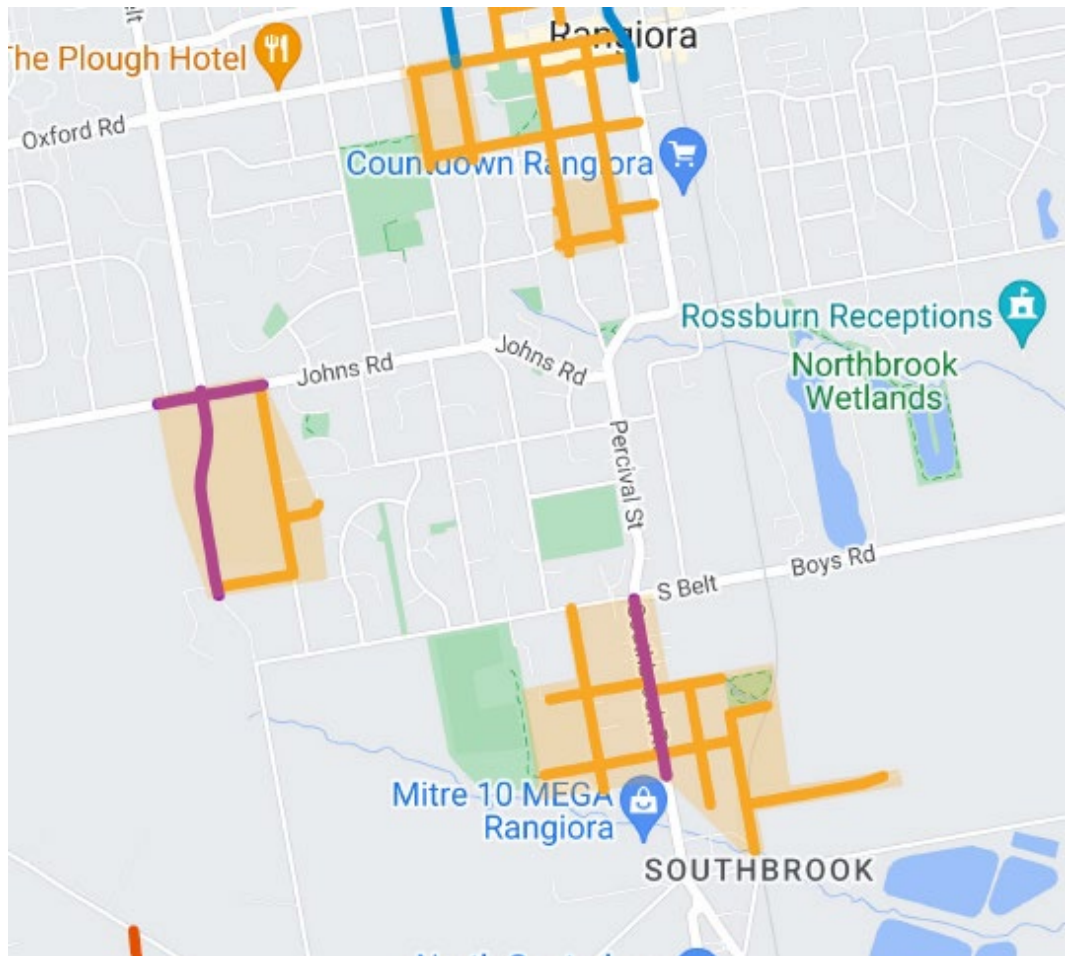


Figure 29. Rangiora south school areas (Table 28).

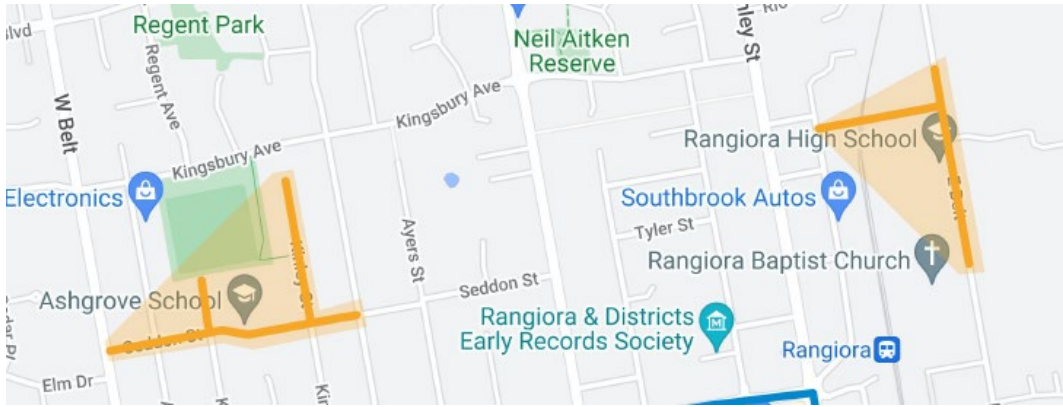


Figure 30. Rangiora north school areas (Table 28).

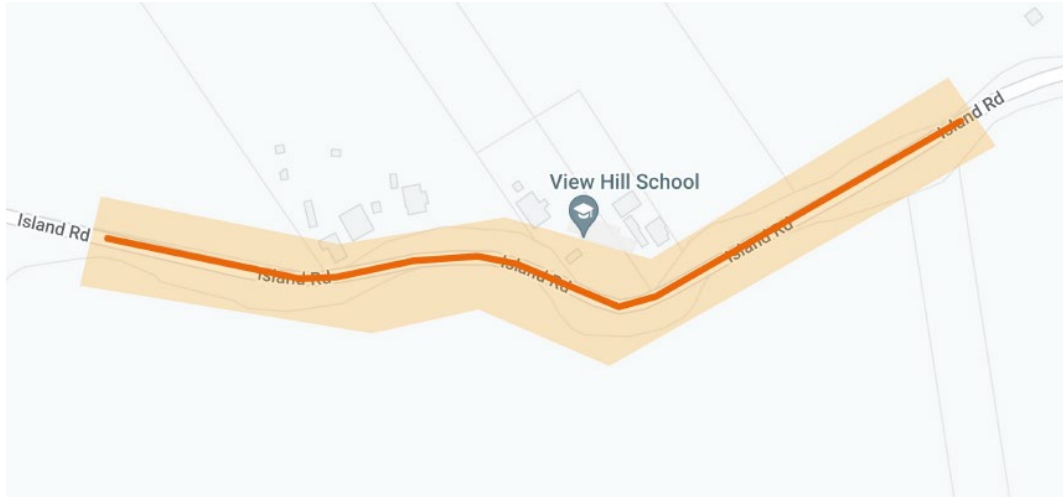


Figure 31. View Hill School zone (Table 30).

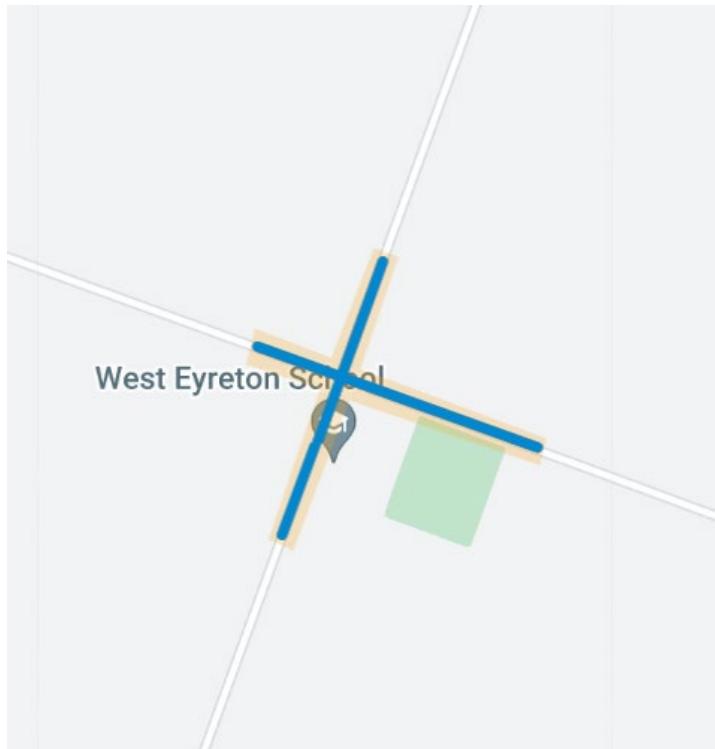


Figure 32. West Eyreton School zone (Table 30).



Figure 33. Tuahiwi School zone (Table 28).

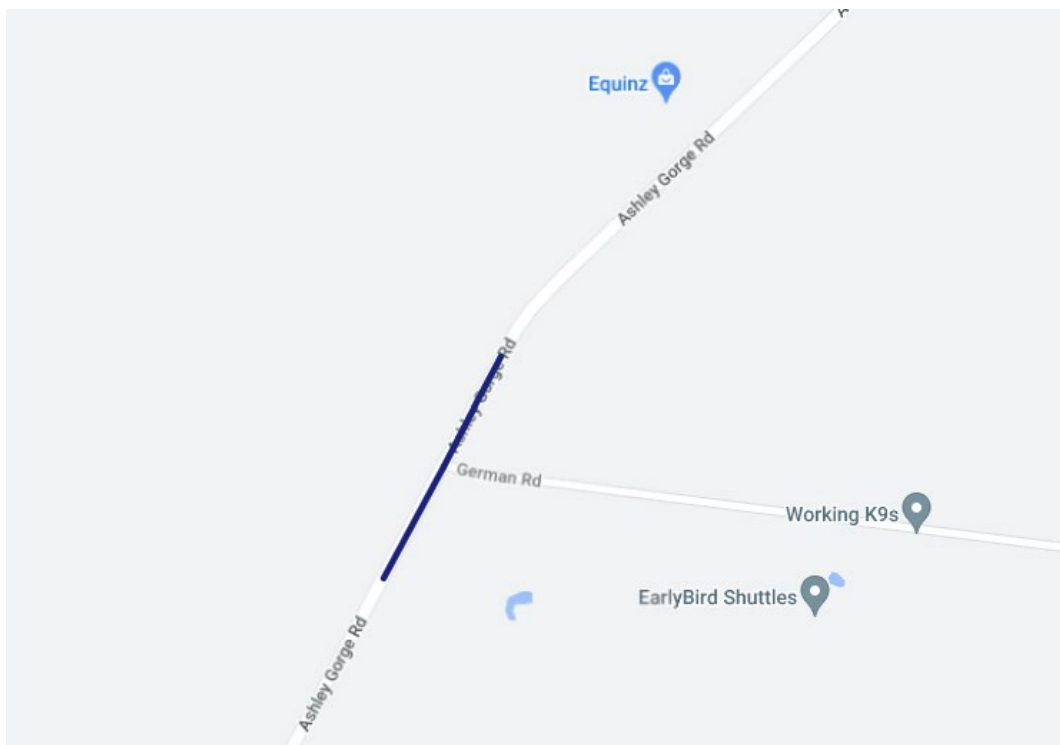


Figure 34. Ashley Gorge Road and German Road Intersection Speed Zone (Table 27).



Figure 35. Oxford Road and Tram Road Intersection Speed Zone (Table 27).

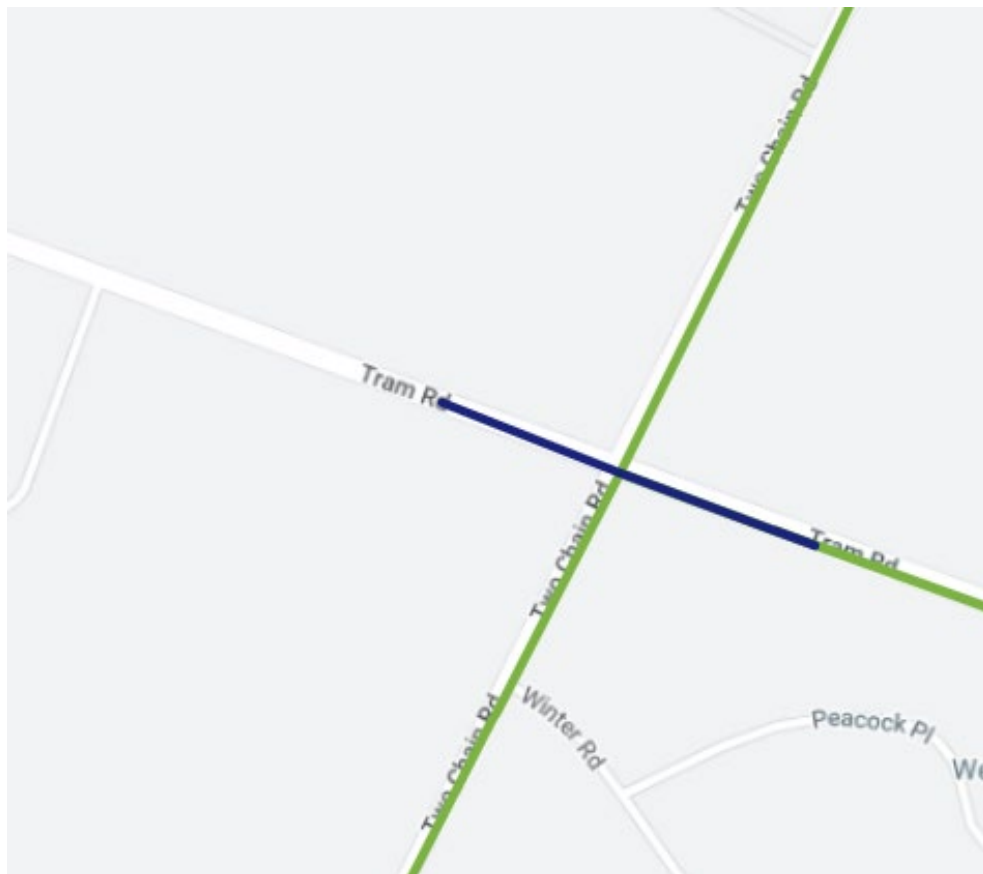


Figure 36. Tram Road and Two Chain Road Intersection Speed Zone (Table 27).

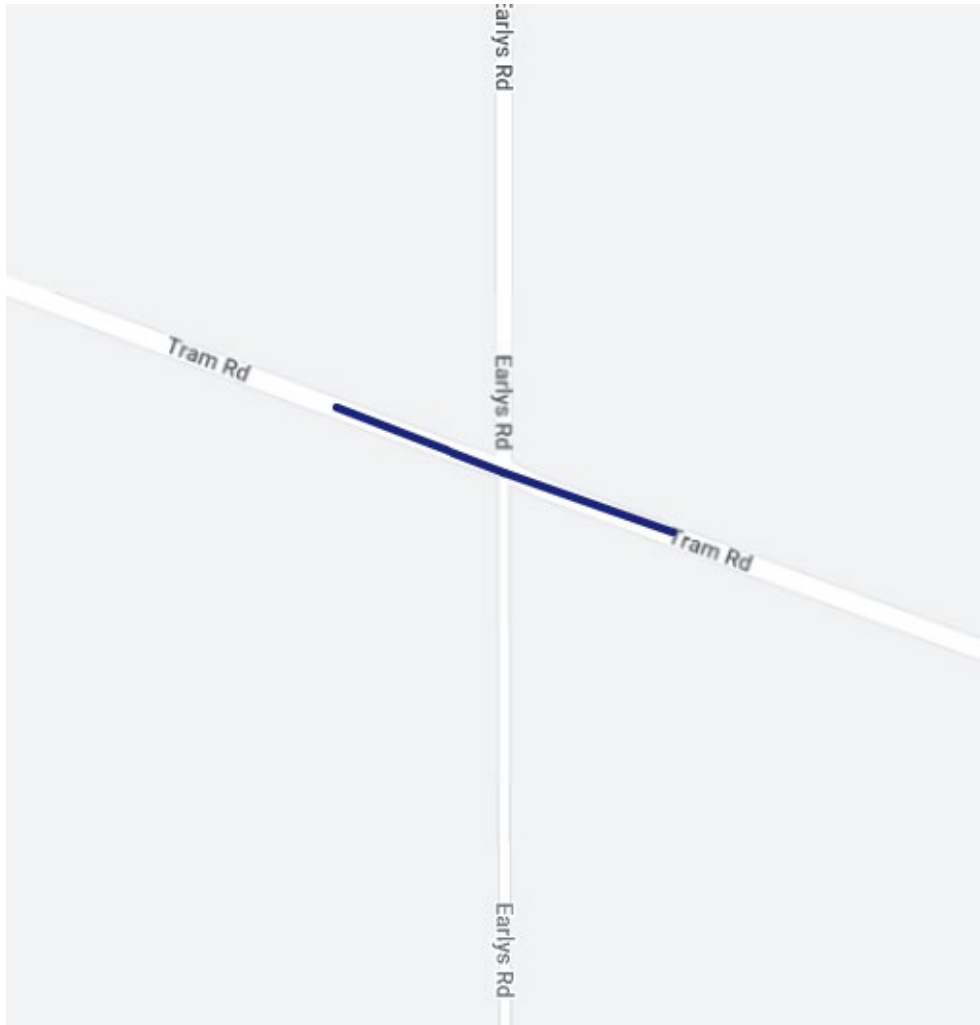


Figure 37. Tram Road and Earlys Road Intersection Speed Zone (Table 27).

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 12 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers all schools.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas, the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi / Woodend / Pegasus / Ravenswood urban areas, and Waikuku peri-urban areas.
- A second iteration of the SMP (2027-2030) is proposed to include the south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville – from Two Chain Road to the east), high-risk rural intersections, Kaiapoi / Woodend / Pegasus / Rangiora / Ravenswood urban areas, and Waikuku peri-urban areas.
- A third iteration (2030-2033) is proposed to cover the Oxford urban area, and all remaining rural areas to the west, north and south of the district, north-eastern portion of the district (i.e., Ashley/Sefton – from Mowatts Road/Wallers Road to the east).

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

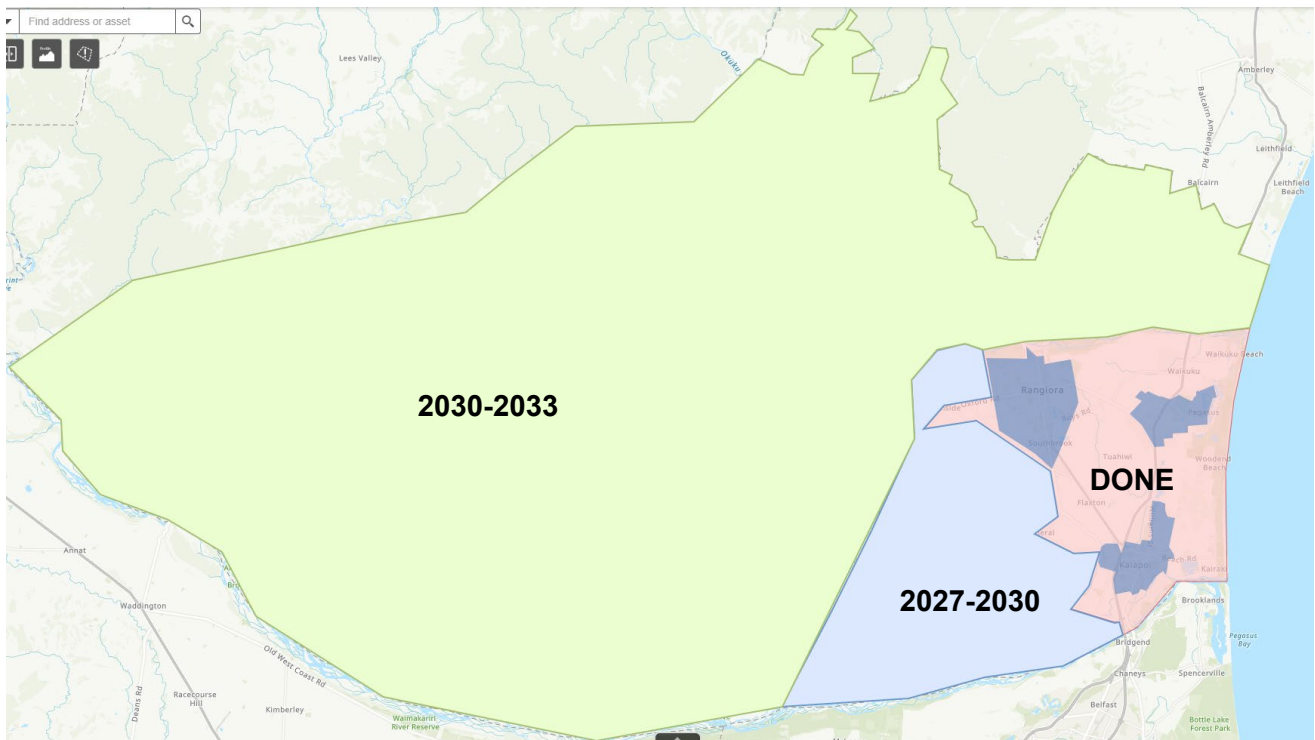


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are

made by area. The relevant road types and proposed speed limits are as shown in Table 2, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed roads

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable (noting that each Council is working to its own timeframe). Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Limits

Urban and Settlement Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District urban and settlement areas. Where the proposed speed limit does not align with Waka Kotahi’s “safe and appropriate” speed, refer to Appendix C for further information.

- Other urban areas in Kaiapoi (Table 4)
- Pegasus urban area (Table 5)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 4. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50	Permanent	2023-2024	Yes

Table 5. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60	Permanent	2024-2027	Yes

The following table, as listed below, indicates the proposed speed limits and implementation timeframe for the Waimakariri District rural areas. Where the proposed speed limit does not align with Waka Kotahi’s safe and appropriate speed, refer to Appendix C for further information.

- Other rural areas (Table 6)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 6. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80	Permanent	2023-2024	No
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No

Table 7 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 2. Proposed Intersection Speed Zones.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60	Variable	2024-2027
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60	Variable	2024-2027
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60	Variable	2024-2027
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60	Variable	2023-2024

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in Table 8. Table 9 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally, Table 10 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
 - Ashley Rakahuri School,
 - Clarkville School,
 - Kaiapoi High School,
 - Rangiora Borough School,
 - Rangiora High School,
 - Rangiora New Life School,
 - Sefton School,
 - Southbrook School,
 - St Joseph's School (Rangiora),
 - St Patrick's School (Kaiapoi),
 - Swannanoa School,
 - Te Matauru School.
- 2024-2027:
 - Ashgrove School,

- Cust School,
- Fernside School,
- Kaiapoi Borough School,
- Kaiapoi North School,
- Loburn School,
- North Loburn School,
- Ohoka School,
- OneSchool Global (Rangiora Campus),
- Oxford Area School,
- Pegasus Bay School,
- Tuahiwi School,
- View Hill School,
- West Eyreton School,
- Woodend School.

Table 8. Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 9. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher). ⁶⁸⁶

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Permanent
		60 km/h	Heywards Road (300 m south of Tram Road to north of Mabers Road)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 10. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).⁶⁸⁷

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 11. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 11. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix C – Safe and Appropriate Speed Alignment

Some of the speed limits proposed within this Speed Management Plan do not align with the “safe and appropriate” speed information provided by Waka Kotahi computer models.

Council is working towards the “safe and appropriate” speed for the road extents listed in Table 12. This initial proposal is an interim step, which may be revisited in future revisions of the Waimakariri SMP. The main reasons for this interim step are listed below, noting that not all are relevant to each road section.

- High existing mean operating speed.
- Wide carriageway and other higher speed environment features.
- Consistency throughout the urban area.
- Community and/or elected member support.

Table 12. Roads with an interim step towards the safe and appropriate speed.

Road and Extents
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

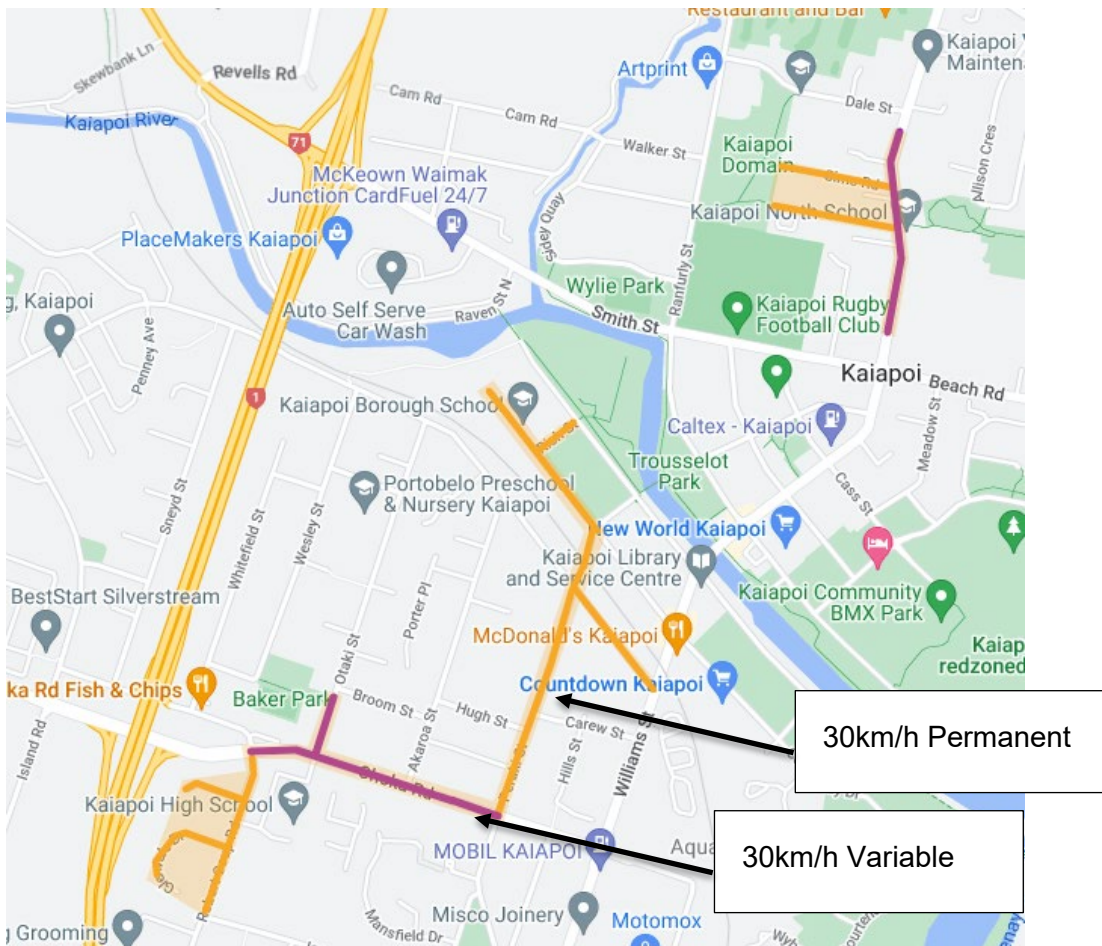


Figure 24. Kaiapoi schools (Table 8).

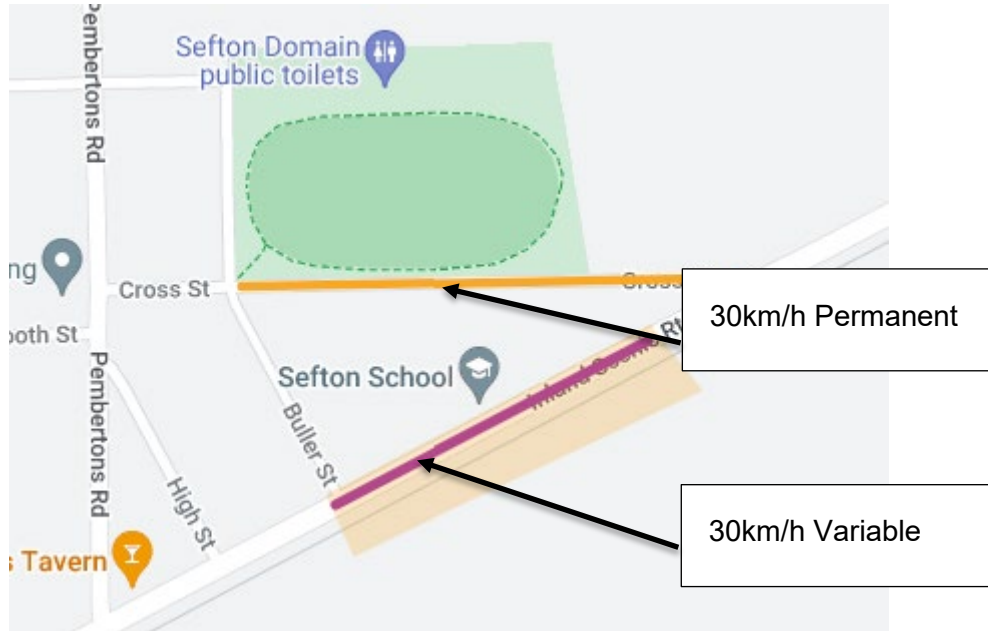


Figure 35. Sefton School (Table 9).

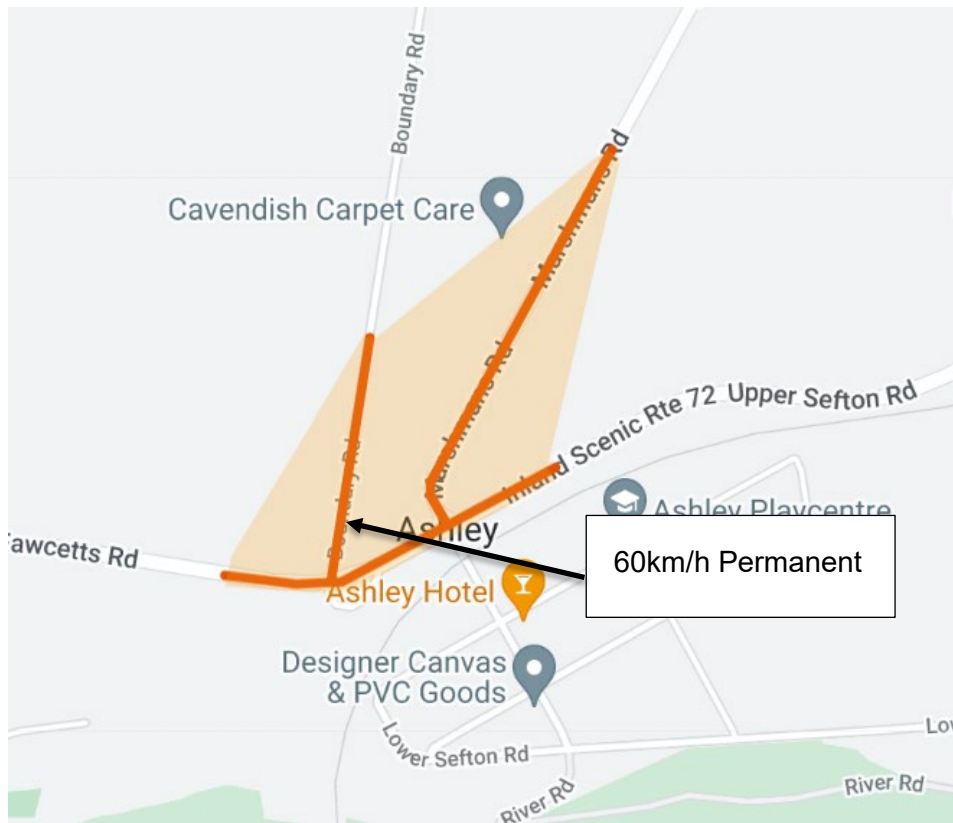


Figure 46. Ashley Rakahuri School (Table 10).

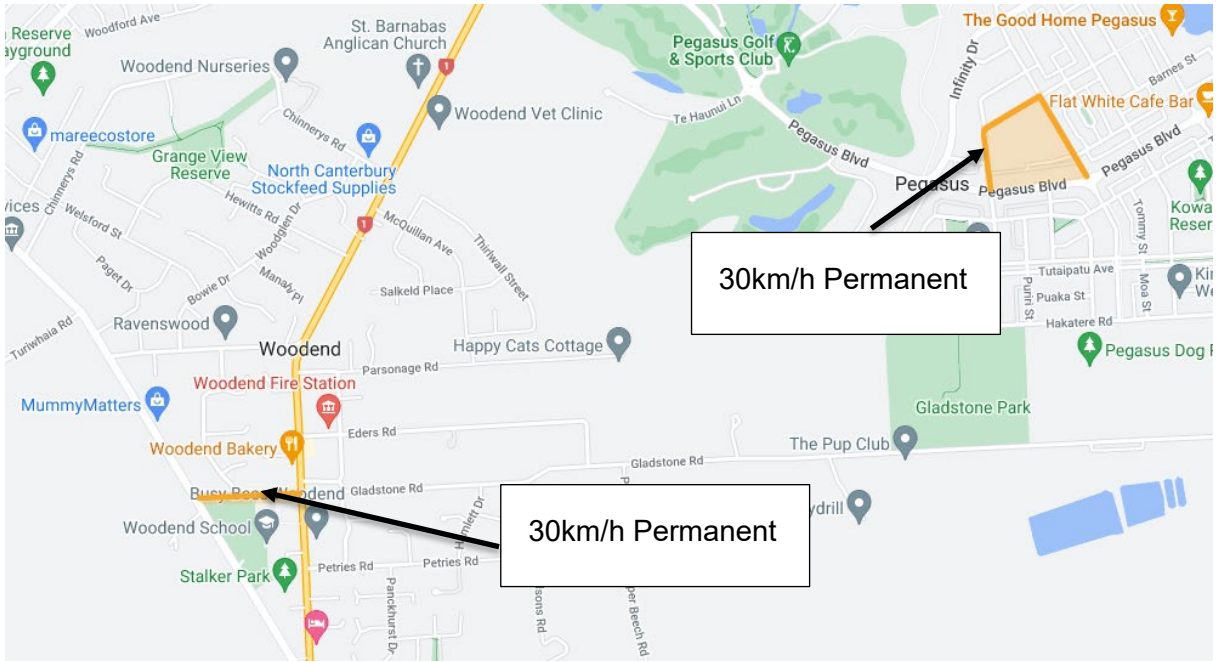


Figure 17. Woodend School and Pegasus Bay School (Table 8).

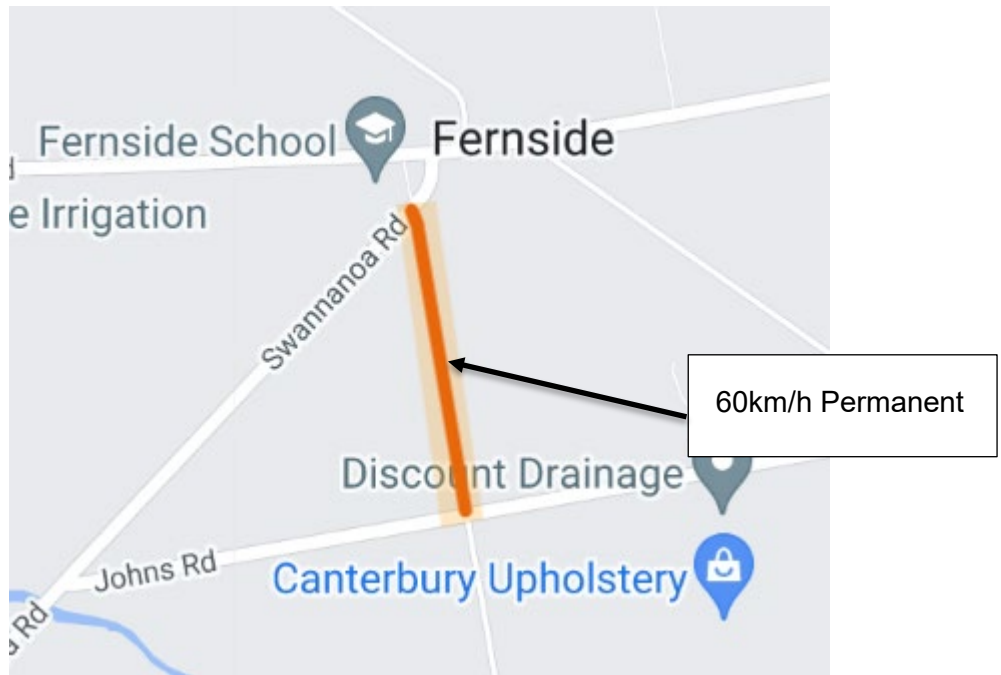


Figure 18. Fernside School (Table 10).



Figure 19. Ohoka School (Table 9).

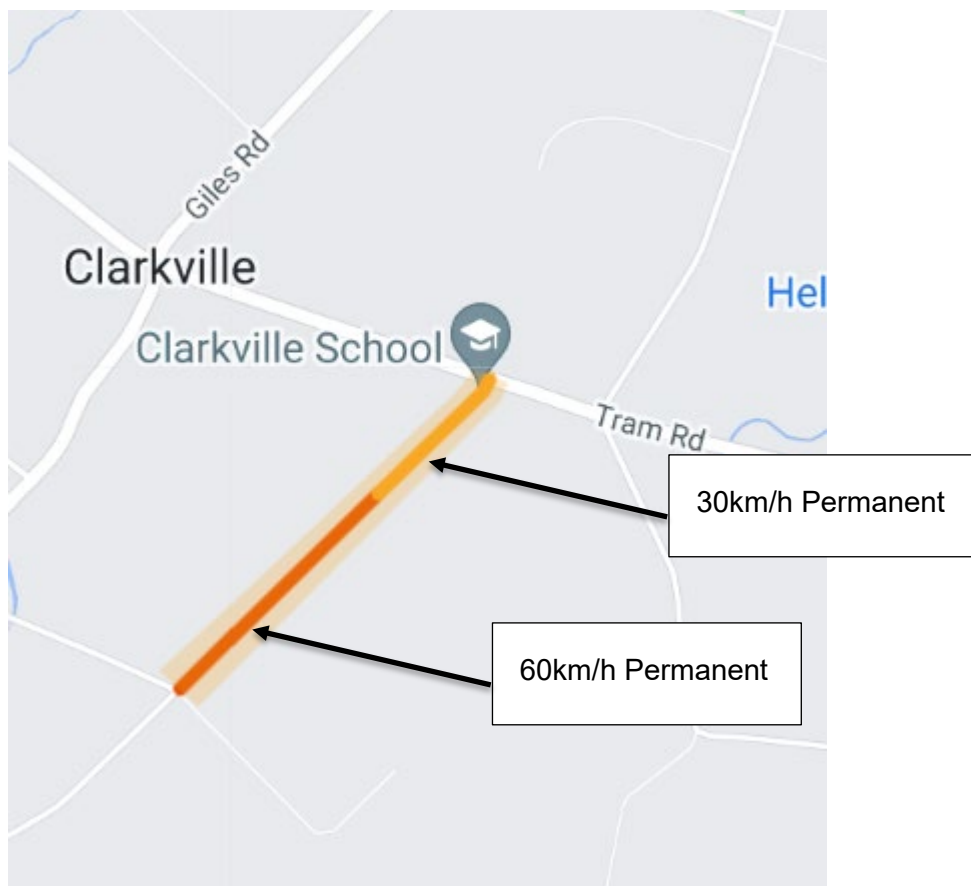


Figure 50. Clarkville School (Table 9).

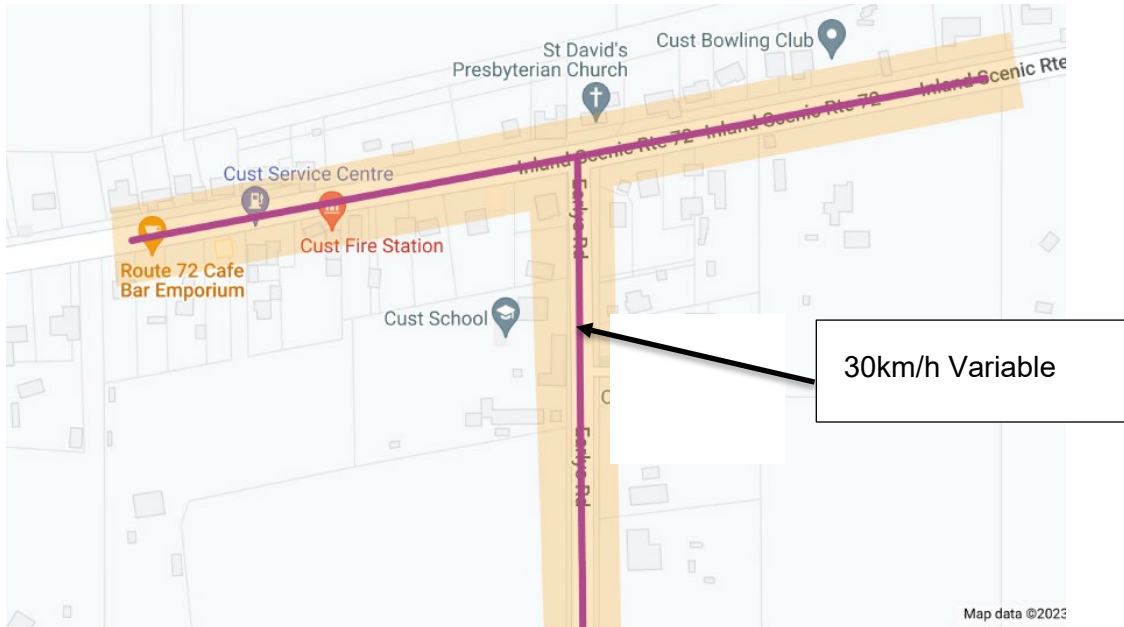


Figure 61. Cust School area (Table 8).

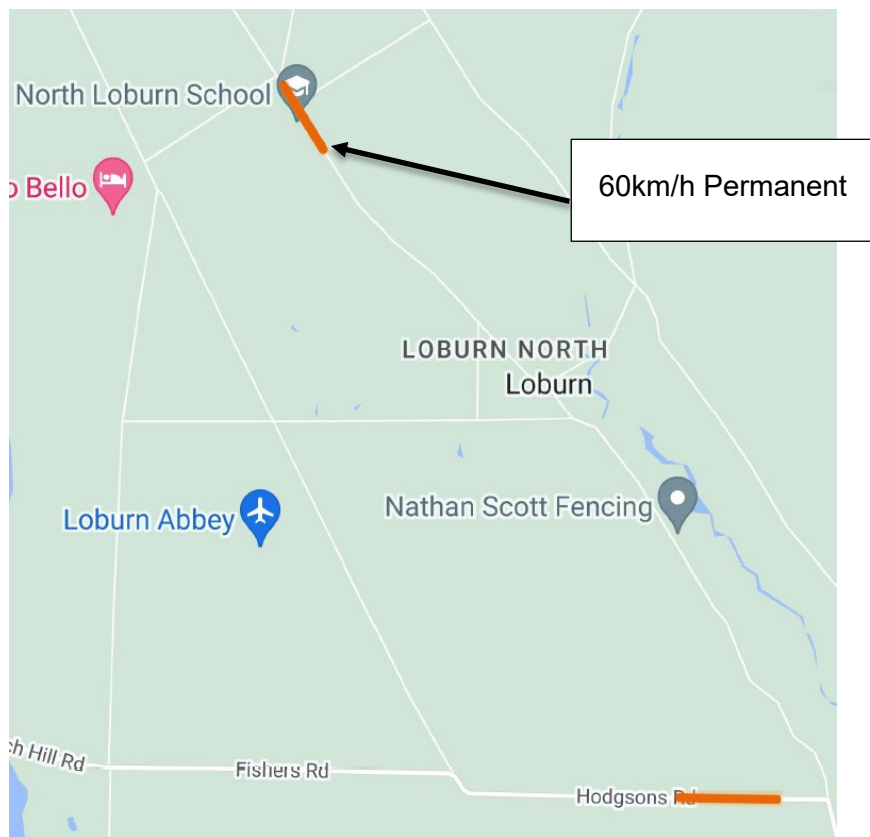


Figure 72. Loburn school areas (Table 10).

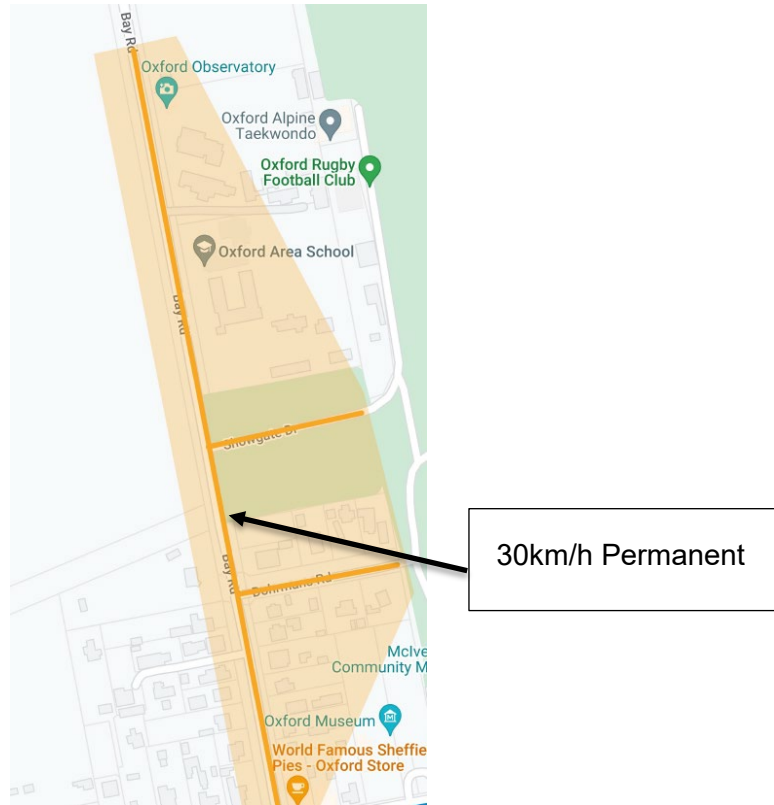


Figure 23. Oxford Area School zone (Table 8).

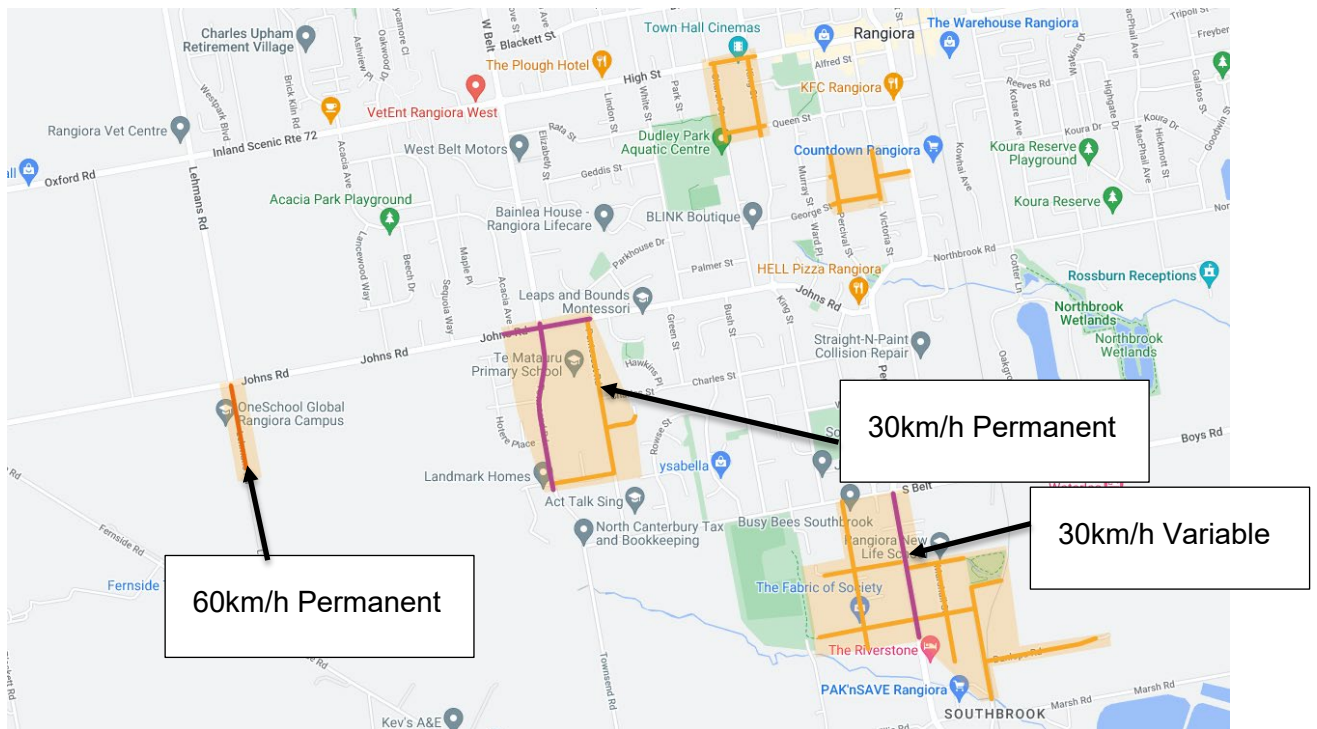


Figure 24. Rangiora south school areas (Table 8 and Table 10).

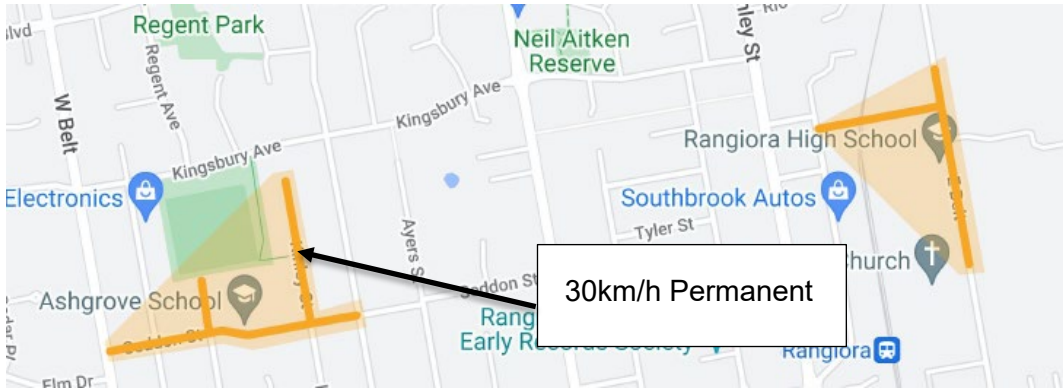


Figure 25. Rangiora north school areas (Table 8).

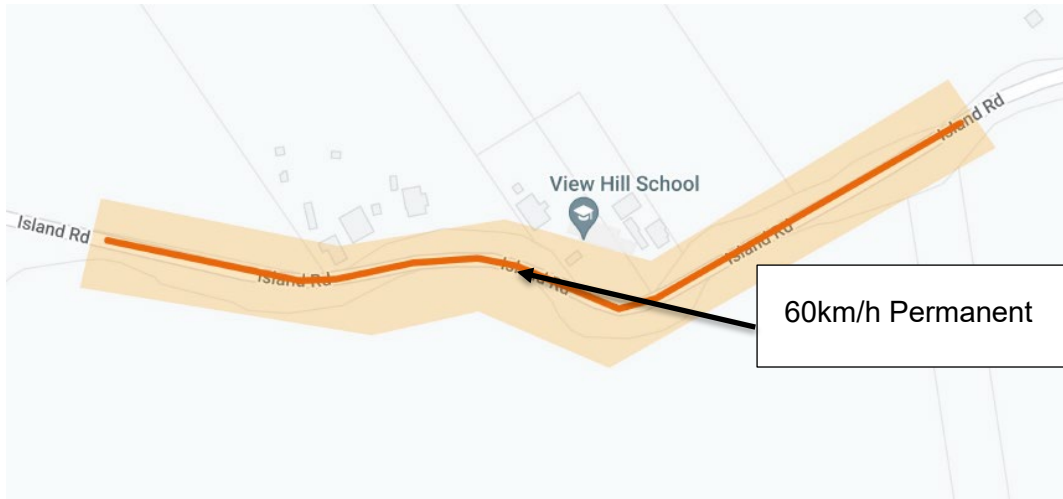


Figure 26. View Hill School zone (Table 10).

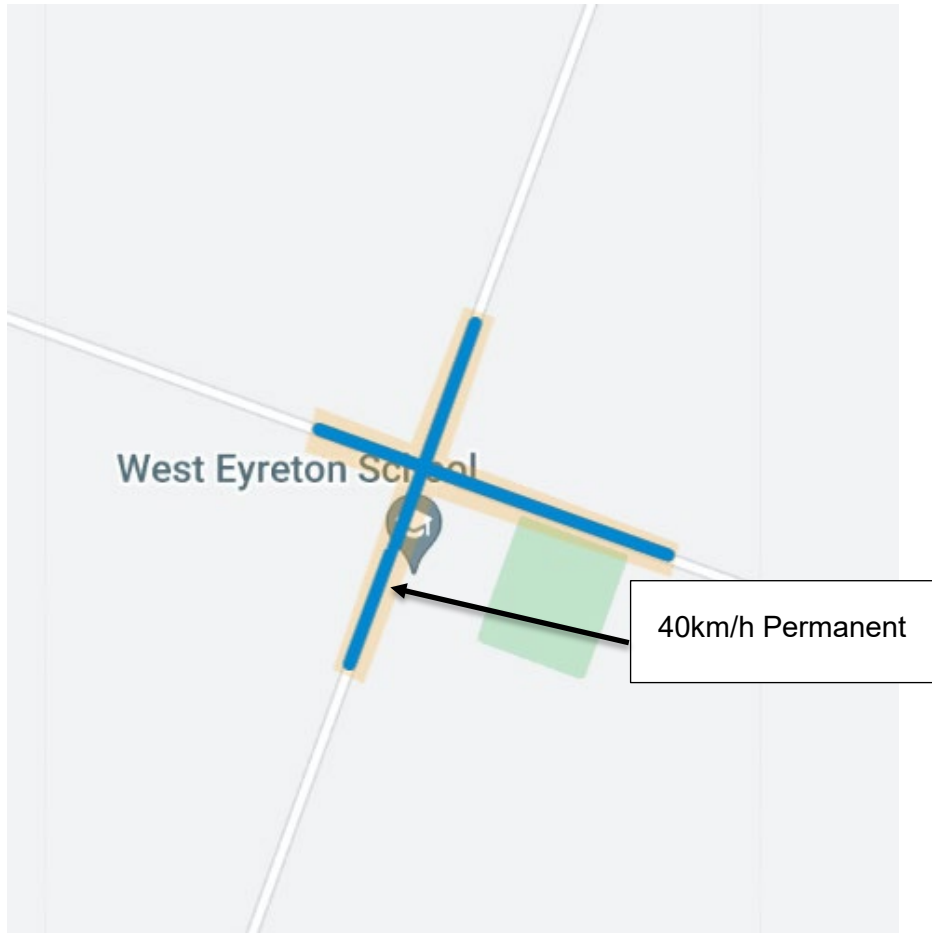


Figure 27. West Eyreton School zone (Table 10).

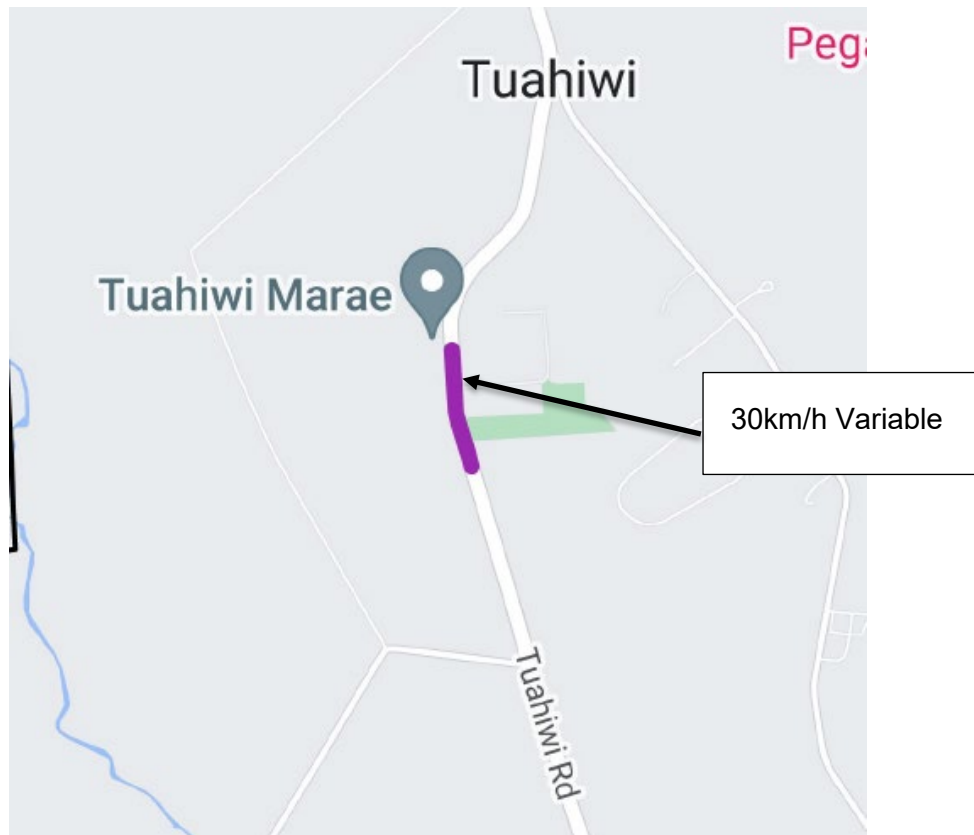


Figure 28. Tuahiwi School zone (Table 10).

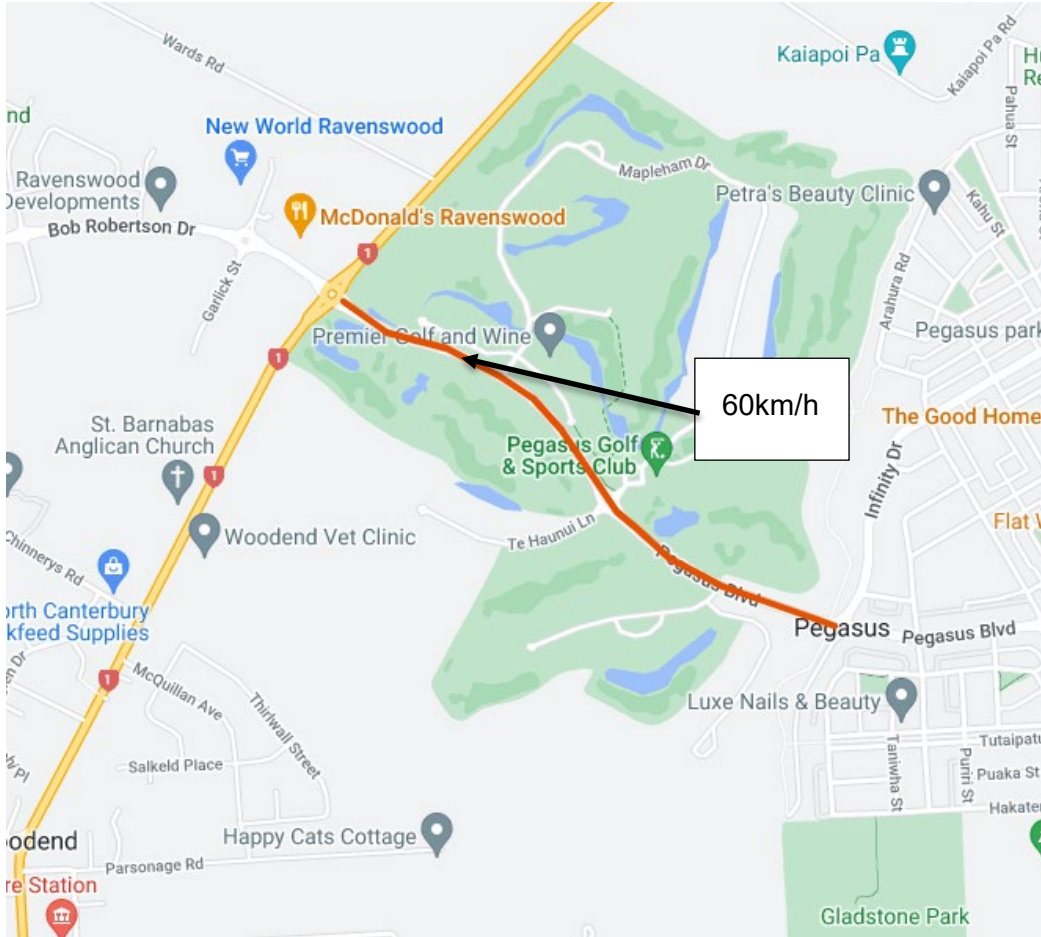


Figure 29. Pegasus urban area (Table 5).



Figure 30. Kaiapoi area (Table 4 and Table 6).

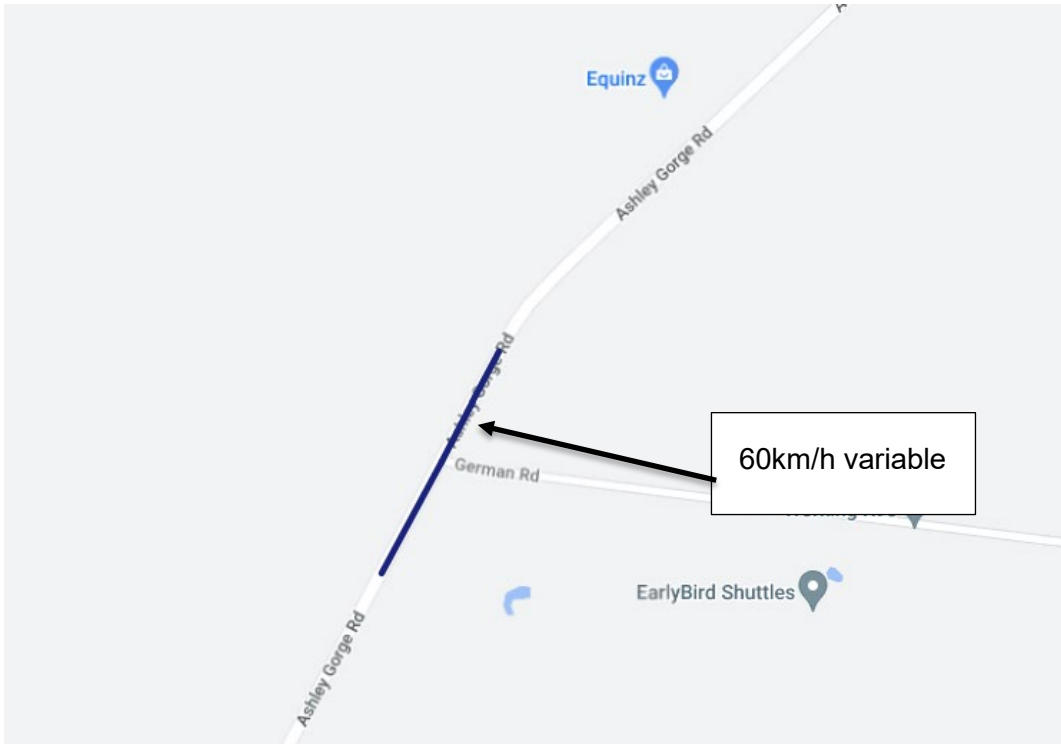


Figure 31. Ashley Gorge Road and German Road Intersection Speed Zone (Table 7).



Figure 32. Oxford Road and Tram Road Intersection Speed Zone (Table 7).

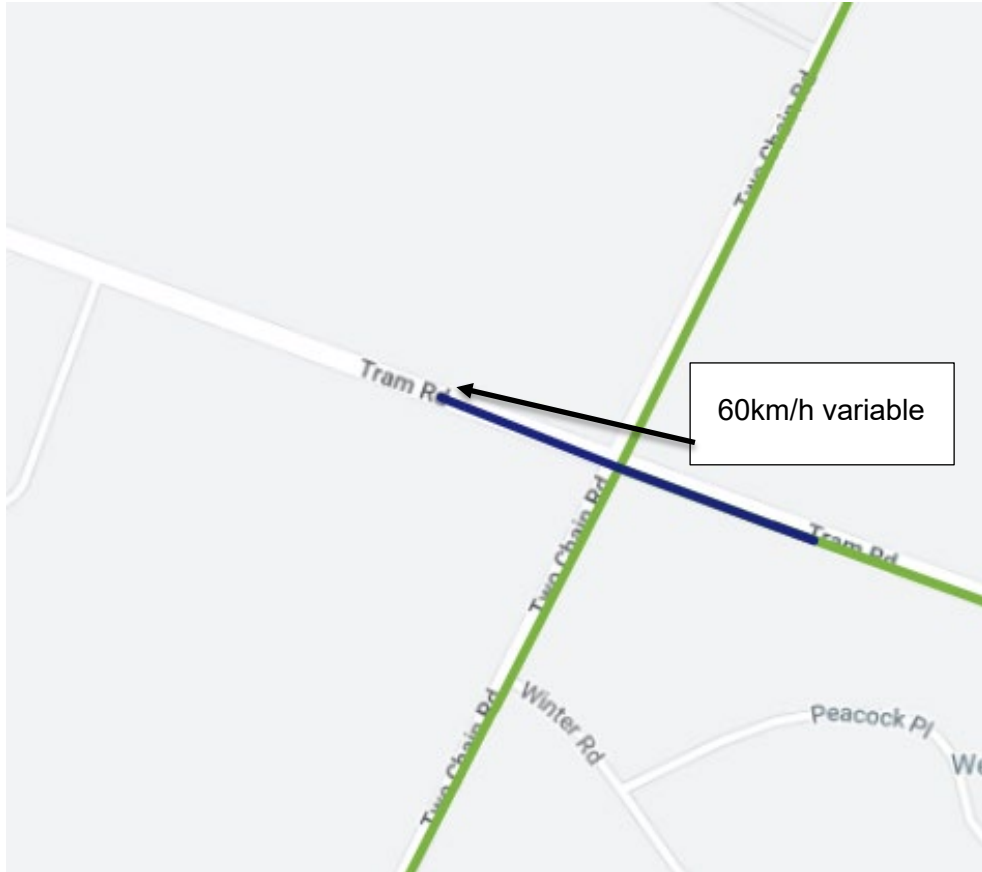


Figure 33. Tram Road and Two Chain Road Intersection Speed Zone (Table 7).

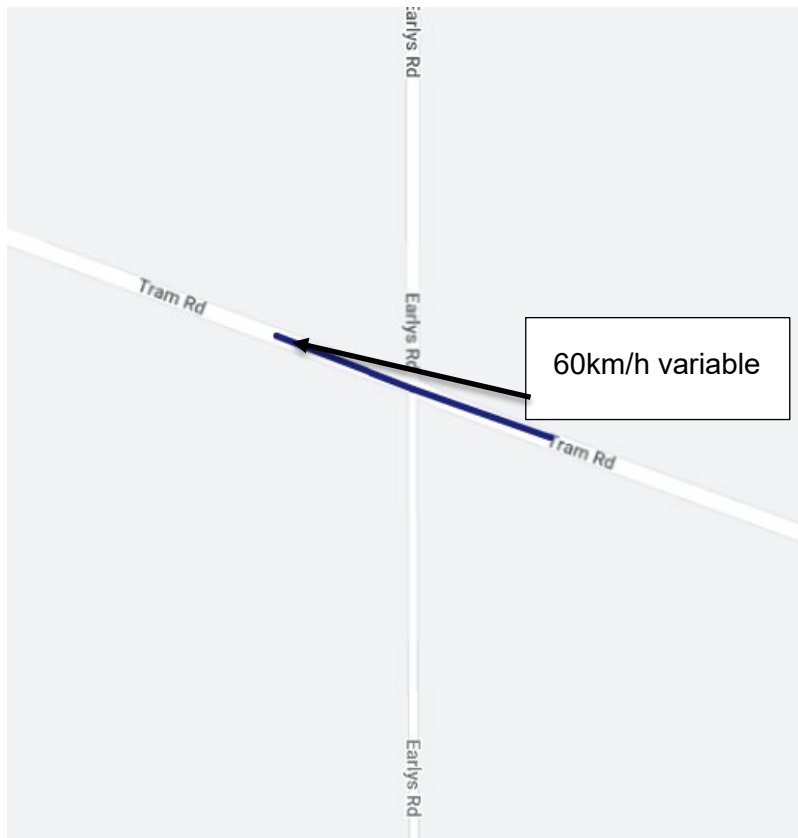


Figure 34. Tram Road and Earlys Road Intersection Speed Zone (Table 7).



Speed Management Plan 2023 Communications and Engagement Plan

Version 0.3 | Last updated 06 September 2023

Project Sponsor	Joanne McBride, Roading Manager	
Communications and Engagement Advisor	Karen Lindsay-Lees, Senior Communications and Engagement Advisor	
Project Lead	Allie Mace-Cochrane, Transportation Engineer	
Media Spokesperson	Joanne McBride, Roading Manager	
Trim Reference:	RDG-31-21 / 230210017625	
Budget	\$12900	GL:

Version	Notes	Author	Date
0.1	Initial Draft	Karen Lindsay-Lees	16/01/23
0.2	Additions and Changes	Project Control Group	25/04/23
0.3	Revision	Karen Lindsay-Lees	06/07/23
0.4			
1.0	Finalised & Adopted		

1. Project Background

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve how Councils plan for, consult on, and implement speed management changes by providing a more effective process to select and set speed limits, greater regional consistency, and alignment between parties throughout the process.

The Rule also supports New Zealand's road safety strategy, Road to Zero, by requiring Councils to use reasonable efforts to reduce speed limits around schools and involving Māori in the development of speed management plans.

Additionally, the Rule introduces a regional speed management planning approach, a new consultation process, and an independent Speed Management Committee to oversee the process. The Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 also support the Rule by outlining the requirements for registering speed limits in the National Speed Limit Register.

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve the speed management process by introducing a regional speed management planning approach on a three-year cycle that aligns with the National Land Transport Programme, bringing together infrastructure investment decisions and speed management decisions together.

The Rule also requires Councils to use reasonable efforts to reduce speed limits around all schools by 31 December 2027, with an interim target of 40% of schools by 30 June 2024.

Additionally, the Rule requires all territorial authorities to include their proposed speed limit changes and safety infrastructure treatments for the coming 10 years into speed management plans. It introduces a new consultation process that aligns with the regional land transport planning consultation process.

It also requires regional transport committees to coordinate input from Councils in their region and requires all speed limits (other than temporary speed limits) to be entered into a national register giving legal effect to all speed limits.

The Land Transport Rule: Setting of Speed Limits 2022 puts people, and the diverse ways in which they use roads and streets, at the centre of how speed limits are set and managed. This new framework aims to make the transport system safer and more efficient, saving lives, and reducing serious injuries while also improving health and accessibility for all road users.

The Council is taking an area-based approach to developing and implementing speed management plans, aligning with the National Land Transport Programme. The first Speed Management Plan will be a

combination of the interim (2023-2024) and 2024-2027 Speed Management Plans, as suggested by the Director of Land Transport. The focus of this plan is on T key areas where a more consistent approach to speed is needed, speed limits in town centres, Woodend urban area, north-eastern area of the district, and all of the school walking areas, as well as specific roads around Mandeville and Ohoka.

After public engagement, the plan will be adopted by the Council, and the changes will be implemented over a period of approximately four years. The Council then must submit a Speed Management Plan to the Director of Land Transport every three years after 2026.

This will be completed in stages, with Loburn, Ashley Gorge and Kaiapoi in 2027-2030, and Oxford, Cust, Rangiora and West Eyreton in 2030-2033. This approach allows for a more comprehensive and thorough process of speed management planning, while also taking into account the specific needs and concerns of the residents and road users in each area.

2. Key Milestones

The proposed timeline for the review process includes:

2022

December

- General speed management workshop

2023

February

- Community Boards (Speed limit review workshop)
- Council (Speed management workshop)

March

April

- Rangiora-Ashley and Woodend-Sefton Community Boards (Further speed management workshop)

May

June

- Council (Further speed management workshop)

July

- All Boards Briefing (Further speed management workshop)

August

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

September

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

October/November

- Report to Council (Approval to consult on the 2023-2027 Speed Management Plan)
- Public consultation

November/December

- Public hearing
- Report to Council (Adoption of 2023-2027 Speed Management Plan)

Future programme (Depending on future feedback from Community Boards and Council)

- NLTP 2: Loburn Valley and Ashley Gorge + Kaiapoi + Lees Valley
- NLTP 3: Rural south of Ashley River + Oxford + Rangiora

3. Communications Approach

Based on the IAP2's Public Participation Spectrum, the level of public engagement to be used is 'Inform' and 'Consult'.

INFORM and CONSULT	
Public Participation Goals	<p>Provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</p> <p>"We will keep you informed"</p> <p>To obtain public feedback on analysis, alternatives and/or decisions.</p> <p>"We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals"</p>

4. Communications Objectives

- The community and other stakeholders feel that they have been given an opportunity to contribute their feedback to the development of speed management plans for the District.
- Residents and road users are informed about and understand the requirements for speed management plans from a legal perspective and the inherent safety benefits of lower speed limits
- That the community are provided with sufficient information to have a good understanding of the evidence supporting the change.
- The community are given a range of opportunities to participate in this engagement and have their voices heard.

5. Risks and Mitigation

Communication Risk	Mitigation
<p>Backlash from members of the public who disagree with the speed management proposals, particularly on social media.</p>	<p>Closely monitor social media channels and use replies to encourage complainants to make a formal submission with their concerns.</p> <p>Correct incorrect information posted by residents if and as required.</p>
<p>Community views are polarised between wanting change, and status quo.</p>	<p>Clearly explain the rationale behind the proposal for change, outlining risks and benefits for both. Specifically, the legal requirements and the impact on all road users.</p>
<p>Community members do not read communication material or engage in the feedback process.</p>	<p>Use multiple communication tools to target key stakeholders. We will measure awareness as a key metric to quantify the reach of our engagement material.</p> <p>At all stages we will encourage members of the public to engage in the consultation process including presenting at hearings and/or making deputations to Council or Community Boards</p>
<p>People feel that their view is not taken into account because something different to what they want is implemented.</p>	<p>The final decision, rationale why, and benefits of the changes are explained following the adoption of speed management plans. Close the loop by sharing feedback received and decision-making process through Bang the Table and other channels.</p>
<p>Residents are not willing to engage with Council to discuss solutions.</p>	<p>Use face-to-face meetings and discussions where possible and ensure all opportunities to talk to Council are followed through.</p>
<p>Media portray the speed management planning process in a negative light.</p>	<p>Brief media about speed management before engagement begins and discuss with them key messages. Encourage them to engage with Waka Kotahi to understand the national aspect of the legislative changes.</p> <p>Share local stories and experiences that the media can use.</p> <p>Correct incorrect information if it arises.</p>

Public perception is that the engagement process isn't open and transparent – that decisions have already been made.	Share the decision making process clearly and concisely in the consultation material. Answer questions about the process promptly when raised across various media.
Public perception that the Council are doing too much or too little in the management of speed across the District.	Reiterate the decision-making process and rationale that supports the draft proposals in the consultation. Answer questions about the process promptly when raised across various media.

6. Audience and Stakeholders

Directly affected	<ul style="list-style-type: none"> • Residents in each area • Businesses • Road users • Schools • Bus operators • Environment Canterbury • Waka Kotahi • Emergency Services
Internal	<ul style="list-style-type: none"> • Customer Services • Community Boards • Mayor and Councillors • Management Team
Other Stakeholders	<ul style="list-style-type: none"> • Enterprise North Canterbury • Rangiora Promotions Association • Kaiapoi Promotions Association • Waimakariri MP Matt Doocey • Local media • WDC Facebook and Twitter Users • Walking Groups • Cycling Groups • Horse Riding Groups • WAG • Youth Council

7. Key Messages

- Speed Management Plans are part of the central government Road to Zero Strategy that aims to stop people being killed or injured on our roads.
- Reducing road speed will reduce the impact of road crashes and injuries. It will also provide a safer environment for all road users.
- Speed needs to be survivable. Even legal speeds can be dangerous. Lowering speed from 50kmh to 40kmh reduces chance of death from 80% to 30%.
- The number of people walking and cycling is increasing across the District. The Council's goal is to provide an accessible network of roads, paths, lanes and corridors so people of all ages and abilities can safely travel around the District.
- Safer roads contribute to improvements to health and wellbeing.
- Lower speed limits help to reduce emissions and help response to climate change.

8. Communications Channels

	Tactic	Who
Distribution of Consultation Document	Let's talk booklet with key messages, information about speed management plans and maps. Split into geographical areas with area specific feedback options. Limited printing in-house.	Comms & PCG
	Mail-out or email Community / Special Interest Groups. Link to e-copy + email, and invite to engagement event.	Comms & PCG
	Email e-copy consultation documents for schools and local businesses with link to Let's Talk page. Email with invite to relevant engagement event.	Comms & PCG
	Information display and copies of all documents at all Council Service Centres and Libraries. Pull-up banner and copies of consultation document.	Comms
Engagement	Maintain an updated stakeholder contact list.	PCG & Comms
	Personal contact with important stakeholders such as Utilities / Emergency Services	PCG
	Online videos asking for comment/questions – quick poll option	PCG
Advertising	Regular newspaper adverts through engagement period in the Northern Outlook / North Canterbury News /Oxford Observer / Woodend Woodpecker	Comms

	Radio advertising on Compass FM and on-air interviews with spokesperson.	Comms / Spokesperson
	Facebook Advertising Campaign – use of videos	Comms
Online Presence	Engagement page set up on Bang the Table. Ensure the page remains updated with progress. We will keep submitters up-to-date throughout the engagement period and close the loop when decisions are made	Comms
	News articles on Council website as required with links to the engagement page.	Comms
	Regular social media posts using the Council’s digital channels – use of videos as hooks	Comms
Media	Issue media releases as appropriate and pro-actively work with media as opportunities arise.	Comms
	In-person briefings with local media before the engagement opens and supply with graphics/photos.	Comms

9. Budget and Resources

Below is an outline of the communication tools that will be using during the engagement period.

Several assumptions are made in preparing this budget:

1. Primarily using internal resources for graphic design, photography, videography and engagement.
2. Advertising restricted largely to local media outlets.
3. Use of internal facilitators for engagement events.

Product	Notes	Who	When	Budgeted Cost
Advertising	Community Noticeboard in Northern Outlook and NC News	Comms	During engagement period	In-house
	Run of paper advertising – Kaiapoi Advocate, Oxford Observer and Woodend Woodpecker			\$1200 x 2
	Social Media			\$1000 x 2
	Radio			In-house
	Digital Screens			In-house
Document – Design & Print	Content development and FAQs	Comms/PCG	Feb/Mar July	In-house
	Graphic Design		Feb/Mar July	In-house
	Let's talk flyer to targeted residents		Feb/Mar July	\$4000 - \$7000
	Let's Talk Booklet and Feedback Form – Engagement		Feb/Mar July	In-house
Online presence	Bang the Table page		March August	In-house
	Latest news article		March	In-house

			August	
	Facebook/Twitter		March August	In-house
Engagement Events	Banners / Posters / Display Printing	Comms	March August	\$1500
TOTAL				\$12,900

Evaluation/Measures of Success

Outputs:

- Distribution of the Documents or Let's Talk Flyers
- Number and reach of advertisements
- Number of people reached through engagement events
- Number of media releases and responses to media enquiries
- Number and reach of social media postings
- Number and variety of stakeholder events
- Number of collaborative meetings with our partners

Outcomes:

- Feedback from our partners and key stakeholder on engagement during the engagement process
- Check with project sponsor on the quality of the submissions received, for example, did the feedback suggest people were well informed.
- Quantity of submissions received
- Number of people attending engagement events, including drop-ins
- Number of people attending the hearings
- Quantity and quality of comments and engagement on social media
- Volume and integrity of media coverage of the project, especially during the engagement phase

10. Debrief

For large engagements, a debrief should be held following that looks at:

1. What worked?
2. What didn't work?
3. How can we communicate the results of the process to our stakeholders and community?
4. How can we learn from this process?
5. Was this project good value for money?

Appendix A – Consultation Framework

When you think about the road you live on, what do you think about the current speed limit?

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about the roads that you commute on the most, what do you think about the current speed limit? *(please provide more information on the roads that you commute on)*

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about streets in our town centres, what do you think a speed limit of 30 km/h?

- It could be higher.
- It's the right speed.
- It could be lower.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31-22 / 230530079555

REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD

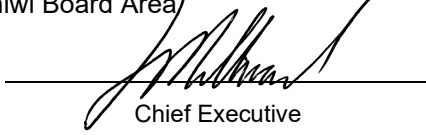
DATE OF MEETING: 18th September 2023

AUTHOR(S): Shane Binder, Senior Transportation Engineer
Allie Mace-Cochrane, Transportation Engineer
Joanne McBride, Roding & Transport Manager
Gerard Cleary, General Manager Utilities & Roding

SUBJECT: Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Kaiapoi-Tuahiwi Board Area

ENDORSED BY:
(for Reports to Council, Committees or Boards)


General Manager


Chief Executive

1. SUMMARY

- 1.1. The purpose of this report is to seek a recommendation to Council, from the Board, to consult on the 2023-2027 Waimakariri District Speed Management Plan (refer to Attachment i for detail).
- 1.2. In May 2022, *the Land Transport Rule: Setting of Speed Limits 2017* was revoked and replaced with the *Land Transport Rule: Setting of Speed Limits 2022*. This legislation changes the way which a Road Controlling Authority (RCA) sets speed limits on roads under its control and requires each RCA to develop and implement a Speed Management Plan.
- 1.3. The Director of Land Transport has advised that all road controlling authorities must develop, consult upon, and implement the Speed Management Plan for its area before the following dates:

Deadline	Date	Description
First deadline	5 October 2023	The final date for the publication of any consultation draft speed management plan
Second deadline	29 March 2024	The final date for submitting the final draft speed management plan for certification

- 1.4. An extension to this deadline may be sought from the Director of Land Transport, however this would impact the roll out of infrastructure to support safer speeds around schools in Waimakariri District.
- 1.5. As such, it is important that the Waimakariri District Council Speed Management Plan is in place in line with the timeframes as set out and to help inform the next Regional Land Transport Plan (RLTP) bid and the Long-Term Plan.
- 1.6. Not having a Speed Management Plan which aligns with planned infrastructure could result in funding for safety related projects not being approved in the next NLTP.

- 1.7. The recommended option is to approve consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027, and included are all the roads which have previously been workshopped with the Community Boards. These roads have been included following a risk-based assessment, consideration of service requests / petitions and a technical assessment against Waka Kotahi's Speed Management Guidelines. This is the staff recommendation.
- 1.8. Should there be a change in government following the election, the National Party's reported position on speed limit reductions is that they would not go ahead as currently required. For this reason, the Councillors' have requested that a 'bare minimum' option be provided by staff, which just addresses schools and a few other roads. This is not the recommended option.
- 1.9. The Speed Management Plan will outline how Council will manage speed across the authority area over the next 10 years, with a higher level of detail around 2024-27, being the first three years of the next National Land Transport Programme (NLTP).
- 1.10. Following discussion with elected members, a further option to phase the Speed Management Plan has been included within this report for consideration. This would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.

Attachments:

- i. 2023-2027 Speed Management Plan – Draft version with track changes and missing sections (TRIM No. 230731116010)
- ii. 2023-2027 Speed Management Plan – Staff recommended inclusions (TRIM No. 230731116028)
- iii. 2023-2027 Speed Management Plan – Other option inclusions (TRIM No. 230731116038)
- iv. Communications and Engagement Plan (TRIM No. 230210017625)

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 230530079555.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Council:

EITHER:

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads are within the Board's area;
- (c) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **Beach Road and Ferry Road** (refer to TRIM No. 230731116010 and 230731116038), **as shown in bold text in Table 3 and Table 8 below**. These roads are within the Board's area;
- (d) **Notes** that, staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (b) not endorsed by the Community Board,

noting that this is following the Central Government election and Council will have final approval on the consultation;

- (e) **Notes** that Recommendation (b) is considered to be the minimum which should be progressed, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to use reasonable efforts to set safe speed limits outside all schools by December 2027, with 40% of these needing to be undertaken by June 2024;

OR:

- (f) **Approves** consultation being carried out on the draft Waimakariri Speed Management Plan 2023-2027 including **all roads as recommended by staff** (refer to TRIM No. 230731116010 and 230731116028), and **as listed below in Tables 1 through to 8**. These roads are within the Board's area;

Table 1. Extents of school speed limits within the Board's ward area.

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Variable

Table 2. Proposed speed limits for the Kaiapoi town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Black Street – from Peraki Street to Raven Quay	50	30
Bowler Street – from Raven Quay to Hilton Street	50	30
Charles Street – from 20 m east of Jones Street to 20 m north of Davie Street	50	30
Hilton Street – from 20 m east of Bowler Street to Peraki Street	50	30
Raven Quay – from 50 m east of Rich Street to the end of the road to the east	50	30
Williams Street – from 20 m south of Fuller Street to 20 m south of Sewell Street	50	30

Table 3. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50
Old North Road – 20 m north of Dale Street to Williams Street	50	40

Table 4. Proposed speed limits for north of Tram Road/Ohoka area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Butchers Road – Christmas Road to Ohoka Road *OOB Boundary (partial extent)	100	60
Gardiners Road – Tram Road to end of formed road (unsealed) *OOB Boundary	100	60

Table 5. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Burgesses Road – Tram Road to South Eyre Road (part unsealed) *OOB Boundary	100	60
Elders Road – Burgesses Road to South Eyre Road	100	60

Table 6. Proposed speed limits for the south of South Eyre Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Harpers Road – South Eyre Road to end of formed road *OOCB Boundary	100	80
Heywards Road – South Eyre Road to Mabers Road	100	80
Heywards Road – Mabers Road to 300 m south of Tram Road	100	60
Baynons Road – Heywards Road to end of formed road	100	80
Madeleys Road – Heywards Road to end of formed road	100	80
Taylor's Road – Heywards Road to end of formed road (unsealed)	100	60
Mabers Road – South Eyre Road to end of formed road	100	60
Greigs Road – Tram Road to 24 Greigs Road (part unsealed)	100	60
Watts Road – Greigs Road to end of formed road	100	60

Table 7. Proposed speed limit for South Eyre Road.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
South Eyre Road – Tram Road to 50 m west of Diversion Road *OOCB Boundary	100	80

Table 8. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60
Lower Camside Road – Cam Road to end of formed road	100	60
Williams Street – 310 m north of Sovereign Boulevard to 140 m south of State Highway One	80	60
Mulcocks Road – Skewbridge Road to 50 m south of Lineside Road	100	80
Paisley Road - Mulcocks Road to end of formed road	100	60
Bramleys Road – 20 m southwest of Cox Road to Lineside Road	100	60

AND:

- (g) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school;
- (h) **Notes** that the Beach Grove development has been progressing on the northern side of Beach Road. Another collector road from this development will intersect Beach Road within the existing 70 km/h zone and therefore, to ensure safe operation of the intersection in its urban context, the speed limit needs to be reduced along Beach Road for the extents noted in Recommendation (c);
- (i) **Notes** that at the recommendation of the engineering report following a fatal crash on Beach Road, near the intersection of Ferry Road, a lower speed limit has been proposed and included in Recommendation (c). Both sections of Ferry Road have also been included in this recommendation, as they are unsealed, dead-end roads which intersect Beach Road and do not meet the minimum length requirement to retain a 100 km/h speed limit;
- (j) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council;
- (k) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines;
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (l) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads;
- (m) **Notes** that the full suite of proposed changes as put forward by staff and outlined in Recommendation (f) includes changes to speed limits in the following areas:
- i. North-eastern rural portion of the district (i.e., Sefton/Ashley),
 - ii. south-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside),
 - iii. Rangiora town centre,
 - iv. Kaiapoi town centre,
 - v. Oxford town centre,
 - vi. Sefton urban area
 - vii. Ashley urban area
 - viii. urban roads in Woodend, Pegasus, and Ravenswood,
 - ix. peri-urban roads in Waikuku and Waikuku Beach,
 - x. all school zones, and
 - xi. roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- (n) **Notes** that following Consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard;
- (o) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to Attachment (i) - TRIM No. 230731116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

3. **BACKGROUND**

- 3.1. Refer to Attachment i for background information on the Safe System Approach, Waka Kotahi's guiding principles for speed management, and the new legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2022*.
- 3.2. Initially, staff drafted an Interim Speed Management Plan to cover years 2023-2024 and a full Speed Management Plan to cover years 2024-2027. However due to timeframes and to prevent confusion for the Community, staff have combined these two plans into one, and as such this will cover the years 2023/24 as well as 2024-27 which is the next NLTP period.
- 3.3. The draft version of the Waimakariri District Speed Management Plan 2023-2027 is provided in Attachment i. This document provides a summary of speed management, policies and guidelines that speed management aligns with, a ten-year vision, and the implementation programme for the next four years. The information provided aligns with the requirements of the *Land Transport Rule: Setting of Speed Limits 2022*.
- 3.4. The proposals within the proposed programme which staff have put forward align with Council's principles, strategies and Community Outcomes. At a national level they align with the Government Policy Statement on Land Transport and Waka Kotahi's Guidance on setting "safe and appropriate" speeds.
- 3.5. Staff have proposed to take a staged approach to review speed limits over a ten-year period, utilising an area-based approach. This will ensure that there are consistent speed limits within an area, rather than being on an ad-hoc basis across the district if being completed using a road category approach. It also allows areas which carry the highest traffic volumes to be a focus.
- 3.6. The focus of 2023-2027 Speed Management Plan is as follows:
- North-eastern rural portion of the district (i.e., Sefton/Ashley)
 - South-eastern rural portion of the district (i.e., Swannanoa/Mandeville/Fernside)
 - Rangiora town centre
 - Kaiapoi town centre
 - Oxford town centre
 - Sefton peri-urban area
 - Ashley peri-urban area
 - Urban roads in Woodend, Pegasus, and Ravenswood
 - Peri-urban roads in Waikuku an Waikuku Beach
 - All school zones
 - Roads which have been overlooked in previous speed limit reviews or have been requested by the relevant Community Board.
- 3.7. Subsequent Speed Management Plans will focus on the areas listed below.
- North-western rural portion of the district (i.e., Loburn/Glentui) – 2027-2030.
 - Urban roads in Kaiapoi – 2027-2030.
 - South-western and western rural portion of the district (i.e., West Eyreton/Oxford) – 2030-2033.
 - Urban roads in Oxford – 2030-2033.
 - Urban roads in Rangiora – 2030-2033.
- 3.8. The *Land Transport Rule: Setting of Speed Limits 2022* sets out the process which an RCA must undertake to review a speed limit. This involves having regard to data provided by Waka Kotahi.
- 3.9. Staff have undertaken a technical review utilising the Waka Kotahi *Infrastructure Risk Rating Manual* and *Speed Management Guide: Road to Zero Edition*, to determine the safe and appropriate speed for each road section. The safe and appropriate speed is

determined from the road function under the One Network Framework (ONF) categorisation, which has replaced the One Network Road Classification system used previously. In the *Speed Management Guide*, a range of safe and appropriate speeds and criteria are provided for each ONF category, which staff then assessed against the specific road corridor. The safe and appropriate speed from the *Speed Management Guide* was then compared with the one provided in Waka Kotahi's database.

- 3.10. Regional collaboration has been carried out with Waka Kotahi and other RCA staff across Canterbury to understand and agree proposed approaches to speed management, to ensure consistency across the region. The agreed approach, where practicable, for the first iteration of the Speed Management Plan is as follows:

- 80 km/h on rural sealed roads.
- 60 km/h on rural unsealed roads.
- 40 km/h in urban and settlement areas.
- 30 km/h around schools, where not deemed a Category Two school.

This approach is intended to provide consistency for road users across the Waimakariri District and between adjacent Council jurisdictions. This should also provide consistency for drivers taking journeys across multiple Council jurisdictions within the Canterbury Region. The approach has been influenced by safe and appropriate speed information provided by Waka Kotahi; however, it has been adapted to suit local conditions.

- 3.11. The Draft Regional Speed Management Plan supports the principle of 40 km/h urban speed limits and 80 km/h rural speed limits. The 40 km/hr urban speed limit is proposed to be applied across a number of township / settlement local roads. It is noted that most RCAs are still formalising their full Speed Management Plans.
- 3.12. Where there is some misalignment between the safe and appropriate speed determined from the *Speed Management Guide*, and the one from Waka Kotahi's database, the RCA (in this case, Waimakariri District Council) needs to provide reasoning as to why that speed limit is being proposed. It is then up to the Director of Land Transport to decide whether the proposal and reasoning is suitable.
- 3.13. A Speed Management Plan can either be approved by the Director or returned to the RCA with comments. The RCA must make changes to the plan in alignment with the comments provided and resubmit to the Director. Once a plan is certified, the RCA can begin implementing the proposed speed limit changes.

4. ISSUES AND OPTIONS

- 4.1. The Director of Land Transport has advised that all road controlling authorities are required to develop, consult upon, and implement a Speed Management Plan for its area of responsibility before the following dates:
- First deadline: 5th October 2023 (final date for publication of any consultation draft speed management plan).
 - Second deadline: 29th March 2024 (final date for submitting the final speed management plan for certification).
- 4.2. Staff have undertaken workshops about setting speed limits during 2022-2023 and have presented information on the technical process around setting of speed limits and national guidance. Feedback provided in these workshops has been taken into consideration.
- 4.3. Following a meeting with elected members, staff were requested to include, for consideration, a further option to phase the Speed Management Plan to first focus on schools only. This option has been included within this report. The option put forward by elected members would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024.

- 4.4. Staff have been working alongside Waka Kotahi to determine suitable speed limit types for all the school zones within the district (i.e., permanent or variable). Where these school speed limits are proposed on roads which are not considered high volume/collector roads, a permanent speed limit is considered to be the most appropriate. This is because they align with the safe and appropriate speeds for those roads, and so would likely be reviewed and reduced in the future.
- 4.5. In addition, the cost of installing electronic variable speed limit signs outside of all schools would be substantial and has not been allowed for in Annual Plan or Long-Term Plan funding. It should also be noted that while co-funding is being sought from Waka Kotahi signage and markings associated with the school zone, this would not be sufficient to cover the cost of electronic variable speed limit signage outside of all schools within the district.
- 4.6. Where an RCA is proposing speed limits which do not align with the safe and appropriate speed limit deemed by Waka Kotahi, they must provide a reason. The Director of Land Transport then decides whether this reasoning is suitable. If it is deemed inadequate, then the Speed Management Plan will be returned with comments. The RCA must have regard to these comments and make amendments to the Speed Management Plan, which can then go back to the Director for approval. Failure to give effect to these comments will result in the RCA having an unapproved plan, which cannot be enacted. This is also likely to affect the ability of the RCA to seek co-funding shares for works associated with speed management.
- 4.7. The south-eastern portion of the district has become a focus due to development and the high (and increasing) volumes of traffic which use some of the roads in this area. South Eyre Road is also considered within Waka Kotahi's high benefit speed management areas, which they suggest should be addressed as soon as possible.
- 4.8. Increased commercial and multi-modal activity within the Kaiapoi town centre has increased the likelihood of conflicts between motor vehicles and alternative modes of transport. In order to support the street frontage activity and ensure a safe environment for all, a 30 km/h speed limit is proposed in this area. This is a safe system speed, where pedestrians and cyclists have the greatest chance of survival if involved in a crash.
- 4.9. The rezoning of land on the northern side of Beach Road to urban residential means that the Urban Traffic Area (UTA) needs to be extended along Beach Road to incorporate the main access road to the Beach Grove development.
- 4.10. The following options are available to the Kaiapoi-Tuahiwi Community Board:
- 4.11. Option One: Recommend to the Council that consultation is undertaken on all of the roads listed in this report.
- 4.11.1. This option involves the Kaiapoi-Tuahiwi Community Board recommending to the Council that Recommendation (b) is approved, allowing consultation on all of the roads listed in this report and the related draft Speed Management Plan (refer to Attachment i and ii).
- 4.11.2. This is the recommended option because it enables the community and key stakeholders to provide feedback on whether a changed speed limit would be suitable for these roads. It also ensures the RCA is fulfilling its duty under the *Land Transport Rule: Setting of Speed Limits 2022* for setting safe and appropriate speeds on local roads and providing this information to the public.
- 4.11.3. This option is supported by staff, as it follows technical guidance and national best practice, and allows the community to provide feedback on all roads that have been considered.

- 4.12. Option Two: Recommend to the Council that consultation is undertaken on the 'bare' minimum number of roads listed in this report.
- 4.12.1. This option involves the Kaiapoi-Tuahivi Community Board recommending to the Council that Recommendation (c) is approved for public consultation and is considered to be the minimum which should be progressed.
- 4.12.2. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of all schools by December 2027. Therefore, the Council, as an RCA, will be required to meet the requirements of this legislation.
- 4.12.3. This is not the recommended option because it only addresses speed limits outside of schools and does not address other high-risk roads and areas where specific concerns have been raised by the Community. As such it does not cover the higher speed rural roads, where deaths and serious injuries are more likely due to the increased impact forces in a crash. It also does not address town centres, nor does it align with the general principles of New Zealand's Road Safety Strategy, Road to Zero.
- 4.12.4. If this option is chosen the Council could wait for the conclusion of the New Zealand General elections and then make a decision about whether to progress with consultation on the remainder of the staff recommended speed limit changes in early 2024.
- 4.13. Option Three: Recommend to the Council that consultation is not undertaken on any of the roads listed in this report.
- 4.13.1. The Kaiapoi-Tuahivi Community Board may choose to recommend that the Council does not approve consultation occurring on the speed limits proposed within this report.
- 4.13.2. This is not the recommended option because all Road Controlling Authorities are required to develop and implement a Speed Management Plan which outlines how speed will be managed across the authority's area over the next 10 years. This plan also supports any funding bids to Waka Kotahi through the NLTP.
- 4.13.3. The *Land Transport Rule: Setting of Speed Limits 2022* specifically legislates the setting of safe speed limits outside of schools by December 2027. Therefore, the Council, as a RCA, will be in breach of this legislation if any speed limits relevant to the school zones are removed.
- 4.14. Implications for Community Wellbeing
- 4.14.1. There are implications on community wellbeing by the issues and options that are the subject matter of this report.
- 4.14.2. As such, community feedback will be sought on the matters detailed in this report. This will be consolidated and brought to the Hearings Panel deliberations, enabling it to be considered alongside other hearing submissions.
- 4.15. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

- 5.1.1. Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report.
- 5.1.2. Engagement with Te Ngāi Tūāhuriri hapū will be progressed following the approval of this report.

5.2. **Groups and Organisations**

- 5.2.1. There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.
- 5.2.2. Key stakeholder engagement will be carried out alongside the public engagement. The relevant groups and organisations are listed below.
- Te Whata Ora (formerly the Canterbury District Health Board)
 - Environment Canterbury
 - Fire and Emergency New Zealand
 - The New Zealand Police
 - New Zealand Automobile Association
 - New Zealand Trucking Association
 - Road Transport Association
 - Road Transport Forum
 - Waka Kotahi
 - Waimakariri District schools
 - Youth Council
 - Waimakariri Access Group
- 5.2.3. The feedback from the engagement with the key stakeholders will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside the other hearing submissions.

5.3. **Wider Community**

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report.
- 5.3.2. All public engagement will be undertaken in accordance with the Communications and Engagement Plan (refer to Attachment iv for detail).
- 5.3.3. If an area wide speed limit review is undertaken, the public will be asked to provide feedback on speed limits across an area, rather than on individual roads. However, consideration will be given to feedback received for specific roads. The public will also be asked to respond to generic questions around the topic of speed, speed limits, and speed management, to allow staff to start formulating data on public perceptions.
- 5.3.4. The feedback from the engagement with the community will be consolidated and brought to the Hearings Panel deliberations. This will be considered alongside other hearing submissions.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

- 6.1.1. There are financial implications of the decisions sought by this report and this budget is included in the Annual Plan/Long Term Plan.
- 6.1.2. There is a cost associated with undertaking consultation; however, there is adequate budget available through existing Roading budgets.
- 6.1.3. The majority of the cost associated with changing speed limits is in signage. This has been estimated to cost \$100,000 annually (2024-2027), noting that there is separate budget for signage in the Tram Road area. Budget is included in the Minor Safety Programme for Speed Management and staff will seek co-funding from Waka Kotahi as part of the 2024-2027 National Land Transport Programme (NLTP).
- 6.1.4. Budget of \$690,000 for the school speed limit changes has been approved in the 2023/24 Annual Plan, alongside co-funding from Waka Kotahi and as such is only

available this financial year. Should this allocation from Waka Kotahi not be spent, it does not carry-over into the 2024-2027 NLTP, and as such, additional funding would need to be sought.

- 6.1.5. It is also noted that variable speed signage has only been budgeted for outside some schools, where the frontage is on high volume road or traffic count data suggests compliance will be poor. Generally permanent signs have been allowed on quieter side roads. Increasing the number of variable speed limit signs will exceed the budget available, and extra funding for both the installation and ongoing operation / maintenance of these signs would be required to achieve this.

6.2. Sustainability and Climate Change Impacts

- 6.2.1. The recommendations in this report do have sustainability and/or climate change impacts.
- 6.2.2. Whilst not the reason for reviewing and reducing speed limits, emissions are reduced by travelling consistently at lower speeds, reducing speed changes, which contribute the highest emissions from vehicles.
- 6.2.3. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in lower-emissions modes of transport, such as walking, cycling, and horse-riding.

6.3. Risk Management

- 6.3.1. There are risks arising from the adoption/implementation of the recommendations in this report.
- 6.3.2. Some of the proposed speed limit changes are on ward area boundaries. There is therefore a risk of one board approving community engagement being undertaken on a road and the other board not approving it. As this report is seeking a recommendation from the Community Board for Council, this risk can be mitigated, as Council will have the final decision-making power. Where there is disagreement between boards for roads on the Board boundary, staff will ensure this is highlighted to the Council when it is being considered.
- 6.3.3. There is a risk that lower speeds will not be supported by road users. Ongoing education about the social cost of crashes and the positive benefits from lower speeds will be required.
- 6.3.4. There is a reputational risk for the Council if they decide to proceed with consultation on schools only. It is possible that the community may perceive this consultation as the Council not prioritising road safety. There is also a risk that co-funding from Waka Kotahi may not be allocated for Safety related projects if they are not included within a Speed Management Plan.
- 6.3.5. If there is a delay in going out for consultation on the Speed Management Plan, there is a risk that Council may not be able to spend all of the co-funded budget from Waka Kotahi for school speed zones that is currently approved in the 2023/24 year. This funding does not carry-over into the 2024-2027 NLTP, and therefore, will result in a loss of funding. There is an opportunity to reapply for it in the 2024-2027 NLTP; however, it is not guaranteed that funding will be available.

- 6.4. **Health and Safety** There are health and safety risks arising from the adoption/implementation of the recommendations in this report. A reduction in speed can reduce the impact of a crash.

- 6.4.2. Any reductions in speed limit, if approved, are expected to reduce the risk of death or serious injury resulting from crashes.

7. **CONTEXT**

7.1. **Consistency with Policy**

7.1.1. This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

7.2.1. The *Local Government Act 2002* and *Land Transport Rule: Setting of Speed Limits 2022* outlines the responsibility of the RCA. Furthermore, it is required that the speed limits associated with the Speed Management Plan and the Speed Management Plan itself, are approved by the Director of Land Transport before any changes to posted speed limits can be made.

Speed limits must be updated in the National Speed Limit Register (NSLR).

7.3. **Consistency with Community Outcomes**

7.3.1. The Council's community outcomes are relevant to the actions arising from recommendations in this report.

There is a safe environment for all.

- Harm to people from natural and man-made hazards is minimised.
- Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.

Transport is accessible, convenient, reliable, and sustainable.

- The standard of our District's roads is keeping pace with increasing traffic numbers.

7.4. **Authorising Delegations**

7.4.1. The Community Board are responsible for considering any matters of interest or concern within their ward area, as per Part 3 of the Waimakariri District Council *Delegations Manual*.

7.4.2. The Council are responsible for approving the Speed Management Plan which is to be sent to Waka Kotahi seeking certification from the Director of Land Transport.



Speed Management Plan

2023-2027

Roading | May 2023



Contents

Contents	1	Speed Monitoring and Measures	13
Introduction	2	Speed Management Infrastructure	13
Background	2	Speed Limits in Future Development....	14
Road to Zero Vision	3	Four-Year Implementation	
A Safe System	3	Programme	15
Waimakariri District Road Network.....	5	Speed Limits.....	15
Waimakariri District Crash Statistics.....	5	Speed Limits Around Schools.....	15
Previous Speed Reviews and Service		Safety Infrastructure	15
Request History	7	References	16
Development of the Plan	8	Appendix A – Policies, Strategies	
Council’s Role in Setting Speed Limits... 8		and Guidelines	17
Guiding Values.....	8	Appendix B – Urban Development	
Canterbury Regional Approach	9	Extents	19
Ten-Year Vision	12	Appendix C – Safe and	
Council Objectives	12	Appropriate Speed Alignment	20
One Network Framework	12	Appendix D – Speed Limit Extent	
Strategic Alignment	13	Maps	21
Network Approach to Speed Management	13		

Introduction

The Waimakariri District has a widespread network of both urban and rural roads. These are utilised by people using many modes of transport, and it is important that these are catered for safely to achieve the Council's Community Outcomes.

Developing a Speed Management Plan is a new requirement, given effect to by the *Land Transport Rule: Setting of Speed Limits 2022*. The intention of the plan is to make every road within the district as safe as possible, considering road function, design, and use, whilst maintaining efficiencies across the network. It also aims to provide consistent speeds across the district's road network and into neighbouring Councils' jurisdictions.

All road controlling authorities are required to have addressed speeds outside of all schools by June 2027, and as such, is one of the main focuses of this iteration of the Waimakariri District Speed Management Plan. There are also proposals in the north-eastern and south-eastern portions of the districts, as we work towards addressing our rural areas.

The *Land Transport Rule: Setting of Speed Limits 2022* requires community consultation to occur on the plan, hence, this Waimakariri District Speed Management Plan for the 2023-2027 years is in draft form.

We look forward to hearing and receiving community responses towards the proposed approach to speed management throughout the district for the next few years.

Insert Signature (To be signed by the Mayor, CE, or GM U&R)

Background

Road to Zero Vision

New Zealand has a vision of zero deaths and serious injuries on its roads. A vision where everyone, whether they are walking, cycling, driving, motorcycling, or taking public transport, can get to where they are going safely.

Waimakariri District Council is working together with Waka Kotahi, other local road controlling authorities (RCA), and the community to work towards this vision and to implement New Zealand's Road Safety Strategy.

A Safe System

Road to Zero aims to strengthen our road system and uses the safe system approach which recognises that people make mistakes and are vulnerable to the forces involved in a crash. The intention of creating a safe system is to reduce the consequences faced by individuals for making mistakes. The approach focuses on four key areas; safe roads, safe speeds, safe people, and safe vehicles.

Vehicle speed has a major influence on the impacts of a crash; it limits a driver's ability to perceive or react and worsens the level of trauma to all road users involved.

The intention of the Speed Management Plan (SMP) is to outline how Council will manage speed on the local road network. This is because research has shown that the speed of travel leading up to a crash directly impacts on both the likelihood and severity of a crash (Austroads, 2021). Therefore, by reducing speed on the road network, the likelihood of deaths and serious injuries can be reduced.

At lower speeds, an individual has more time to recognise a hazard and respond to it, either by slowing the vehicle to reduce crash speed or by avoiding the hazard completely (Austroads, 2021). Shown in Figure 1 are the distances it takes for an individual to react and brake at various speeds, during dry conditions.

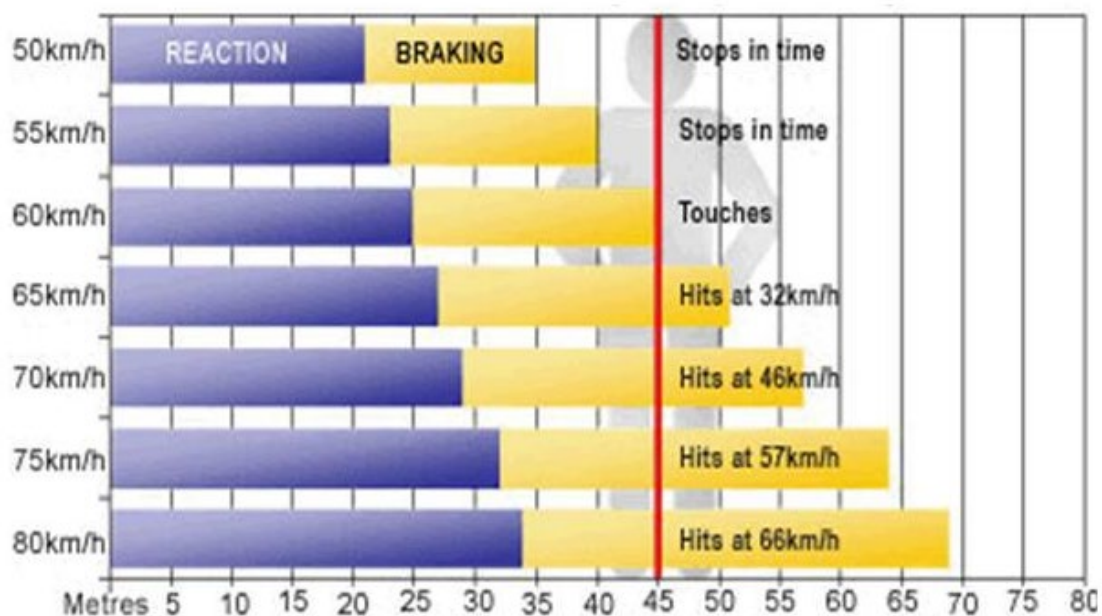


Figure 1. Reaction distance, braking distance, and impact speeds of vehicles travelling at different speeds in dry conditions (Waka Kotahi).

A reduction in crash speed results in a reduction of energy involved in a crash, resulting in a reduced severity of injuries. Figure 2 shows safe system speeds for different crash types, noting that speeds greater than what is indicated drastically increases the risk of death. This point is highlighted in Figure 3 for crashes with pedestrians, where the risk of death for the pedestrian increases by 70% if the crash occurs at 50 km/h, rather than 30 km/h.



Figure 2. Survivable speeds for different crash type (Global Road Safety Facility, 2023).

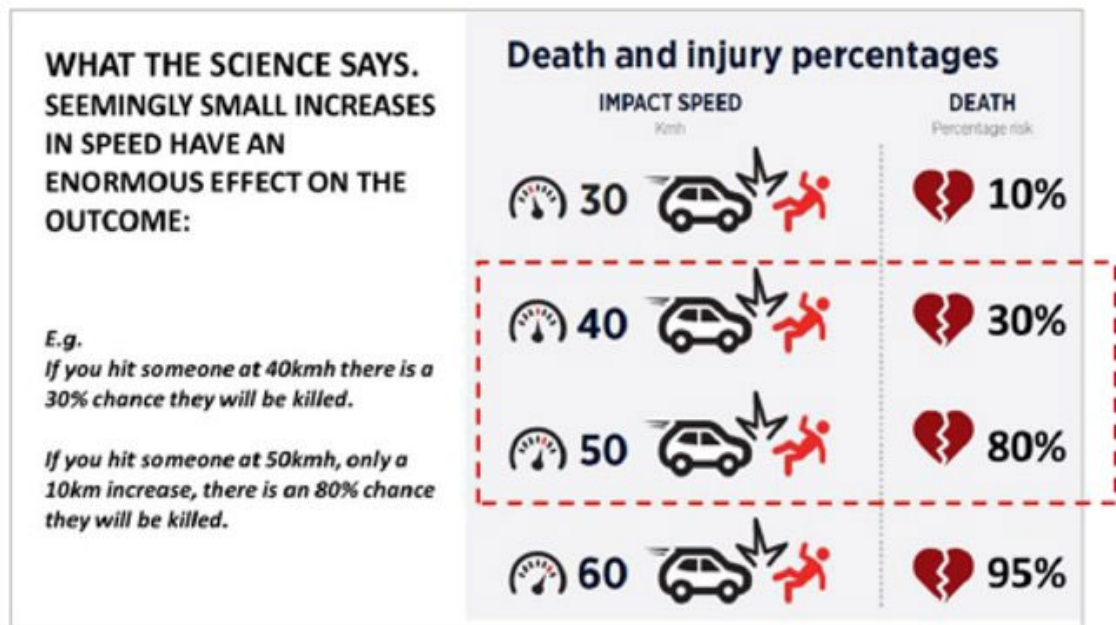


Figure 3. Likelihood of death for pedestrians hit at different vehicle speeds (Auckland Transport, 2022).

Historically, speed limits in New Zealand were set using default maximum values; 50 km/h for urban areas and 100 km/h for rural areas. These default speed limits originated from vehicle engine performance instead of user safety. This process did not consider the factors which might affect the roads function such as traffic volume, road surface, hazards outside of the live traffic, etc. or acknowledge that each road corridor is unique, and as such, these speed limits are no longer applicable when considering a safe system. It is prudent for Council to consider these factors to ensure a safe and appropriate speed limit can be set on its roading network. Refer to Waka Kotahi's *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/>) for more information on which factors are considered when determining the safe and appropriate speed.

Overall, managing the inter-relationship between speed, road infrastructure design, and vehicle safety is central to the safe system approach. However, it is acknowledged that individuals need to be able

to move through the transport system as efficiently as possible. As such, speed management considers both the function of a road within the transport network, and how the road is designed, managed and used. This improves the safety of main transport routes and encourages safer alternative mode use in neighbourhood areas.

Waimakariri District Road Network

The Waimakariri District's road network contains 1,625 km of sealed roads, with 586 km unsealed. These are utilised by many modes of transport, including agricultural vehicles, heavy vehicles, personal motor vehicles, pedestrians, equestrians, and cyclists.

The large extent of rural roads, across generally flat Canterbury Plains, means that there is an issue with high vehicle speeds within the district. Further to this, with a generally grid-like road network, there are a high number of intersections and adherence to intersection controls can be poor. As such, Waimakariri has a high representation of run-off road midblock and, to a lesser extent, intersection crashes.

There has also been a significant amount of development occurring on the eastern side of the district, since the Canterbury earthquakes, which has brought an increase in population growth and corresponding traffic volumes, resulting in substantially more traffic within the town centres, changing land use with urban development, and roads which were previously rural, becoming part of the urban network. The district is also seeing an increase in the number of non-motorised modes of transport being utilised (e.g., walking, cycling, scootering, etc.) and this is likely to continue as more dedicated facilities are installed

Waimakariri District Crash Statistics

Waka Kotahi's Crash Analysis System (CAS) is used to obtain data relating to crash history throughout the district. A review of CAS for the past ten years (2012-2022) indicates that there have been 2005 crashes on Council's local road network, excluding State Highways. Shown in Figure 4 are the numbers of crashes for each severity type during this ten-year period. It should be noted that the Covid-19 pandemic has likely resulted in the downwards trend of crashes since 2020, due to a reduced number of vehicles on the road through lockdowns and more individuals working from home.

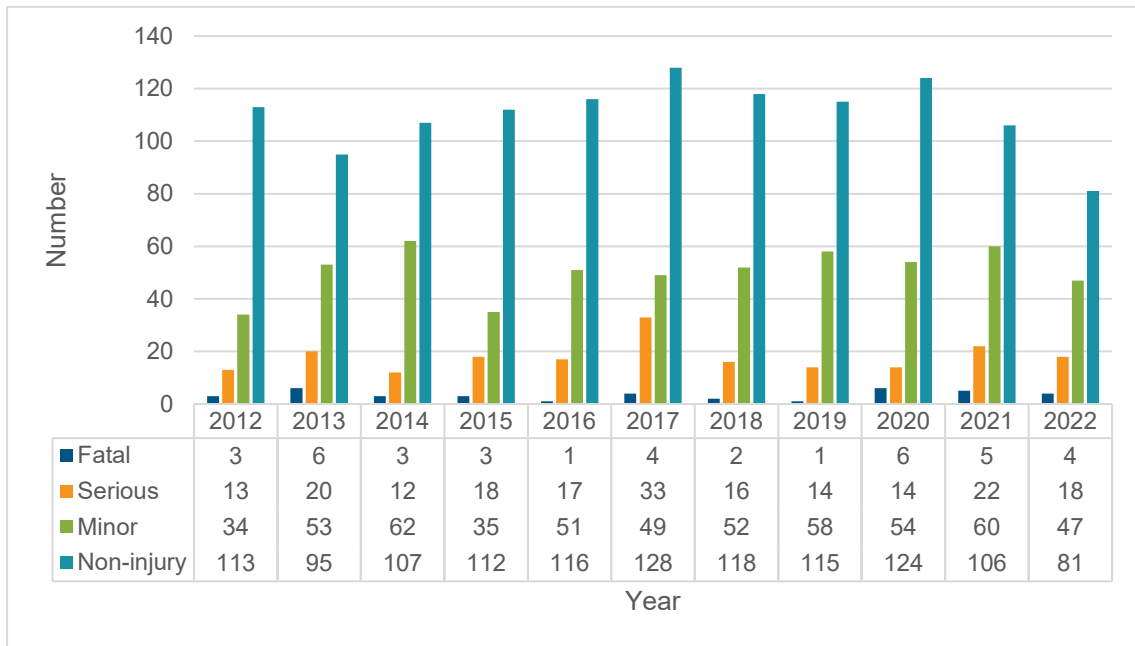


Figure 4. Ten-year crash data for the Waimakariri District.

Further analysis of this data indicates that fatal and serious injury crashes are overrepresented on the rural road network, as is shown in Figure 5. This is due to the higher speeds and speed limits on these roads, which signals that a reduction in speed limit is required to reduce these crashes. Furthermore, there is a misconception that poor adherence to intersection controls is a significant contributor to crashes within the district; however, Figure 5 shows a higher proportion of fatal and serious injury crashes have occurred along roads distant from an intersection (the midblock) since 2012.

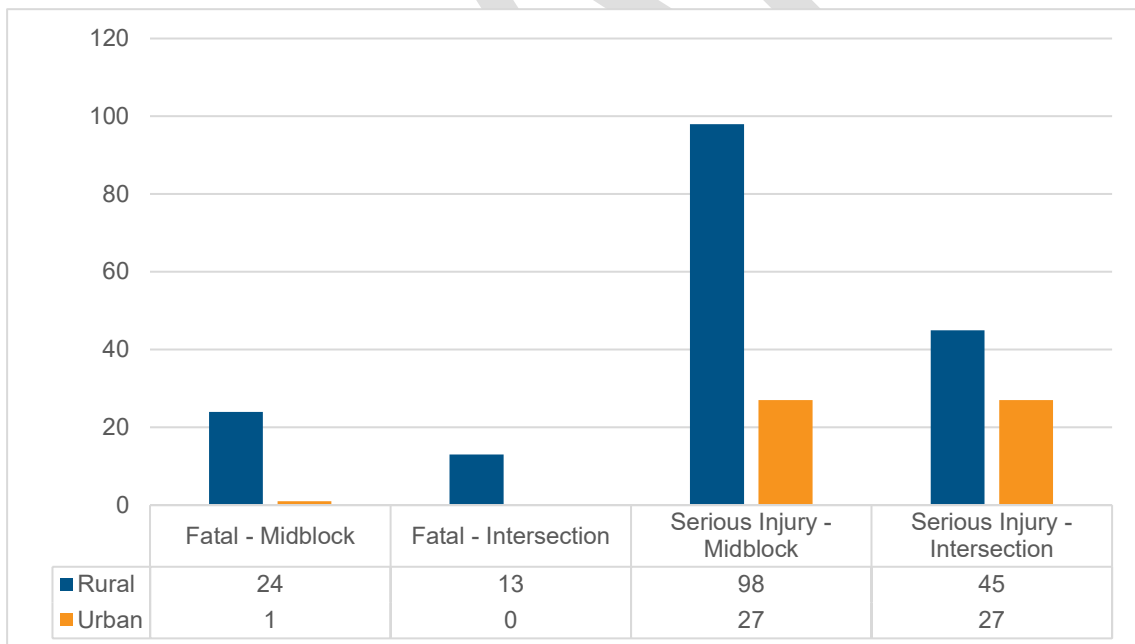


Figure 5. Deaths and serious injuries on rural and urban roads and intersections (2012-2022).

In the CAS database, only speed in excess of the posted speed limit is recorded as a causative factor. This does not consider whether travelling at or below the posted speed limit impacted the outcome of a crash. Therefore, staff have undertaken an analysis of crash data from 2017 to 2022 (5-year period) to assess where speed was a possible factor or highly likely factor in the fatal and serious crashes during that period. This is shown in Figure 6.

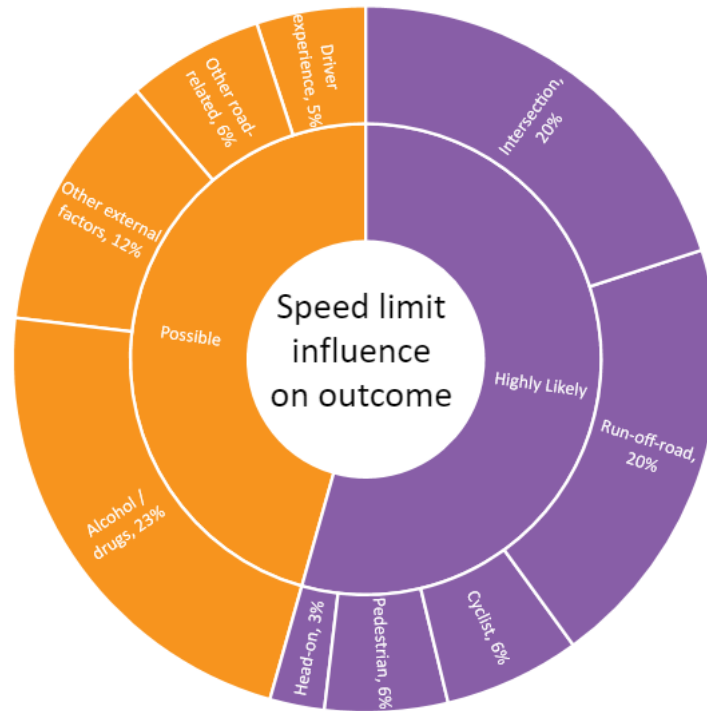


Figure 6. Staff assessment of five-year (2017-2022) crash data where the speed limit influenced the outcome.

Previous Speed Reviews and Service Request History

In recent years, Council have been undertaking more frequent speed limit reviews and as a result implementing lower speed limits. These have generally been in isolated areas throughout the district, with the most recent review in 2021 focusing on town entrances, a small portion of Tram Road and its adjacent roads, Cust, unsealed roads in Oxford, and unsealed roads in Tuahiwi.

Council receives a wide variety of transport-related service requests from residents and other road network users; however, the greatest number received since February 2021 were speed limit related requests. Furthermore, speed limit related service requests, where the community have requested lower speed limits, have significantly increased since 2019. This is shown in Figure 7.

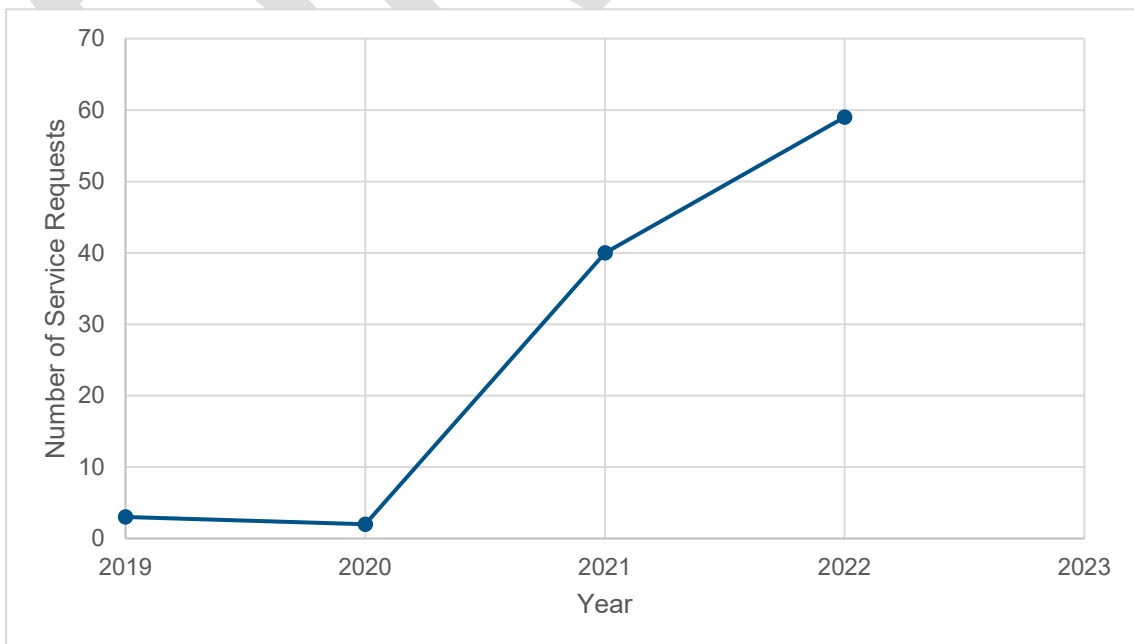


Figure 7. Speed limit related service request history (2019-2022).

Development of the Plan

Council's Role in Setting Speed Limits

The *Land Transport Act 1998*, *Land Transport Management Act 2003*, and *Land Transport Rule: Setting of Speed Limits 2022* (the *Rule*) set out the obligations and requirements of all Road Controlling Authorities (RCAs), for setting speed limits. There are two methods for setting speed limits, either via a SMP or through the Director of Land Transport's approval.

The *Rule* aims to bring a more consistent approach to setting speed limits across an RCA's network and the regional network, and also brings greater focus towards setting safe speed limits outside of schools. In particular, the rule states that 40% of schools must have a safe speed limit on their surrounding roads by June 2024, with all schools completed by June 2027.

Guiding Values

National Principles

Government Policy Statement on Land Transport

The *Government Policy Statement on Land Transport 2021/22 – 2030/31* identifies five key outcomes to improve people's wellbeing and the liveability of places. These are shown in Figure 8. Considering these outcomes derives four priority areas; safety, better travel options, climate change, and improving freight connections. The identified priority areas are then used to determine the funding direction across the transport network.

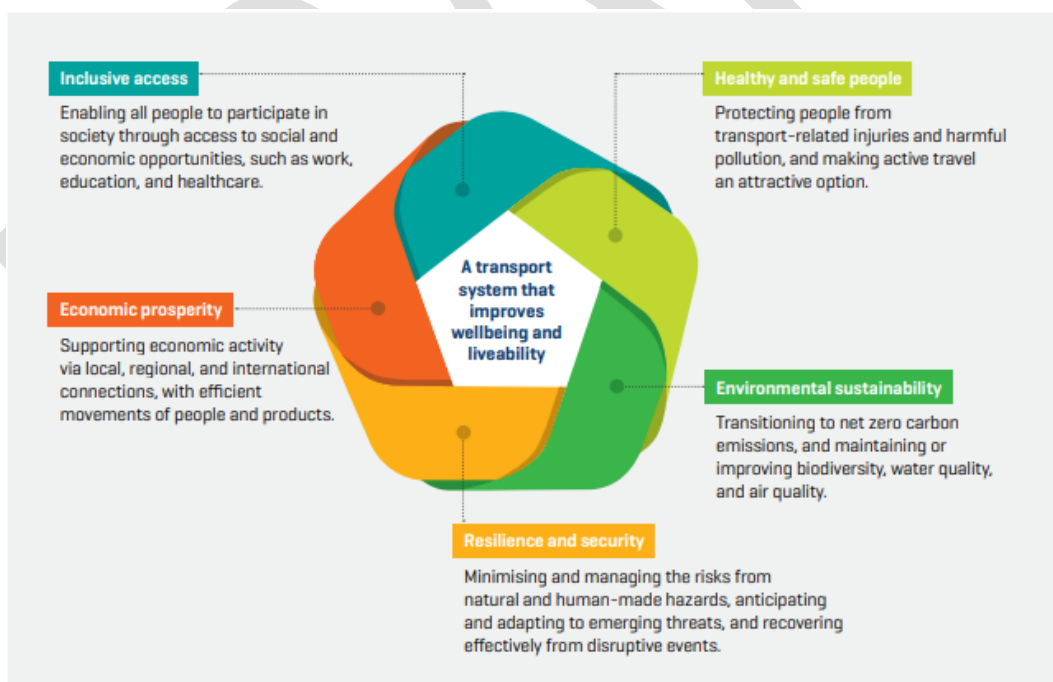


Figure 8. Transport outcomes framework (Ministry of Transport, 2021).

The strategic priority of safety, where the intention is to develop a transport network where no one is killed or seriously injured, aligns directly with the SMP process, and provides funding through the Road to Zero Programme. Whilst this focuses mainly on the 'healthy and safe people' outcome in the above figure, it also aids inclusive access, economic prosperity, and resilience and security.

The proposed indicators that the New Zealand Government is using for determining the success of the Road to Zero programme are listed below.

- The percentage of local road networks which have been modified to align with the safe and appropriate speed.
- The percentage of the urban network with a speed limit of 40 km/h or less.

Road to Zero Strategy and Action Plan

Road to Zero is New Zealand’s road safety strategy for 2020 – 2030. The overall vision is ‘a New Zealand where no one is killed or seriously injured in road crashes’, with this being supported by the five key focus areas of system management, infrastructure improvements and speed management, vehicle safety, work-related road safety, and road user choices.

This is based on the Vision Zero approach, which has been adopted by many countries worldwide and acknowledges that people make mistakes, but these mistakes should not result in people being killed. Speed inherently plays a role in the outcome of a crash, and as such, speed management and this Speed Management Plan (SMP) plays a part in achieving the goals set-out in this Road to Zero strategy.

Ultimately, the overarching goal of this strategy is to have a reduction of 40% in deaths and serious injuries resulting from road crashes by 2030.

Principles for Speed Management

Waka Kotahi’s national principles for speed management are shown in Figure 9. These are drawn from international best practice, and policies and strategies of Waka Kotahi. The principles are intended to be applied together to achieve an integrated safe system approach (Speed Management Guide, 2022). To find out more about each of these speed management principles, refer to Waka Kotahi’s *Speed Management Guide: Road to Zero* (<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition>).



Figure 9. Waka Kotahi’s speed management principles (Waka Kotahi, 2022a).

Canterbury Regional Approach

Regional Land Transport Plan

The *Canterbury Regional Land Transport Plan (RLTP) 2021-2031* highlights addressing the unforgiving network as one of its key problems to address over the next ten years. Funding has therefore been directed towards implementing safer systems (*i.e.*, the Road to Zero Programme).

Canterbury has seen a general increasing trend of road deaths and serious injuries on the region's road network, with this being compounded by an increasing population. The RLTP acknowledges that deaths and serious injuries on the road cause devastation across the board, and that by investing in a safer network, individual mistakes will not lead to death or serious injury.

Overall, the region aims to achieve a 40% reduction in the number of deaths and serious injuries by 2031.

Regional Objectives

Staff from RCA's across the Canterbury region have coordinating on a regional approach to meet the intent of the national speed management principles. The guiding principles for Canterbury, which will be included within the Regional Speed Management Plan, are shown below in Figure 10. The relationship of the Canterbury principles to Waka Kotahi's national speed management principles are shown by the coloured circles.

The overall vision is that Canterbury has '*An innovative low emissions transport system that helps Canterbury thrive for generations*'. This vision has been taken from the Regional Land Transport Plan (RLTP) to ensure there is cohesion between the Canterbury Regional Council's key strategic documents.



Figure 10. Canterbury regional objectives for speed management.

In general, at a regional level, it has been agreed that the approach shown in Table 1 for initial speed management will be followed to achieve consistency across the region's network.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Implementation Area
30	School areas (unless designated a category two school)
40	Urban and settlement areas
60	Unsealed and peri-urban roads
80	Sealed rural roads

Initially, the speed limits proposed on some roads may be higher than Waka Kotahi’s “safe and appropriate” speed limit. This is because across the region it is acknowledged that in some instances, an incremental change is required to shift the community’s association with a lower speed limit on that section of road network. This will be especially common throughout the urban areas, where generally a 30 km/h speed limit has been defined by Waka Kotahi as “safe and appropriate”; however, this is a large change from the current 50 km/h speed limit, and therefore 40 km/h will be proposed initially as a step towards lower speeds. It can be expected that these roads which have initial proposals which do not align with the Waka Kotahi “safe and appropriate” speed will need further consideration in future iterations of the SMP.

Waimakariri District Council

Policies, Strategies, and Guidelines

The Waimakariri District Council have a number of plans, strategies, and guidelines which include statements/actions, either directly or indirectly, relating to speed and speed management. These align with the proposals in this SMP. Refer to Appendix A for these documents and relevant information.

Community Outcomes

The community outcomes set the direction for the Council’s Long-Term Plan (LTP) and all activities included in the LTP that the Council undertakes. The community outcomes which the contents of this SMP relate to are listed below.

- There is a safe environment for all.
 - Harm to people from natural and man-made hazards is minimised.
 - Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.
- Transport is accessible, convenient, reliable, and sustainable.
 - The standard of our district’s transportation system is keeping pace with increasing traffic numbers.
 - Communities in our district are well linked with each other, and Christchurch is readily accessible by a range of transport modes.
 - Opportunities to increase the occupancy of commuter vehicles is actively encouraged.
- There are wide ranging opportunities for people to contribute to the decision making that effects our District:
 - The Council makes information about its plans and activities readily available.
 - The Council takes account of the views across the community including mana whenua.
 - The Council makes known its views on significant proposals by others affecting the District’s wellbeing.
 - Opportunities for collaboration and partnerships are actively pursued.

Ten-Year Vision

Council Objectives

The speed management objectives of the Waimakariri District Council are as follows:

- Speed limits that support the council's community outcomes,
- Speed limits that achieve consistent road and speed environments,
- Speed limits that enable safe journeys for all users,
- Speed limits that prioritise vulnerable users around schools, marae, parks, and town centres.

One Network Framework

The One Network Road Classification (ONRC) system is currently in the process of being replaced by the One Network Framework (ONF). This new framework for classifying roads gives more weight to the place function (i.e., surrounding land use), as well as considering the movement function (i.e., traffic volume).

The recognition of 'place' as a function of road classification ensures there is consideration towards alternative modes of transport which may use that road corridor, retail activities such as cafes/shops which may have seating or stock within the pedestrian environment, and children who may use parts of the road corridor for street games, etc. With this latter point becoming increasingly more common as residential land sizes reduce.

Shown in Figure 11 are the matrices used to determine the ONF categorisation of a road, noting that they are split by urban and rural land use. To use the matrix, a movement value (MX) and a place value (PX) need to be assigned, and subsequently a road categorisation determined. Further information on the ONF can be found on Waka Kotahi's One Network Framework factsheet (<https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>).

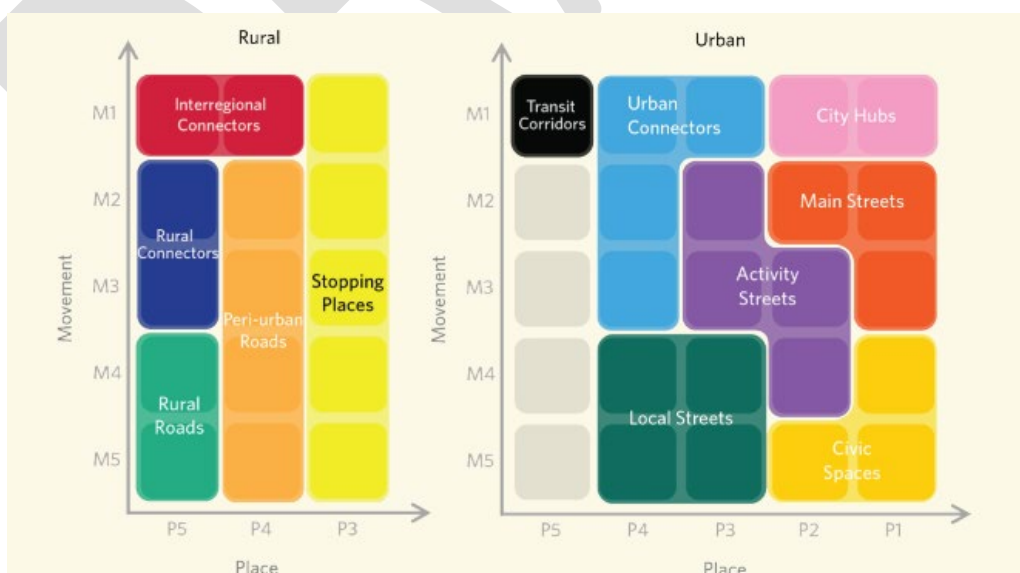


Figure 11. Matrices for assessment of urban and rural ONF road category type (Waka Kotahi 2022b).

The ONF assigned to a road can be used to assist with speed limit proposals and speed management planning. Understanding the place function of a road can assist with whether a slower speed limit is

appropriate along a corridor. Similarly, if a road has a high movement function with limited place function, then a higher speed limit may be more appropriate.

As the ONF has been developing alongside this initial SMP process, it was only utilised for guidance. It is expected however, that once the ONF is fully incorporated by Council, it will provide far greater influence on speed limit proposals in the future iterations of the SMP.

Strategic Alignment

The proposals within this ten-year programme align with the principles and strategies detailed in the prior section, at a national (including the Government Policy Statement on Land Transport and Waka Kotahi's "safe and appropriate" speeds, where practicable), regional, and district level. The SMP is a dynamic document, which will be reviewed and updated on a three-year cycle to ensure that Council's proposals remain aligned with the strategic climate.

Network Approach to Speed Management

Insert text from Attachment ii or Attachment iii here.

Speed Monitoring and Measures

The Council currently able to review speed data when it undertakes routine traffic tube counting at various sites throughout the network. The tube counters are undertaken on a cycle around the network and are undertaken on either an annual, three-yearly, or six yearly bases, dependent on the hierarchy of the road, and noting that most but not all roads in the district are counted Council does not have tube counts for all of its roads, particularly lower volume cul-de-sac roads which generally service a few properties.

In the past, special one-off traffic counts have been undertaken six months after making speed limit changes, in order to fulfil the former legislative requirements under the *Land Transport Rule: Setting of Speed Limits 2017*. This is no longer legislatively required; however, Council will be identifying roads within each iteration of the SMP, which are at high risk for non-compliance, for additional monitoring. Roads which are at high-risk for non-compliance will generally either have mean operating speeds which are already in excess of the posted speed limit, carriageway factors (e.g., wide carriageway) which mean they are likely to have higher mean operating speed, or where Council staff deem additional monitoring is required.

Speed Management Infrastructure

There has been no additional funding identified or allocated for speed management beyond initial signage and markings at this stage. Roads which continue to have compliance issues (mean operating speeds at least 10% higher than the posted speed limit) will be considered for infrastructure improvements to support lower speeds, in which, Council will seek funding through the NLTP and the Council's Long-Term Plan. Typical treatments could include, but are not limited to, the following:

1. Signs and markings,
2. Lane width reduction/centreline treatment,
3. Speed threshold treatment,
4. Traffic calming devices such as chicanes, raised tables, kerb build outs, or other physical measures.

The Waimakariri District is programmed to receive safety cameras during this SMP period. This will be the first tranche of safety cameras throughout New Zealand and is currently going through a national moderation process to determine how many cameras the district will receive and their location. Staff will update the community once this information has been confirmed at a national level.

Speed Limits in Future Development

The district has seen significant development occurring in recent times and with this, comes new roading infrastructure which is then generally vested in the Council. In order to ensure these new roads meet the Council's approach to speed management, it is proposed that speed limits be set based on the roads' proposed ONF road classifications. These proposed speed limits are shown in Table 3 and will be implemented at the time the road is vested in Council. Urban subdivisions will generally be located within the infrastructure boundary shown in Appendix B.

Table 2. Proposed speed limits for future development roads.

Posted Speed Limit (km/h)	Urban Subdivisions	Rural Subdivisions
10	<ul style="list-style-type: none"> • Civic spaces 	
30	<ul style="list-style-type: none"> • Local streets • Main streets 	
40 – 50	<ul style="list-style-type: none"> • Activity streets • Urban connectors 	<ul style="list-style-type: none"> • Stopping places • Rural townships
60		<ul style="list-style-type: none"> • Peri-urban roads
60 – 80		<ul style="list-style-type: none"> • Rural roads • Rural connectors

Four-Year Implementation Programme

Speed Limits

Insert proposed speed limit tables here (Attachment ii or Attachment iii)

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Insert proposed school speed limits here (Attachment ii or Attachment iii)

Safety Infrastructure

Insert proposed safety infrastructure improvements here (Attachment ii or Attachment iii)

References

Auckland Transport. (2022). *Safe speeds – the reasons*. <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/safe-speeds-the-reasons>, (accessed May 2023).

Austrroads. (2021). *Guide to Road Safety Part 1: Introduction and the Safe System*. Austrroads Ltd. Sydney, Australia.

Global Road Safety Facility. (2023). *Speed Management Hub – Frequently Asked Questions*. <https://www.roadsafetyfacility.org/faq>, (accessed May 2023).

Ministry of Transport. (2021). *Government Policy Statement on Land Transport 2021/2022-2030/2031*. Ministry of Transport, New Zealand Government.

Waka Kotahi. (2022a). *Speed Management Guide: Road to Zero*. Waka Kotahi, New Zealand Government.

Waka Kotahi. (2022b). *One Network Framework Factsheet*. <https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onf-factsheet-2022.pdf>, (accessed May 2023).

Appendix A – Policies, Strategies and Guidelines

The Waimakariri District Council policies, strategies, and guidelines, which align with the purpose of the Speed Management Plan are shown in Table 4.

Table 3. Relevant Waimakariri District Council policies, strategies, and guidelines.

Plan, Guideline, or Strategy	Statement/Action
Annual Plan 2023-2024	<ul style="list-style-type: none"> • Implementation of lower speed zones around schools (over the next two years).
Roading Activity Management Plan	<ul style="list-style-type: none"> • Council considers safety to be the most important risk associated with its roading asset. To reduce this, alongside the development of a speed management plan, several interventions are proposed: <ul style="list-style-type: none"> ○ Preparation of a new Road Safety Action Plan, which includes enforcement and education. ○ Preparation and regular review of a hazards register. ○ Ongoing safety audits of individual projects. ○ A number of improvements on key routes through the Road to Zero programme (includes rural intersection activated warning signs). • Speed management and other ‘soft’ measures (e.g., education) allow for better utilisation of assets. • Increasing traffic volumes on rural roads will have an impact on the safety of motorists using these higher speed roads. • Development of a speed management plan.
Community Development Strategy	<ul style="list-style-type: none"> • Safe communities. • Support initiatives that facilitate social connection between residents. <ul style="list-style-type: none"> ○ Facilitate increased connection across neighbourhoods. • Support initiatives that increase accessibility to our spaces, places, and services. <ul style="list-style-type: none"> ○ Support the work of the Waimakariri Access Group.
Kaiapoi Town Centre Plan	<ul style="list-style-type: none"> • Concerns relating to the accessibility of the town centre for pedestrians. • Making it easy to travel to and around a place in a vehicle or on foot increases viability of local services and shops, encourages walking and cycling for non-work trips, and enables better traffic flow and easier parking. • Ensure that the Kaiapoi Town Centre has: <ul style="list-style-type: none"> ○ Accessibility from all directions by various modes of travel ○ A pleasant pedestrian environment that encourages people to walk alongside stores and to shop, as well as to linger in cafes.
Oxford Town Centre Strategy	<ul style="list-style-type: none"> • The role of Main Street is one of providing access to the town’s business activity, amenity, and connectivity to other centres, but is also one of providing a thoroughfare for passing vehicles travelling between the eastern part of the Waimakariri District and inland Canterbury, and beyond. • The safety and visibility of the traffic islands that were installed to define the town centre and provide safe pedestrian crossing points and a slow speed environment are a concern to the local community, particularly during low light or fog. • Access to and within. <ul style="list-style-type: none"> ○ Through the length of the town centre from just east of the Police Station to Bay Road are roadside planting beds, street narrowing

Plan, Guideline, or Strategy	Statement/Action
	<p>points and central islands that were installed by way of implementing the beautification plans and to improve pedestrian connectivity and create a lower speed environment.</p>
Rangiora Town Centre Strategy	<ul style="list-style-type: none"> • Access to the Rangiora Town Centre has been a matter of community concern over many years, and it is an issue that is inextricably linked with wider Rangiora Traffic flow patterns. Better traffic and parking management, including lowering speed limits, and providing more restricted and all-day carparks, is near the top of our community's wish list for improving the town centre. • Facilitate and encourage the use of alternative and future modes of transport. • High Street character area – an environment that prioritises pedestrians while allowing for other modes of transport. • Formalise the current slow vehicle speed environment in the town centre 'core' through a speed limit review
Waimakariri Accessibility Strategy	<ul style="list-style-type: none"> • Injuries are avoided and rates of impairment are reduced. <ul style="list-style-type: none"> ○ Road safety is promoted. • Identify and address, in a timely fashion, specific road safety issues that have been raised by people with impairments. • Promote road safety through monitoring, research, physical changes, and educational programmes.
Road Safety Strategy	<ul style="list-style-type: none"> • Reduce the occurrence of motor vehicle crashes where drivers were found to be travelling too fast for the conditions. • Determine and maintain appropriate speed limits throughout the district applicable to each speed zone. • Appropriate use of speed management techniques around schools, such as use of active warning lights and traffic calming measures. • Encourage local communities in rural areas to collectively reduce their travelling speeds.
Economic Development Strategy	<ul style="list-style-type: none"> • Issues and challenges in the infrastructure area are the speed and connectivity of roads into Christchurch.
Walking and Cycling Strategy	<ul style="list-style-type: none"> • Safe walking and cycling networks may include: <ul style="list-style-type: none"> ○ Quiet roads and shared streets. • Support programmes that improve safety for motorists. • Concerns have been expressed with the Rangiora/Woodend path around the speed of traffic along the road, which then impacts the perception of safety for users.
District Development Strategy	<ul style="list-style-type: none"> • Provide for continuing improvement in connectivity within our growing district, including enhancing opportunities for walking and cycling. • Consider and implement where appropriate the findings of the district-wide speed management programme, which includes a programme to review speed limits.

Appendix B – Urban Development Extents

The extents of the urban development area (i.e., infrastructure boundary), provided in the *Waimakariri District Development Strategy 2048*, is shown in Figure 13. This figure only shows the eastern portion of the district and therefore excludes Oxford. Urban development is possible in the Oxford Township area.



Figure 12. Extents of the eastern urban development area.

Appendix C – Safe and Appropriate Speed Alignment

Insert text from Attachment ii or Attachment iii here.

DRAFT

Appendix D – Speed Limit Extent Maps

Insert text from Attachment ii or Attachment iii here.

DRAFT

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 12 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi town centre, Rangiora town centre, Woodend / Pegasus / Ravenswood urban areas, Waikuku peri-urban areas, all schools, and 'tidy up' areas following historic speed limit changes.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas and Kaiapoi urban area,
- A third iteration (2030-2033) is proposed to cover the Rangiora urban area, Oxford urban area, and all remaining rural areas to the west and south of the district.

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

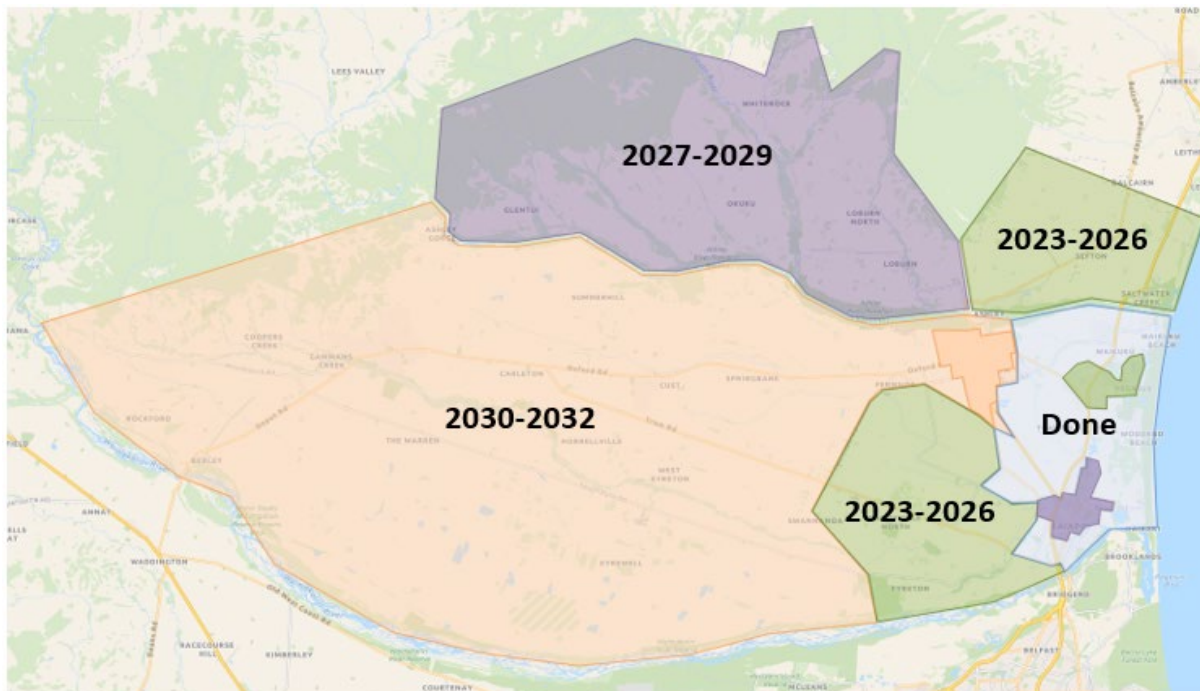


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are made by area. The relevant road types and proposed speed limits are as shown in Table 2, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed roads

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable (noting that each Council is working to its own timeframe). Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Limits

Urban and Settlement Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District urban and settlement areas. Where the proposed speed limit does not align with Waka Kotahi's "safe and appropriate" speed, refer to Appendix C for further information.

- Rangiora town centre (Table 4)
- Kaiapoi town centre (Table 5)
- Other urban areas in Kaiapoi (Table 6)
- Oxford town centre (Table 7)
- Sefton Township (Table 8)
- Ashley Township (Table 9)
- Pegasus urban area (Table 10)
- Woodend/Ravenswood urban area (Table 11)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 2. Proposed speed limits for the Rangiora town centre. ⁷⁵²

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Alfred Street – from Percival Street to Ivory Street	50	30	Permanent	2023-2024	No
Ashley Street – from Ivory Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blackett Street – from Ashley Street to 20 m west of King Street	50	40	Permanent	2023-2024	Yes
King Street – 50 m north of High Street to 50 m north of Blackett Street	50	40	Permanent	2023-2024	Yes
Blake Street – from Good Street to Durham Street	50	30	Permanent	2023-2024	No
Durham Street – from 20 m south of Blackett Street to High Street	50	30	Permanent	2023-2024	No
Good Street – from 20 m south of Blackett Street to the end of formed road	50	30	Permanent	2023-2024	No
Ivory Street – from High Street to 65 m south of Alfred Street	50	40	Permanent	2023-2024	Yes
Percival Street – from High Street to 120 Percival Street (to proposed school zone)	50	30	Permanent	2023-2024	Yes
Queen Street – from 20 m west of King Street to 20 m west of Ivory Street	50	30	Permanent	2023-2024	No
Victoria Street – from High Street to 47 Victoria Street (to proposed school zone)	50	30	Permanent	2023-2024	No
High Street – from 20 m west of Ivory Street to 50 m east of King Street (to proposed school zone)	50	30	Permanent	2023-2024	No

753
Table 3. Proposed speed limits for the Kaiapoi town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Black Street – from Peraki Street to Raven Quay	50	30	Permanent	2023-2024	No
Bowler Street – from Raven Quay to Hilton Street	50	30	Permanent	2023-2024	No
Charles Street – from 20 m east of Jones Street to 20 m north of Davie Street	50	30	Permanent	2023-2024	No
Hilton Street – from 20 m east of Bowler Street to Peraki Street	50	30	Permanent	2023-2024	No
Raven Quay – from 50 m east of Rich Street to the end of the road to the east	50	30	Permanent	2023-2024	Yes
Williams Street – from 20 m south of Fuller Street to 20 m south of Sewell Street	50	30	Permanent	2023-2024	No

Table 4. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50	Permanent	2023-2024	Yes
Old North Road – 20 m north of Dale Street to Williams Street	50	40	Permanent	2023-2024	Yes

754
Table 5. Proposed speed limit for the Oxford town centre.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Main Street – 93 Main Street to 23 Main Street	50	40	Permanent	2024-2027	Yes
Coney Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Meyer Street – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Redwood Place – Main Street to end of formed road	50	40	Permanent	2024-2027	Yes

Table 6. Proposed speed limits for the Sefton Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Carr Street – Railway Street to end of formed road	50	40	Permanent	2024-2027	Yes
Railway Street – Upper Sefton Road to Pembertons Road	50	40	Permanent	2024-2027	Yes
Booth Street – Railway Street to Pembertons Road	50	40	Permanent	2024-2027	Yes
Vaughan Street – Pembertons Road to Cross Street	50	40	Permanent	2024-2027	Yes
High Street – Pembertons Road to Upper Sefton Road	50	40	Permanent	2024-2027	Yes
Cross Street – Pembertons Road to 20 m east of Buller Street	50	40	Permanent	2024-2027	Yes
Buller Street – Upper Sefton Road to Cross Street	50	40	Permanent	2024-2027	Yes

755
Table 7. Proposed speed limits for the Ashley Township.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
High Street – 50 m south of Fawcetts Road to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Canterbury Street – Lower Sefton Road to end of formed road	50	40	Permanent	2024-2027	Yes
Wellington Street – Lower Sefton Road to Auckland Street	50	40	Permanent	2024-2027	Yes
Auckland Street – Canterbury Steet to Lower Sefton Road	50	40	Permanent	2024-2027	Yes
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street	50	40	Permanent	2024-2027	Yes

Table 8. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Infinity Drive – Lakeside Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Kessen Street – Pegasus Boulevard to Forbes Street	50	40	Permanent	2024-2027	Yes
Blackadder Road – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Coulter Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Kumara Street – Blackadder Road to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Taniwha Street – Coulter Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Manuka Street – Blackadder Road to Taniwha Street	50	40	Permanent	2024-2027	Yes
Forbes Street – Kessen Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Hakatere Road – Blackadder Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Eyrewell Road – Kessen Stret to Seaward Street	50	40	Permanent	2024-2027	Yes
Horomaka Street – Eyrewell Road to Puriri Street	50	40	Permanent	2024-2027	Yes
Puriri Street – Horomaka Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Puaka Street – Puriri Street to Seaward Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue	50	40	Permanent	2024-2027	Yes
Seaward Street – Eyrewell Road to Hakatere Road	50	40	Permanent	2024-2027	Yes
Murfitt Street – Pegasus Boulevard to Waipara Road	50	40	Permanent	2024-2027	Yes
Waipara Road – Murfitt Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Tahuna Street – Eyrewell Road to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Tommy Street – Tahuna Street to Moa Street	50	40	Permanent	2024-2027	Yes
Moa Street – Tommy Street to Hakatere Road	50	40	Permanent	2024-2027	Yes
Turvey Street – Pegasus Boulevard to Pipiri Street	50	40	Permanent	2024-2027	Yes
Pipiri Street – Hakatere Road to Turvey Street	50	40	Permanent	2024-2027	Yes
Waimarie Street – Pipiri Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pipi Wai Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Kuta Street – Turvey Street to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Pegasus Main Street – Hakatere Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Te Kohanga Drive – Pegasus Boulevard to Tiritiri Moana Drive	50	40	Permanent	2024-2027	No
The Esplanade – Te Kohanga Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Whangaroa Street – The Esplanade to Te Wairewa Street	50	40	Permanent	2024-2027	Yes
Te Waihora Street – Te Kohanga Drive to The Esplanade	50	40	Permanent	2024-2027	Yes
Rapaki Street – Te Waihora Street to The Esplanade	50	40	Permanent	2024-2027	Yes
Tiritiri Moana Drive – Pahua Street to end Council's legal road	50	40	Permanent	2024-2027	Yes
Marangai Drive – Te Hurunui Drive to Tuaki Street	50	40	Permanent	2024-2027	Yes
Miskell Street – Marangai Drive to Awatere Street	50	40	Permanent	2024-2027	Yes
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Katipo Way – Miskell Street to Tuaki Street	50	40	Permanent	2024-2027	Yes
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Helicon Street – Jove Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kawari Drive – Tiritiri Moana Drive to Infinity Drive	50	40	Permanent	2024-2027	Yes
Aroha Street – Tiritiri Moana Drive to Tangiwai Street	50	40	Permanent	2024-2027	Yes
Pahua Street – Chimera Street to Tiritiri Moana Drive	50	40	Permanent	2024-2027	Yes
Arahura Road – Lakeside Drive to Kawari Drive	50	40	Permanent	2024-2027	Yes
Chimera Street – Lakeside Drive to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Nga Tupuna Street – Arapura Road to Lakeside Drive	50	40	Permanent	2024-2027	Yes
Kahu Street – Arapura Road to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kawakawa Street – Arapura Drive to Kahuraki Drive	50	40	Permanent	2024-2027	Yes
Kokopu Street – Kahuraki Drive to Arapura Road	50	40	Permanent	2024-2027	Yes
Tangiwai Street – Arapura Road to Infinity Drive	50	40	Permanent	2024-2027	Yes
Kahuraki Drive – Arapura Road to Nga Tupuna Street	50	40	Permanent	2024-2027	Yes
Hodgkinson Road – Infinity Drive to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Winsloe Street – Hodgkinson Road to Pegasus Main Street	50	40	Permanent	2024-2027	Yes
Motu Quay – Pegasus Main Street to end of formed road	50	40	Permanent	2024-2027	Yes
Waituna Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Pukohe Street – Winsloe Street to Barnes Street	50	40	Permanent	2024-2027	Yes
Barnes Street – Hodgkinson Road to Matamata Quay	50	40	Permanent	2024-2027	Yes
Matamata Quay – Barnes Street to Te Kohanga Drive	50	40	Permanent	2024-2027	Yes
Mary Ellen Street – Matamata Quay to Solander Street	50	40	Permanent	2024-2027	Yes
Whakatipu Street – Solander Road to Waituna Street	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pounamu Place – Whakatipu Street to Mary Ellen Street	50	40	Permanent	2024-2027	Yes
Solander Road – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Tuka Road – Infinity Drive to Solander Road	50	40	Permanent	2024-2027	Yes
Awaroa Road – Solander Road Whakatipu Street	50	40	Permanent	2024-2027	Yes
Hikuraki Street – Infinity Drive to Whakatipu Street	50	40	Permanent	2024-2027	Yes
Pegasus Boulevard – 50 m east of Infinity Drive to Te Kohanga Drive	50	40	Permanent	2024-2027	No
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60	Permanent	2024-2027	Yes
Mara Kai Place – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Atkinsons Lane – Mara Kai Place to end of formed road	50	40	Permanent	2024-2027	Yes
Te Haunui Lane – Pegasus Boulevard to end of formed road	50	40	Permanent	2024-2027	Yes
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard	50	40	Permanent	2024-2027	Yes
Taerutu Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Burntwood Lane – Mapleham Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Table 9. Proposed speed limits for the Woodend/Ravenswood urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Judsons Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Copper Beech Road – Woodend Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Evergreen Road – Copper Beech Road to Copper Beech Road	50	40	Permanent	2024-2027	Yes
Panckhurst Drive- Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
McLean Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Parkinson Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes
Simon Place – Panckhurst Road to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Petries Road – State Highway One to Gladstone Road	50	40	Permanent	2024-2027	Yes
James Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Pascoe Drive – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Hamlett Drive – Petries Road to Gladstone Road	50	40	Permanent	2024-2027	Yes
Benjes Place – Hamlett Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Fearne Drive – Hamlett Drive to Petries Road	50	40	Permanent	2024-2027	Yes
Keeper Close – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Ranby Place – Fearne Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Catchpole Place – Petries Road to end of formed road	50	40	Permanent	2024-2027	Yes
Gladstone Road – State Highway One to Gladstone Park	50	40	Permanent	2024-2027	Yes
Eders Road – Gladstone Road to State Highway One	50	40	Permanent	2024-2027	Yes
Stopforth Street – Gladstone Road to Parsonage Road	50	40	Permanent	2024-2027	Yes
Parsonage Road – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Littles Lane – Parsonage Road to end of formed road	50	40	Permanent	2024-2027	Yes
McQuillan Avenue – Parsonage Road to State Highway One	50	40	Permanent	2024-2027	Yes
Thirlwall Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Salkeld Place – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cutler Street – McQuillan Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Cleaver Street – Salkeld Place to end of formed road	50	40	Permanent	2024-2027	Yes
Gibbs Drive – School Road to Woodend Road	50	40	Permanent	2024-2027	Yes
Stanton Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Lacy Gate Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Somerset Place – Gibbs Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodend Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Bowie Drive – Woodend Road to Woodglen Drive	50	40	Permanent	2024-2027	Yes
Cassidy Place – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
The Stables – Bowie Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodglen Drive – Bowie Drive to Chinnerys Drive	50	40	Permanent	2024-2027	Yes
Manahi Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Norton Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Hewitts Road – State Highway One to Welsford Street	50	40	Permanent	2024-2027	Yes
Woodfield Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Taranaki Drive – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Thornley Place – Woodglen Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Welsford Street – Bowie Drive to Minerva Crescent	50	40	Permanent	2024-2027	Yes
Appleton Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Cobden Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Bunting Place – Hewitts Road to end of formed road	50	40	Permanent	2024-2027	Yes
Paget Drive – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Chinnerys Road – Rangiora Woodend Road to State Highway One	50	40	Permanent	2024-2027	Yes
Grange View – Chinnerys Road to end of formed road	50	40	Permanent	2024-2027	Yes
Minerva Crescent – Welsford Street to Welsford Street	50	40	Permanent	2024-2027	Yes
Shrimpton Avenue – Welsford Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clegg Street – Shrimpton Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
John Raven Lane – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Godley Place – Clegg Street to end of formed road	50	40	Permanent	2024-2027	Yes
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stonyer Street – Bob Robertson Drive to Quinn Crescent	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Quinn Crescent – Croydon Street to Crossley Avenue	50	40	Permanent	2024-2027	Yes
Crossley Avenue – Stonyer Street to end of formed road	50	40	Permanent	2024-2027	Yes
Croydon Street – Stonyer Street to Oakleigh Street	50	40	Permanent	2024-2027	Yes
Oakleigh Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Woodford Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Jury Lane – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Jasmine Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Clare Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Sills Street – Clare Street to Grimwood Street	50	40	Permanent	2024-2027	Yes
Kotua Street – Sills Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Eldridge Street – Sills Street to Woodfor Street	50	40	Permanent	2024-2027	Yes
Grimwood Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue	50	40	Permanent	2024-2027	Yes
White Street – Nathaniel Archer Street to Barnett Street	50	40	Permanent	2024-2027	Yes
Curtis Street – White Street to Woodford Avenue	50	40	Permanent	2024-2027	Yes
Barnett Street – Woodford Avenue to Bob Robertson Drive	50	40	Permanent	2024-2027	Yes
Stackwood Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Antil Street – Stackwood Avenue to Chambers Avenue	50	40	Permanent	2024-2027	Yes
Borland Street – Antil Street to Crossley Street	50	40	Permanent	2024-2027	Yes
Chambers Avenue – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Higgins Street – Chambers Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Elmers Street – Higgins Street to end of formed road	50	40	Permanent	2024-2027	Yes
Henshaw Street – Elmers Street to end of formed road	50	40	Permanent	2024-2027	Yes
Clayton Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Lilburne Street – Clayton Place to end of formed road	50	40	Permanent	2024-2027	Yes
Bowmaker Crescent – Lilburne Street to Lilburne Street	50	40	Permanent	2024-2027	Yes
Kesteven Place – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes
Garlick Street – Bob Robertson Drive to end of formed road	50	40	Permanent	2024-2027	Yes

Peri-urban Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District peri-urban areas. Where the proposed speed limit does not align with Waka Kotahi's safe and appropriate speed, refer to Appendix C for further information.

- Waikuku Beach area (Table 12)
- Waikuku area (Table 13)
- Mandeville area (Table 14)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 10. Proposed speed limits for the Waikuku Beach area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Northside Drive – Waikuku Beach Road to Waikuku Beach Road	50	40	Permanent	2024-2027	Yes
Kings Avenue – Waikuku Beach Road to end of formed road	50	40	Permanent	2024-2027	Yes
Allin Drive – Kings Avenue to Queens Avenue	50	40	Permanent	2024-2027	Yes
Queens Avenue – Kings Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Ensors Place – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
Collins Drive – Queens Avenue to end of formed road	50	40	Permanent	2024-2027	Yes
McKenzie Place – Collins Drive to end of formed road	50	40	Permanent	2024-2027	Yes

763
Table 11. Proposed speed limits for the Waikuku area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Macdonalds Lane – State Highway One to end of formed road	50	40	Permanent	2024-2027	Yes
Geisha Road – State Highway One to end of formed road	70	40	Permanent	2024-2027	Yes
Leggitts Road – Waikuku Beach Road to end of formed road (unsealed)	80	60	Permanent	2024-2027	No

Table 12. Proposed speed limits for the Mandeville area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
McHughs Road – No. 10 Road to 50 m south of Tram Road	100	60	Permanent	2024-2027	No
Mandeville Road – McHughs Road to 70 m south of Ohoka Meadows Drive	100	60	Permanent	2024-2027	No
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place	100	60	Permanent	2024-2027	No
Wards Road – Bradleys Road to 300 m north of Makybe Drive	100	60	Permanent	2024-2027	No

Rural Roads

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District rural areas. Where the proposed speed limit does not align with Waka Kotahi’s safe and appropriate speed, refer to Appendix C for further information.

- Rangiora/Fernside area (Table 15)
- North of Tram Road/Mandeville area (Table 16)
- North of Tram Road/Ohoka areas (Table 17)
- South of Tram Road/north of South Eyre Road/Mandeville areas (Table 18)
- South of Tram Road/north of South Eyre Road/Ohoka areas (Table 19)
- South of South Eyre Road area (Table 20)

- South Eyre Road and Tram Road (Table 21)
- Oxford rural area (Table 22)
- Marshmans Road and northwest/west of Marshmans Road areas (Table 23)
- North of Upper Sefton Road area (Table 24)
- South of Upper Sefton Road area (Table 25)
- Other rural areas (Table 26)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 13. Proposed speed limits for the Rangiora/Fernside area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Easterbrook Road – Fernside Road to Hicklands Road	100	60	Permanent	2024-2027	Yes
Mountvista Road – Easterbrook Road to end of formed road	100	60	Permanent	2024-2027	No
Plaskett Road – 75 m south of Fernside Road to Ashworths Road	100	80	Permanent	2024-2027	Yes
Hicklands Road – Plaskett Road to Threlkelds Road	100	60	Permanent	2024-2027	No
Egans Road – Plaskett Road to O’Roarkes Road	100	60	Permanent	2024-2027	No
O’Roarkes Road – Johns Road to Egans Road	100	60	Permanent	2024-2027	No
Swannanoa Road – 200 m southwest of Johns Road to Two Chain Road	100	80	Permanent	2024-2027	No
Bridge Road – Swannanoa Road to end of formed road	100	80	Permanent	2024-2027	No

Table 14. Proposed speed limits for north of Tram Road/Mandeville area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Two Chain Road – Tram Road to Swannanoa Road	100	80	Permanent	2024-2027	No
Pattersons Road – Two Chain Road to McRoberts Road	100	80	Permanent	2024-2027	Yes
Clear View Lane – Pattersons Road to end of formed road	100	60	Permanent	2024-2027	No
Mandalea Road – Pattersons Road to McRoberts Road	100	60	Permanent	2024-2027	No
Cameo Drive – Mandalea Road to end of formed road	100	60	Permanent	2024-2027	Yes
Tupelo Place – Tram Road to end of formed road	100	80	Permanent	2024-2027	Yes
No. 10 Road – Pattersons Road to Tram Road	100	80	Permanent	2024-2027	No
Wards Road – Pattersons Road to 50 m northwest of Makybe Drive	100	80	Permanent	2024-2027	No
Dawsons Road – Pattersons Road to Wards Road	100	80	Permanent	2024-2027	Yes
Ashworths Road – Dawsons Road to Mill Road (unsealed)	100	60	Permanent	2024-2027	No
Aschens Road -Ashworths Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McRoberts Road – Pattersons Road to Mill Road	100	80	Permanent	2024-2027	Yes
McRoberts Road – Mill Road to Barkers Road (unsealed)	100	60	Permanent	2024-2027	No
Barkers Road – McRoberts Road to Main Drain Road (unsealed)	100	60	Permanent	2024-2027	No
Main Drain Road – Two Chain Road to Threlkelds Road (unsealed)	100	60	Permanent	2024-2027	No
Ashworths Road – Mill Road to Plaskett Road	100	80	Permanent	2024-2027	Yes
Bradleys Road – Main Drain Road to 20 m north of Hallfield Drive	100	60	Permanent	2024-2027	No
Bradleys Road – Mill Road to 400 m north of Modena Place	100	80	Permanent	2024-2027	Yes
Mill Road – McRoberts Road to 20 m west of Bradleys Road	100	80	Permanent	2024-2027	No

Table 15. Proposed speed limits for the north of Tram Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Whites Road – 210 south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Jacksons Road – 770 m south of Mill Road to Tram Road	100	80	Permanent	2024-2027	Yes
Raddens Road – Tram Road to Jeffs Drain Road	100	60	Permanent	2024-2027	N/A
Jeffs Drain Road – Tram Road to Butchers Road	100	60	Permanent	2024-2027	No
Christmas Road – Mill Road to Butchers Road	100	60	Permanent	2024-2027	Yes
Butchers Road – Christmas Road to Ohoka Road	100	60	Permanent	2024-2027	No
Gardiners Road – Tram Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

Table 16. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Mandeville areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Two Chain Road – Tram Road to North Eyre Road	100	80	Permanent	2024-2027	No
North Eyre Road – Two Chain Road to Mandeville Road	100	80	Permanent	2024-2027	No
No. 10 Road – Tram Road to South Eyre Road	100	80	Permanent	2024-2027	No
West Denbie Lane – North Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Logans Road – North Eyre Road to Mandeville Road	100	80	Permanent	2024-2027	No
Mandeville Road – 70 m south of Ohoka Meadows Drive to South Eyre Road	100	80	Permanent	2024-2027	No
Baileys Road – Mandeville Road to Whites Road	100	80	Permanent	2024-2027	Yes
Whites Road – Baileys Road to Tram Road	100	80	Permanent	2024-2027	No
Baileys Road – Whites Road to Edmunds Road (part unsealed)	100	60	Permanent	2024-2027	No
Edmunds Road – Baileys Road to Tram Road	100	60	Permanent	2024-2027	No
Chiltons Road – Baileys Road to Mandeville Road	100	60	Permanent	2024-2027	No
Moffatts Road – Mandeville Road to South Eyre Road (unsealed)	100	60	Permanent	2024-2027	No

Table 17. Proposed speed limits for the south of Tram Road/north of South Eyre Road/Ohoka areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Woods Road – Tram Road to end of formed road	100	60	Permanent	2024-2027	No
Burgesses Road – Tram Road to South Eyre Road (part unsealed)	100	60	Permanent	2024-2027	No
Elders Road – Burgesses Road to South Eyre Road	100	60	Permanent	2024-2027	No

768
Table 18. Proposed speed limits for the south of South Eyre Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Diversion Road – South Eyre Road to Harrs Road (unsealed)	100	60	Permanent	2024-2027	No
Harrs Road – South Eyre Road to 1340 m south of South Eyre Road	100	80	Permanent	2024-2027	No
Harrs Road – 1340 m south of South Eyre Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	N/A
Clothiers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Harpers Road – South Eyre Road to end of formed road	100	80	Permanent	2024-2027	Yes
Heywards Road – South Eyre Road to Mabers Road	100	80	Permanent	2024-2027	No
Heywards Road – Mabers Road to 300 m south of Tram Road	100	60	Permanent	2024-2027	No
Baynons Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	Yes
Madeleys Road – Heywards Road to end of formed road	100	80	Permanent	2024-2027	No
Taylors Road – Heywards Rod to end offormed road (unsealed)	100	60	Permanent	2024-2027	No
Mabers Road – South Eyre Road to end of formed road	100	60	Permanent	2024-2027	No
Greigs Road – Tram Road to 24 Greigs Road (part unsealed)	100	60	Permanent	2024-2027	No
Watts Road – Greigs Road to end of formed road	100	60	Permanent	2024-2027	No

Table 19. Proposed speed limits for South Eyre Road/Tram Road.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
South Eyre Road – Tram Road to 50 m west of Diversion Road	100	80	Permanent	2024-2027	No
Tram Road – 200 m west of South Eyre Road to 20 m west of Two Chain Road (excluding proposed Swannanoa permanent 60 km/h school zone)	100	80	Permanent	2024-2027	No

769
Table 20. Proposed speed limits for the Oxford rural area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Weld Street – 400 m east of High Street to Powells Road	80	60	Permanent	2024-2027	No
Barracks Road – Powells Road to 120 m east of Powells Road	80	60	Permanent	2024-2027	No
Powells Road – Weld Street to Ashley Gorge Road	100	60	Permanent	2024-2027	No
Sales Road – Ashley Gorge Road to 50 m east of Powells Road (unsealed)	100	60	Permanent	2024-2027	No
Victoria Street – 400 m east of High Street to Powells Road	100	60	Permanent	2024-2027	No
Mcjarrows Road – Powells Road to 650 m east of Powells Road	100	60	Permanent	2024-2027	No
Plachatsh Lane – Powells Road to end of formed road	100	60	Permanent	2024-2027	No

Table 21. Proposed speed limits for the Marshmans Road and northwest/west of Marshmans Road areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)	80	60	Permanent	2024-2027	Yes
Max Wallace Drive – Fawcetts Road to end of formed road	80	60	Permanent	2024-2027	No
Boundary Road – 290 m north of Fawcetts Road to Dixons Road	100	80	Permanent	2024-2027	No
Dixons Road – Cones Road to Marshmans Road	100	80	Permanent	2024-2027	No
Boundary Road – Dixons Road to Mowatts Road (unsealed)	100	60	Permanent	2024-2027	No
Mowatts Road – Carrs Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Mowatts Road to Gorries Road (unsealed)	100	60	Permanent	2024-2027	No
Gorries Road – Forestry Road to Boundary Road (unsealed)	100	60	Permanent	2024-2027	No
Forestry Road – Gorries Road to Marshmans Road	100	80	Permanent	2024-2027	Yes
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Downs Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Copples Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No
Douds Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	Yes
Ramsay Road – Marshmans Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
McLeods Road – Marshmans Road to end of formed road	100	80	Permanent	2024-2027	No

Table 22. Proposed speed limits for the north of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beatties Road – Marshmans Road to Upper Sefton Road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 130 m west of Marshmans Road to 240 m east of Railway Street	100	80	Permanent	2024-2027	No
Bairds Road – Upper Sefton Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Rangiora Leithfield Road – Marshmans Road to Hurunui District Boundary (part unsealed)	100	60	Permanent	2024-2027	No
Douds Road – Rangiora Leithfield Road to Marshmans Road (unsealed)	100	60	Permanent	2024-2027	No
Amors Road – Rangiora Leithfield Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Brueres Road – Marshmans Road to Rangiora Leithfield Road (unsealed)	100	60	Permanent	2024-2027	No
Criglingtons Road – Rangiora Leithfield Road to Pembertons Road (unsealed)	100	60	Permanent	2024-2027	No
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street	100	80	Permanent	2024-2027	Yes
Bruces Road – Rangiora Leithfield Road to Marshmans Road	100	80	Permanent	2024-2027	Yes

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Duffs Road – Marshmans Road to Bruces Road and Bruces Road to Hurunui District boundary (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Hurunui District Boundary to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Hanna Place – Upper Sefton Road to end of formed road	100	80	Permanent	2024-2027	No
Upper Sefton Road – 120 m west of Cross Street to Hurunui District boundary	100	80	Permanent	2024-2027	No

Table 23. Proposed speed limits for the south of Upper Sefton Road area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beatties Road – Upper Sefton Road to Lower Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Auckland Street to Saltwater Creek Road (unsealed)	100	60	Permanent	2024-2027	No
Lower Sefton Road – Saltwater Creek Road to Wyllies Road	100	80	Permanent	2024-2027	Yes
Lower Sefton Road – Wyllies Road to Factory Road (unsealed)	100	60	Permanent	2024-2027	No
Saltwater Creek Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Wyllies Road – Lower Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Mcgifferts Road – Lower Sefton Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road	100	60	Permanent	2024-2027	Yes
Maguires Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No
Stringers Road – Toppings Road to end of formed road (unsealed)	100	60	Permanent	2024-2027	No

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pears Road – Stringers Road to Upper Sefton Road	100	60	Permanent	2024-2027	No
Factory Road – Lower Sefton Road to Toppings Road (unsealed)	100	60	Permanent	2024-2027	No
Boyces Road – Factory Road to Upper Sefton Road (unsealed)	100	60	Permanent	2024-2027	No
Amesbury Road – Factory Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No
Dicks Road – Factory Road to Broad Road (unsealed)	100	60	Permanent	2024-2027	No
Broad Road – Upper Sefton Road to State Highway One	100	80	Permanent	2024-2027	Yes
Harleston Road – Upper Sefton Road to Hurunui District Boundary	100	80	Permanent	2024-2027	Yes
Burkes Road – Harleston Road to State Highway One (unsealed)	100	60	Permanent	2024-2027	No

Table 24. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80	Permanent	2023-2024	No
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Lower Camside Road – Cam Road to end of formed road	100	60	Permanent	2023-2024	No
Williams Street – 310 m north of Sovereign Boulevard to 140 m south of State Highway One	80	60	Permanent	2024-2027	No
Mulcocks Road – Skewbridge Road to 50 m south of Lineside Road	100	80	Permanent	2023-2024	No
Paisley Road -Mulcocks Road to end of formed road	100	60	Permanent	2023-2024	No
Bramleys Road – 20 m southwest of Cox Road to Lineside Rod	100	60	Permanent	2023-2024	Yes
Cones Road – Fawcetts Road to Dixons Road	100	80	Permanent	2023-2024	No
Dixons Road – Cones Road to 70 m south of Barkers Road	100	80	Permanent	2023-2024	No
Fletchers Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Rossiters Road – Dixons Road to end of formed road	100	80	Permanent	2023-2024	No
Cust Road – 1782 Cust Road to 85 m west of Tippings Road	80	60	Permanent	2024-2027	Yes
Tippings Road – Cust Road to 50 m north of Cust Road	80	60	Permanent	2024-2027	No

Table 27 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 25. Proposed Intersection Speed Zones.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60	Variable	2024-2027
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60	Variable	2024-2027
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60	Variable	2024-2027
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60	Variable	2023-2024

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in Table 28. Table 29 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally, Table 30 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
 - Ashley Rakahuri School,
 - Clarkville School,
 - Kaiapoi High School,
 - Rangiora Borough School,
 - Rangiora High School,
 - Rangiora New Life School,
 - Sefton School,
 - Southbrook School,
 - St Joseph's School (Rangiora),
 - St Patrick's School (Kaiapoi),
 - Swannanoa School,
 - Te Matauru School.
- 2024-2027:
 - Ashgrove School,

- Cust School,
- Fernside School,
- Kaiapoi Borough School,
- Kaiapoi North School,
- Loburn School,
- North Loburn School,
- Ohoka School,
- OneSchool Global (Rangiora Campus),
- Oxford Area School,
- Pegasus Bay School,
- Tuahiwi School,
- View Hill School,
- West Eyreton School,
- Woodend School.

Table 26. Proposed speed limits outside of category one schools in existing low-speed areas (50 km/h or less).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	Permanent
			Pentecost Road (Johns Road to 20 m north of Charles Street)	
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 27. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Permanent
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 28. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent

Loburn School	2	60 km/h	780 Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 31. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 29. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
Town centres (Kaiapoi, Rangiora)	Speed signage	2023-2024	Committed
	Channelisation marking	TBD	Not committed
Townships (Ashley, Sefton)	Speed signage	2024-2027	Not Committed
	Speed threshold treatments	2024-2027	Not Committed
Woodend, Pegasus, Ravenswood	Speed signage	2024-2027	Not Committed
	Speed threshold treatment	2024-2027	Not Committed
	Channelisation marking	TBD	Not committed
Mandeville area	Speed signage	2024-2027	Not Committed
Rural roads	Speed signage	2024-2027	Not Committed
Tram Road corridor	Signage, markings, and minor intersection upgrades	2024-2027	Not Committed
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix C – Safe and Appropriate Speed Alignment

Some of the speed limits proposed within this Speed Management Plan do not align with the “safe and appropriate” speed information provided by Waka Kotahi computer models.

Council is working towards the “safe and appropriate” speed for the road extents listed in Table 32. This initial proposal is an interim step, which may be revisited in future revisions of the Waimakariri SMP. The main reasons for this interim step are listed below, noting that not all are relevant to each road section.

- High existing mean operating speed.
- Wide carriageway and other higher speed environment features.
- Consistency throughout the urban area.
- Community and/or elected member support.

Table 32. Roads with an interim step towards the safe and appropriate speed.

Road and Extents
Ashley Street – from Ivory Street to 50 m north of Blackett Street
Blackett Street – from Ashley Street to 20 m west of King Street
King Street – 50 m north of High Street to 50 m north of Blackett Street
Ivory Street – from High Street to 65 m south of Alfred Street
Main Street – 93 Main Street to 23 Main Street
Coney Street – Main Street to end of formed road
Meyer Street – Main Street to end of formed road
Redwood Place – Main Street to end of formed road
Infinity Drive – Lakeside Drive to end of formed road
Kessen Street – Pegasus Boulevard to Forbes Street
Blackadder Road – Kessen Street to Hakatere Road
Coulter Street – Blackadder Road to Taniwha Street
Kumara Street – Blackadder Road to Tutaipatu Avenue
Tutaipatu Avenue – Blackadder Road to Pegasus Main Street
Taniwha Street – Coulter Street to Hakatere Road
Manuka Street – Blackadder Road to Taniwha Street
Forbes Street – Kessen Street to Hakatere Road
Hakatere Road – Blackadder Road to Pegasus Main Street
Eyrewell Road – Kessen Street to Seaward Street
Horomaka Street – Eyrewell Road to Puriri Street
Puriri Street – Horomaka Street to Hakatere Road
Puaka Street – Puriri Street to Seaward Street
Waireka Street – Pegasus Boulevard to Tutaipatu Avenue
Seaward Street – Eyrewell Road to Hakatere Road
Murfitt Street – Pegasus Boulevard to Waipara Road
Waipara Road – Murfitt Street to Hakatere Road
Tahuna Street – Eyrewell Road to Te Kohanga Drive
Tommy Street – Tahuna Street to Moa Street
Moa Street – Tommy Street to Hakatere Road
Turvey Street – Pegasus Boulevard to Pipiri Street
Pipiri Street – Hakatere Road to Turvey Street

Road and Extents
Waimarie Street – Pipiri Street to Pegasus Main Street
Pipi Wai Street – Turvey Street to Pegasus Main Street
Kuta Street – Turvey Street to Pegasus Main Street
Pegasus Main Street – Hakatere Road to Lakeside Drive
The Esplanade – Te Kohanga Drive to Te Kohanga Drive
Whangaroa Street – The Esplanade to Te Wairewa Street
Te Waihora Street – Te Kohanga Drive to The Esplanade
Rapaki Street – Te Waihora Street to The Esplanade
Tiritiri Moana Drive – Pahua Street to end Council’s legal road
Marangai Drive – Te Hurunui Drive to Tuaki Street
Miskell Street – Marangai Drive to Awatere Street
Te Hurunui Drive – Tiritiri Moana Drive to Tiritiri Moana Drive
Katipo Way – Miskell Street to Tuaki Street
Awatere Street – Tiritiri Moana Drive to Te Hurunui Drive
Jove Drive – Te Hurunui Drive to Tiritiri Moana Drive
Helicon Street – Jove Drive to Tiritiri Moana Drive
Medusa Lane – Tiritiri Moana Drive to Tiritiri Moana Drive
Lakeside Drive – Tiritiri Moana Drive to Infinity Drive
Kawari Drive – Tiritiri Moana Drive to Infinity Drive
Aroha Street – Tiritiri Moana Drive to Tangiwai Street
Pahua Street – Chimera Street to Tiritiri Moana Drive
Arahura Road – Lakeside Drive to Kawari Drive
Chimera Street – Lakeside Drive to Nga Tupuna Street
Nga Tupuna Street – Arapura Road to Lakeside Drive
Kahu Street – Arapura Road to Kahuraki Drive
Kawakawa Street – Arapura Drive to Kahuraki Drive
Kokopu Street – Kahuraki Drive to Arapura Road
Tangiwai Street – Arapura Road to Infinity Drive
Kahuraki Drive – Arapura Road to Nga Tupuna Street
Hodgkinson Road – Infinity Drive to Pegasus Boulevard
Winsloe Street – Hodgkinson Road to Pegasus Main Street
Motu Quay – Pegasus Main Street to end of formed road
Waituna Street – Winsloe Street to Barnes Street
Pukohe Street – Winsloe Street to Barnes Street
Barnes Street – Hodgkinson Road to Matamata Quay
Matamata Quay – Barnes Street to Te Kohanga Drive
Mary Ellen Street – Matamata Quay to Solander Street
Whakatipu Street – Solander Road to Waituna Street
Pounamu Place – Whakatipu Street to Mary Ellen Street
Solander Road – Infinity Drive to Whakatipu Street
Tuka Road – Infinity Drive to Solander Road
Awaroa Road – Solander Road Whakatipu Street
Hikuraki Street – Infinity Drive to Whakatipu Street
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive
Panckhurst Drive- Petries Road to end of formed road
McLean Place – Panckhurst Road to end of formed road
Parkinson Place – Panckhurst Road to end of formed road
Simon Place – Panckhurst Road to end of formed road
Petries Road – State Highway One to Gladstone Road
James Drive – Petries Road to Gladstone Road

Road and Extents
Pascoe Drive – Petries Road to end of formed road
Hamlett Drive – Petries Road to Gladstone Road
Benjes Place – Hamlett Drive to end of formed road
Fearne Drive – Hamlett Drive to Petries Road
Keeper Close – Fearne Drive to end of formed road
Ranby Place – Fearne Drive to end of formed road
Catchpole Place – Petries Road to end of formed road
Gladstone Road – State Highway One to 60 m east of Petries Road
Eders Road – Gladstone Road to State Highway One
Stopforth Street – Gladstone Road to Parsonage Road
Parsonage Road – State Highway One to end of formed road
Littles Lane – Parsonage Road to end of formed road
McQuillan Avenue – Parsonage Road to State Highway One
Thirlwall Street – McQuillan Avenue to end of formed road
Salkeld Place – McQuillan Avenue to end of formed road
Cutler Street – McQuillan Avenue to end of formed road
Cleaver Street – Salkeld Place to end of formed road
Woodend Road – Rangiora Woodend Road to State Highway One
Gibbs Drive – School Road to Woodend Road
Stanton Place – Gibbs Drive to end of formed road
Lacy Gate Place – Gibbs Drive to end of formed road
Somerset Place – Gibbs Drive to end of formed road
Bowie Drive – Woodend Road to Woodglen Drive
Cassidy Place – Bowie Drive to end of formed road
The Stables – Bowie Drive to end of formed road
Woodglen Drive – Bowie Drive to Chinnerys Drive
Manahi Place – Woodglen Drive to end of formed road
Norton Place – Woodglen Drive to end of formed road
Hewitts Road – State Highway One to Welsford Street
Woodfield Place – Woodglen Drive to end of formed road
Taranaki Drive – Woodglen Drive to end of formed road
Thornley Place – Woodglen Drive to end of formed road
Welsford Street – Bowie Drive to Minerva Crescent
Appleton Place – Hewitts Road to end of formed road
Cobden Place – Hewitts Road to end of formed road
Bunting Place – Hewitts Road to end of formed road
Paget Drive – Welsford Street to Welsford Street
Chinnerys Road – Rangiora Woodend Road to State Highway One
Grange View – Chinnerys Road to end of formed road
Minerva Crescent – Welsford Street to Welsford Street
Shrimpton Avenue – Welsford Street to end of formed road
Clegg Street – Shrimpton Avenue to Bob Robertson Drive
John Raven Lane – Clegg Street to end of formed road
Godley Place – Clegg Street to end of formed road
Tara Crescent – Bob Robertson Drive to Bob Robertson Drive
Stonyer Street – Bob Robertson Drive to Quinn Crescent
Quinn Crescent – Croydon Street to Crossley Avenue
Crossley Avenue – Stonyer Street to end of formed road
Croydon Street – Stonyer Street to Oakleigh Street
Oakleigh Street – Bob Robertson Drive to end of formed road
Woodford Avenue – Bob Robertson Drive to end of formed road

Road and Extents
Jury Lane – Bob Robertson Drive to Woodford Avenue
Jasmine Street – Bob Robertson Drive to Woodford Avenue
Clare Street – Bob Robertson Drive to Woodford Avenue
Sills Street – Clare Street to Grimwood Street
Kotua Street – Sills Street to Woodford Avenue
Eldridge Street – Sills Street to Woodford Avenue
Grimwood Street – Bob Robertson Drive to Woodford Avenue
Nathaniel Archer Street – Bob Robertson Drive to Woodford Avenue
White Street – Nathaniel Archer Street to Barnett Street
Curtis Street – White Street to Woodford Avenue
Barnett Street – Woodford Avenue to Bob Robertson Drive
Stackwood Avenue – Bob Robertson Drive to end of formed road
Antil Street – Stackwood Avenue to Chambers Avenue
Borland Street – Antil Street to Crossley Street
Chambers Avenue – Bob Robertson Drive to end of formed road
Higgins Street – Chambers Avenue to end of formed road
Elmers Street – Higgins Street to end of formed road
Henshaw Street – Elmers Street to end of formed road
Clayton Place – Bob Robertson Drive to end of formed road
Lilburne Street – Clayton Place to end of formed road
Bowmaker Crescent – Lilburne Street to Lilburne Street
Kesteven Place – Bob Robertson Drive to end of formed road
Garlick Street – Bob Robertson Drive to end of formed road
Plaskett Road – 75 m south of Fernside Road to Ashworths Road
Pattersons Road – Two Chain Road to McRoberts Road
Tupelo Place – Tram Road to end of formed road
West Denbie Lane – North Eyre Road to end of formed road
Clothiers Road – South Eyre Road to end of formed road
Harpers Road – South Eyre Road to end of formed road
Baynons Road – Heywards Road to end of formed road
Douds Road – Marshmans Road to end of formed road
Bruces Road – Rangiora Leithfield Road to Marshmans Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Wyllies Road – Lower Sefton Road to State Highway One
Toppings Road – Lower Sefton Road to 180 m south of Upper Sefton Road
Lower Sefton Road – Saltwater Creek Road to Wyllies Road
Broad Road – Upper Sefton Road to State Highway One
Harleston Road – Upper Sefton Road to Hurunui District Boundary
Old North Road – 20 m north of Dale Street to Williams Street

Council are proposing speed limits that do not align with Waka Kotahi’s “safe and appropriate” speed on the roads listed in Table 33, to achieve consistency with other similar road types in the surrounding area. Regular feedback is received from the community around the consistency of speed limits within an area and across roads which look the same. Ensuring alignment with “safe and appropriate” speeds in the rural areas is particularly challenging because it is very common in the Waimakariri District to have crossover between sealed roads and unsealed roads. It is therefore difficult to justify the same speed limit on an unsealed road to a sealed road. Council staff may revisit these proposals in future iterations of the Waimakariri SMP.

Table 33. Roads with a consistent approach based on the surrounding road network.

Road and Extents
Percival Street – from High Street to 120 Percival Street (to proposed school zone)
Dawsons Road – Pattersons Road to Wards Road
McRoberts Road – Pattersons Road to Mill Road
Ashworths Road – Mill Road to Plaskett Road
Bradleys Road – 50 m north of Tram Road to 400 m north of Modena Place
Whites Road – 210 m south of Mill Road to Tram Road
Jacksons Road – 770 m south of Mill Road to Tram Road
Christmas Road – Mill Road to Butchers Road
Baileys Road – Mandeville Road to Whites Road
Fawcetts Road – Cones Road to 160 m west of Boundary Road (to the proposed school zone)
Forestry Road – Gorries Road to Marshmans Road
Marshmans Road – 630 m north of Fawcetts Road (from the proposed school zone) to the Hurunui District boundary
Pembertons Road – Rangiora Leithfield Road to 50 m north of Vaughan Street
Bramleys Road – 20 m southwest of Cox Road to Lineside Road
Raven Quay – from 50 m east of Rich Street to the end of the road to the east
Cameo Drive – Mandalea Road to end of formed road

There has been substantial development within the district since the Canterbury earthquake. As this continues, the urban boundaries of major towns are expanding outwards. Beach Grove is a recent development in Kaiapoi, which has seen land previously classified as rural, with a rural speed limit, rezoned as urban. As this development will have a frontage along Beach Road, the 50 km/h speed limit needs to be extended to its limits. The peri-urban areas of Sefton, Waikuku, Waikuku Beach, and Ashley have a higher density of housing, with smaller land lots; however, there is generally limited footpath infrastructure. An increase in the number of people using alternative modes mean these areas require a lower speed limit than is indicated by Waka Kotahi’s “safe and appropriate” speed model to ensure safe interaction between all modes of transport. The roads listed in Table 34 all have speed limit proposals which are lower than Waka Kotahi’s “safe and appropriate” speeds.

Table 34. Roads adjacent to higher density development.

Road and Extents
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue
Carr Street – Railway Street to end of formed road
Railway Street – Upper Sefton Road to Pembertons Road
Booth Street – Railway Street to Pembertons Road
Vaughan Street – Pembertons Road to Cross Street
High Street – Pembertons Road to Upper Sefton
Cross Street – Pembertons Road to 20 m east of Buller Street
Buller Street – Upper Sefton Road to Cross Street
High Street – 50 m south of Fawcetts Road to Lower Sefton Road
Canterbury Street – Lower Sefton Road to end of formed road
Wellington Street – Lower Sefton Road to Auckland Street
Auckland Street – Canterbury Street to Lower Sefton Road
Lower Sefton Road – Canterbury Street to 20 m east of Auckland Street
Northside Drive – Waikuku Beach Road to Waikuku Beach Road
Kings Avenue – Waikuku Beach Road to end of formed road
Allin Drive – Kings Avenue to Queens Avenue
Queens Avenue – Kings Avenue to end of formed road
Ensors Place – Queens Avenue to end of formed road
Collins Drive – Queens Avenue to end of formed road
McKenzie Place – Collins Drive to end of formed road
Macdonalds Lane – State Highway One to end of formed road
Geisha Road – State Highway One to end of formed road
Cust Road – 1782 Cust Road to 85 m west of Tippings Road
Mara Kai Place – Pegasus Boulevard to end of formed road
Atkinsons Lane – Mara Kai Place to end of formed road
Te Haunui Lane – Pegasus Boulevard to end of formed road
Mapleham Drive – Pegasus Boulevard to Pegasus Boulevard
Taerutu Lane – Mapleham Drive to end of formed road
Burntwood Lane – Mapleham Drive to end of formed road
Judsons Road – Woodend Beach Road to end of formed road
Copper Beech Road – Woodend Beach Road to end of formed road
Evergreen Road – Copper Beech Road to Copper Beech Road

The existing road infrastructure along Easterbrook Road is in poor condition, with various vertical grade changes caused by differential settlement in the road pavement. There is also

no marked centreline, and as such, a 60 km/h speed limit is proposed along the extent from Fernside Road to Hicklands Road rather than Waka Kotahi’s “safe and appropriate” 80 km/h speed limit.

Heywards Road, between Mabers Road and the 30 km/h school zone 300 m south of Tram Road, is proposed to have a speed limit of 60 km/h. This is intended to provide a gradual decrease in speed limits, prior to the Category One school zone.

The following roads listed in Table 35 are technically too short for their own speed limit, as per the minimum distance requirements set out in the *Rule*.

Downs Road is an unsealed cul-de-sac off Marshmans Road, and therefore, to ensure consistency on the district’s unsealed roads, it should also have a 60 km/h speed limit.

It is proposed for all roads within the Sefton Township, aside from Pembertons Road and Upper Sefton Road, to have a speed limit of 40 km/h; therefore, to ensure consistency with the surrounding area, High Street should also have a 40 km/h speed limit.

Geisha Road is located off the 100 km/h section of State Highway One. It currently has a legal speed limit of 70 km/h, which therefore, indicates that it has already been approved for a speed limit where it does not meet the minimum distance requirements in a prior *Rule*. As such, Council deems proposing a 40 km/h speed limit along its extents will have no impacts on users of the road.

Table 35. Roads not meeting the minimum distance requirements.

Road and Extents
Downs Road – Marshmans Road to end of formed road (unsealed)
High Street – Pembertons Road to Upper Sefton Road too short for its own speed limit
Geisha Road – State Highway One to end of formed road *does not meet minimum length requirement

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 80 km/h (Light Green)
- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 50 km/h (Dark Green)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)
- Community Board Ward Boundaries (Black)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

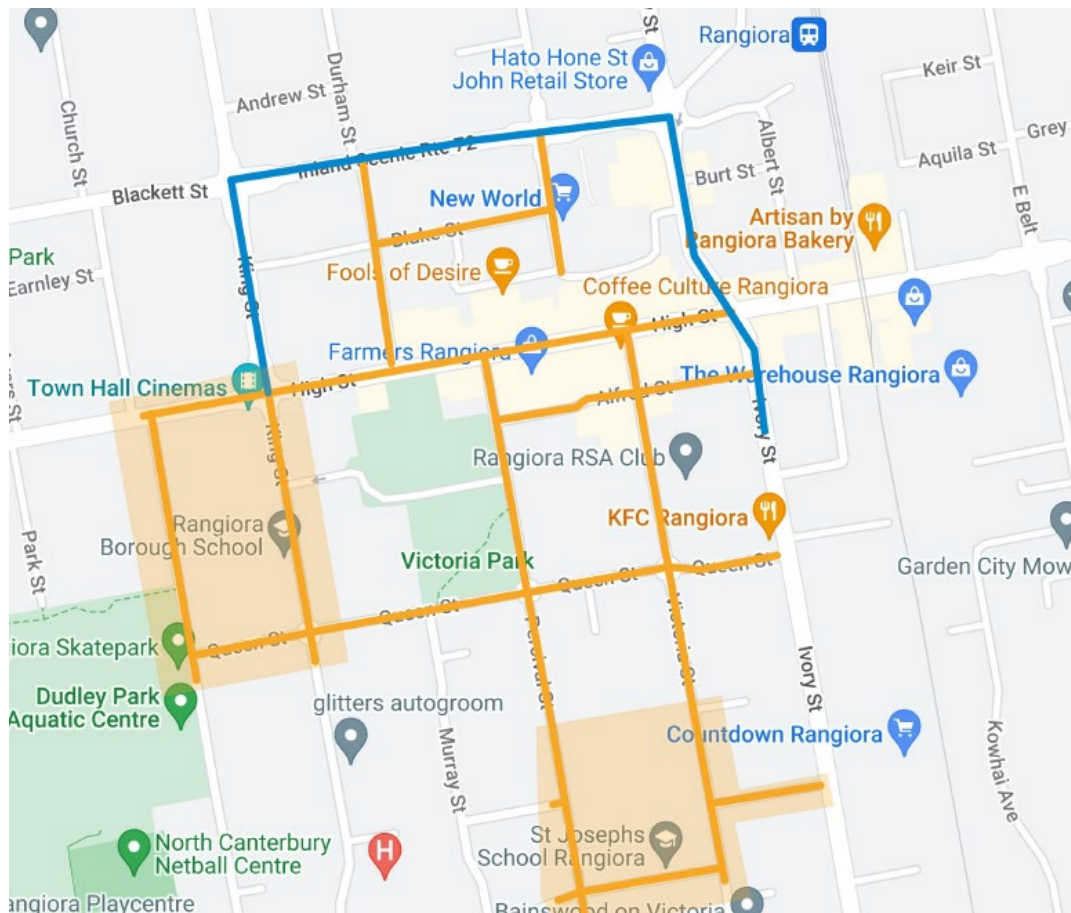


Figure 2. Rangiora town centre (Table 4).

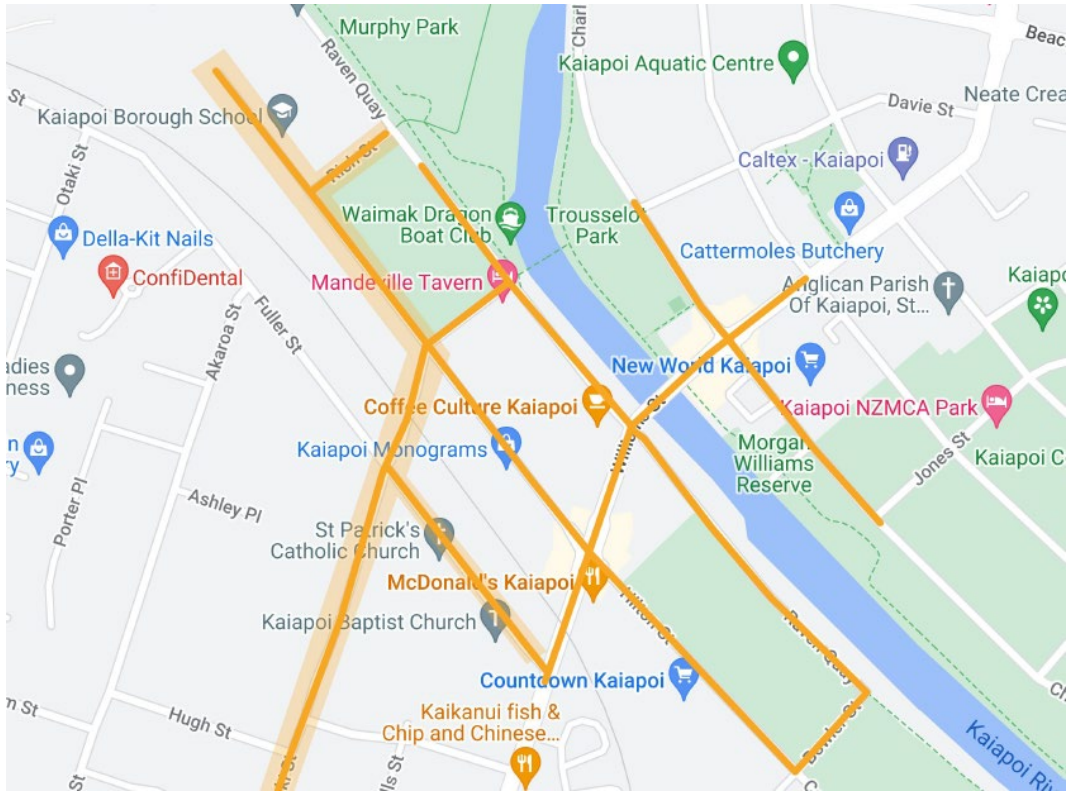


Figure 3. Kaiapoi town centre (Table 5).

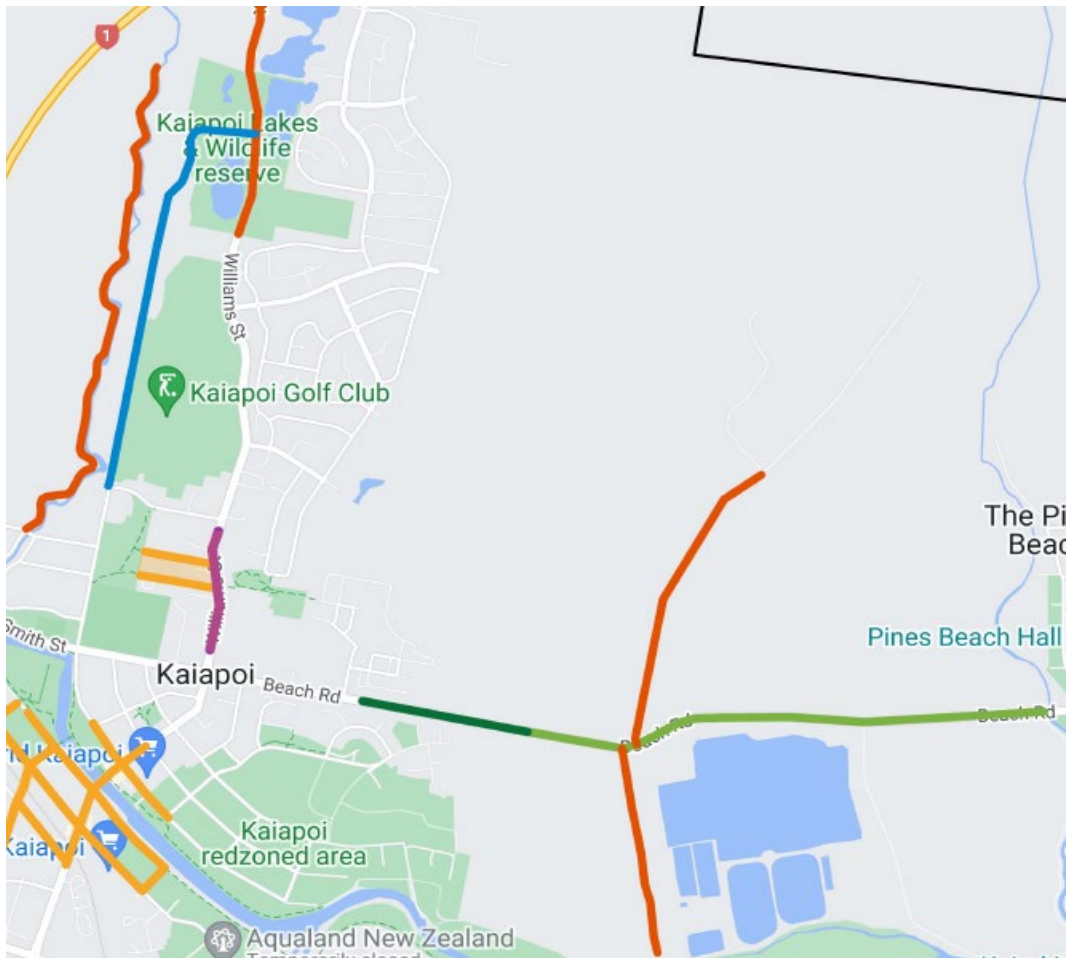


Figure 4. Other urban and rural areas in Kaiapoi, including Kaiapoi North School (Table 6, Table 26, and Table 28).

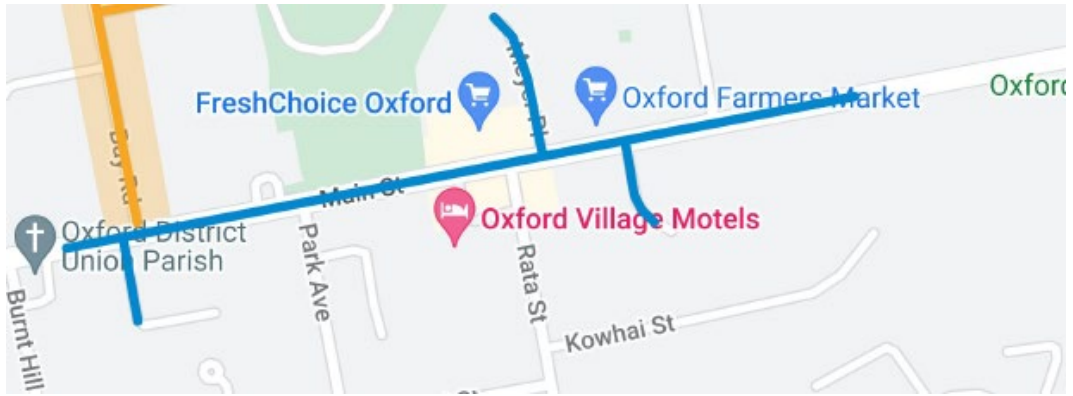


Figure 5. Oxford town centre (Table 7).

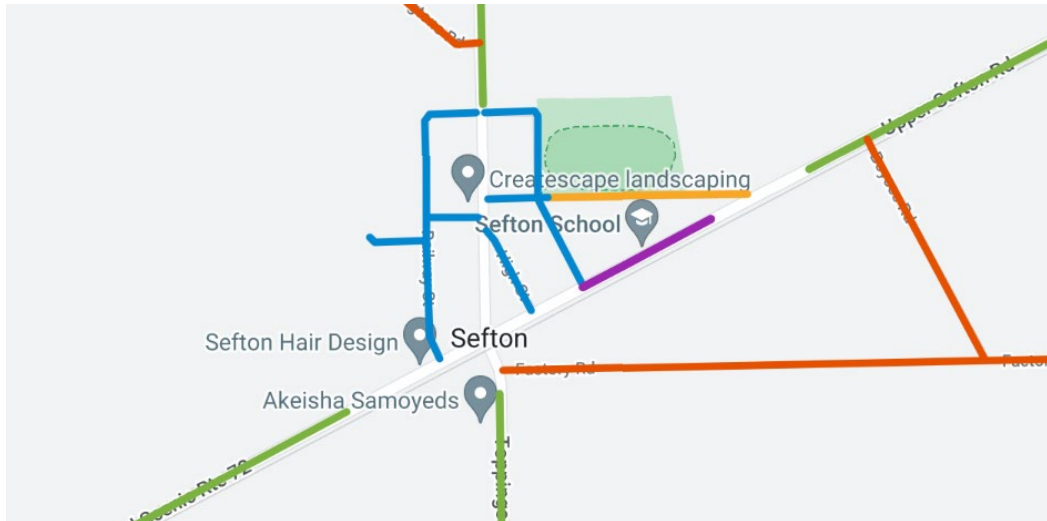


Figure 6. Sefton Township, including Sefton School (Table 8 and Table 29).



Figure 7. Ashley Township (Table 9).

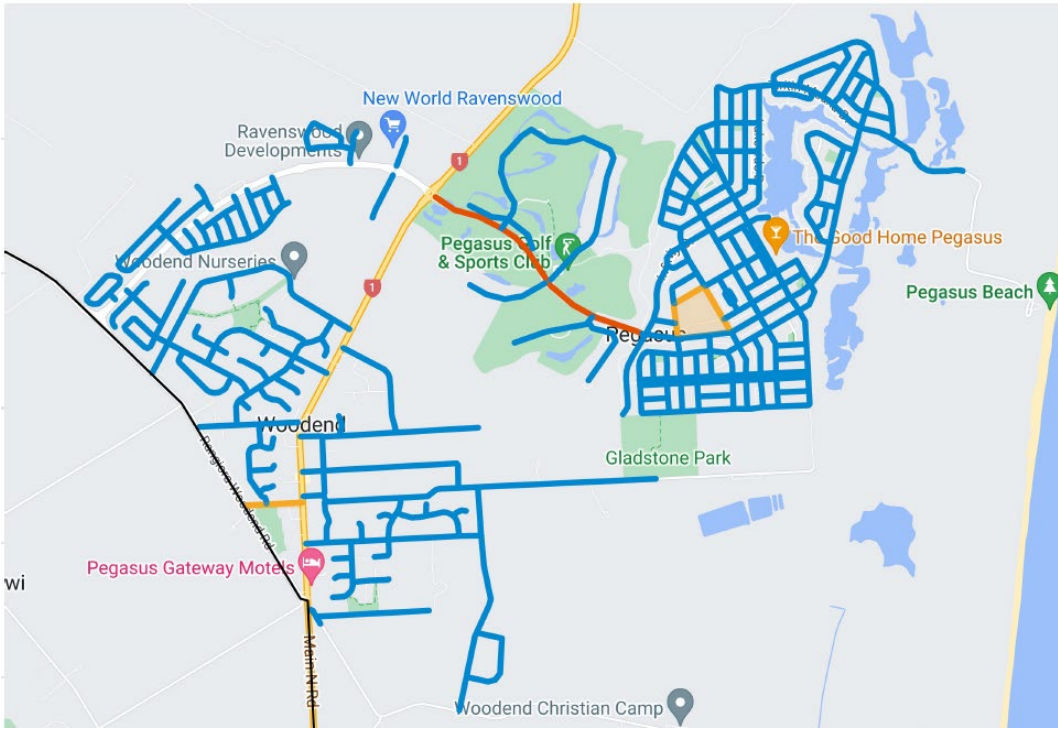


Figure 8. Pegasus, Woodend, and Ravenswood urban areas, including schools (Table 10, Table 11, and Table 28).

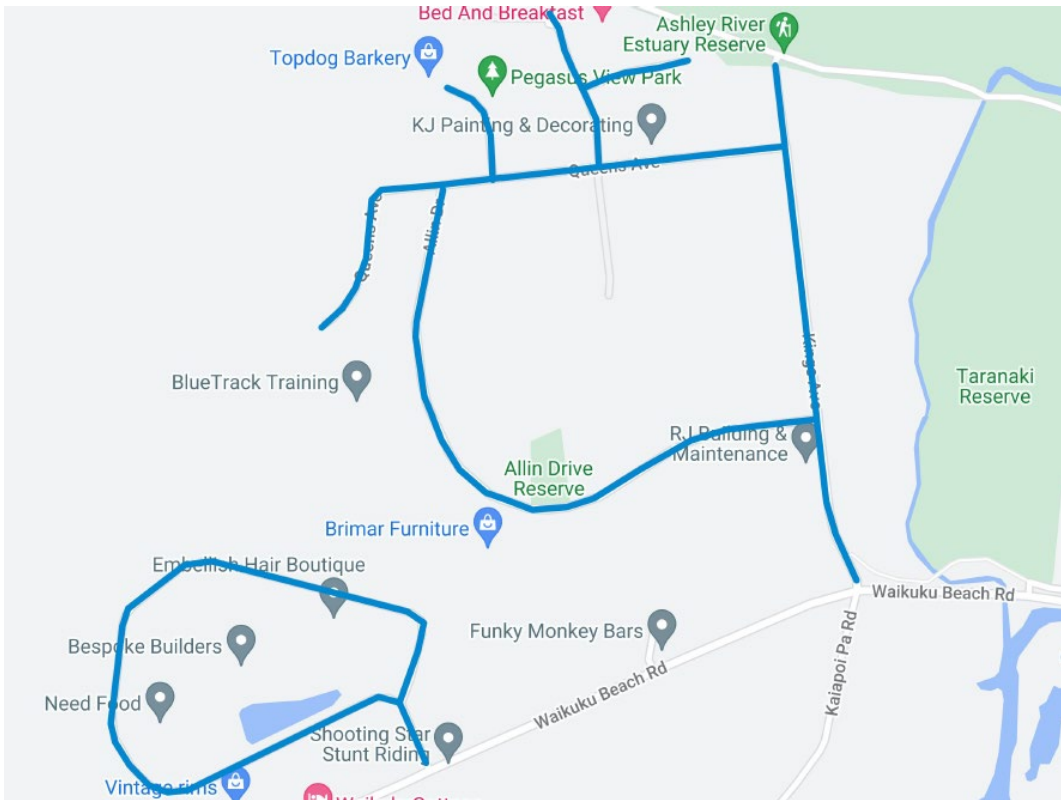


Figure 9. Waikuku Beach peri-urban area (Table 12).

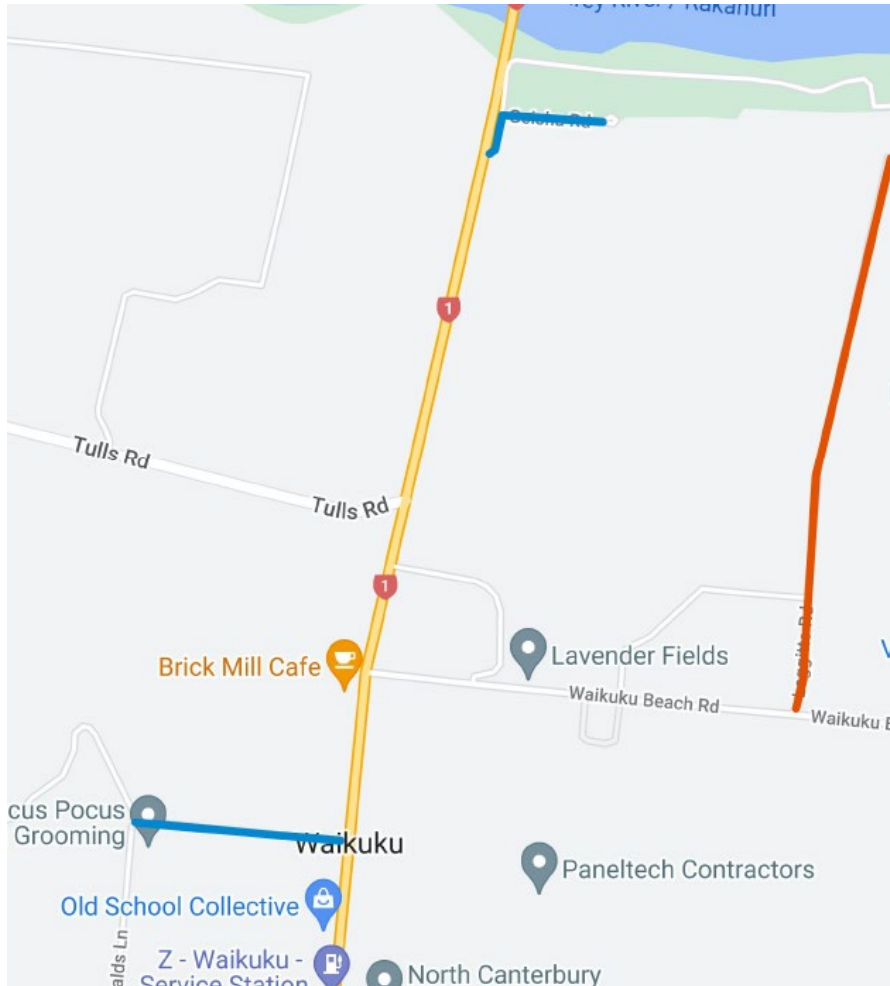


Figure 10. Waikuku peri-urban area (Table 13).

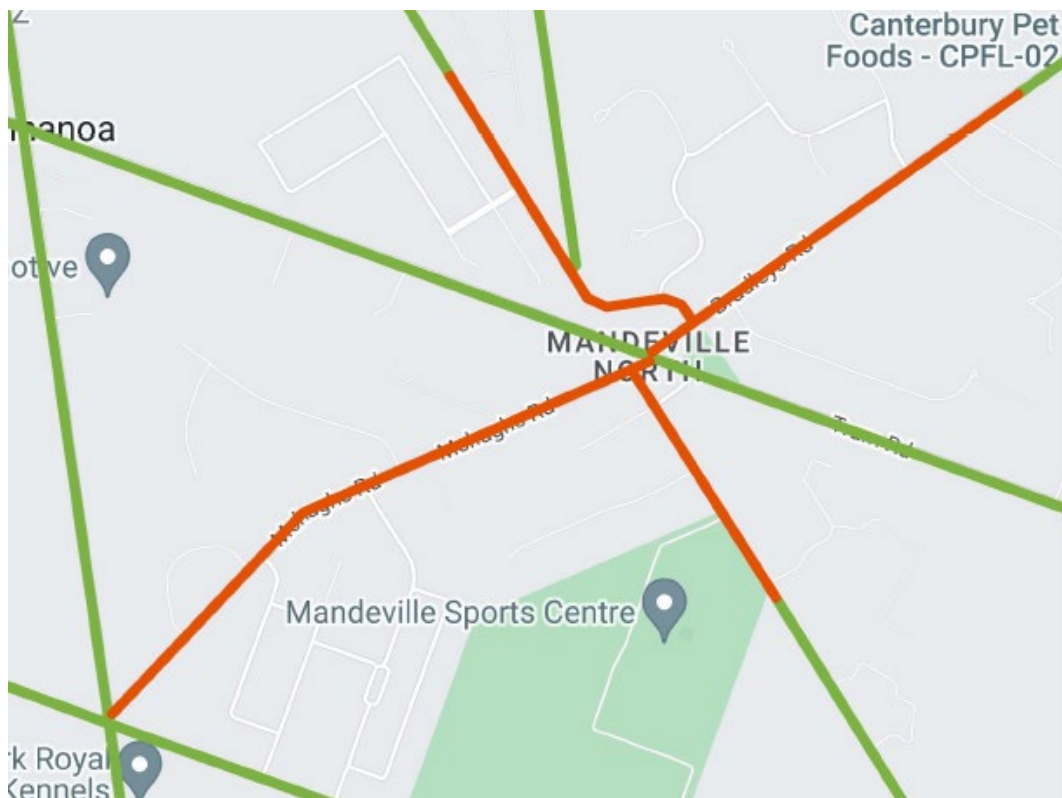


Figure 11. Mandeville peri-urban area (Table 14).

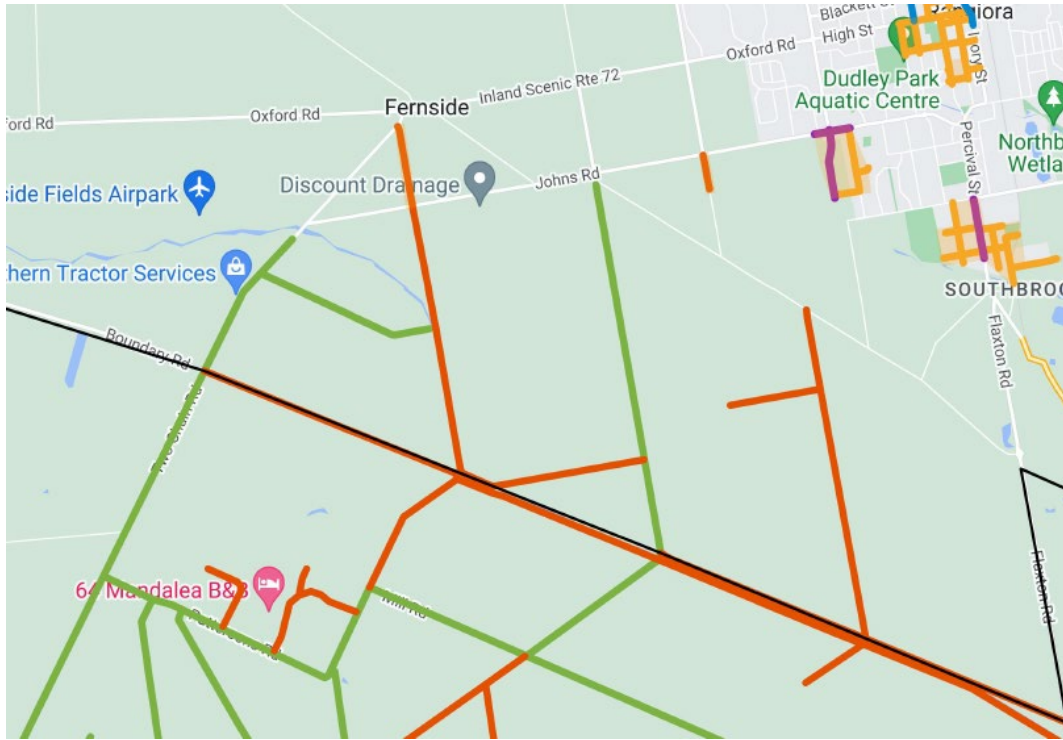


Figure 12. Rangiora/Fernside area, including Fernside School area (Table 15 and Table 30).

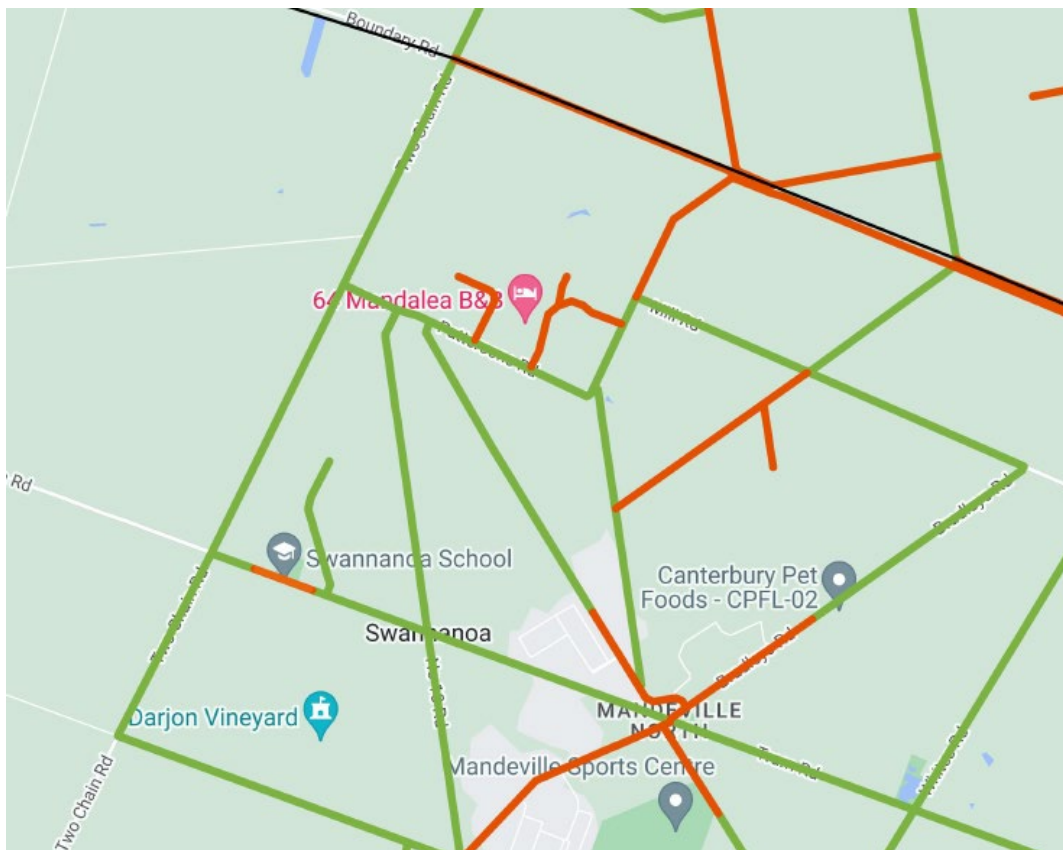


Figure 13. North of Tram Road/Mandeville area, including Swannanoa School (Table 16 and Table 30).



Figure 14. North of Tram Road/Ohoka area, including Ohoka School (Table 17 and Table 29).

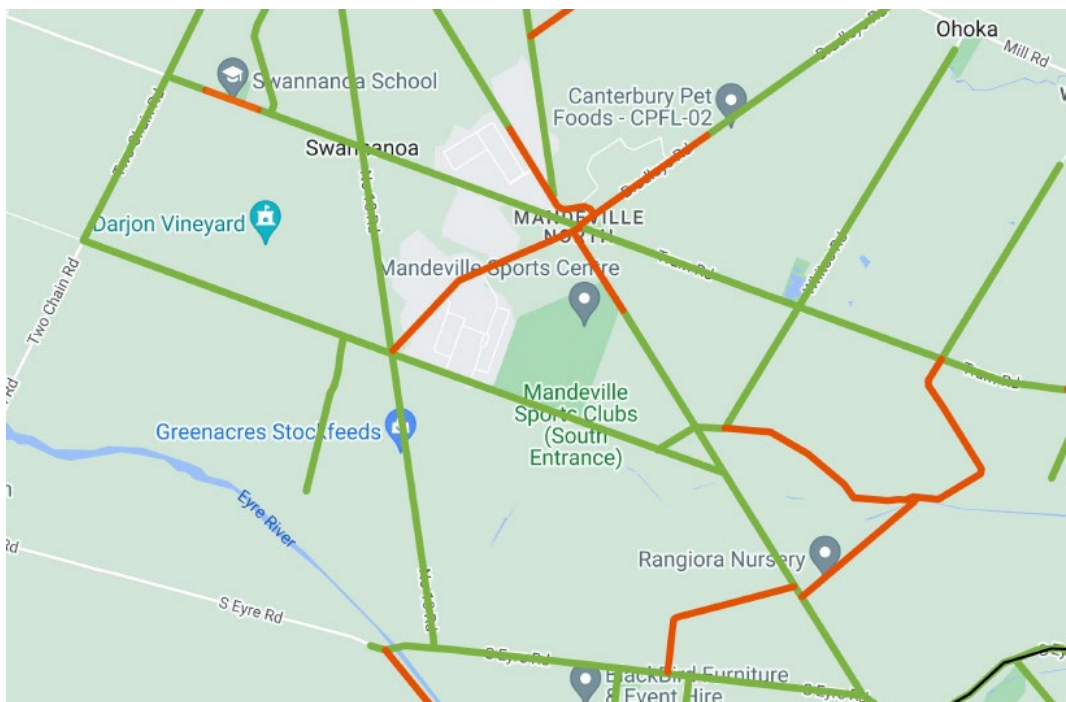


Figure 15. South of Tram Road/Mandeville area (Table 18).



Figure 16. South of Tram Road area (Table 19).



Figure 17. South of South Eye Road area, including Clarkville School (Table 20, Table 21, and Table 29).

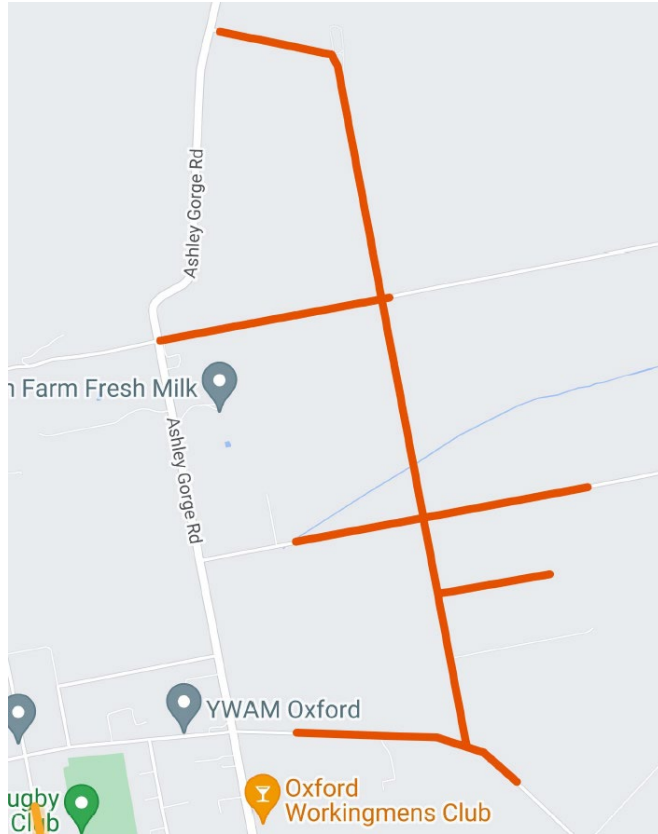


Figure 18. Oxford rural area (Table 22).

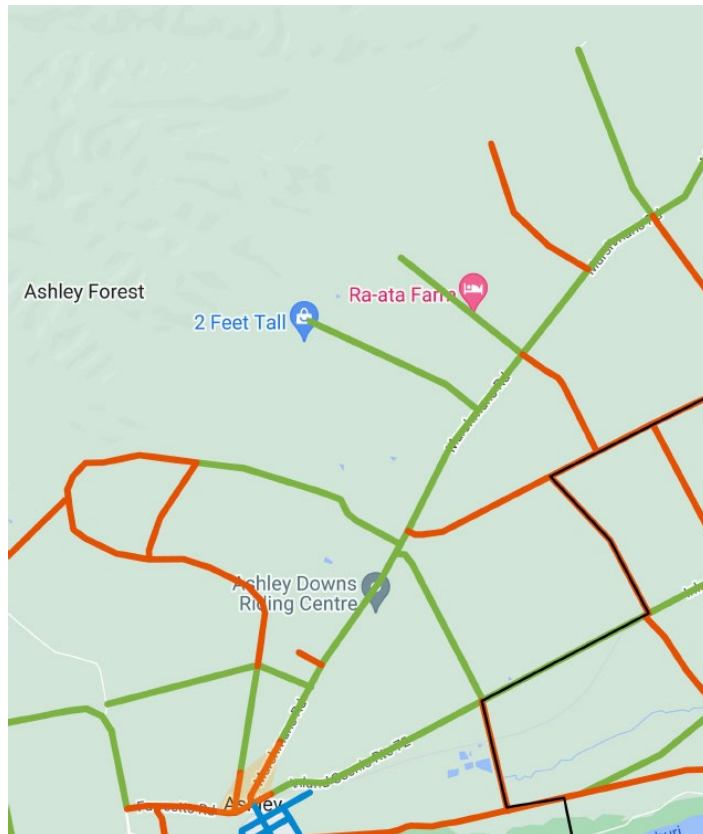


Figure 19. Northwest of Marshmans Road area, including Ashley School (Table 23 and Table 30).



Figure 20. North of Upper Sefton Road area (Table 24).

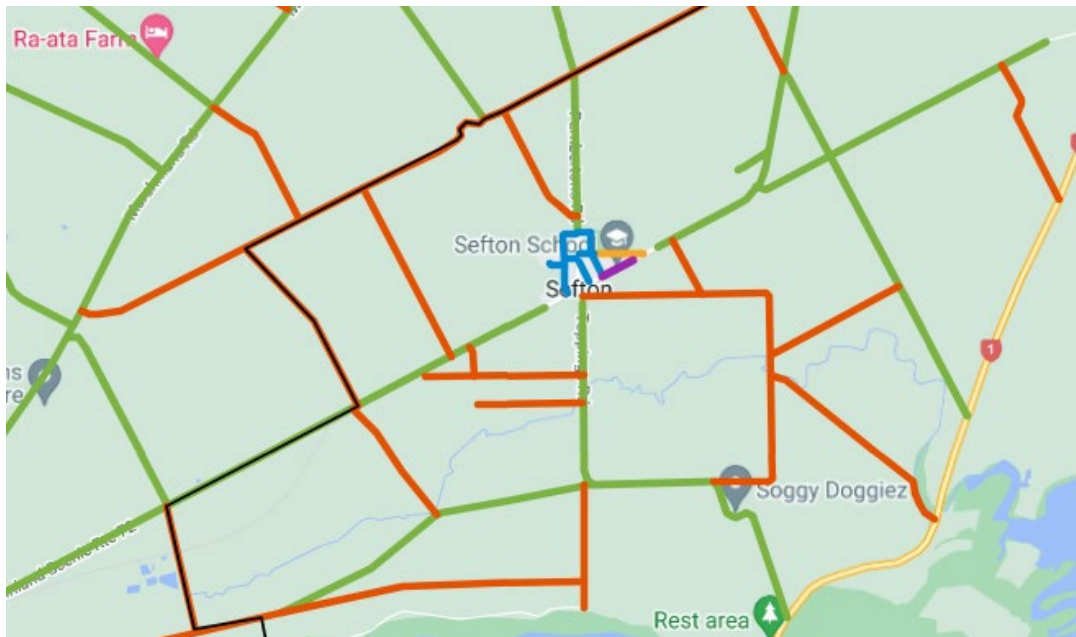


Figure 21. South of Upper Sefton Road area (Table 25).

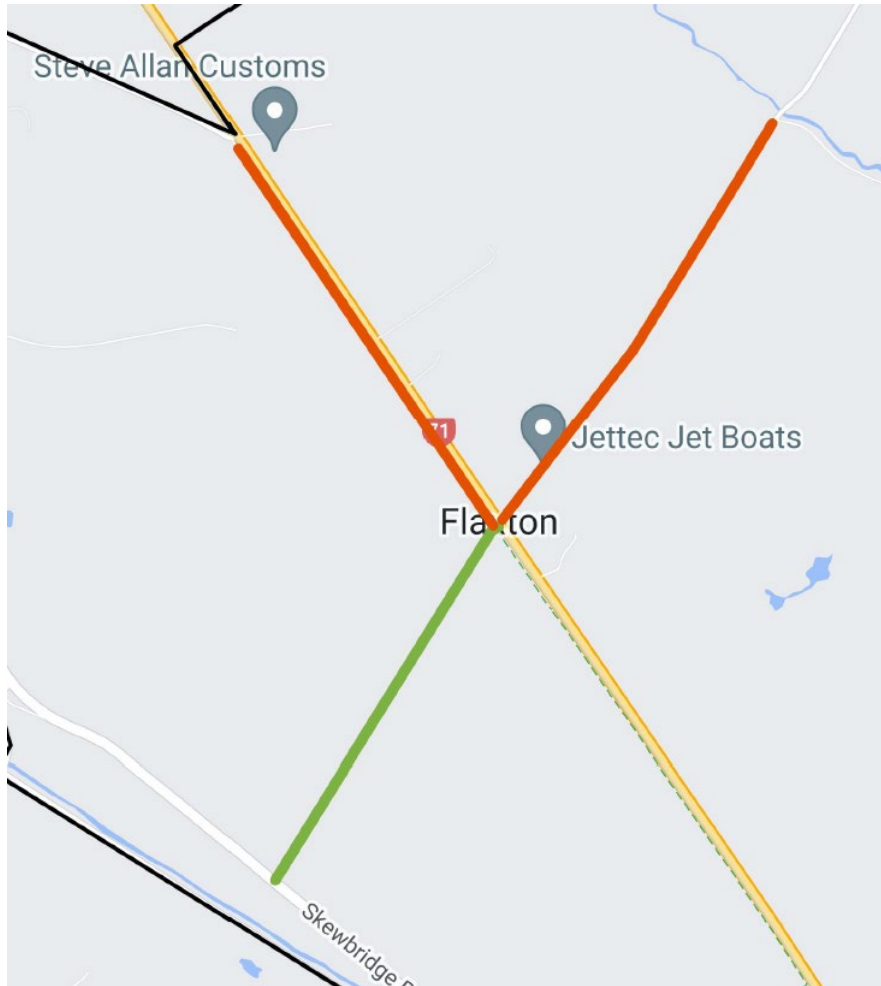


Figure 22. Flaxton rural area (Table 26).

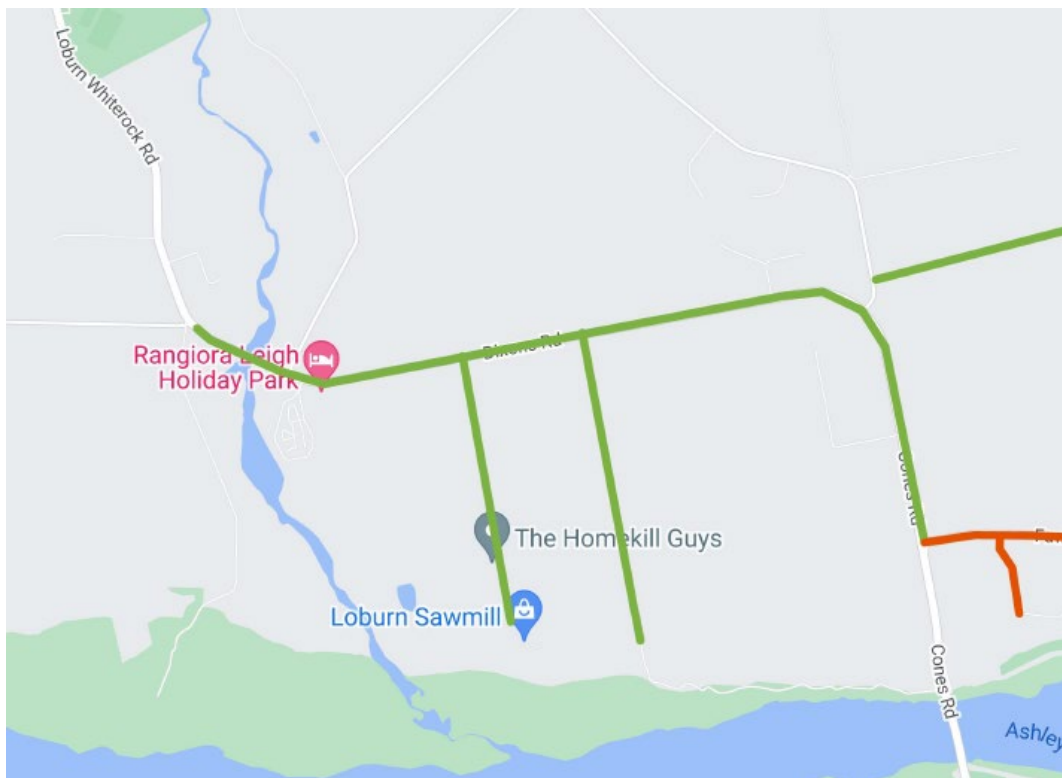


Figure 23. Loburn rural area (Table 26).



Figure 24. Cust peri-urban area (Table 28).

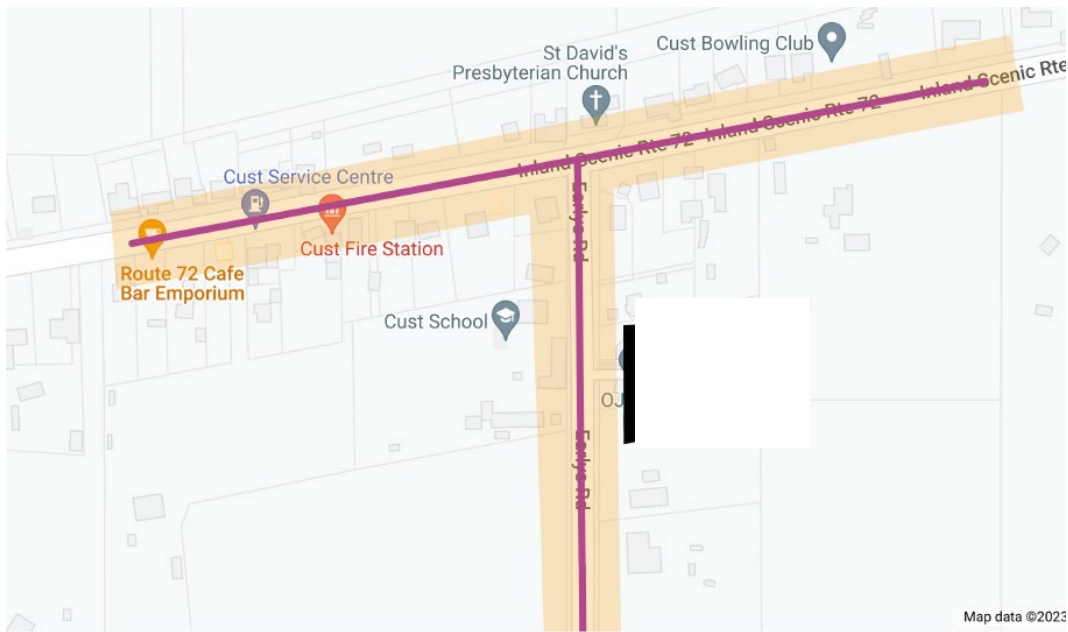


Figure 25. Cust School area (Table 28).

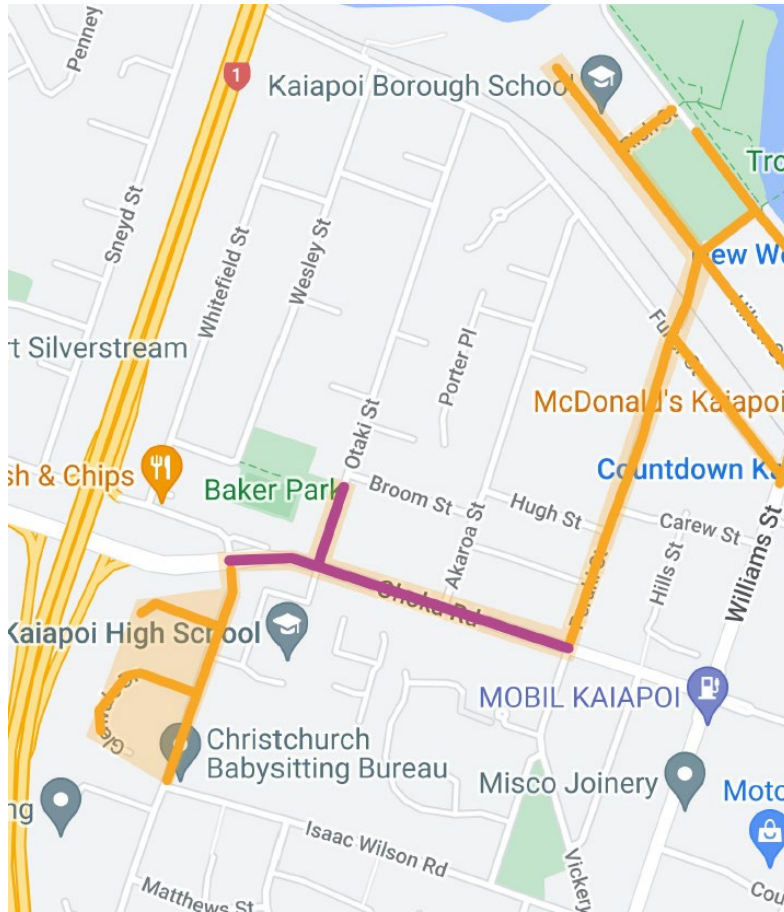


Figure 26. Kaiapoi school areas (Table 28).

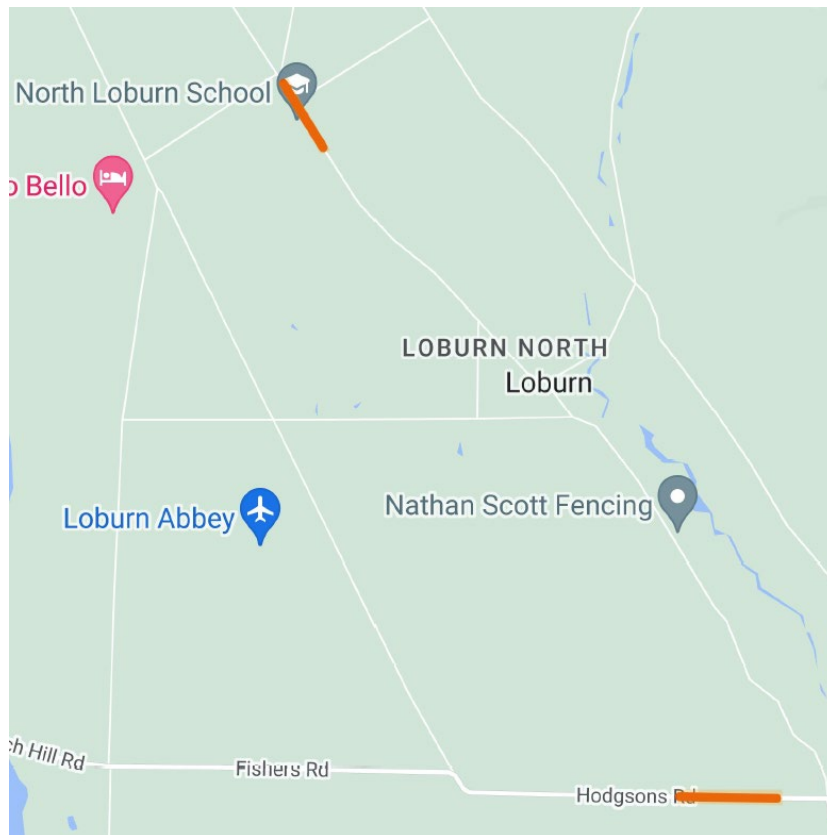


Figure 27. Loburn school areas (Table 30).

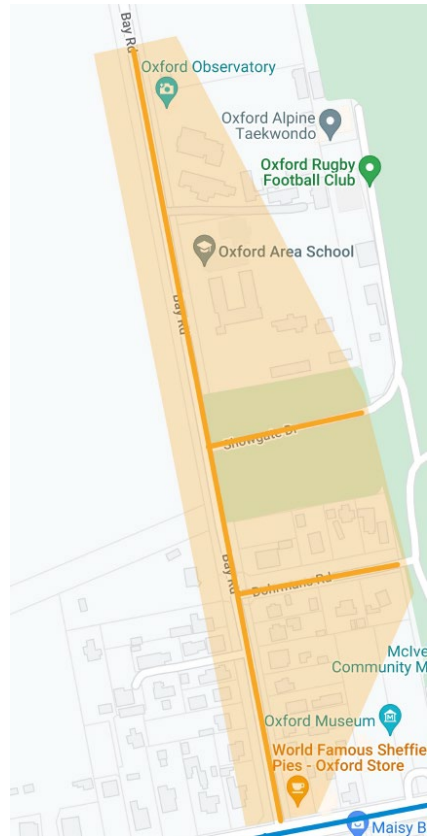


Figure 28. Oxford Area School zone (Table 28).

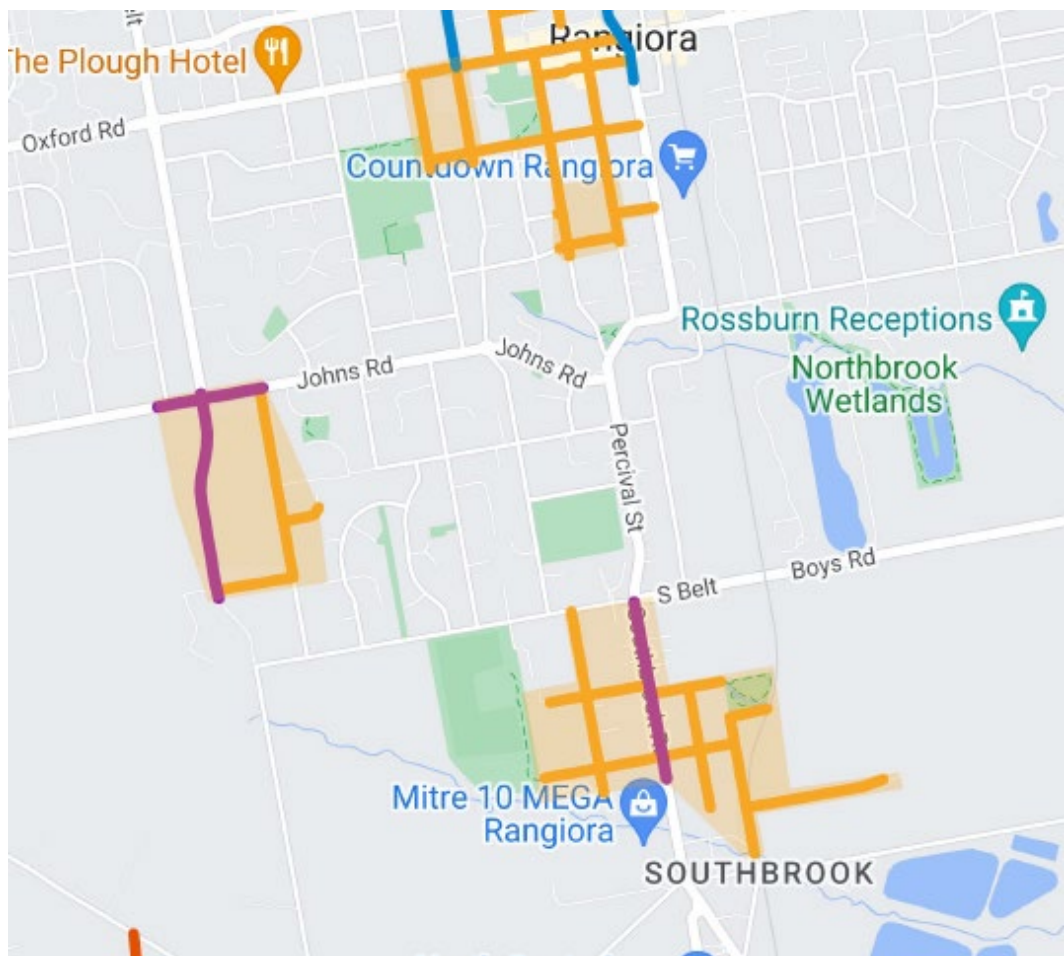


Figure 29. Rangiora south school areas (Table 28).

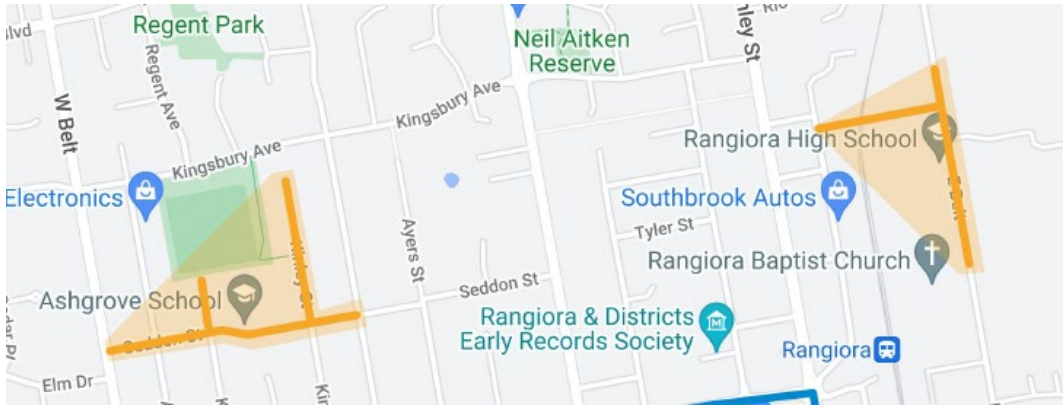


Figure 30. Rangiora north school areas (Table 28).



Figure 31. View Hill School zone (Table 30).

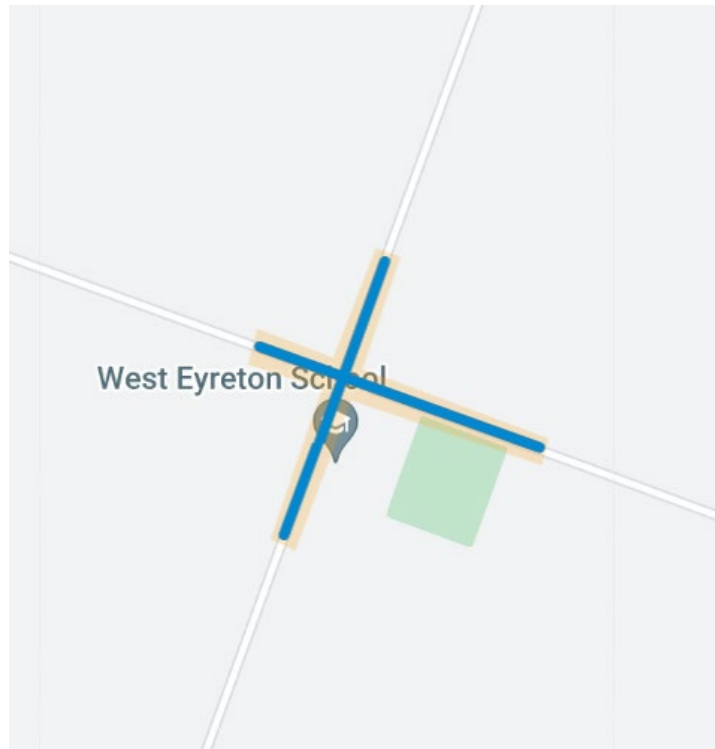


Figure 32. West Eyreton School zone (Table 30).



Figure 33. Tuahiwi School zone (Table 28).

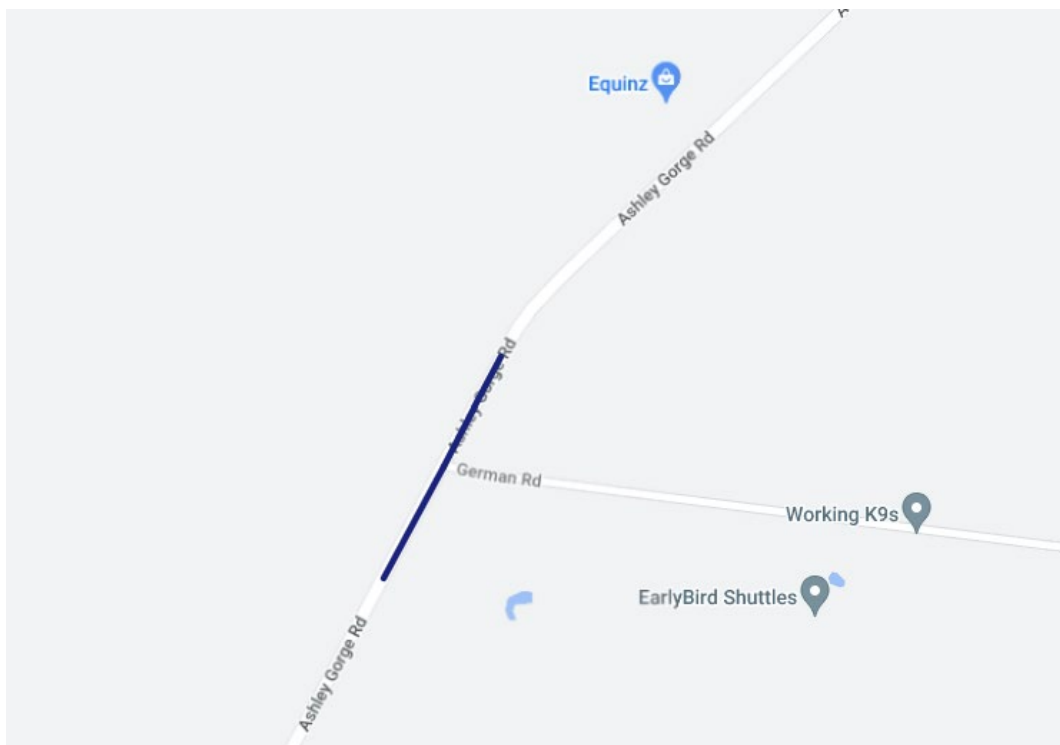


Figure 34. Ashley Gorge Road and German Road Intersection Speed Zone (Table 27).



Figure 35. Oxford Road and Tram Road Intersection Speed Zone (Table 27).

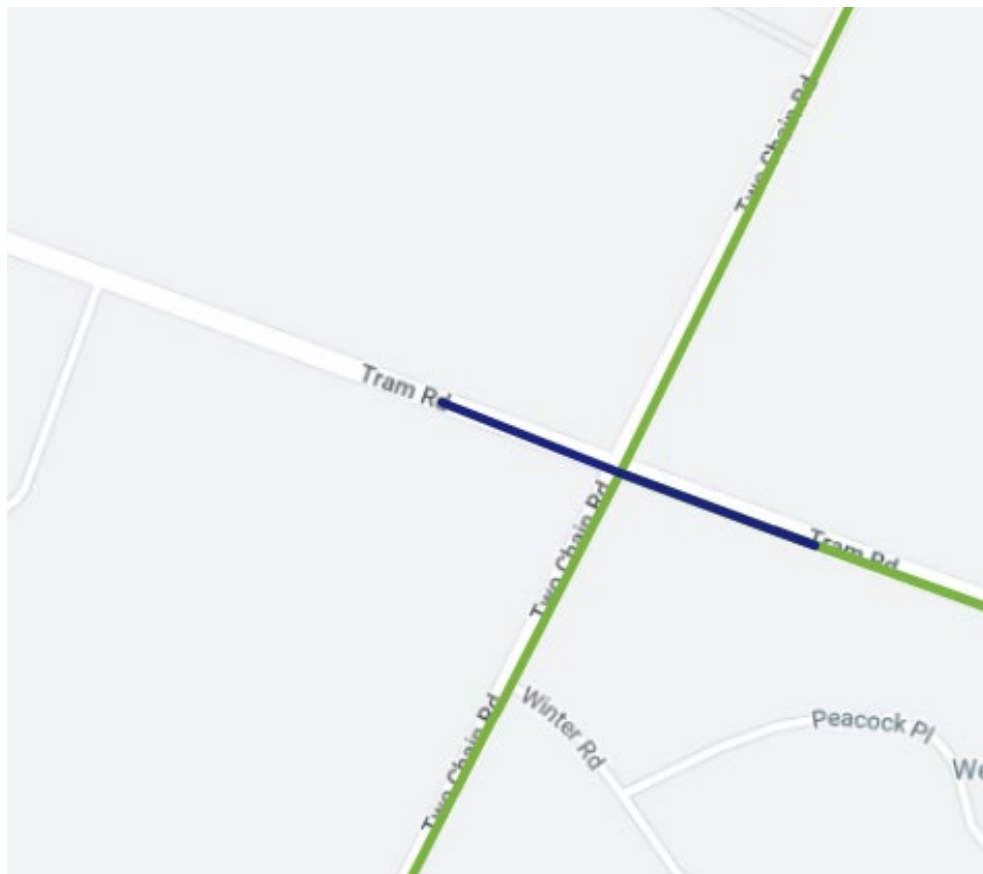


Figure 36. Tram Road and Two Chain Road Intersection Speed Zone (Table 27).

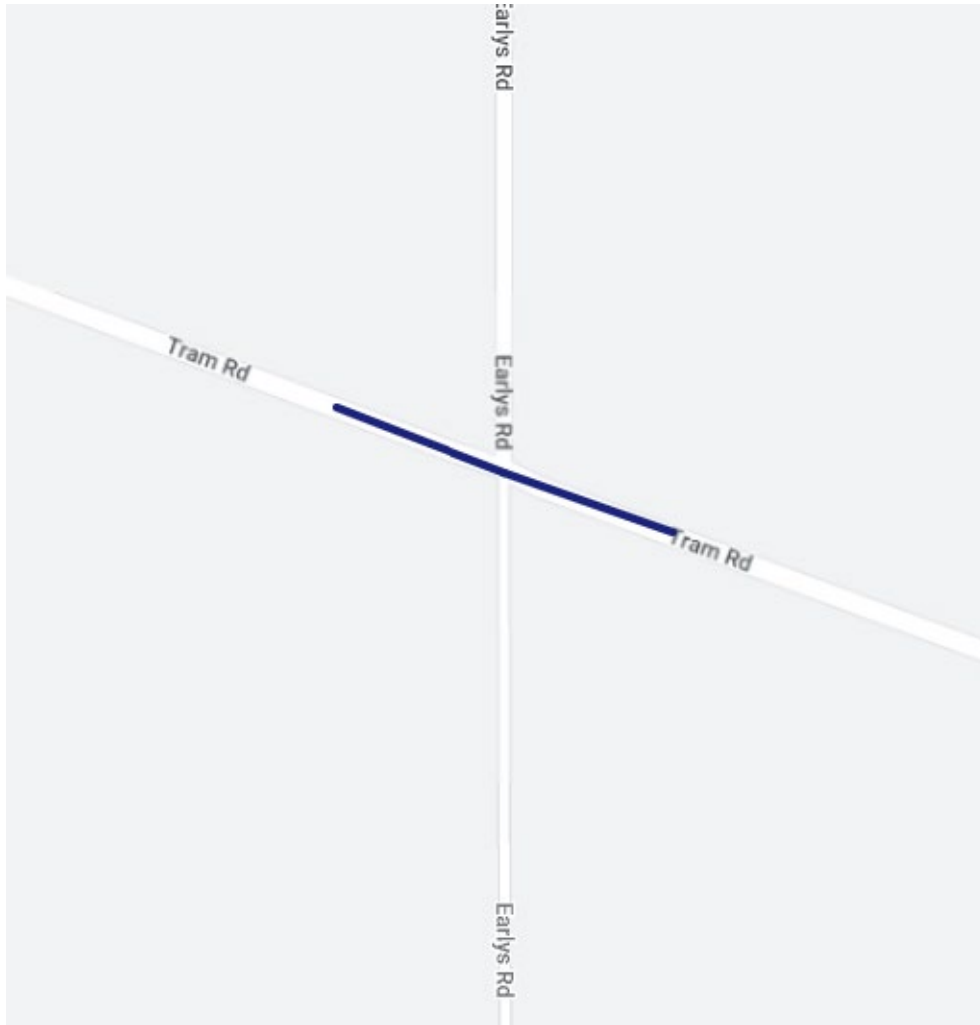


Figure 37. Tram Road and Earlys Road Intersection Speed Zone (Table 27).

Network Approach to Speed Management

In order to achieve a whole-of-network outcome, the Council are proposing an area-based approach to speed management over the next ten years to ensure consistency across the district's road network. The SMP is proposed to be structured as follows (Figure 12 maps these speed limit reviews across the District):

- This first iteration of the SMP (2023-2027) covers all schools.
- A second iteration of the SMP (2027-2030) is proposed to include the Loburn / Waikuku / Glentui rural areas, the north-eastern portion of the district (i.e., Ashley/Sefton), south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville), Kaiapoi / Woodend / Pegasus / Ravenswood urban areas, and Waikuku peri-urban areas.
- A second iteration of the SMP (2027-2030) is proposed to include the south-eastern portion of the district (i.e., Swannanoa / Fernside / Clarkville / Mandeville – from Two Chain Road to the east), high-risk rural intersections, Kaiapoi / Woodend / Pegasus / Rangiora / Ravenswood urban areas, and Waikuku peri-urban areas.
- A third iteration (2030-2033) is proposed to cover the Oxford urban area, and all remaining rural areas to the west, north and south of the district, north-eastern portion of the district (i.e., Ashley/Sefton – from Mowatts Road/Wallers Road to the east).

At this time, Council does not have funding available to upgrade roads to align with higher speeds; therefore, resulting in the approach of reducing speed limits district wide. If it is decided to upgrade corridors, then the funding will need to be allocated to deliver this infrastructure.

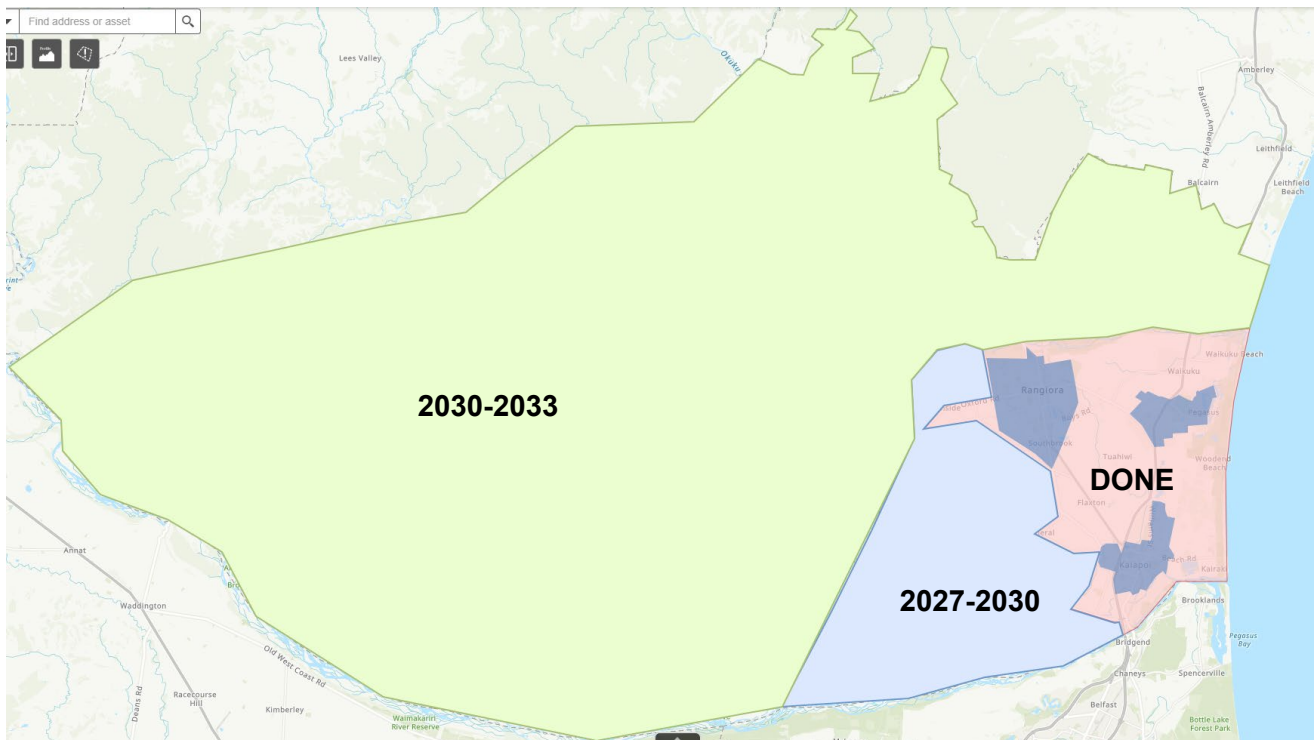


Figure 1. Proposed network approach for the Waimakariri District over the next ten years.

Taking an area approach means that speed limit changes would be delivered within areas, ensuring consistency for road users. This consistency across the network is more understandable for the road user, rather than speed limit changes being on an ad-hoc road category basis (e.g., rural collectors, etc.), and noting that Council does not wish to change speed limits across the district in one iteration of the SMP.

With these changes occurring over a ten-year period, the Council are also proposing to set speed limits by road type to ensure there is consistency for motorists across the network as these changes are

made by area. The relevant road types and proposed speed limits are as shown in Table 2, noting that some roads falling into these categories may have a speed limit proposal which does not align with what is listed. This is due to alignment with the clauses set out in the Rule (e.g., minimum length of road for a speed limit) and Council's proposal for an iterative approach to some speed limits.

Table 1. Canterbury regional approach to setting initial speed limits.

Proposed Speed Limit (km/h)	Typical Locations
30	<ul style="list-style-type: none"> • Town centres • Category One school areas
30 (Variable)	<ul style="list-style-type: none"> • Category One school areas which have frontages on high volume roads
40	<ul style="list-style-type: none"> • Urban residential areas (* step change towards a future 30 km/h speed limit) • Urban arterial roads
50	<ul style="list-style-type: none"> • Extension of existing urban transport area, where the rest of the urban area is not being reviewed until a future iteration of the SMP
60	<ul style="list-style-type: none"> • Rural unsealed roads • Rural cul-de-sacs • Peri-urban roads • Category Two rural schools
80	<ul style="list-style-type: none"> • Rural sealed roads

Coordination with other Councils (Hurunui District Council, Selwyn District Council, and Christchurch City Council) is being carried out to ensure that speed limits on roads which cross jurisdictional boundaries have the same speed limit, where practicable (noting that each Council is working to its own timeframe). Co-ordination will also be occurring with the Department of Conservation, Environment Canterbury, and Waka Kotahi's State Highway Team, to ensure that the few boundary roads that Waimakariri shares with those RCAs align with what is proposed on Waimakariri local network.

Speed Limits

Urban and Settlement Areas

The following tables, as listed below, indicate the proposed speed limits and implementation timeframe for the Waimakariri District urban and settlement areas. Where the proposed speed limit does not align with Waka Kotahi’s “safe and appropriate” speed, refer to Appendix C for further information.

- Other urban areas in Kaiapoi (Table 4)
- Pegasus urban area (Table 5)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 4. Proposed speed limits for other urban areas in Kaiapoi.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – from 80 m east of Tuhoe Avenue to 690 m east of Tuhoe Avenue	70	50	Permanent	2023-2024	Yes

Table 5. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive	70	60	Permanent	2024-2027	Yes

The following table, as listed below, indicates the proposed speed limits and implementation timeframe for the Waimakariri District rural areas. Where the proposed speed limit does not align with Waka Kotahi’s safe and appropriate speed, refer to Appendix C for further information.

- Other rural areas (Table 6)

Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 6. Proposed speed limits for other rural areas.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Difference between SAAS and proposal
Beach Road – 690 m east of Tuhoe Avenue to 200 m west of Dunns Avenue	100	80	Permanent	2023-2024	No
Ferry Road (north) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No
Ferry Road (south) – Beach Road to end of formed road (unsealed)	100	60	Permanent	2023-2024	No

Table 7 indicate the proposed variable speed limits at sites where Rural Intersection Advanced Warning Signs (RIAWS), which are also known as Intersection Speed Zones (ISZ) are proposed and the implementation timeframe for these. ISZ's temporarily reduce the speed on the priority road (main road) through the intersection when a vehicle is approaching on the side road. Their intention is to make it easier for a vehicle to pull out of the side road, but also reduce the impact of a crash if one were to occur. Maps are provided in Appendix D for a visual representation of the proposed speed limits.

Table 2. Proposed Intersection Speed Zones.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60	Variable	2024-2027
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60	Variable	2024-2027
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60	Variable	2024-2027
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60	Variable	2023-2024

Speed Limits Around Schools

Categorisation of Schools

In the Rule, schools are categorised to determine the maximum permitted speed limit on the road(s) outside the school. A category one school must have a speed limit of no more than 30 km/h (either permanent or variable) and a category two school must have a speed limit of no more than 60 km/h set on the road(s) outside of it. The category two schools are located in higher speed limit areas, and generally have pick-up and drop-off areas located on the school site rather than the road frontage.

Proposed School Speed Limits

The proposed road extents for implementation of school speed limits at category one schools, which are already in a low-speed environment (i.e., 50 km/h or less) are shown in Table 8. Table 9 shows the proposed road extents for the implementation of school speed limits at category one schools, which are currently within a high-speed environment (i.e., 60 km/h or higher) that will be adjusted down. Finally, Table 10 shows the proposals for the district's category two schools which will remain within high-speed environments. The school speed limits will be implemented across the 2023-2027 period as follows:

- 2023-2024:
 - Ashley Rakahuri School,
 - Clarkville School,
 - Kaiapoi High School,
 - Rangiora Borough School,
 - Rangiora High School,
 - Rangiora New Life School,
 - Sefton School,
 - Southbrook School,
 - St Joseph's School (Rangiora),
 - St Patrick's School (Kaiapoi),
 - Swannanoa School,
 - Te Matauru School.
- 2024-2027:
 - Ashgrove School,

- Cust School,
- Fernside School,
- Kaiapoi Borough School,
- Kaiapoi North School,
- Loburn School,
- North Loburn School,
- Ohoka School,
- OneSchool Global (Rangiora Campus),
- Oxford Area School,
- Pegasus Bay School,
- Tuahiwi School,
- View Hill School,
- West Eyreton School,
- Woodend School.

Table 8. Proposed speed limits outside of category one ⁸¹⁴Schools in existing low-speed areas (50 km/h or less).

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Kaiapoi High School	1	30 km/h	Ohoka Road (20 m east of Robert Coup Road to 123 Ohoka Road)	Variable
			Otaki Street (Ohoka Road to 20 m south of Broom Street)	
			Glenvale Drive (entire length)	Permanent
			McDougal Place (entire length)	
			Robert Coup Road (Ohoka Road to 20 m north of Isaac Wilson Road)	
Kaiapoi Borough School	1	30 km/h	Hilton Street (Blackett Street to end of formed road at the cul-de-sac head)	Permanent
			Rich Street (Raven Quay to Hilton Street)	
Kaiapoi North School	1	30 km/h	Williams Street (205 Williams Street to 265 Williams Street)	Variable
			Sims Road (Williams Street to end of formed road)	Permanent
			Coups Terrace (Williams Street to end of formed road)	
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
St Patrick's School (Kaiapoi)	1	30 km/h	Fuller Street (Williams Street to 20 m west of Peraki Street)	Permanent
			Peraki Street (Hilton Street to Ohoka Road)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
			Calvandra Grove (Pentecost Road to end of formed road)	
			Goldie Drive (20 m east of Townsend Road to Pentecost Road)	
Tuahiwi School	1	30 km/h	Tuahiwi Road (191 Tuahiwi Road to 215 Tuahiwi Road)	Variable
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent

Table 9. Proposed speed limits outside of category one schools in existing high-speed areas (60 km/h or higher). ⁸¹⁷

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Clarkville School	1	30 km/h	Heywards Road (20 m south Tram Road to 300 m south of Tram Road)	Permanent
		60 km/h	Heywards Road (300 m south of Tram Road to north of Mabers Road)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 10. Proposed speed limits outside of category two schools in existing high-speed areas (60 km/h or higher). ⁸¹⁸

School name	Category	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	Permanent
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	Permanent
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	Permanent
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

The proposed infrastructure for the next four years to support the proposed speed limit changes is shown in Table 11. Where there are still issues with compliance and safety, the Council will apply for funding through the next NLTP.

Table 11. Proposed infrastructure to be implemented during the four-year period.

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)
All Schools	Speed Signage	2023-2027	Not Committed
Rangiora Woodend Road / Boys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / South Eyre Road / Giles Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Ohoka Road / Robert Coup Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Tram Road / Bradleys Road intersection	Intersection upgrade (rural roundabout)	2024-2027	Not Committed
Oxford Road / Lehmans Road intersection	Intersection upgrade (urban roundabout)	2024-2027	Not Committed

Note. All projects which are not committed, following the release of the 2024-2027 NLTP, will be applied for through the next Long Term Plan process.

Appendix C – Safe and Appropriate Speed Alignment

Some of the speed limits proposed within this Speed Management Plan do not align with the “safe and appropriate” speed information provided by Waka Kotahi computer models.

Council is working towards the “safe and appropriate” speed for the road extents listed in Table 12. This initial proposal is an interim step, which may be revisited in future revisions of the Waimakariri SMP. The main reasons for this interim step are listed below, noting that not all are relevant to each road section.

- High existing mean operating speed.
- Wide carriageway and other higher speed environment features.
- Consistency throughout the urban area.
- Community and/or elected member support.

Table 12. Roads with an interim step towards the safe and appropriate speed.

Road and Extents
Pegasus Boulevard – State Highway One to 50 m east of Infinity Drive

Appendix D – Speed Limit Extent Maps

The maps shown in Figures 14 to 49 gives a visual representation of the speed limit proposals listed in the Four-Year Implementation Section. Each figure label has the table reference for the speed limit proposals.

The following legend can be applied to all maps:

- 60 km/h (Dark Orange)
- 60 km/h Variable (Dark Blue)
- 40 km/h (Blue)
- 30 km/h (Light Orange)
- 30 km/h Variable (Purple)
- School Zone (Light Orange Filled Area)

(Note. Maps and legend are to be replaced with maps developed by the Communications and Engagement Team for consultation)

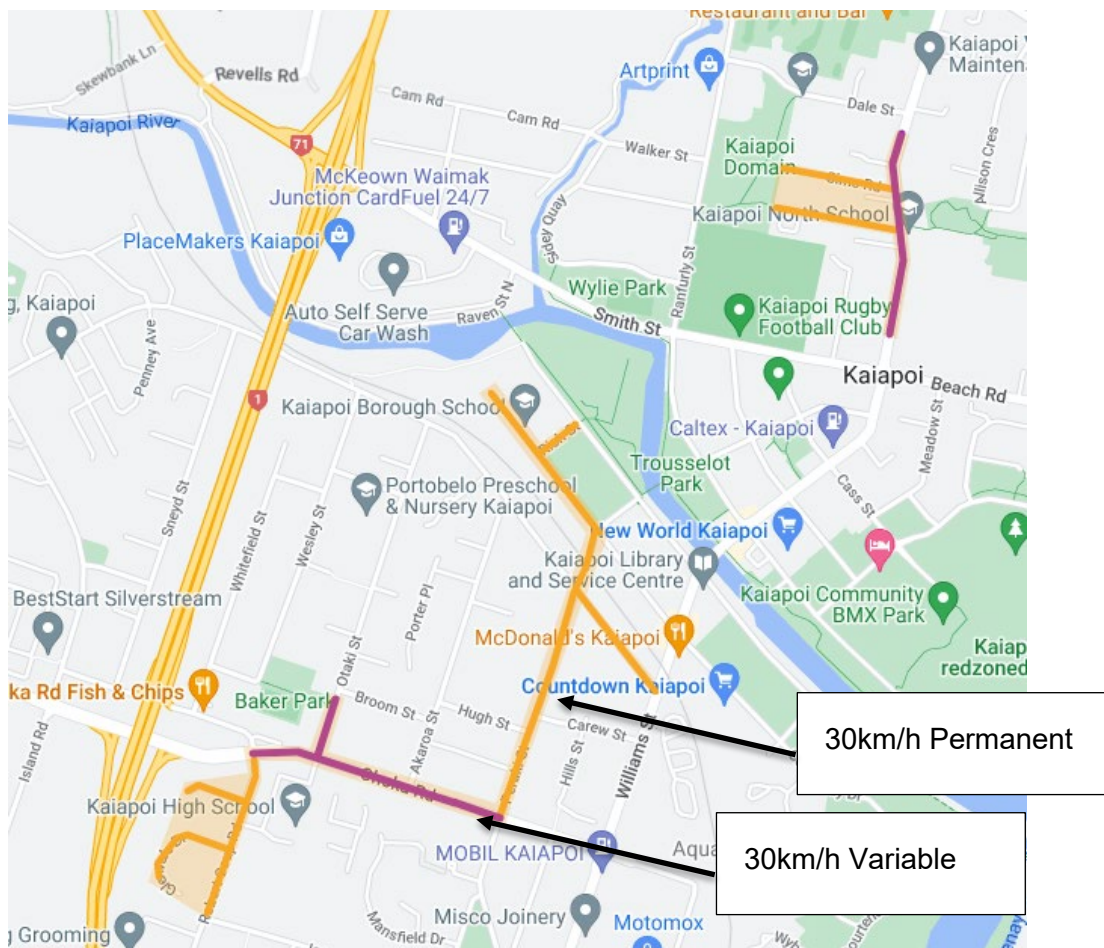


Figure 24. Kaiapoi schools (Table 8).

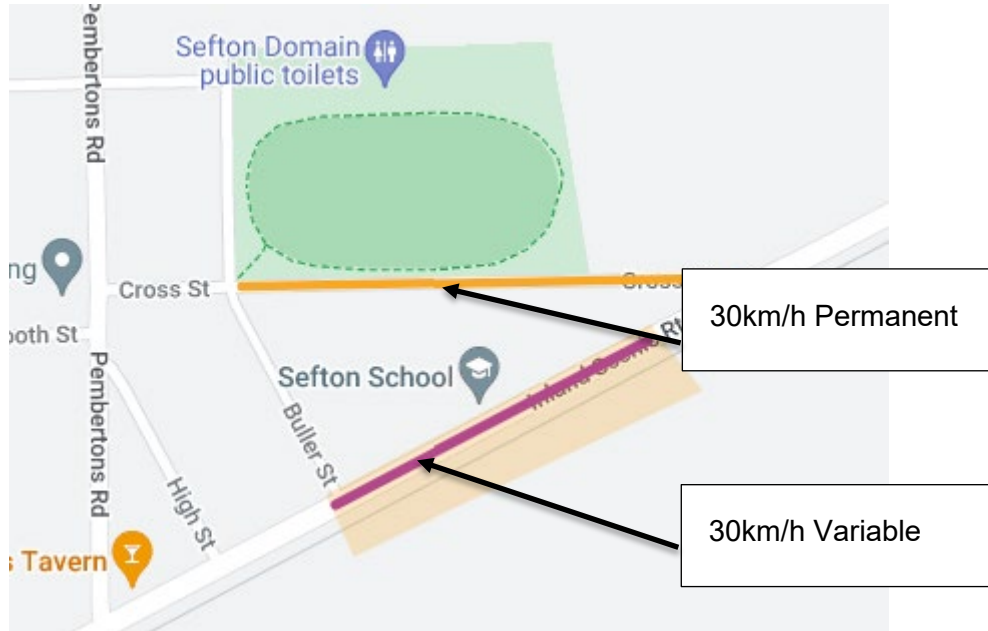


Figure 35. Sefton School (Table 9).

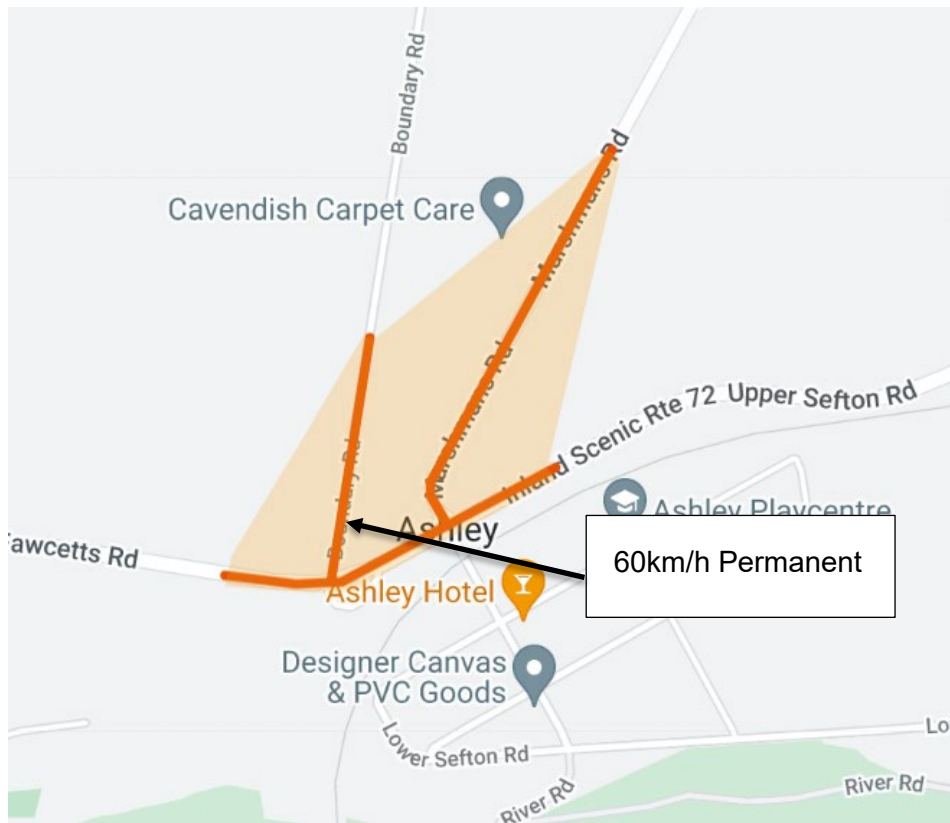


Figure 46. Ashley Rakahuri School (Table 10).

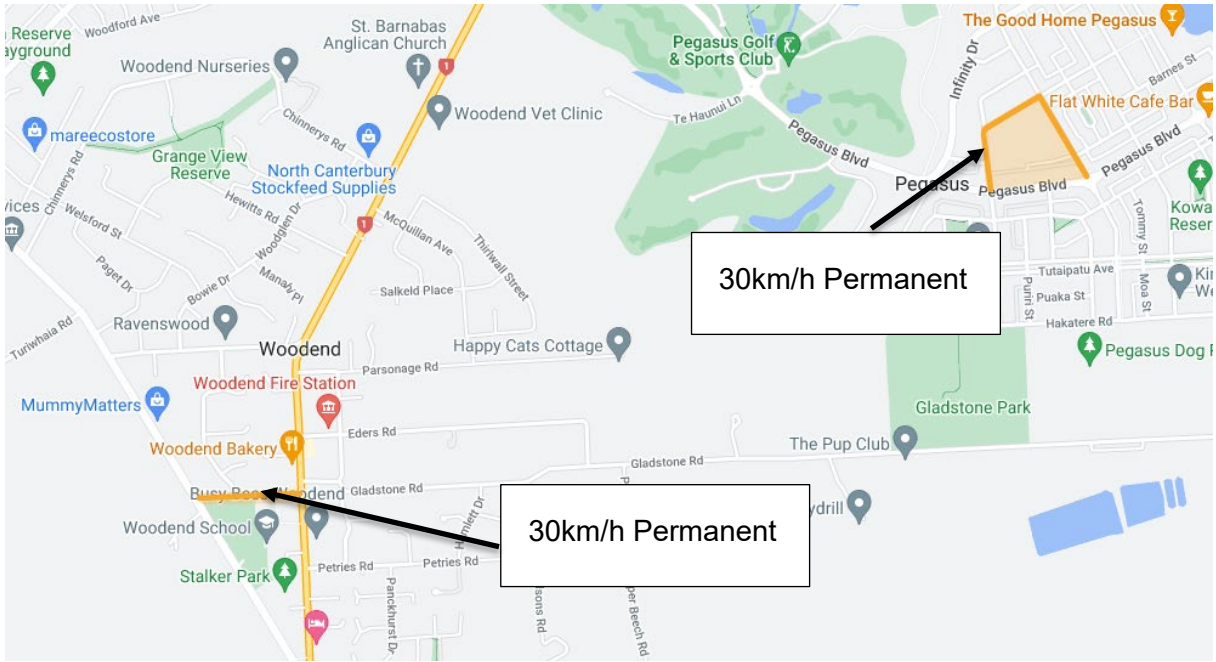


Figure 17. Woodend School and Pegasus Bay School (Table 8).

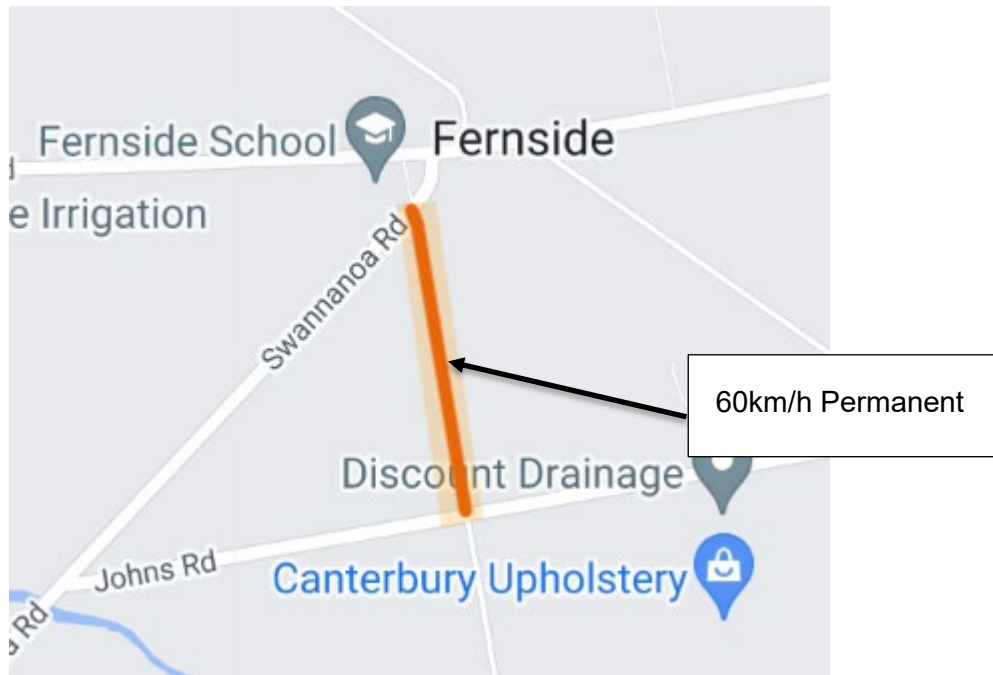


Figure 18. Fernside School (Table 10).



Figure 19. Ohoka School (Table 9).

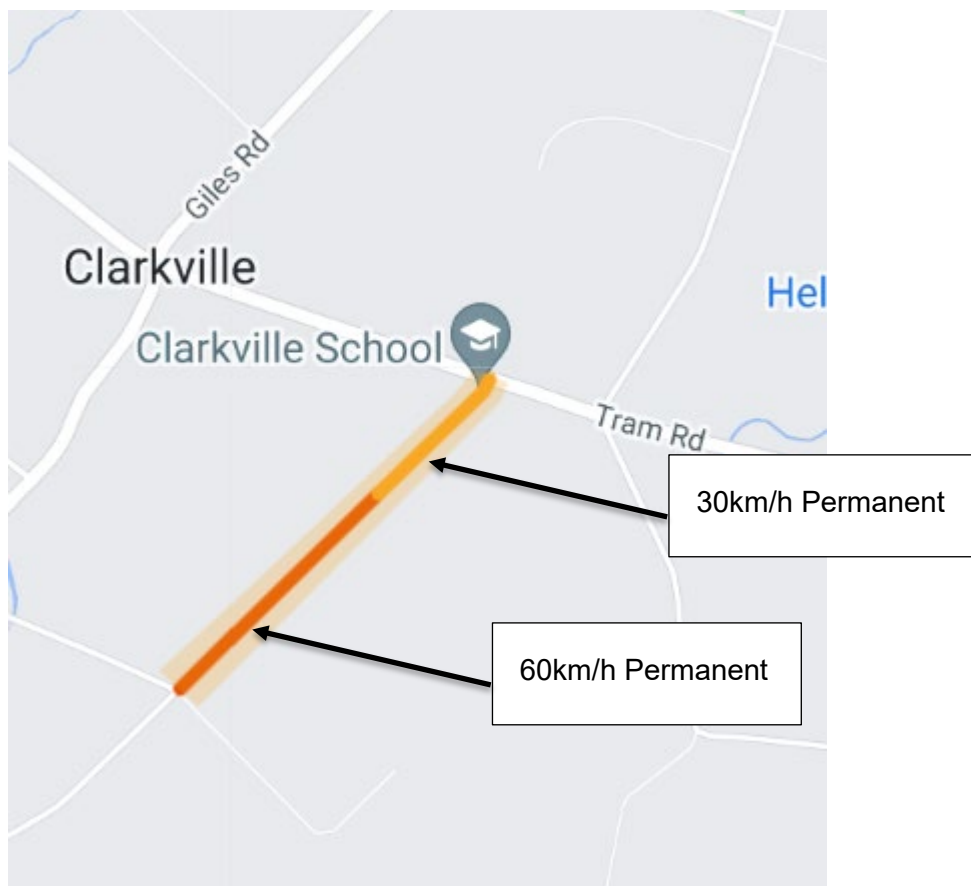


Figure 50. Clarkville School (Table 9).

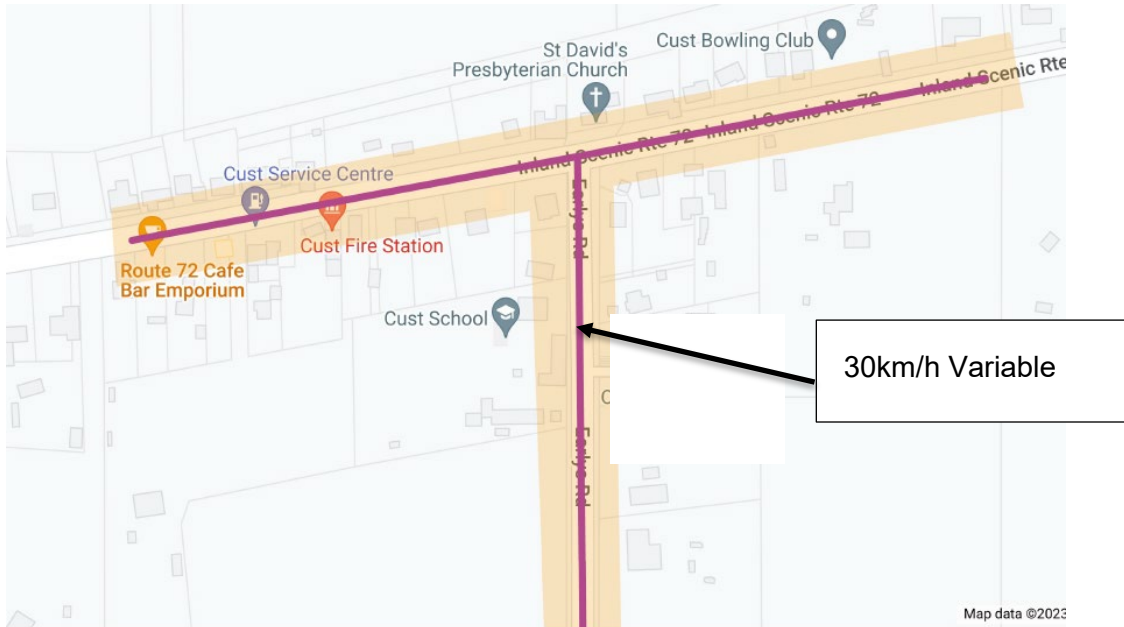


Figure 61. Cust School area (Table 8).

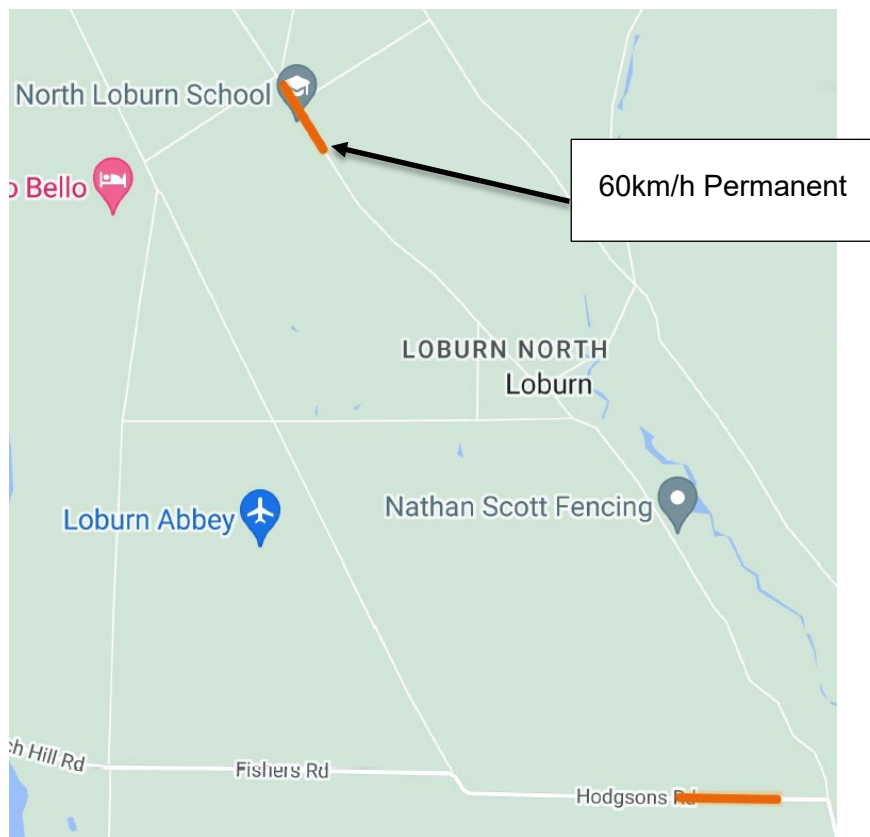


Figure 72. Loburn school areas (Table 10).

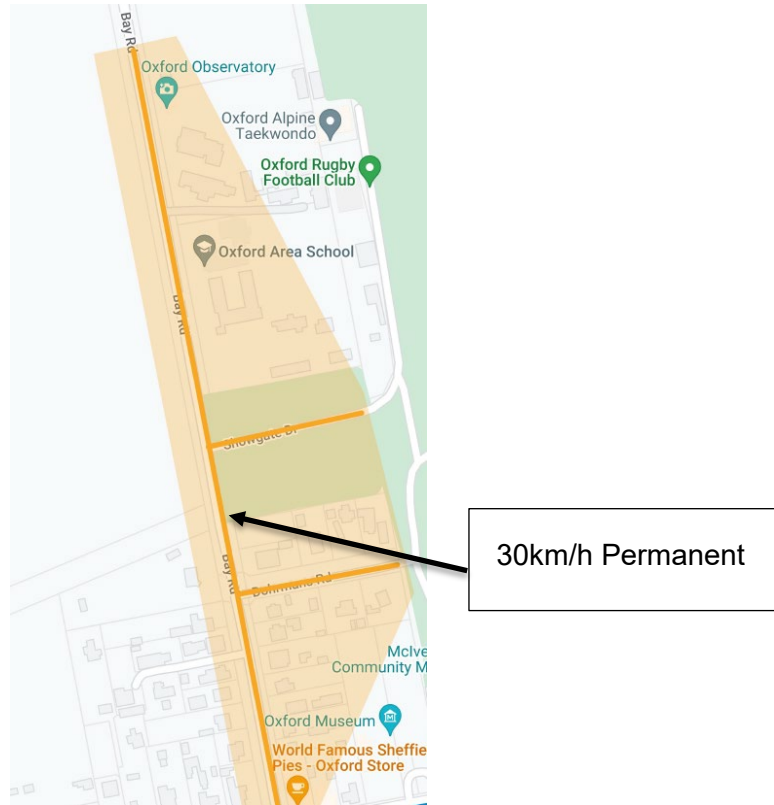


Figure 23. Oxford Area School zone (Table 8).

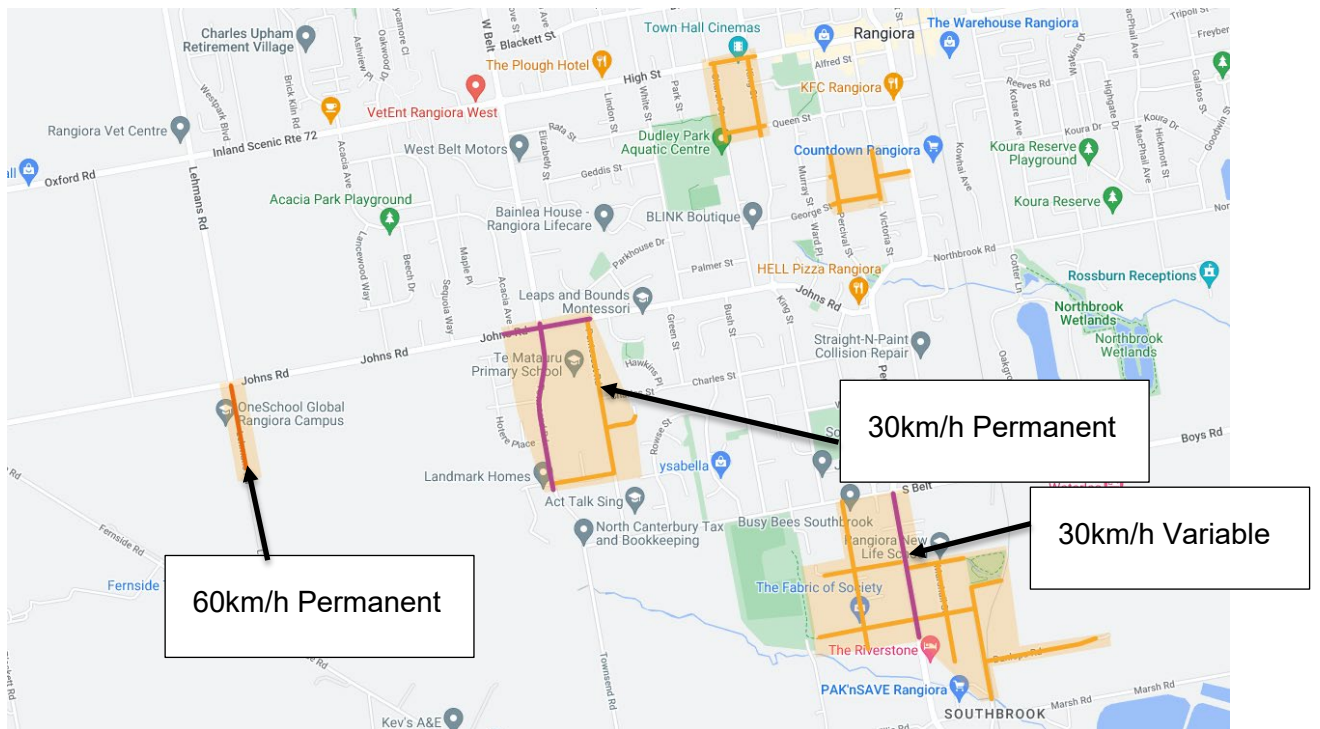


Figure 24. Rangiora south school areas (Table 8 and Table 10).

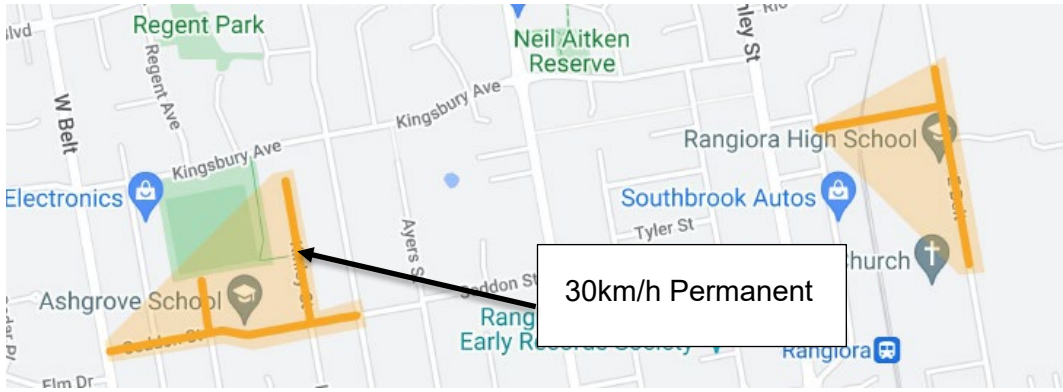


Figure 25. Rangiora north school areas (Table 8).

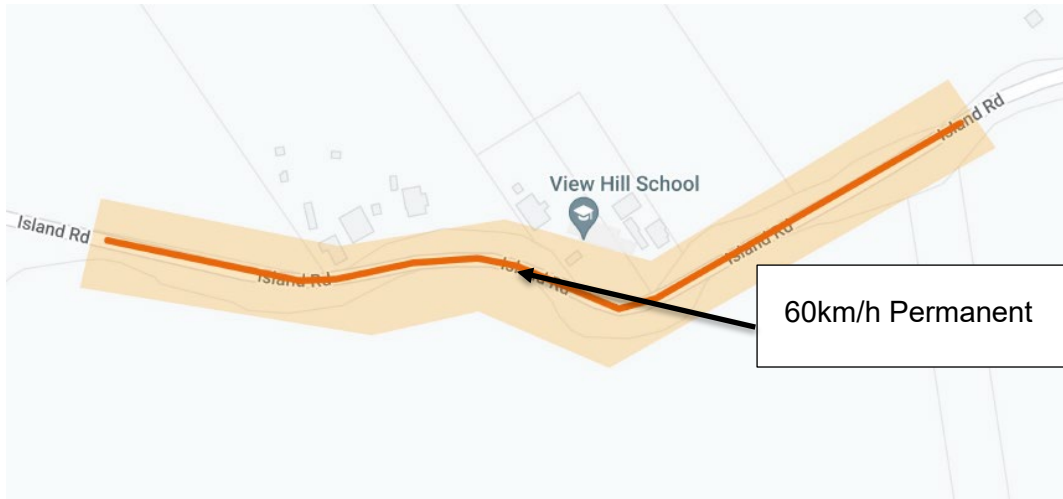


Figure 26. View Hill School zone (Table 10).

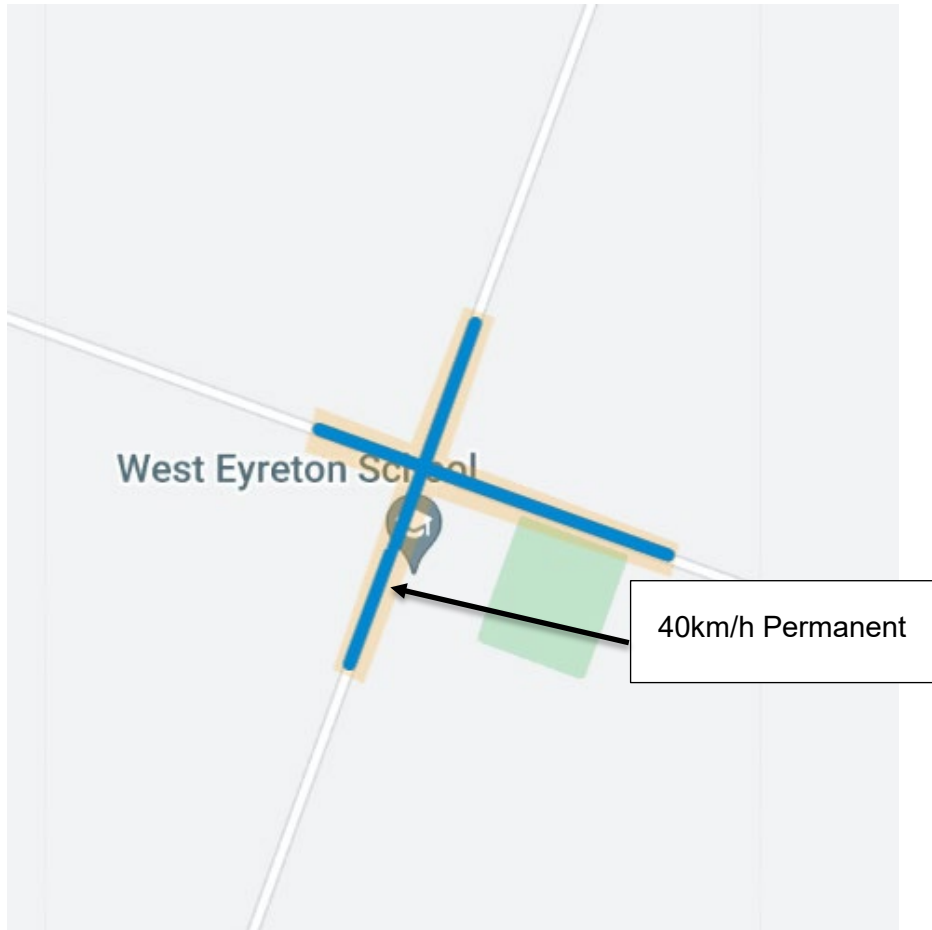


Figure 27. West Eyreton School zone (Table 10).

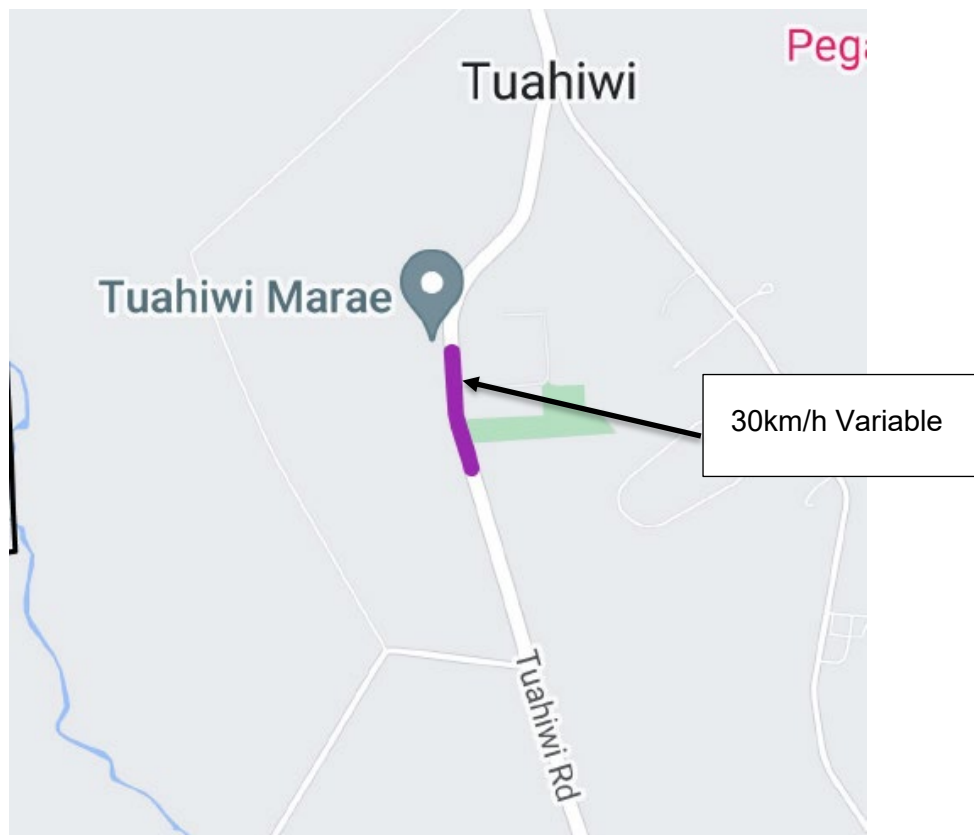


Figure 28. Tuahiwi School zone (Table 10).

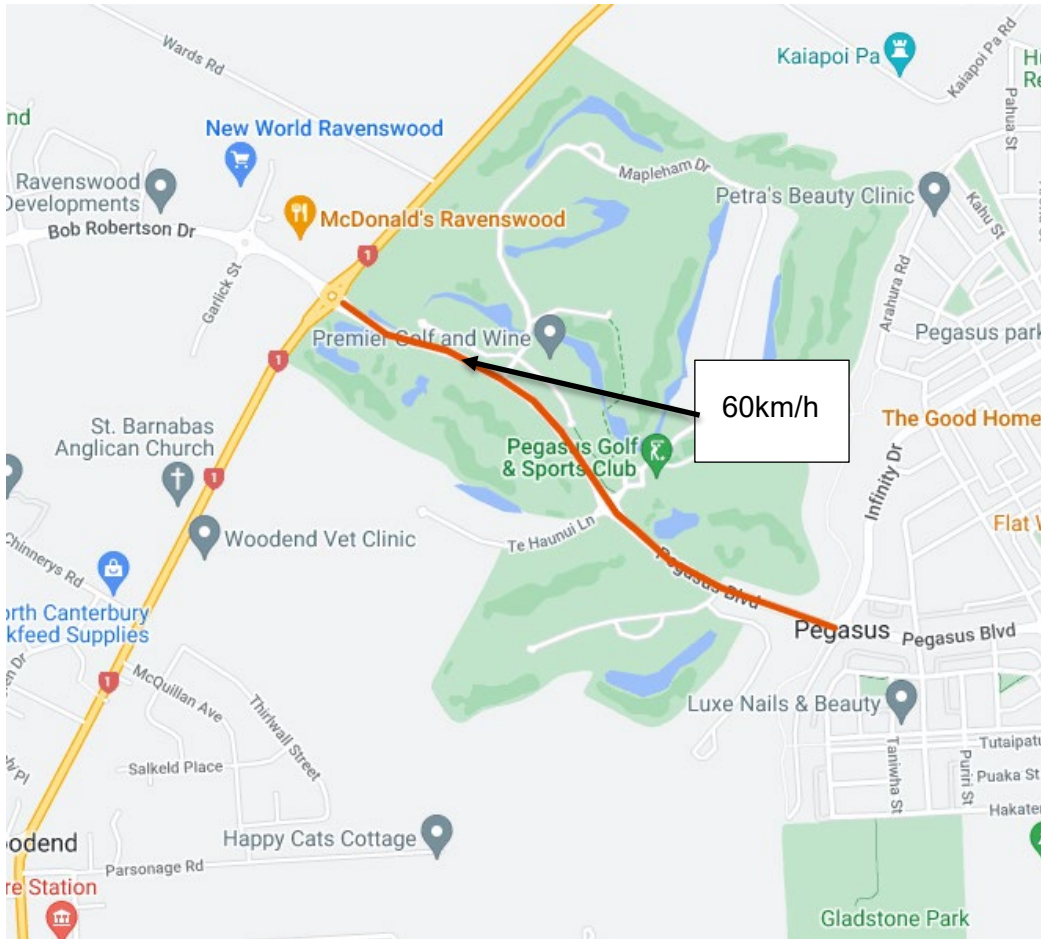


Figure 29. Pegasus urban area (Table 5).



Figure 30. Kaiapoi area (Table 4 and Table 6).

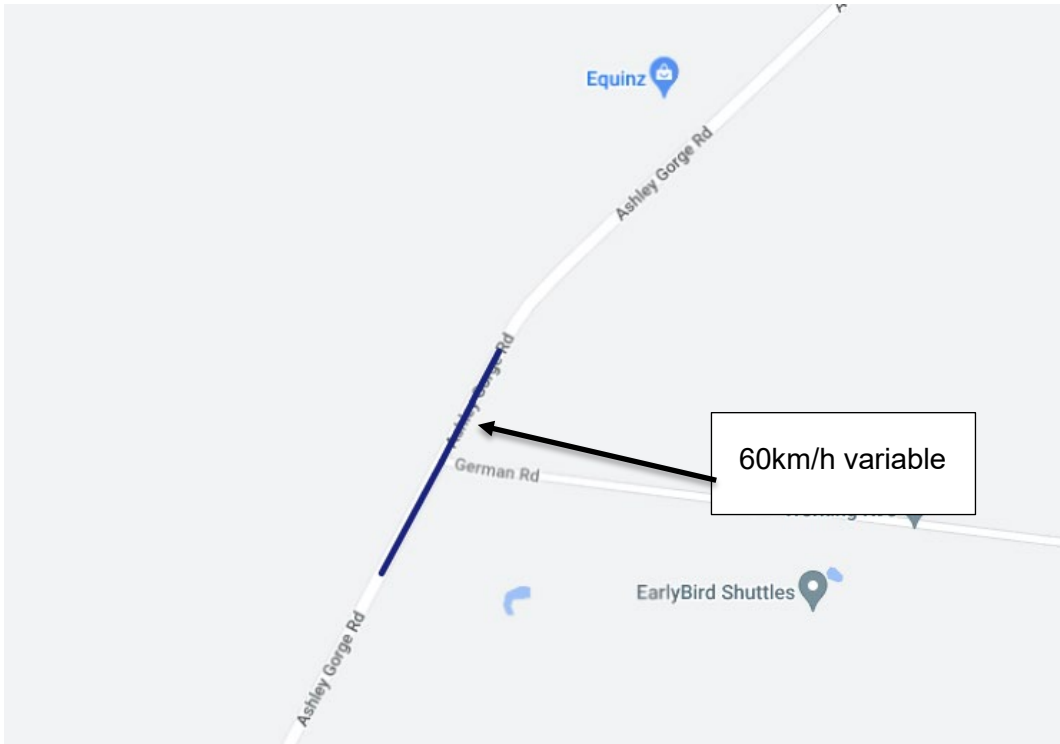


Figure 31. Ashley Gorge Road and German Road Intersection Speed Zone (Table 7).



Figure 32. Oxford Road and Tram Road Intersection Speed Zone (Table 7).



Figure 33. Tram Road and Two Chain Road Intersection Speed Zone (Table 7).



Figure 34. Tram Road and Earlys Road Intersection Speed Zone (Table 7).



Speed Management Plan 2023 Communications and Engagement Plan

Version 0.3 | Last updated 13 September 2023

Project Sponsor	Joanne McBride, Roading Manager	
Communications and Engagement Advisor	Karen Lindsay-Lees, Senior Communications and Engagement Advisor	
Project Lead	Allie Mace-Cochrane, Transportation Engineer	
Media Spokesperson	Joanne McBride, Roading Manager	
Trim Reference:	RDG-31-21 / 230210017625	
Budget	\$12900	GL:

Version	Notes	Author	Date
0.1	Initial Draft	Karen Lindsay-Lees	16/01/23
0.2	Additions and Changes	Project Control Group	25/04/23
0.3	Revision	Karen Lindsay-Lees	06/07/23
0.4			
1.0	Finalised & Adopted		

1. Project Background

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve how Councils plan for, consult on, and implement speed management changes by providing a more effective process to select and set speed limits, greater regional consistency, and alignment between parties throughout the process.

The Rule also supports New Zealand's road safety strategy, Road to Zero, by requiring Councils to use reasonable efforts to reduce speed limits around schools and involving Māori in the development of speed management plans.

Additionally, the Rule introduces a regional speed management planning approach, a new consultation process, and an independent Speed Management Committee to oversee the process. The Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 also support the Rule by outlining the requirements for registering speed limits in the National Speed Limit Register.

The Land Transport Rule: Setting of Speed Limits 2022 aims to improve the speed management process by introducing a regional speed management planning approach on a three-year cycle that aligns with the National Land Transport Programme, bringing together infrastructure investment decisions and speed management decisions together.

The Rule also requires Councils to use reasonable efforts to reduce speed limits around all schools by 31 December 2027, with an interim target of 40% of schools by 30 June 2024.

Additionally, the Rule requires all territorial authorities to include their proposed speed limit changes and safety infrastructure treatments for the coming 10 years into speed management plans. It introduces a new consultation process that aligns with the regional land transport planning consultation process.

It also requires regional transport committees to coordinate input from Councils in their region and requires all speed limits (other than temporary speed limits) to be entered into a national register giving legal effect to all speed limits.

The Land Transport Rule: Setting of Speed Limits 2022 puts people, and the diverse ways in which they use roads and streets, at the centre of how speed limits are set and managed. This new framework aims to make the transport system safer and more efficient, saving lives, and reducing serious injuries while also improving health and accessibility for all road users.

The Council is taking an area-based approach to developing and implementing speed management plans, aligning with the National Land Transport Programme. The first Speed Management Plan will be a

combination of the interim (2023-2024) and 2024-2027 Speed Management Plans, as suggested by the Director of Land Transport. The focus of this plan is on T key areas where a more consistent approach to speed is needed, speed limits in town centres, Woodend urban area, north-eastern area of the district, and all of the school walking areas, as well as specific roads around Mandeville and Ohoka.

After public engagement, the plan will be adopted by the Council, and the changes will be implemented over a period of approximately four years. The Council then must submit a Speed Management Plan to the Director of Land Transport every three years after 2026.

This will be completed in stages, with Loburn, Ashley Gorge and Kaiapoi in 2027-2030, and Oxford, Cust, Rangiora and West Eyreton in 2030-2033. This approach allows for a more comprehensive and thorough process of speed management planning, while also taking into account the specific needs and concerns of the residents and road users in each area.

2. Key Milestones

The proposed timeline for the review process includes:

2022

December

- General speed management workshop

2023

February

- Community Boards (Speed limit review workshop)
- Council (Speed management workshop)

March

April

- Rangiora-Ashley and Woodend-Sefton Community Boards (Further speed management workshop)

May

June

- Council (Further speed management workshop)

July

- All Boards Briefing (Further speed management workshop)

August

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

September

- Report to Community Boards (Approval to consult on the 2023-2027 Speed Management Plan)

October/November

- Report to Council (Approval to consult on the 2023-2027 Speed Management Plan)
- Public consultation

November/December

- Public hearing
- Report to Council (Adoption of 2023-2027 Speed Management Plan)

Future programme (Depending on future feedback from Community Boards and Council)

- NLTP 2: Loburn Valley and Ashley Gorge + Kaiapoi + Lees Valley
- NLTP 3: Rural south of Ashley River + Oxford + Rangiora

3. Communications Approach

Based on the IAP2's Public Participation Spectrum, the level of public engagement to be used is 'Inform' and 'Consult'.

INFORM and CONSULT	
Public Participation Goals	<p>Provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</p> <p>"We will keep you informed"</p> <p>To obtain public feedback on analysis, alternatives and/or decisions.</p> <p>"We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals"</p>

4. Communications Objectives

- The community and other stakeholders feel that they have been given an opportunity to contribute their feedback to the development of speed management plans for the District.
- Residents and road users are informed about and understand the requirements for speed management plans from a legal perspective and the inherent safety benefits of lower speed limits
- That the community are provided with sufficient information to have a good understanding of the evidence supporting the change.
- The community are given a range of opportunities to participate in this engagement and have their voices heard.

5. Risks and Mitigation

Communication Risk	Mitigation
<p>Backlash from members of the public who disagree with the speed management proposals, particularly on social media.</p>	<p>Closely monitor social media channels and use replies to encourage complainants to make a formal submission with their concerns.</p> <p>Correct incorrect information posted by residents if and as required.</p>
<p>Community views are polarised between wanting change, and status quo.</p>	<p>Clearly explain the rationale behind the proposal for change, outlining risks and benefits for both. Specifically, the legal requirements and the impact on all road users.</p>
<p>Community members do not read communication material or engage in the feedback process.</p>	<p>Use multiple communication tools to target key stakeholders. We will measure awareness as a key metric to quantify the reach of our engagement material.</p> <p>At all stages we will encourage members of the public to engage in the consultation process including presenting at hearings and/or making deputations to Council or Community Boards</p>
<p>People feel that their view is not taken into account because something different to what they want is implemented.</p>	<p>The final decision, rationale why, and benefits of the changes are explained following the adoption of speed management plans. Close the loop by sharing feedback received and decision-making process through Bang the Table and other channels.</p>
<p>Residents are not willing to engage with Council to discuss solutions.</p>	<p>Use face-to-face meetings and discussions where possible and ensure all opportunities to talk to Council are followed through.</p>
<p>Media portray the speed management planning process in a negative light.</p>	<p>Brief media about speed management before engagement begins and discuss with them key messages. Encourage them to engage with Waka Kotahi to understand the national aspect of the legislative changes.</p> <p>Share local stories and experiences that the media can use.</p> <p>Correct incorrect information if it arises.</p>

Public perception is that the engagement process isn't open and transparent – that decisions have already been made.	Share the decision making process clearly and concisely in the consultation material. Answer questions about the process promptly when raised across various media.
Public perception that the Council are doing too much or too little in the management of speed across the District.	Reiterate the decision-making process and rationale that supports the draft proposals in the consultation. Answer questions about the process promptly when raised across various media.

6. Audience and Stakeholders

Directly affected	<ul style="list-style-type: none"> • Residents in each area • Businesses • Road users • Schools • Bus operators • Environment Canterbury • Waka Kotahi • Emergency Services
Internal	<ul style="list-style-type: none"> • Customer Services • Community Boards • Mayor and Councillors • Management Team
Other Stakeholders	<ul style="list-style-type: none"> • Enterprise North Canterbury • Rangiora Promotions Association • Kaiapoi Promotions Association • Waimakariri MP Matt Doocey • Local media • WDC Facebook and Twitter Users • Walking Groups • Cycling Groups • Horse Riding Groups • WAG • Youth Council

7. Key Messages

- Speed Management Plans are part of the central government Road to Zero Strategy that aims to stop people being killed or injured on our roads.
- Reducing road speed will reduce the impact of road crashes and injuries. It will also provide a safer environment for all road users.
- Speed needs to be survivable. Even legal speeds can be dangerous. Lowering speed from 50kmh to 40kmh reduces chance of death from 80% to 30%.
- The number of people walking and cycling is increasing across the District. The Council's goal is to provide an accessible network of roads, paths, lanes and corridors so people of all ages and abilities can safely travel around the District.
- Safer roads contribute to improvements to health and wellbeing.
- Lower speed limits help to reduce emissions and help response to climate change.

8. Communications Channels

	Tactic	Who
Distribution of Consultation Document	Let's talk booklet with key messages, information about speed management plans and maps. Split into geographical areas with area specific feedback options. Limited printing in-house.	Comms & PCG
	Mail-out or email Community / Special Interest Groups. Link to e-copy + email, and invite to engagement event.	Comms & PCG
	Email e-copy consultation documents for schools and local businesses with link to Let's Talk page. Email with invite to relevant engagement event.	Comms & PCG
	Information display and copies of all documents at all Council Service Centres and Libraries. Pull-up banner and copies of consultation document.	Comms
Engagement	Maintain an updated stakeholder contact list.	PCG & Comms
	Personal contact with important stakeholders such as Utilities / Emergency Services	PCG
	Online videos asking for comment/questions – quick poll option	PCG
Advertising	Regular newspaper adverts through engagement period in the Northern Outlook / North Canterbury News /Oxford Observer / Woodend Woodpecker	Comms

	Radio advertising on Compass FM and on-air interviews with spokesperson.	Comms / Spokesperson
	Facebook Advertising Campaign – use of videos	Comms
Online Presence	Engagement page set up on Bang the Table. Ensure the page remains updated with progress. We will keep submitters up-to-date throughout the engagement period and close the loop when decisions are made	Comms
	News articles on Council website as required with links to the engagement page.	Comms
	Regular social media posts using the Council’s digital channels – use of videos as hooks	Comms
Media	Issue media releases as appropriate and pro-actively work with media as opportunities arise.	Comms
	In-person briefings with local media before the engagement opens and supply with graphics/photos.	Comms

9. Budget and Resources

Below is an outline of the communication tools that will be using during the engagement period.

Several assumptions are made in preparing this budget:

1. Primarily using internal resources for graphic design, photography, videography and engagement.
2. Advertising restricted largely to local media outlets.
3. Use of internal facilitators for engagement events.

Product	Notes	Who	When	Budgeted Cost
Advertising	Community Noticeboard in Northern Outlook and NC News	Comms	During engagement period	In-house
	Run of paper advertising – Kaiapoi Advocate, Oxford Observer and Woodend Woodpecker			\$1200 x 2
	Social Media			\$1000 x 2
	Radio			In-house
	Digital Screens			In-house
Document – Design & Print	Content development and FAQs	Comms/PCG	Feb/Mar July	In-house
	Graphic Design		Feb/Mar July	In-house
	Let's talk flyer to targeted residents		Feb/Mar July	\$4000 - \$7000
	Let's Talk Booklet and Feedback Form – Engagement		Feb/Mar July	In-house
Online presence	Bang the Table page		March August	In-house
	Latest news article		March	In-house

			August	
	Facebook/Twitter		March August	In-house
Engagement Events	Banners / Posters / Display Printing	Comms	March August	\$1500
TOTAL				\$12,900

Evaluation/Measures of Success

Outputs:

- Distribution of the Documents or Let's Talk Flyers
- Number and reach of advertisements
- Number of people reached through engagement events
- Number of media releases and responses to media enquiries
- Number and reach of social media postings
- Number and variety of stakeholder events
- Number of collaborative meetings with our partners

Outcomes:

- Feedback from our partners and key stakeholder on engagement during the engagement process
- Check with project sponsor on the quality of the submissions received, for example, did the feedback suggest people were well informed.
- Quantity of submissions received
- Number of people attending engagement events, including drop-ins
- Number of people attending the hearings
- Quantity and quality of comments and engagement on social media
- Volume and integrity of media coverage of the project, especially during the engagement phase

10. Debrief

For large engagements, a debrief should be held following that looks at:

1. What worked?
2. What didn't work?
3. How can we communicate the results of the process to our stakeholders and community?
4. How can we learn from this process?
5. Was this project good value for money?

Appendix A – Consultation Framework

When you think about the road you live on, what do you think about the current speed limit?

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about the roads that you commute on the most, what do you think about the current speed limit? *(please provide more information on the roads that you commute on)*

- It could be higher.
- It's the right speed.
- It could be lower.

When you think about streets in our town centres, what do you think a speed limit of 30 km/h?

- It could be higher.
- It's the right speed.
- It could be lower.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION****FILE NO and TRIM NO:** EXC-57 / 230920147212**REPORT TO:** COUNCIL**DATE OF MEETING:** 4 October 2023**AUTHOR(S):** Jeff Millward – Chief Executive**SUBJECT:** Health, Safety and Wellbeing Report – September 2023**ENDORSED BY:**
(for Reports to Council,
Committees or Boards)_____
General Manager
Chief Executive**1. SUMMARY**

- 1.1. This report provides an update to the Council on Health, Safety and Wellbeing matters between mid-August 2022 and mid-September 2023. The dashboard reporting in the appendices cover trends between mid-August 2022 and mid-September 2023.
- 1.2. There were 11 incidents which occurred from mid-August 2023 and mid-September 2023 which resulted in no lost time to the organisation. Ongoing lost time from historic incidents is reported in Appendix A. Flamingo Scooter and Rangiora Airfield incidents are included within this report.
- 1.3. Internal Audits are being collated with final responses.
- 1.4. HS&W are working on implementing an E- bike initiative for staff.
- 1.5. HS&W have Joined forces with Communications & Engagement to develop a WDC Against Abuse Campaign.
- 1.6. Update and review to the Safe Working in the Field Manual.
- 1.7. Adverse interactions and security.

Attachments:

- i. Appendix A: Incidents, Accidents, Near-misses reporting
- ii. Appendix B: Contractor Health and Safety Capability Pre-qualification Assessment (drawn from the Site Wise database)
- iii. Appendix C: Health, Safety and Wellbeing Dashboard Reports.

2. RECOMMENDATION**THAT** the Council:

- (a) **Receives** Report No 230920147212
- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

3. **BACKGROUND**

- 3.1. The Health and Safety at Work Act 2015 requires that Officers must exercise due diligence to make sure that the organisation complies with its health and safety duties.
- 3.2. An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and the Chief Executive are considered to be the Officers of the Waimakariri District Council.

4. **ISSUES AND OPTIONS**

4.1. Incidents and accidents

- 4.1.1. Mid-August 2023 to mid-September 2023 Show a trend in staff injuries from various areas of the organisation. All injuries were preventable with no further medical attention needed. All incidents have been investigated with positive outcomes and learnings.

4.2. Internal Audits

- 4.2.1. Q3 Internal Audits are being collated with recommendations. So far we have completed 11 from 12. We expect to have all results distributed by October. The level of compliance is excellent so far, with evidence suggesting that recommendations made from previous audits have been implemented.

4.2.2. Audit progress as per below:

Plant & Equipment Maintenance

- NZRT12: Completed and drafting results
- CDEM: Completed and drafting results
- Fleet: Completed and drafting results
- Water Unit: Completed and drafting results

Hazardous Substances

- Aquatics: Completed and drafting results
- Water Unit: Completed and drafting results
- NZRT12: Completed and drafting results

Contract Management H&S Documentation

- PDU: Completed and drafting results
- Greenspace: Completed and drafting results
- Property: No response to the proposed scope. No audit completed due to no response.
- Water Unit: Completed and drafting results

- 4.2.3. All audit findings will be collated and distributed back to the departments with recommendations and solutions. A snapshot will be submitted to MTO and Audit and Risk Committee.

4.3. E-Bike Initiative

- 4.3.1. An offer from a supplier was communicated to the CE for the organisation. This is now in the final stages of preparation for staff as an initiative to salary sacrifice (interest free deduction from staff members salary). The package will be distributed to staff next week.
- 4.3.2. Collateral from the previous Sustainability E-bike scheme is being utilised and updated to align with the current offer.
- 4.3.3. HS&W have sent a Wellbeing Update out as a pre cursor for staff. This includes an expressions of interest for a demo session prior to purchase.

4.4. WDC Against Abuse Campaign

- 4.4.1. The HS&W Team have been working with the Digital Channels Specialist-Communications & Engagement on a campaign to roll out over various communication platforms and over a numbers of weeks.
- 4.4.2. We have networked with other Councils to gauge a tone around communicating the effect of adverse interactions on staff and their wellbeing.
- 4.4.1. We are looking at producing posters, with photos of various staff completing tasks. There will be quotations from staff discussing their dedication to the community and how they are impacted by abuse. We are in the early stages of creating the campaign.

4.5. Safe Working in the Field Manual

- 4.5.1. The Safe Working in the Field Manual Quality Document sets out the procedures for all staff to follow to ensure a safe working environment when outside the office, for staff who normally work in the office.
- 4.5.2. This document outlines the requirements for staff undertaking work in locations out of the office such as within the road reserve, at infrastructure facilities, in open fields, built up areas, construction sites, or private property. For the avoidance of doubt, working in the field is defined as working out of the office, where hazards to your safety exist or where your work creates a hazard to others.
- 4.5.3. This review of this document has been lengthy as it has not been updated since August 2021. Since then there has been significant changes to Traffic management and the training required to work out in the field.
- 4.5.4. HS&W have worked with the Roding Team on the changes to the Traffic Management Plans, training qualifications and templates. The document is currently sitting with Quality Documents for final review. A copy of the new QD will be communicated across the organisation in draft form for consultation, prior to finalisation.
- 4.5.5. All field staff will be required to familiarise themselves with the updated document. The HS&W team will coordinate this and update the Promapp data to reflect the completion of this.

4.6. Adverse Interactions and Security

- 4.6.1. Interactions with a known member of the public have started to increase again recently. The HS&W Team have been filing the calls and transcripts as they have come to hand, Police are aware of this and are contacted with every interaction.
- 4.6.2. We also continue to see various protesting groups and disgruntled members of the public in and around our facilities. We are currently gathering some information to engage Opsec Solutions. Our hope is to gain assurance that we are doing what is reasonably practicable in the areas of security and alternative safety measures.

Implications for Community Wellbeing

There are implications for community wellbeing by the issues and options that are the subject matter of this report.

- 4.7. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

There are no external groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are no financial implications of the decisions sought by this report.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts.

6.3. **Risk Management**

The organisation has reviewed its health and safety risk and developed an action plan. Failure to address these risks could result in incidents, accidents or other physical or psychological harm to staff or the public.

The regular review of risks is an essential part of good safety leadership.

6.4. **Health and Safety**

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. Continuous improvement, monitoring, and reporting of Health and Safety activities are a key focus of the health and safety management system.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

The key legislation is the Health and Safety at Work Act 2015.

The Council has a number of Human Resources policies, including those related to Health and Safety at Work.

The Council has an obligation under the Local Government Act to be a good employer.

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

- There is a safe environment for all.
- Harm to people from natural and man-made hazards is minimised.

- Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.

The Health, Safety and Wellbeing of the organisation, its employees and volunteers ensures that Community Outcomes are delivered in a manner which is legislatively compliant and culturally aligned to our organisational principles.

7.4. **Authorising Delegations**

An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and Chief Executive are considered to be the Officers of WDC.

Appendix A

WDC & Airfield Incident Reports

Date	Person type	Occurrence	Event description	Response
21/08/2023	Employee/Volunteer	Injury	A staff member tripped on a metal bar by the waste bins in the Council carpark, spraining their right ankle and bruising their forearm. Also aggravating a previous injury.	Applied RICE & Nurofen. No lost time or further medical attention required.
23/08/2023	Airfield	Nearmiss	A maintenance vehicle crossed the runway ahead of landing aircraft. The vehicle made radio call crossing runway 07 (but also crossed runway 28 without making a call). Aircraft was on finals when vehicle crossed runway 28. Pilot did not make a finals call as required by NZRT AD 2-51.1 item 10 "Make radio call on final approach advising intended runway". Vehicle driver was not expecting an aircraft on RWY 28 as runway 07 was runway in use by other aircraft. CAANZ guidance is to join overhead and establish the circuit in use, which the vehicle operator expected pilots joining overhead the airfield, to do.	Airfield Manager created training programme and presented it to the members of the club to ensure they are all aware of the radio calls and airfield protocols. This was also reported to CAA. Members and the Airfield manager are happy with the outcome and the common ground found after the training package was delivered. There are no procedures in place in the existing Airfield Safety Manual, dated 2017 for maintenance vehicle operations on the airfield. Procedures developed and training delivered for mowing and spraying operations on 30/08/23. Maintenance procedures drafted and agreed with RAAG Chair. These are to be put into a formal document.
23/08/2023	Employee/Volunteer	Adverse Interaction	Aggravated customer at front counter	Member of the public was contacted to apologise to the staff member. Issue resolved.
24/08/2023	Employee/Volunteer	Injury	An elderly library user tripped and fell on the floor in front of the customer service desk. There was no apparent reason behind the fall.	The member of the public sustained slight bleeding to the side of his nose,

				which was probably caused by their glasses hitting into their face.
01/09/2023	Employee/Volunteer	Injury	Tripped in a trench and rolled left ankle	Sore and sensitive left ankle that got worse over the day. No lost time or medical attention required. Ensure stepping on flat ground and avoiding slippery pipes.
04/09/2023	Employee/Volunteer	Injury	When attending a meeting a staff member hit their head when leaving the table. The room has sloping ceilings and is deceptive as the walls and ceiling are painted the same colour.	Bruising (lump) to the head. Moving cupboard and pushing table and chairs further from the wall to avoid further incidents.
04/09/2023	Employee/Volunteer	Injury	A staff member put their hand behind the seats of a truck to clean out rubbish. Their hand caught on the big staples that hold the seat covers on. They sustained a 5 cm scratch/cut.	Superficial scratch. Band-Aid applied to the scratch. Staff member is up to date with their Tetanus vaccination.
07/09/2023	Non-Employee	Adverse Interaction	Trespassed member of the public resuming frequent calls to WDC	Contacted police. Filing information as it comes to hand.
08/09/2023	Employee/Volunteer	Property Vehicle Damage	A staff member rubbed the side of the digger in bush beside the road.	Under investigation.
18/09/2023	Employee/Volunteer	Injury	A staff member was crowbarring fibre slurry when the crowbar went through and hit the ground. the force behind it caused them to hit their collar bone with the flat end of the crow bar.	No lost time. Supervisor is briefing the team to be more careful in next team meeting. No medical attention needed.
18/09/2023	Employee/Volunteer	Injury	A staff member climbed over a farm fence and slipped when they were dismounting fence.	The staff member sprained/twisted their ankle. They strapped the ankle, tightened the boot to hold their ankle secure. Look for safer spot to cross the fence in future. GP consultation planned.

Flamingo Scooter Incident Reports

Date and Time	Thursday 10th August at 3:37pm
Location	30 White Street, Rangiora
Severity	Minor assumed
Details	The rider reported being hit by a car coming out of a driveway
Root Cause	Third party / Rider error - Collision with car
Corrective Actions	<p>Flamingo attempted to contact the rider to ensure they were okay and obtain further details regarding the incident. The rider was unresponsive despite multiple phone calls and emails.</p> <p>The rider has ridden one time since and did not mention any injuries in their initial report so the severity is assumed to be minor.</p> <p>The scooter was immediately disabled and flagged for collection.</p> <p>The scooter had a cracked rear wheel guard, most likely as a result of the incident. The scooter was repaired and passed a full maintenance inspection before being returned to service.</p>

Lost Time Injuries - Aquatics:	2019 to current	Injury One: Currently fully unfit Date of injury 30 July 2017 Weekly contracted hours = 30 5,436 hrs lost to date
---------------------------------------	-----------------	--

Lead Indicators

Safety Inspections Completed (Workplace Walkarounds)	2023	Workplace Walkarounds: 4 Workplace walkarounds returned out of 17 so far.
Training Delivered	2023	People Trained: 10 people trained for Ergonomic Training with Active Health. 15 people attended onsite First Aid training through Workplace First Aid (Sport Canterbury) 5 people attended Off -road 4WD training

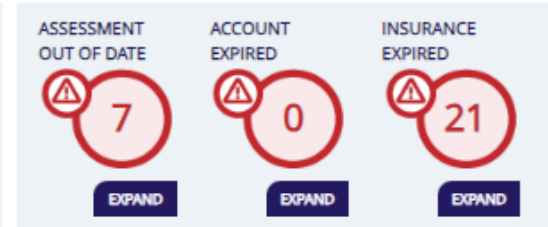
Appendix B

CONTRACTOR PIPELINE

Health and Safety ▾



ALERTS



CONTRACTOR ASSESSMENT SCORES

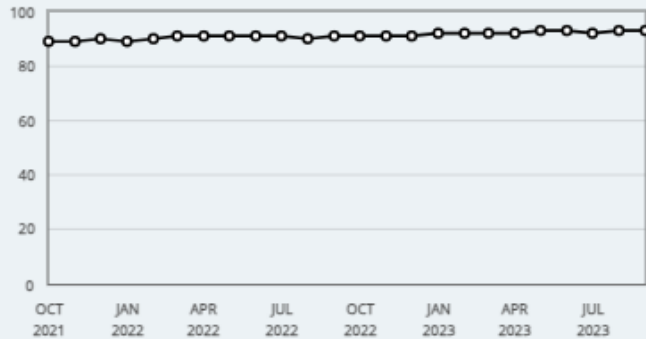
YOUR CONTRACTORS

NUMBER OF YOUR SELECTED CONTRACTORS AT EACH STAGE



YOUR SELECTED CONTRACTORS AVG. SCORE

93%



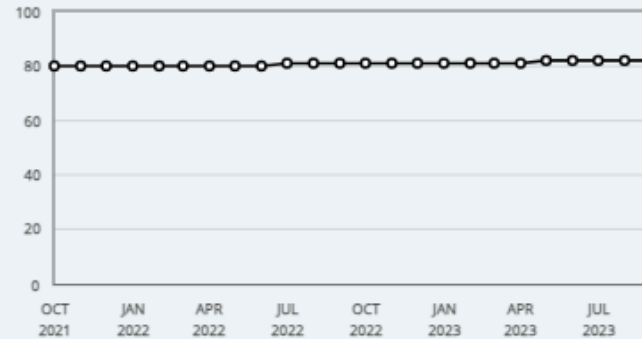
ALL CONTRACTORS

NUMBER OF CONTRACTORS AT EACH STAGE IN SITEWISE



ALL CONTRACTORS AVG. SCORE

82%



VIEW ALL CONTRACTORS

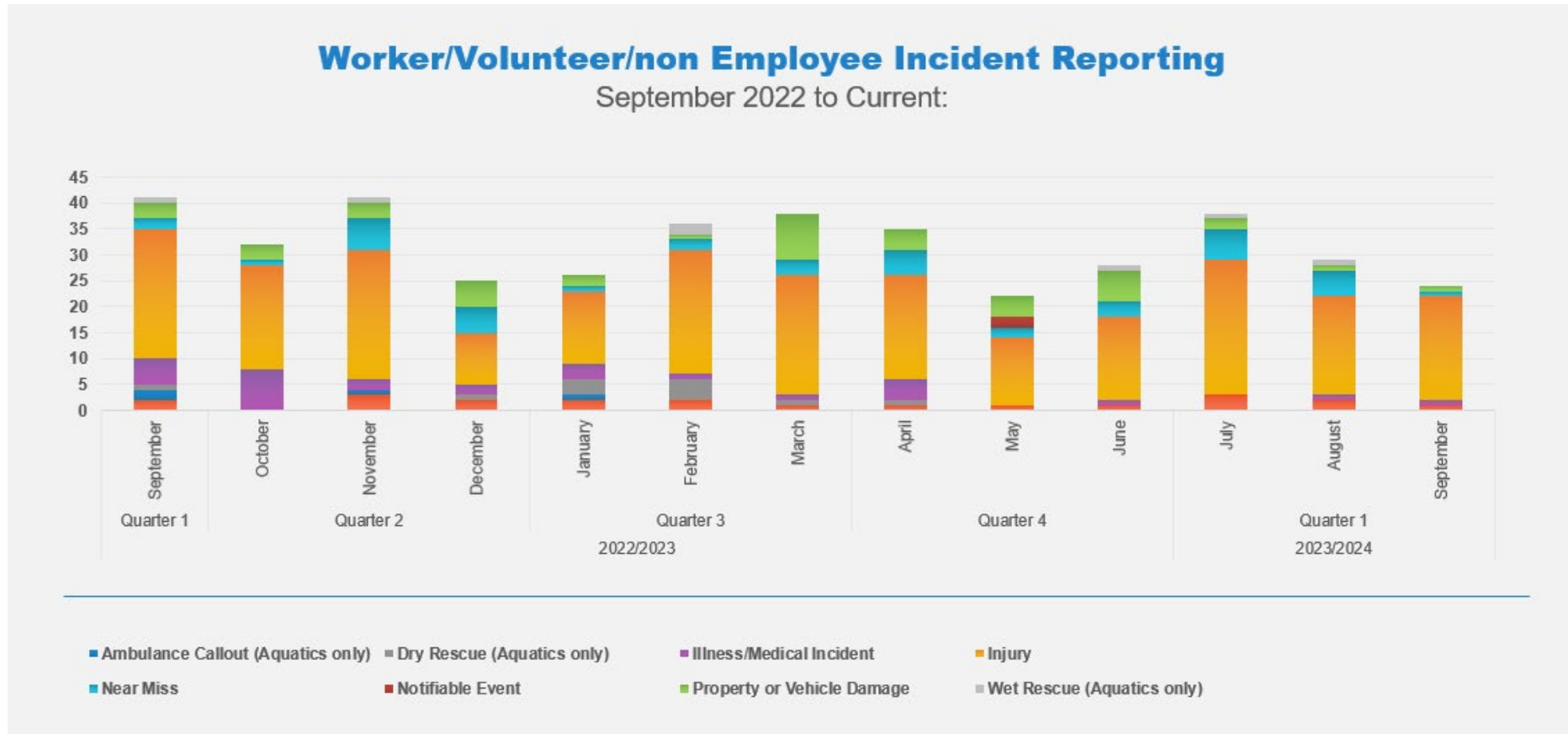


INVITE NEW CONTRACTORS



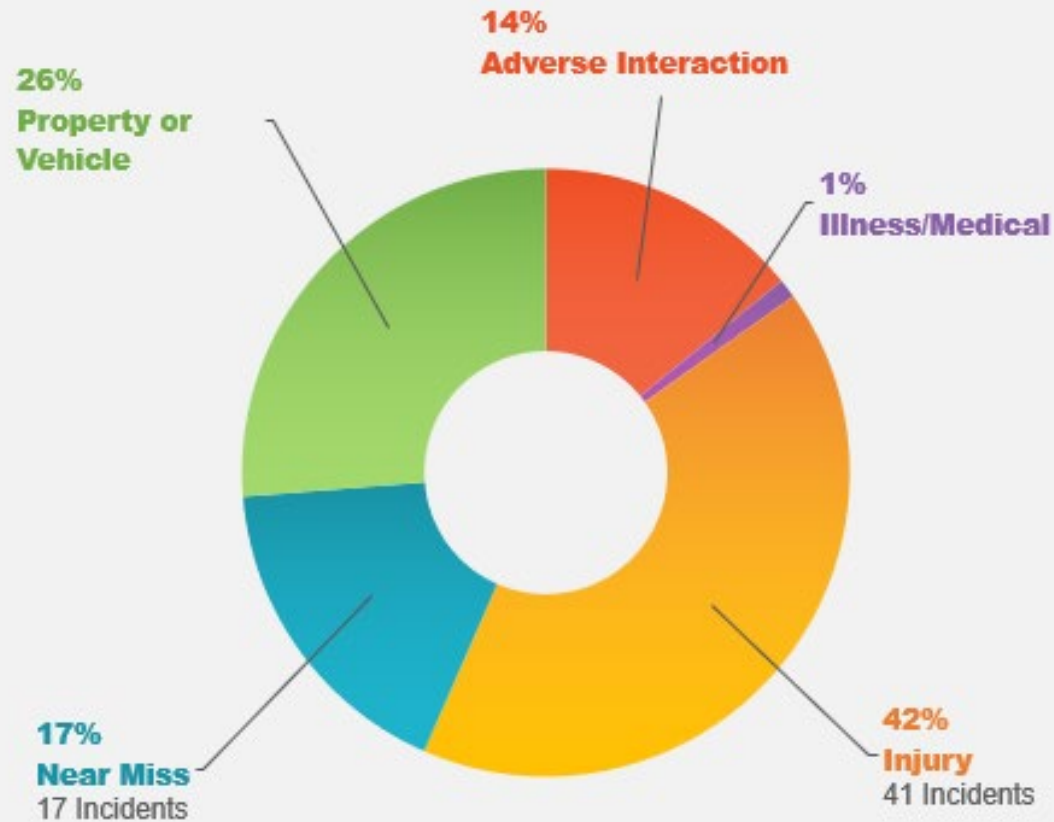
VIEW STATUS OF INVITED CONTRACTORS

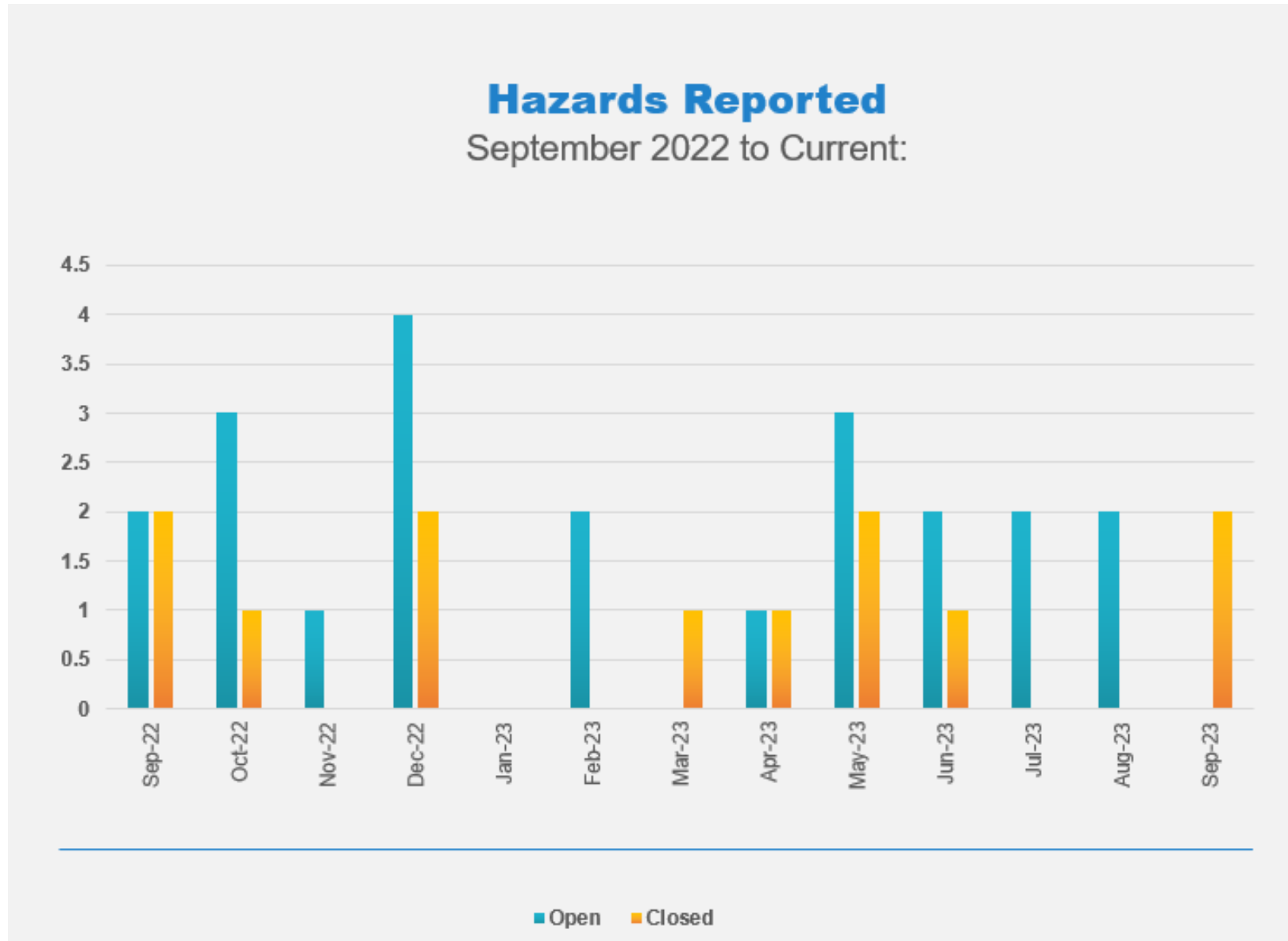
Appendix C



Worker/Volunteer Incident Reporting

September 2022 to Current:





**MINUTES OF A MEETING OF THE COMMUNITY AND RECREATION COMMITTEE
HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY
22 AUGUST 2023 AT 3:30PM.**

PRESENT

Councillor P Redmond (Chairperson), Mayor D Gordon (arrived 3:59pm), Councillors R Brine (departed 5:45pm) and B Cairns.

IN ATTENDANCE

Councillors T Fulton, J Goldsworthy, J Ward and P Williams.

J Millward (Chief Executive), S Hart (General Manager Strategy, Engagement and Economic Development), G MacLeod (Greenspace Manager), T Sturley (Community Team Manager), P Eskett (Libraries Manager), M Greenwood (Aquatics Manager), O Stewart (Airfield Manager and Safety Officer), V Spittal (Principal Policy Analyst – Climate Change and Sustainability), Dr B Dollery (Ecologist – Biodiversity), M Pugh (Community Development Facilitator) and C Fowler-Jenkins (Governance Support Officer).

There were five members of the public present.

1 APOLOGIES

Moved: Councillor Redmond

Seconded: Councillor Cairns

THAT apologies for absence be received and sustained from Councillors A Blackie and N Mealings. An apology for early departure be accepted for Councillor R Brine who departed at 5:45pm, and an apology for lateness be received and sustained from Mayor D Gordon who arrived at 3:59pm.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the meeting of the Community and Recreation Committee held on 23 May 2023

Moved: Councillor Brine

Seconded: Councillor Cairns

THAT the Community and Recreation Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Community and Recreation Committee, held on 23 May 2023 as a true and accurate record.

CARRIED

3.2 Matters arising (From Minutes)

There were no matters arising.

4 DEPUTATIONS

4.1 Waimakariri Age Friendly Advisory Group – Norman West (Chairperson) and John Mather

J Mather noted that he had been a representative on the Waimakariri Age Friendly Advisory Group for three years. In 2022 the Group presented to the Community and Recreation Committee and contributed to the final Waimakariri Age Friendly report which was a requirement in the district plan and part of the process for becoming an age friendly district. The Group had contributed ideas regarding its role beyond the final report. This deputation

was to report back on the ongoing work to ensure that the Council's vision of an age friendly community continued. The report covered what they had done and what they had achieved and he thanked the Committee for receiving this report. He noted that there had been a change in the Group's leadership as in 2022 Joanne Gumbrell, the inaugural chairperson, had resigned and had been replaced by Norman West.

N West acknowledged and thanked the Council for its support of the Advisory Group and in particular the assistance given by M Pugh. M Pugh had proved to be an excellent replacement for Madeleine Burdon, who had retired. He also acknowledged the contribution to the Advisory Group by Councillor Jason Goldsworthy and Board Member Shona Powell and the other members of the Advisory Group. He noted that the Advisory Group had reviewed its role and purpose as a community group and clarified its advisory role. The Advisory Group had undertaken community consultation which had been summarised and included in the report. During the consultation process they had initially used the essential features of the World Health Organisation priorities in a simpler process by asking what was working and what needed to change. Both processes had identified the same sort of problems facing the elderly which included health services, transportation, housing and safety. Appendix five of the report was the World Health Organisation checklist of essential features in an age friendly community which had become the basis for the way in which they defined good practice and how and what sort of changes needed to be implemented on behalf of older citizens. The Advisory Group had been pleased to note from discussions they had with those involved with planning in relation to transport that there was a good awareness of the checklist by policy staff. He noted that their outgoing action plan would focus on involvement with service providers identified as a priority in their consultation. The feedback received would be shared and would seek their responses from the data they gathered and from client satisfaction surveys and other data gathered. The expectation was that this would assist with the strategic planning and future service deliveries.

Councillor Redmond thanked Councillor Goldsworthy for his work with the Waimakariri Age Friendly Advisory Group.

Councillor Cairns commented that it was an interesting fact that when you lost your licence you also lost any form of ID. He struggled to understand how the elderly could prove who they were when they did not have any form of identification. He asked if they had found other methods to prove their ID. J Mather understood that the Office for Seniors now had a format.

Councillor Redmond noted, as a lawyer in his previous profession, ID for elderly people was an issue. If people had their photo on a gold card that was acceptable. They had discovered that elderly people may not have a drivers licence and may have never travelled overseas and have a passport so it was an ongoing problem. Another way to get over the issue was have a declaration by someone they knew and attach a photo.

Councillor Williams commented that one of the issues was related to transport, and asked if this involved the widening of footpaths and the use of mobility scooters. N West noted that there had been a number of issues which they were trying to address, one was transport such as getting to and from the hospital. There was concern that some of the current transport systems did not work for the elderly and they were working with the regional transport providers however the needs were different for different communities. They were also concerned with the risk to elderly by people cycling on footpaths. They also had some conversation regarding parking spaces for the disabled and if they were located in the correct areas.

Councillor Redmond noted that some correspondence had been sent to the Waimakariri Health Advisory Group and was discussed at its latest meeting regarding transport from Rangiora to Christchurch. N West noted that they had some links with the group which were investigating providing possible transport systems.

Councillor Fulton noted that there were concerns raised regarding the main road crossing in Oxford and asked if this was a particular crossing or if it was something to do with the speed and/or traffic volume. J Mather replied that this had come out of the consultation done in Oxford and he believed the speed of traffic was the main issue.

Councillor Fulton commented that he had seen a report in the media which discussed the potential move away from eftpos payments and being replaced by different types of payment systems. N West noted that it was difficult to get cash from banks and this impacted on the elderly.

Councillor Redmond asked if the Advisory Group had made any submissions on the reduction of banking services. J Mather noted that they had made numerous submissions.

4.2 **Rangiora Airfield – Owen Stewart (Airfield Manager and Safety Officer)**

O Stewart provided the Committee with an overview of his previous work experience. O Stewart identified some of the significant issues he had discovered since starting at the Airfield. MOGAS had proven to be an issue as there was a lot of storage of 91 and 95 petrol in hangers, sometimes up to 10-22 gallon containers. Currently can control specified the ability for people to store up to 50 litres of petrol in their hangers. There was provision to store up to 250 litres of petrol however it had to be stored within specialised and approved containers which cost \$6,000 each. These containers needed to be stored in a test certified area and none of the hangers currently complied with these requirements. O Stewart was currently investigating the possibility of an above ground storage area which would provide a service to the users of the airfield and mitigate petrol being stored in hangers. He was working with the Recreational Aircraft Association who had been doing a lot of work to try and figure out how they might be able to manage this in the future. They had a good pool of information and understanding of the requirements under the health and safety recommendations. He had also received advice from an RT certifier, who had run through the regulations to clarify the requirements.

O Stewart explained that he had been working on a 'fly neighbourly' policy which was a noise reduction and nuisance policy, which all of the smaller aerodromes around New Zealand used. He had received reports of low flying aircraft which had been scaring animals and some had resulted in death with animals ending up in fences. The document was based on an Aviation New Zealand publication which was developed for agricultural operators but was now widely used by others in the industry. He received a briefing from the CEO of Aviation New Zealand where they discussed some significant and substantial changes to the Civil Defence emergency management. Rangiora Airfield was likely to be identified as a critical infrastructure utility during emergencies. The information suggested that a new act would be out in two years and the Council would need to formally declare that they were providing accurate resources to protect the facility. He noted that the Airfield was close to the Ashley River so there may be some challenges in terms of the protection of the aerodrome. There was no mention as yet from the Government whether funding would be provided or allocated to those Councils that had these facilities identified. He noted that in the runway condition, was very much like Christchurch Airports and he had been working with Lincoln University to develop a toxic grass to keep birds off the aerodrome.

He noted that there was the aeronautical study which was completed in September 2022, and he had seen that the risk rating was quite significant. The very high risk, high risk and some of the medium risk would not be addressed if the Council wished to qualify the aerodrome. He explained that he was working on fixing some of the damaged wind socks, all the marker boards needed to be lowered for the type of aeroplanes currently using the airfield and he was looking to establish obstacle limitation services which came from a fan at the end of the runway.

Councillor Redmond asked what mogas was. O Stewart explained that it was the same as the petrol you would put in your car, 91, 95 and 98. Councillor Redmond also asked if there was bulk supply of petrol available. O Stewart replied that the airfield had one approved test certified 1,000 litre tank which one of the organisations was using. He noted that a 5,000 litre above ground tank would serve users of the airfield.

Councillor Redmond understood that the qualifying aerodrome requirements occurred once you got over 40,000 or 50,000 landings, and queried if this was a necessary mandate. O Stewart noted that it was not, it triggered an aeronautical study and then the Council would be required to identify risks or threats.

Councillor Ward asked if it would be better to have a petrol tank that was adjacent to the runway and was able to be accessed by normal cars on the roadway as well as the aircraft taxiing to a pump. O Stewart replied that it could be depending on the turnover for refilling however he would the fuel to be kept for aeroplane usage.

Councillor Cairns noted staff had indicated significant cost for the airfield to become critical in terms of emergency infrastructure enquired what was the estimated cost. O Stewart was unsure however there had been a suggestion of putting in a secondary stopbank in case the primary stopbank overflowed. This would be on the southern side of the aerodrome and therefore would not actually be protecting the aerodrome so was unsure why this had been suggested.

Councillor Cairns queried if all the tenants of the onsite hangers, had their own health and safety plans or did all responsibility fall on the Council. O Stewart replied that the primary liability would fall on the owner of the lease however if you looked at what had happened with White Island the secondary responders had been receiving huge fines and were also held responsible. This was what he was trying to balance in terms of recognising the Council's responsibility as a lessor.

Councillor Williams asked what the difference was between the Rangiora Airfield and others that were very high risk. O Stewart replied that principally the very highest risk was a midair collision and was a risk with most uncontrolled aerodromes. Rangiora, from what he had observed, was a mandatory broadcast zone therefore pilots were required to broadcast their position every five minutes however there were quite a number of pilots who did not report in or use their radios frequently.

Councillor Redmond asked if staff saw a role in education. O Stewart replied that he was building relationships with people and educating them to try to get a change in behaviours. He had also engaged with the Civil Aviation Authority as the field safety advisor who were operating from a flight operations perspective.

Councillor Ward acknowledged that if the Government was going to supply funding towards the development and recognition of becoming a civil defence hub for emergencies and queried if the Council would be able to gain some extra funding towards the required upgrading. O Stewart replied that plane parking was an issue, as there was no identifiable areas for landing planes to park therefore aircraft parked all over and sometimes infringed on the runway. A lot of the issues were due to the lack of planning and where infrastructure was currently placed.

Councillor Goldsworthy asked if repeated bad behaviour from pilots could mean they could be grounded. O Stewart replied that in terms of obtaining a pilot's license, a person was deemed to be a fit and proper (responsible) person therefore deemed not to be a risk however if they were repeatedly offending health and safety protocols they could remove the pilot's status as a fit and proper person.

5 REPORTS

5.1 Community Team Key Project Update Report – T Sturley (Community Team Manager)

T Sturley spoke to the report noting that it provided an overview on a few of the Community Teams key activities over a three month period from May 2023 to July 2023. Staff had acquired funding for a three year period for a half FTE position to develop a Welcoming Communities Plan for the district. Inclusive Communities involved an InCommon programme which was being developed to encourage people to consider what they might have in common with people who were not like them. Capability building detailed the On Track series of capability workshops that had been running for the past four years and continued to attract broad representation. The Kaiapoi Community Hub support had been concentrating on the acquisition of funding and identifying what the needs were on site, who they might collaborate with and how they might get the best value. The Arts Strategy progress had slowed however the core content of the strategy had been developed. She provided an overview of the work that was being undertaken to create a community lead membership model for safe communities across the country and had identified a way forward. She had also provided an update on the Mayor's Taskforce for Jobs programme which was seeing some good outcomes.

Councillor Redmond noted under item 4.3 of the report which referring to the Kaiapoi Community Hub design guide. He queried what was envisaged. T Sturley replied that the design guide was in response to the feedback the Council had received from the community. Some members of the community had expressed concern that there was potential for a hodge podge bunch of sheds. Others had expressed concern that the site was going to look like an industrial estate. The design guide was intended to make sure that placement on the site was inline with all the feedback received and that the buildings situated on the site were complementary. It would give a guide around colours and planting, height of buildings and placement.

Councillor Redmond asked if there was going to be any engagement with the residents who were concerned with the standard of building. T Sturley explained that there had already been significant engagement which had been captured in the design guide.

Councillor Cairns noted item 4.3.1 of the report in relation to the Kaiapoi Community Hub had indicated that there were funding discussions with Rata and Lotteries who showed an interest in the shared community space. He asked if staff were also signalling that funding opportunity to the Mens Shed and Food Satisfy to enable them to get funding for their buildings. T Sturley noted that there was quite a bit of work going on in the funding space and four to six weeks ago the Council led a workshop with Satisfy Food Rescue and Kaiapoi Mens Shed who were the two key stakeholders in the Trust. They had done some work prior to that in developing a funding strategy for the project. The workshop was designed to look at that strategy and identifying who was best to apply for what and when was best to apply.

Moved: Councillor Redmond

Seconded: Councillor Cairns

THAT the Community and Recreation Committee:

- (a) **Receives** report No. 230811122634.
- (b) **Notes** that this report highlighted only a few key initiatives and that a full overview of work undertaken by the Community team would be presented to the October 2023 meeting of the Community and Recreation Committee, alongside an update on progress in reviewing the Community Development Strategy.

- (c) **Notes** the collaborative, community-led approach adopted in the development and delivery of these initiatives.
- (d) **Notes** that an Expression of Interest to the Welcoming Communities fund had been accepted, resulting in three years-worth of funding for a much-needed additional 0.5FTE in staffing. This would ensure a broader, more strategic approach to connecting and empowering migrant newcomers into the district.
- (e) **Notes** that a presentation of the draft framework for the Arts Strategy and overview of process would follow the presentation of this report.
- (f) **Notes** that whilst external funding would likely be acquired to support these priority projects, in terms of Long-Term Plan considerations, there may be a need to consider a degree of resourcing to support the implementation of the Arts Strategy, should external funding avenues be unavailable.

CARRIED

Councillor Redmond thanked T Sturley for her report which was a good overview of what was happening. He was particularly interested in the design guide because he thought that the residents had expectations and he would hate to think that the Council were lowering its standards of what it had told them they could expect. The Mayors Taskforce for Jobs was going very well.

Councillor Cairns commented that the Community Team did a huge amount of work in the community and a lot of it was probably not seen as they were always in the background. He was pleased that they were doing a huge amount of work to get this community up and running. He noted the key factor from Councillors point of view was to ensure that communications went out to the community to let them know there was going to be some work on site in September 2023.

Mayor Gordon endorsed his colleagues remarks. The Kaiapoi Community Hub was a high priority as there was a high expectation from those particular groups. He was encouraged by the launch and the fundraising efforts underway. As mentioned in the report both Rata and Lotteries had been approached for their support. He acknowledged the work of E Trevathan, who had done an extraordinary job. This project could well exceed that which the Council had funded for and there was a trial in the Waimakariri district which had been extended by two years for the programme. He believed that the Arts Strategy was on track which was good and he hoped that it would be launched in November 2023. The arts were very important to the district.

5.2 Aquatics August Update – M Greenwood (Aquatic Manager)

M Greenwood spoke to the report which provided the Committee with an update on the aquatic facilities year to date progress. He noted that attendance numbers year on year had been higher in 2023 than 2022 and it was great to see that people were returning to the pools. He noted in item 6.1 of the report that people had not been returning to the pools as anticipated when the Long Term Plan was developed and which was done prior to Covid. The learn to swim programme was currently jam packed and they had very little space which was now becoming a problem with nowhere to move the children who were progressing through the programmes. There was a change in the approach to the learn to swim schools programme which was moving to a programme that more directly addressed water safety rather than the wider system of teaching strokes.

Councillor Redmond noted in item 4.2 of the report referred to Covid on the increase with a number of staff required to follow isolation protocols and enquired what the current protocols were. M Greenwood replied that there were currently no protocols as they had been changed after the report was written. The Council's current approach was to treat it as a cold or flu and that individual was supported to stay home until they felt well.

Councillor Williams asked what efficiencies were staff looking to gain to mitigate running at a loss. M Greenwood explained that while it did not overtly address the financial issue, the learn to swim schools programme was one thing where they were looking to make a change so that people could see that the programme added benefit however they still needed to book in to after school learn to swim programme. The pools were running in the high 90 percent and so were running at full efficiency. There was consideration of bring on more staff to capture the community demand for learn to swim lessons. They had recently switched to sodium bisulphate at \$70 for a bag of to control the PH of the pools. This was a saving of \$150 for a 40kg of CO² gas. They had recently switched to producing their own chlorine on site which had an economic benefit and were also switching to LED lights.

Councillor Fulton noted the reference in the report to a targeted strategy working with the Ministry of Social Development in Oxford with work broker to target clients who were available during school hours. He asked if there was any scope for someone to develop qualifications and take the first steps to a career with the skills developed. M Greenwood explained that first aid based qualifications were all unit standards taught by an outside provider. The lifeguard qualification the Council delivered in house. Currently there was a big push to move people into apprenticeships which was giving them development in leadership, running small teams, the finer points of customer service, dispute resolution which helped people progress through to leadership roles and taking greater responsibility in the business. He noted that the work around the Ministry of Social Development in Oxford was very new.

Councillor Fulton noted that the Council had library system where they rotated staff around the libraries. He asked if there was something similar with the pools so that people were covering gaps and to some extent mentoring others. M Greenwood noted that there were three core staff lifeguards, learn to swim and customer service. They could all opt to be trained up if they wanted to be interchangeable.

Moved: Councillor Brine

Seconded: Councillor Cairns

THAT the Community and Recreation Committee:

- (a) **Receives** Report No. 230801116541.
- (b) **Notes** Aquatic Facilities progress against key performance indicators including facility Attendance and Financial results.
- (c) **Notes** the attraction and retention of new staff continued to be a key priority to address staff sickness and movements.
- (d) **Notes** the increased pressure this put on the wider team and the steps being taken to support their wellbeing.
- (e) **Notes** the increased focus on water safety for our schools programme to ensure alignment with Water Safety NZ outcomes and development opportunities for the students.
- (f) **Circulates** this report to the community boards for their information.

CARRIED

Councillor Brine commented that his partner was employed and worked at Dudley Pool and his daughter-in-law was also employed by the pools. They were facing some serious challenges.

Councillor Cairns thought that swimming pools in our district were extremely important a fact that was highlighted in item 4.4 of the report with ten drownings within Canterbury which was significant. This was a crucial service that Council provided for the community.

Councillor Redmond commented that it was good to note that this was the start of a career progression for a number of people.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 Greenspace (Parks, Reserves and Sports Grounds) – Councillor Al Blackie.

Councillor Blackie was not present to provide an update.

7.2 Community Facilities (including Aquatic Centres, Multi-use Sports Stadium, Libraries/Service Centres, Town Halls and Museums) – Councillor Robbie Brine.

- Attended a meeting with Richard Lindsay who consulted for the Council on community facilities. They had a thorough conversation encompassing the district on what might potentially be needed looking forward. There were some things Councillor Brine wanted included in the potential Long Term Plan however he would rather have a conversation if staff had not included them in the first instance

7.3 Community Development and Wellbeing – Councillor Brent Cairns.

- Attended Food Secure North Canterbury strategy meeting, with the final hui on Friday 25 August 2023, where it will go over where to from here and decide who will be part of the strategic group moving forward.
- Community funded CCTV cameras. The Council was developing a policy to take ownership of the cameras once installed. Concern was that a number of areas around the district would not have cameras as there was no active residents groups that would raise the required funding.
- Community highlighted the need for youth events in Pegasus - the first youth event in Pegasus was a movie night with planning for next event and more students assisting.
- Would encourage Councillors and staff to visit the new Waimakariri Heritage website launch with loads of images and with the opportunity to load or send in images, videos and audio to tell stories.
- Visited the Oxford Observatory who are progressing with the dark sky accreditation. A Variety show would be held on 10th September 2023. Oxford was becoming a more vibrant community due to the activity of the Oxford Promotions Action Committee and the many volunteers in the community. Listen out for their jingle and for events happening in Oxford.
- Waimakariri Access were hosting an inclusive games at Mainpower stadium, a first for the district. Zack the high school organiser was a dynamo and had worked hard to get this first event in the district. Bringing those with disabilities to compete and try new sports. The sports day was on the 29th September 2023.

- Working with M Maxwell and have finished conducting the Promotion Association stakeholder interviews, asking questions like what's working well, what are the challenges, how do you see Council supporting you in the future. One thing was for sure the current model was not meeting the needs of these important groups. If we want vibrant communities that have events that bring people to the district, which in turn can result in people moving to the district the current Council Promotions Policy was going to need to change. We would soon be presenting its findings to the Promotions Working Group.
- Kaiapoi Community Support, 40 food boxes handed out the same month last year, this year 188 and 19 in one day. Creating pressure on the team, changes are being made, like 0800 number to call etcetera. Community Services were being stretched, budget advice were saying they were dealing with people with complex, high needs. Other groups were dealing with mental health and family harm issues.
- The Police report they had a full complement of staff serving the community and recently during a alcohol check found that 1/100 were over the limit, the same in Christchurch is 1/250, so if you get stopped by Police you will be breath tested.

7.4 **Waimakariri Arts and Culture – Councillor Al Blackie.**

Councillor Blackie was not present to provide an update.

8 **QUESTIONS**

9 **URGENT GENERAL BUSINESS**

10 **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

Moved: Councillor Redmond

Seconded: Councillor Cairns

1. That the public is excluded from the following parts of the proceedings of this meeting

Replacement of Library Radio Frequency Identification (RFID) Technology

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation to the matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public.
10.1 Replacement of Library Radio Frequency Identification (RFID) Technology	Good reason to withhold exists under section 7	To enable the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) negotiations as per LGOIMA Section 7 (2) (i).

CARRIED

CLOSED MEETING

Refer to Public Excluded Minutes.

Resolution to resume open meeting.

Moved Councillor Redmond Seconded Councillor Brine

THAT open meeting resumes and the business discussed with the public excluded remains public excluded as resolved.

CARRIED

The public excluded portion of the meeting commenced at 4.56pm and concluded at 5.34pm.

OPEN MEETING

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 6pm.

CONFIRMED

Chairperson

Date

Workshop (5:34pm to 6pm)

- National Policy Statement indigenous Biodiversity – Dr Bex Dollery (Ecologist – Biodiversity)

NEXT MEETING

The next meeting of the Community and Recreation Committee will be held on Tuesday 17 October 2023 at 3.30pm.

WAIMAKARIRI DISTRICT COUNCIL**MINUTES OF THE MEETING OF THE AUDIT AND RISK COMMITTEE HELD IN THE COUNCIL CHAMBERS, CIVIC BUILDINGS, HIGH STREET, RANGIORA ON TUESDAY, 12 SEPTEMBER 2023, AT 8AM.****PRESENT**

Deputy Mayor N Atkinson (Chairperson), Councillors T Fulton, J Goldsworthy, J Ward and P Williams.

IN ATTENDANCE

Councillor P Redmond.

J Millward (Chief Executive) (via Teams), G Cleary (General Manager Utilities and Rooding), P Christensen (Finance Manager) D Young (Senior Engineering Adviser), S Nichols (Governance Manager), T Kunkel (Governance Team Leader) and K Rabe (Governance Adviser).

1 APOLOGIES

There were no apologies.

2 CONFLICTS OF INTEREST

No conflicts of interest were declared.

3 CONFIRMATION OF MINUTES**3.1 Minutes of a meeting of the Audit and Risk Committee held on Tuesday 8 August 2023**

Moved: Councillor Williams

Seconded: Councillor Fulton

THAT the Audit and Risk Committee:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of a meeting of the Audit and Risk Committee, held on 8 August 2023.

CARRIED

3.2 Matters Arising

There were no matters arising from the Minutes.

4 PRESENTATION/DEPUTATION

Nil.

5 REPORTS**5.1 2022/23 Capital Works June Annual Report – D Young (Senior Engineering Advisor), G Cleary (General Manager Utilities and Rooding) and C Brown (General Manager Community and Recreation)**

G Cleary and D Young were in attendance to present the end-of-year Capital Works Report. G Cleary noted that in March 2023, staff predicted that 88% of the Capital Works

Programme would be completed by the end of the financial year. However, only 80.7% was delivered, due mainly to delays experienced with some of the larger and more complex projects, nevertheless, all of the Shovel Ready Projects had been completed.

Councillor Williams raised a concern regarding the request for budgets to be brought forward to allow work to be done when there was a backlog of uncompleted work. G Cleary explained that while some projects showed as incomplete, most of the work had already been done, and there was just further tidying up to be done before receiving a practical completion status. Also, buffers were included in the Capital Works Programme to enable certain work to be brought forward if required. The work requested to be brought forward was flood-related infrastructure repairs. G Cleary acknowledged that the current programme was fairly ambitious but believed it was deliverable, and there were monitoring and tracking processes to assist in keeping the programme on track.

Councillor Fulton queried if the Council set criteria and timelines for work to be carried out, as contractors may be delaying the completion of work due to using the wrong equipment. G Cleary replied that the Council did not get involved with the contractors' methods and relied on their common sense and resources to carry out the contract to the set expectations and outcomes required.

Deputy Mayor Atkinson questioned the number of overspends highlighted in red on the graphs attached to the report. D Young responded that the budgets covered several areas of projects, and while some may be overspent, others were underspent, and the result was that they balanced out. Deputy Mayor Atkinson suggested that it would be helpful to have a summary at the end of the section summarising the corresponding over and underspends. D Young acknowledged that the method of showing this information could be made more explicit, and he would review the report format to ensure that this information was more understandable.

Councillor Ward acknowledged the last few difficult years, which negatively impacted the delivery of the Capital Works Programme. She wondered if the delivery of this year's programme would suffer a similar fate if another weather event or some other natural disaster hit the district. G Cleary noted that there had been learnings from dealing with the lack of resources due to natural disasters and delivering Shovel Ready Projects on time. He believed that the team had refined processes and disciplines and that a separate team had been formed to deal with weather events in the future, which would free up staff to continue business as usual work.

Councillor Goldsworthy queried if weather considerations were factored into projects. G Cleary replied that there were buffers included in the programme, however, the contractors also took into account weather when tendering for the work. If, however, a project was likely to be significantly delayed, staff would report back to the Council on this individually.

Councillor Redmond sought clarity on the status of the Tuahiwi path and was advised that this project was 99% completed, however, it had a few outstanding issues, which meant it could not be classified as 'Practical Completion' but would be completed shortly. Councillor Redmond then enquired about the other projects listed in 3.3.3 of the report. G Cleary replied that some of the projects required land purchases before the work could commence, and some were delayed due to the project's complexity, which required further work by staff. However, all these projects were expected to be completed during the 2023/24 financial year.

Councillor Fulton questioned if flooding in gravel pits had impacted outcomes. G Cleary replied that the Council's contractor, Corde, had advised the Council that they had sometimes struggled to excavate gravel, which is one of the reasons the Council was investigating other options to mitigate the problem in the future. D Young noted that a Council Workshop regarding roading was scheduled for October 2023, and he would include this item on the agenda to be discussed in more detail with Councillors.

Deputy Mayor Atkinson noted that more recreation projects were not completed than any other activity. He queried the reason while acknowledging that many of the projects on the list may rely on other organisations' involvement. D Young noted that it was difficult to accurately report on recreation projects using the current reporting structure and agreed that this may need to be reviewed. recreation projects may be indicated as uncompleted when specific budgets were accumulated over several financial years to enable one large project to be achieved. Also, the Kaiapoi Community Hub, was on hold while the community raised funds to complete their commitments to the project.

Councillor Williams noted that only 79% of drainage work had been completed and questioned if there were sufficient contractors to ensure the work could be completed. G Cleary explained that most of the projects still to be completed had issues, such as land purchases or complex problems such as the Mandeville resurgence project. None of the uncompleted projects was delayed due to contractor performance. G Cleary also noted that the \$500,000 increase to the Drainage Budget, due to the flooding, which impacted on the figures. If the Budget had not been increased, the percentage of completed drainage work would show as 90%.

Deputy Mayor Atkinson questioned why the request had been made to increase the Drainage Budget if it had been unlikely that the program to be delivered. G Cleary noted that the funds were required to deal with the flood repair work which took precedence over business as usual work.

Deputy Mayor Atkinson queried how this could be resolved in the future. G Cleary observed that buffers had been included in the Capital Works Programme, however, it was difficult to predict accurately without causing inefficiency. He noted that no one could predict 100% accurately, however, it was certain that there would be another weather event in 2024 which he hoped they had accounted for and had processes in place to mitigate the delays to the delivery of the programme.

J Millward noted that Deputy Mayor Atkinson's observation was correct, that even in a year without an adverse event, it was almost impossible to achieve 100%. The capital budget has many projects, the budget is set 12-18 months out and relies on developers, planning and other factors, in a growth council where there are many projects and factors to take into account. It is also difficult to achieve practical completion prior to 30 June, whereas capital projects sometimes straddle two financial period by a few weeks.

Moved: Deputy Mayor Atkinson Seconded: Councillor Goldsworthy

THAT the Audit and Risk Committee:

- (a) **Receives** Report No. 230831135410.
- (b) **Notes** the actual achievement across all tracked capital expenditure.
- (c) **Notes** that of the \$80.19 million total capital spend, \$64.74 million (80.7%) had been completed.
- (d) **Notes** that the previous March Quarterly Report predicted completion of 88%.
- (e) **Notes** that the 2022/23 capital works programme had generally been substantially delivered across most areas. Where this was not the case, this was reported in more detail.

CARRIED

Deputy Mayor Atkinson thanked staff for the detailed report, noting that in years gone by there had been a serious lack of information. He believed that it was the function of the Audit and Risk Committee to scrutinise the data closely and thanked members for their questions and input.

Councillor Ward thanked staff for their work during very difficult time over the last few years and noted that they were an inspiration especially during the flooding.

UNCONFIRMED

5.2 **Financial Report for the period ended 30 June 2023 – P Christensen (Finance Manager)**

P Christensen was in attendance and spoke to the end-of-year report, which showed that operating costs were \$14.7 million over budget, with the most significant variances being repair costs due to the July flooding event (\$1.8 million), depreciation over budget due to an increase in revaluations (\$4.3 million), and losses on asset disposal (\$3.1 million) and capital expenditure that was accounted as operating expenditure (\$3.7 million).

Councillor Goldsworthy asked if funds on hand could be invested in short-term deposits. P Christensen replied that short-term investment interest rates were meagre and it would only be profitable to invest for more extended periods, such as between one and two years, which was not advisable as the funds may be required before that time.

Councillor Fulton noted that this was an excellent, concise report which was easily understood and queried if the report would be made available to the public so that they were aware of the Council's financial position. P Christensen replied that the report would be available on the Council's website as part of the Audit and Risk Agenda.

Councillor Williams queried why the Cash Flow and Operational Costs were showing as unfavourable. P Christensen explained that this was due to lower-than-usual development contributions and incomplete projects.

Moved: Councillor Fulton

Seconded: Councillor Ward

THAT the Audit and Risk Committee:

- (a) **Receives** Report No. 230823130098.
- (b) **Notes** the preliminary surplus for the year ended 30 June 2023 was \$21.7 million. This was \$6.1 million under budget.
- (c) **Notes** significant variances included depreciation \$4.3 million over budget from the revaluation of assets as at 30 June 2022 and \$1.8 million costs from the July flooding event.
- (d) **Notes** that the Annual Report was currently being audited by Audit New Zealand. The Annual Report would be presented to the Council in October 2023 for adoption.

CARRIED

Councillor Fulton thanked the team for their hard work and an excellent report.

Councillor Ward concurred and thanked staff for their work.

5.3 **Reporting on LGOIMA Requests for the period 1 June 2023 to 31 August 2023 – T Kunkel (Governance Team Leader)**

S Nichols and T Kunkel attended and presented the report, which dealt with requests for information made under the Local Government Official Information and Meetings Act 1987 (LGOIMA). The Council received 71 requests from 1 June 2023 to 31 August 2023, 45 more than for the same period in 2022.

Mayor Gordon requested clarification on whether elected members were entitled to view all responses to requests for information. T Kunkel that Councillors were not automatically entitled to access all information held by the Council just because they were Councillors. They only had the right to access information that was reasonably necessary to enable them to perform their duties as Council members. Therefore, access to any information to which their position did not entitle them, would be governed by the LGOIMA and the

Privacy Act, 2020. Taking into account the Privacy Act, 2020, if a Councillor wished to see a response, staff would need to obtain permission from the requestor to share that information.

Councillor Redmond enquired if elected members were able to request information under the LGOIMA. T Kunkel confirmed that there were no restrictions on who could request information under LGOIMA, elected members were therefore able to request information in their private capacity.

Deputy Mayor Atkinson queried if this work was captured as a line item in the budget, as with the increase in staff time it would be useful to monitor the cost to the Council in case there was a need to increase resourcing to cover this role in the future. S Nichol replied that at present this work was not separated into a specific line item and that the Ombudsman had confirmed the Council was following best practices.

Councillor Fulton noted that it must be difficult to manage these continual requests on a daily basis without becoming overwhelmed. T Kunkel explained that each request was taken on its own merit and dealt with appropriately and that the Ombudsman's office and other local authorities were also seeing an increase in requests.

Moved: Mayor Gordon

Seconded: Councillor Goldsworthy

THAT the Audit and Risk Committee:

- (a) **Receives** Report No. 230725112791 for information.
- (b) **Notes** that the Council received 71 requests and responded to 76 official requests of information from 1 June 2023 to 31 August 2023, which was 53 more than the 23 official requests responded to in the same period in 2022.

CARRIED

Mayor Gordon thanked staff for their time and effort put into responding to LGOIMA requests, noting that there were many repetitive requests which proved time consuming and frustrating. The Mayor acknowledged that this was a tricky area given the ruling of the Ombudsman regarding charging and best practice.

Councillor Ward also thanked staff for their fortitude, however, believed it was important that the costs incurred by the Council be highlighted.

Deputy Mayor Atkinson commented that you some requestor would never be satisfied with the answers provided by Council unless Council gave the answer they wanted to hear and this came at a high cost to the Council and staff with little resolution.

Mayor Gordon acknowledged that this had to be a transparent process and was pleased that the Council had been seen to be following best practices. However, he felt that some of the requests were becoming very personal and at times abusive. It was a pity that some members of the community were abusing the system for their own agendas and he believed that the cost of this work should be reflected so as to assist in determining if further resourcing was required. He further believed that elected members should not add to the work load of staff by requesting information on details of requests and should stay out of what was an operational matter.

6 PORTFOLIO UPDATES

6.1 Audit, Risk, Annual / Long Term Plans – Councillor Joan Ward

- Long Term Plan (LTP) first workshop of ten to be held shortly.
- Auditors had been auditing the report for the last three weeks and were on-site for the next two weeks.
- New General Manager of Finance and Business Support, Nicole Robinson, would start on 2 October 2023.
- The Annual Report showed less than budgeted surplus due to fewer Development Contributions paid as a result of the downturn in the economy, however it was still quite high.
- Staff now received reports highlighting their driving skills and behaviour when using Council cars. The GPS system rated the staff's driving skills against other staff with good effect.
- 81% of Capital Works had been completed which was an improvement on previous year (59%)
- IT staff, in conjunction with Civil Defence and the Roothing Team, had developed a Canterbury wide tracking system for road closures during flooding events. The 'App' was to be used throughout Canterbury from Waitaki to Kaikoura. J Millward was the Canterbury Chief Executive sponsor for this initiative.

Councillor Fulton questioned the lower Development Contributions and Councillor Ward noted that contributions were returning to normal with a healthy confidence being shown by the District's developers.

Councillor Goldsworthy queried if staff were receiving any incentives to be the best driver and J Millward responded that the 'de-centives' seemed to be working well at present. Aiming to have the best scorecard was providing incentive and showing merits.

6.2 Communications and Customer Services – Councillor Joan Ward

Communications:

- There was a decrease in the visits to the Council's website and 57 design projects were delivered in house. Some of the projects the projects delivered were as follows:
 - Economic Development Strategy
 - Recollect Website launce campaign
 - Rethink Rubbish July pricing changes
 - Let's Talk Housing
 - Good Street launch campaign
 - Free period product campaign
 - Three Waters chlorine 'Frequently Asked Questions'.
- The new Council website had been launched.

Mayor Gordon queried if elected member feedback had been taken into account and Councillor Ward promised to follow up and would request that this be circulated to members by email.

Customer Services:

- Between 1 July and 31 August, 2,327 successful rates rebate applications worth \$1.68 million were processed. This was 152 ahead of the same time last year. Of these 2,090 received the full rebate of \$750.
- The first instalment of rates was due on 20th August 2023. At the end of August penalties were applied to 2,107 properties that had all or part of the first instalment owing. Rates invoices were sent out to 28,106 properties.

- A good response was received to 786 collection letters that were sent out at the start of August 2023 where accounts carried forward rates arrears from 30th June 2023. Payments or arrangements had been made on 309 of these, with 477 needing further attention.
- More people are referencing the difficult economic climate as a reason why rates payments had fallen behind. This was definitely being felt by many of the ratepayers, particularly where interest rate reviews had taken place. More people had signed up for direct debit and had increased the frequency of direct debit payments or are making arrangements over longer periods.
- Enquiries regarding rates postponement from ratepayers had been received and were living in areas identified for "future development" in the new District Plan. There was some detail to work through, and no one had signed up so far.
- Last week the first look at the new Datacom system was held with a session on Accounts Receivable and Cash Receipting. Next week will bring a full week of workshops for the rates team.
- The new rates policy document was progressing with the existing policies being brought into one document. Feedback from the Policy Team was being considered before the final draft was brought before the Council.
- LIM numbers had remained at pre-2020 levels indicating that we may be back to normal business levels. In August 2023, 179 LIMs were produced with a turnaround of four days.

Councillor Fulton noted he had received several requests from customers for a water cooler to be provided in the Council foyer, especially for the elderly waiting for their rates rebates interviews. J Millward agreed to look into this matter.

7 QUESTIONS

Nil.

8 URGENT GENERAL BUSINESS

Nil

9 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987.

Moved: Councillor Ward

Seconded: Councillor Fulton

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it was moved:

1. That the public be excluded from the following parts of the proceedings of this meeting:
Item 9.1 Report back on Chief Executive Recruitment Costs.

The general subject of the matter to be considered while the public was excluded, the reason for passing this resolution in relation to the matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution were as follows:

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
9.1 Report back on Chief Executive Recruitment Costs.	Good reason to withhold exists under section 7	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations. To prevent the disclosure or use of official information for improper gain or improper advantage (s 7(2)(h)(j)).

CARRIED**CLOSED MEETING**

The public excluded portion of the meeting commenced at 10.19am and concluded at 10.26am.

OPEN MEETING**Resolution to resume in open meeting**

Moved: Councillor Deputy Mayor Atkinson Seconded: Councillor Ward

THAT open meeting resumes and the business discussed with the public excluded remains public excluded until determinations by the Civil Aviation Authority have been made.

CARRIED**NEXT MEETING**

The next meeting of the Audit and Risk Committee will be held on Tuesday 14 November 2023 at 9am.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 10.26AM.

CONFIRMED

Chairperson

Date

No questions emanated from this report.

Moved: Councillor Williams

Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 230907139945;
- (b) **Notes** that the three key areas of Cam River / Ruataniwha, Tuahiwi and Waikuku Beach would require more detailed assessment, investigation and community and stakeholder consultation;
- (c) **Notes** that all 78 investigations had been triaged, 48 were currently being scoped and 30 were under investigation;
- (d) **Notes** that of the 126 maintenance actions 44 had been inspected and 82 were yet to be started;
- (e) **Notes** that a further report, covering the funding and rating implications of the \$4.04 million of unbudgeted expenditure related to the flood recovery, would go to the Council in October 2023 to seek approval of budgets for this expenditure.
- (f) **Notes** that future progress update reports to the Utilities and Roading Committee would provide an update on the actual and forecast expenditure versus the approved budget;
- (g) **Notes** that a communications strategy document would be presented to the next Utilities and Roading Committee meeting for endorsement;
- (h) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Williams thanked staff for the detailed report.

Councillor Redmond commented that staff had a job 'that just kept on giving', noting that Environment Canterbury had committed \$2million to the Cam River stopbank upgrade in the future.

Councillor Mealings noted it was a shame that these weather events were becoming a regular occurrence, however it was a positive outcome that staff were now experienced in the procedures and were professional in their assistance during these events. She congratulated staff on their response to July's weather event.

5.2 Amendment to Kerb and Channel Renewal Programme 2023/24 – K Straw (Civil Project Team Leader) and J McBride (Roading and Transport Manager)

K Straw and J McBride were in attendance to speak to the report which sought the Committee's approval for an amendment to the Roading Capital Programme for the 2023/24 financial year. The change related to the inclusion of the southern side of Palmer Street (Church Street to White Street) in the current financial year while shifting the previously approved Stephens Street to the 2027/28 financial year. This would allow both sides to Palmer Street to be completed at the same time causing less disruption for residents.

Councillor Mealings asked when the work in Palmer Street was likely to take place and J McBride replied that the design and tendering would be completed by December 2023 with work to proposed to commence early in 2024. Councillor Mealings noted that it would be good for the work to be completed prior to the commencement of the netball season and J McBride agreed that staff hoped to have the work completed during the summer.

Councillor Williams queried if this programme also covered new kerb and channelling and J McBride replied that this budget was specifically for renewals and currently there was no provision for new kerb and channelling. Any new kerb and channelling would be considered on a case by case basis and then applied for during the Annual Plan or Long Term Plan process. Councillor Williams raised concern that during heavy rain events sediment and mud run off from areas without kerb and channel often blocked drains in adjoining road with kerb and channelling.

Councillor Fulton raised the question of growth in relation to kerb and channel work and asked if this was considered when an area was being developed. J McBride acknowledged that only the side that fronted the new development would receive kerb and channelling. She informed members that roading, drainage, water and greenspace teams met once a quarter to discuss upcoming work programmes and projects to try and ensure that work was coordinated. There was a fine balance between what teams could deliver and budgets.

Moved: Councillor Mealings Seconded: Councillor Redmond

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 230810122114.
- (b) **Approves** the amended 2023/24 Roading Capital Works Programme and Indicative Three-Year Programme (refer attachment I of the report Trim Ref: 230306030136(02)).
- (c) **Notes** that the amended programme moved the kerb and channel renewal for Stephens Street from the 2023/24 programme out to the 2027/28 programme.
- (d) **Notes** that the amended programme moved the kerb and channel renewal for Palmer Street (southern side) into the 2023/24 programme.
- (e) **Notes** that the Palmer Street kerb and channel renewal would be coordinated with planned stormwater and watermain upgrade work.
- (f) **Notes** that Stephens Street kerb and channel had a condition rating of “poor” however did not have any interdependencies in terms of other works and as such this site could be held in the short term without wider impacts.
- (g) **Circulate** this report to the Rangiora Ashley Committee Board for their information.

CARRIED

Councillor Mealings commented that this was a straightforward swap which made sense for residents in completing the work at one time.

Councillor Redmond agreed noting that the programme had already been approved and this was just a change in timing rather than a change to the programme.

5.3 **Transport Choices – New Footpath Programme for Approval – K Straw (Civil Project Team Leader) and J McBride (Roading and Transport Manager)**

K Straw and J McBride were in attendance to speak to the report which sought the Committee’s approval of the New Footpath Programme associated with the Transports Choices funding package.

Councillor Williams queried if the affected community boards had been consulted regarding the contents of the report. J McBride noted that due to the tight timelines the Boards had not been consulted. Waka Kotahi had informed the Council that its expression of interest in this funding had been successful, however the projects would need to be completed by June 2024.

Moved: Councillor Ward

Seconded: Councillor R Brine

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 230829133357;
- (b) **Approves** the New Footpath Programme, which formed the “Creating Walkable Neighbourhoods” Transport Choices Programme that included the following sites:
 - i. Lineside Road (East), outside NPD
 - ii. Edward Street (East), Wales Street to end.
 - iii. Chinnerys Road (south), Woodglen Drive to the reserve entrance.
 - iv. East Belt (East), No. 160 to Coldstream Road.
 - v. Woodfield Place (west), full length.
 - vi. Lees Road (South), Williams Street to Bayliss Drive.
 - vii. Station Road (north), outside Pak n Save (Provisional Site).
 - viii. Blake Street (north) Durham Street to Good Street (Provisional Site).
- (c) **Notes** that the programme was a single year programme, and that the programme may be amended (either increased or reduced) to fit the available budget, and that the programme included two “Provisional” sites to allow for flexibility;
- (d) **Notes** that Waka Kotahi were currently reviewing the programme and were yet to formally endorse the programme;
- (e) **Notes** that all works were required to be completed by 30 June 2024 to meet Waka Kotahi’s funding requirements;
- (f) **Notes** that sites had been selected based on their alignment with Transport Choices objectives, and proximity to other Transport Choices projects;
- (g) **Notes** that there was a likelihood that no stopping lines would be required on East Belt. The extent of this would be reported separately to Utilities and Roading Committee for approval prior to implementation.
- (h) **Circulates** this report to all Community Boards for their information.

CARRIED

Councillor Ward thanked staff for a well thought out and balanced report which was a good start on improving pedestrian safety.

Councillor Brine stated that he was 100% certain that the community boards would endorse this decision.

Councillor Redmond stated that Lees Road was the back entrance to the Sovereign Palms development and was used extensively by walkers. He also noted that with the proposed change to the Kaiapoi to Woodend cycleway this section of road would become even more busy. He also acknowledged that the tight timeframes for these projects would put pressure on staff, however as the funding was available it would be silly not to utilise it appropriately.

Councillor Williams stated he would support the motion however he did not believe that the Council should always take funding when it was offered without good reason. This should be a considered decision and funding accepted when needed. It was, after all, tax payers money and should be used for the projects and in districts that most needed it.

Councillor Mealings believed that this funding would address some of the deficiencies in the districts current network. Residents had been asking for these footpaths for some time and as staff had advised there currently was no budget for new footpaths. This funding would assist the Council to provide the residents with the required footpaths.

Councillor Ward noted that this Government funding would improve access for residents.

5.4 Community Biodiversity Funding – ZIPA Recommendation 2.8 – S Allen (Water Environment Advisor)

S Allen was in attendance and spoke to the report which sought the Committee's approval for the allocation of \$20,000 from the Zone Implementation Programme Addendum (ZIPA) budget to the Waimakariri Biodiversity Trust. This funding had been earmarked for community group support to carry out biodiversity work under the ZIPA recommendation 2.8.

Councillor Williams raised a concern that when biodiversity planting was done by community groups they often did not allow access for vehicles to carry out drainage maintenance. S Allen noted that this report and the funding was not required for plantings, this funding would be utilised mainly for the provision of a co-ordinator for the Trust.

Councillor Redmond queried if the transfer of this funding would negatively impact on the other ZIPA outcomes. S Allen stated that this funding was specifically for the administrative support for the Trust.

Moved: Councillor Brine

Seconded: Councillor Mealings

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No 230817125849.
- (b) **Approves** the allocation of \$20,000 to the Waimakariri Biodiversity Trust for operational expenses from the existing 2023-24 Zone Implementation Programme Addendum (ZIPA) Opex budget.
- (c) **Supports** creation of an open (contestable) funding round for 2024-25 and future budget allocations for ZIPA recommendation 2.8, if Waimakariri District Council staff resourcing was sufficient to administer an open fund.
- (d) **Circulates** this report to the Waimakariri Water Zone Committee and the WDC-Rūnanga Liaison meeting for information.

CARRIED

Councillor Mealings noted that this was a good report and that the Trust did excellent work within the community. The Trust was able to apply for funding, reach more groups and be effective. It also managed the work that the Council did not have the resources to cover in this arena.

Councillor Redmond also supported the motion acknowledging that the funding was being utilised for what it was intended.

Councillor Fulton commented that it was good to have the Trust co-ordinate the many different community groups doing good work in the field.

6 CORRESPONDENCE

Nil.

7 PORTFOLIO UPDATES

7.1 Roading – Councillor Philip Redmond

Issues or Focus for Staff

- Draft submission for NLTP 24-27 funding for Road Safety Education and Maintenance/Operations/Renewals had been submitted to Waka Kotahi. The draft capital programmes were due towards the end of September 2023.
- Clean up from flooding on 23 July 2023 was continuing.
- Emergency Works Application had been sent to Waka Kotahi for financial assistance.
- Application for resilience funding for Lees Valley Road had been submitted to Waka Kotahi. This would be from a new Resilience Fund that the Government had announced in August 2023 and had a higher Funding Assistance Rate than normally available.
- Transport Choices projects were continuing to be progressed through detailed design. Next gateway for approval for construction funding needed to be met by 29 September 2023. The 'So Far As Is Reasonably Practicable' assessment for Railway Road/Marsh Road and Railway Road and Dunlops Road have been completed.

Capital

- Survey work for 2023/24 kerb and channel renewals was underway.
- Construction of the new roundabout at Kippenberger Avenue and MacPhail Avenue has been completed.
- The focus for September 2023 was the Transport Choices projects.

Operational

- Lees Valley Road slip repairs were currently being designed by WSP. One section of retaining wall was required. The remainder can be stabilised with rock.
- With warmer overnight temperatures being experienced ice gritting has largely stopped and final tidy up of grit is to be carried out.
- Warmer temperatures were bringing more vegetation growth, and mowing and spraying were commencing.
- Pre-reseal repairs were underway ahead of the resealing season.
- Road marking was underway to remark faded limit lines, edge lines and intersection markings.
- Footpath repairs were underway on Victoria Street at the access way to Subway/Liquorland and Mico.
- Asphalt resurfacing was planned on Williams Street between Courtenay Drive and Vickery Street overnight on 26 and 26 September 2023 with a stop/go in place.
- Asphalt resurfacing on West Belt between Oxford Road and Milesbrook Close on 28 and 29 September 2023 – one way closure in place.

Upcoming Work by Others

- Mainpower were working in Kaiapoi doing upgrades and had planned closures on Cass Street and Williams Street. Williams Street would be closed overnight between Coups Terrace and Sims Road for up to three nights – detour in place.
- Huntingdon Drive would be closed between Salsbury Avenue and Belmont Avenue from 25 September 2023 for approximately three weeks. This was to allow for the new road connection through to Charles Upham Drive.

Road Safety

- Students Against Drink Driving (SADD) events occurring at various high schools around the district including Oxford Area School which was held on 13 September 2023. Waimakariri District Council attended the event to support the programme.
- The Kickstart motorcycle safety series of events started last weekend (16 September 2023) in Little River. The Waimakariri District Council event would be held this weekend followed by the Hurunui and Selwyn events. These were part of the ACC Motorcycle Awareness Month nationwide series.
- Fatal crash on Oxford Road at Mclvor Place early on 17 September 2023.
- Serious crash on Lineside Road on 7 September 2023 at Mulcocks Road intersection. Serious injury sustained by the driver which required hospitalization.

Community

- Consultation had now closed on the Transport Choices Walking and Cycling projects. Staff were processing the information gathered and would be providing updates to community boards following the Committee meeting.
- The Road Reserve Management Policy consultation had closed with three submissions being received with two wishing to be heard. The hearing was postponed and currently awaiting a new hearing date. One further submission was expected from the Walking Commission.
- The Loburn 68 Running Event was taking place in the Loburn/Ashley area on 30 September 2023. This was an on-road running race and there would be traffic management in place for runners and a one-way closure along Dixons Road East (closed at Marshmans Road through to Cones Road). This was the first time that this event had been held in the district.

Conference

Councillor Redmond tabled his notes on the recent Traffic Institute of New Zealand Conference (refer Trim Ref 230919145798).

7.2 Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor Paul Williams

Water

- Oxford Rural No.1 – McPhedrons Road Well redevelopment had gone well and was expected to be back online this week. The Boil Water Notice would be lifted early next week once the turbid water from the river intake had been flushed through the system.
- Ashley Gorge Campground – The Boil Water Notice for the campground had now been lifted. The upgrade to connect the campground to the Oxford Rural No.2 supply was still expected to be completed in October 2023.
- The Council would have a visit from the Chief Executive of Taumata Arowai tomorrow (20 September 2023) to visit some of WDC's sites and meet with staff and Councillors. A report on the chlorination strategy would be presented to the next Council meeting in October 2023.

Wastewater

- The annual Ocean Outfall compliance report for the 2022/23 monitoring period had been submitted to Environment Canterbury and would be reported, along with the Oxford annual compliance report, to the next Utilities and Rooding Committee meeting.

Drainage

- A meeting was held with residents of Washington Place at the West Eyreton Hall to discuss flooding. Staff were looking at what immediate works could be implemented this year in advance of the proposed works for next financial year.
- Mandeville Resurgence Channel project drop-in sessions were well attended. Staff got good feedback from the community on potential alternatives for the Stage 2 diversion works. A report summarising the feedback and recommending next steps would be presented to the November 2023 Council meeting.
- McIntosh Drain Pump Station was now fully commissioned and operational. Staff were currently working the key stakeholders to confirm a new date for the opening of the Kaiapoi Shovel Ready works.

7.3 Solid Waste– Councillor Robbie Brine*Bromley Compost Plant*

Christchurch City Council had started consulting with the wider community about the short and medium term options for processing or disposal of kerbside organic waste, and is open until early October 2023. Potential impact on WDC's organic service.

Standardising kerbside collection

WDC has received gazette notice for standardising kerbside recycling and food/organic collection services which will apply as from 1 February 2024. Staff are awaiting on Minster for the Environment's final advertising graphics and information prior to making any changes.

Kerbside recycling bin audits

Audits started two weeks ago and summary is as follows:

- 357 bins from Oxford, Pegasus and Rangiora were audited over six days – starting with bins on the 'watch list' in set areas then moving into a new area to start fresh bin checks. Of these:
 - 19 (5%) were issued Gold Stars
 - 98 (27%) were provided educational materials
 - 63 (18%) were tagged as contaminated
 - 20 (6%) of the contaminations were from the 'watchlist and the property owners have been written to about what has been found.
- No bins identified for removal as yet.

School and preschool recycling bin audits were undertaken in July and August, and there were pleasing results from these.

7.4 Transport – Mayor Dan Gordon

Mayor Gordon was not at the meeting therefore there was no update on transport.

8 MATTERS REFERRED FROM KAIAPOI-TUAHIWI COMMUNITY BOARD

8.1 Kaiapoi High School – Proposed Safety Improvements – K Straw (Civil Project Team Leader) and J McBride (Roading and Transport Manager)

(Report No. 230411049603 to the Kaiapoi-Tuahiwi Community Board meeting of 21 August 2023).

K Straw and J McBride were in attendance to provide an update on this report which was approved by the Kaiapoi-Tuahiwi Community Board in August 2023.

Councillor Williams queried why this work was being carried out when the speed management around schools would address most of the problems by reducing speeds. K Straw replied that this work would incur minor cost and had been repeatedly requested by the school, the community board and the community.

Councillor Redmond reminded K Straw that when he brought this report to the Board he had requested further information regarding the close proximity of the pedestrian crossing and Otaki Street. K Straw responded, saying that he was investigating this matter and it appeared that the resident near the proposed crossing had two driveways, one in Otaki Street and one in Ohoka Road. If the Ohoka Road entrance was in use than the pedestrian crossing would need to be moved further east. This was still being investigated. Staff also noted that this project would only proceed once confirmation of funding had been received.

Councillor Fulton queried the different treatment of the two intersections on each side of the overbridge. J McBride noted that traffic flow was very different with traffic lights managing the possible tail back onto the motorway while the eastern intersection would be better managed by reducing speeds with a roundabout.

Moved: Councillor Ward

Seconded: Councillor Williams

THAT the Utilities and Roading Committee:

- (a) **Approves** the Design as per Trim No. 230406049186.
- (b) **Approves** the installation of a pedestrian crossing on Ohoka Road, outside the Kaiapoi High School.
- (c) **Notes** that there would be no additional no-stopping lines installed as a result of the proposed pedestrian crossing.
- (d) **Notes** that there was budget allocated through the annual plan process for this project.

CARRIED

Councillor Ward stated she supported this motion as it was difficult to enter the traffic flow on Ohoka Road opposite the school at 3pm. With the pedestrian crossing it would force gaps in the traffic flow enabling exit from the side streets.

Council Redmond stated he supported this motion as had the Kaiapoi-Tuahiwi Community Board who had been requesting safety treatment outside the school for some years and doing nothing until the roundabout scheduled for 2028 was not an option.

Councillor Mealings agreed however also had concerns regarding the location of the pedestrian crossing and its proximity to the intersection of Otaki and Ohoka Roads.

9 MATTERS FOR INFORMATION**9.1 Request Extension of Contract 20/20 – Roothing Professional Service Contract – J McBride (Roothing & Transport Manager)**

(Report No. 230808120962 to the Management Team Operations meeting of 14 August 2023).

J McBride took the report as read noting this this matter was for information.

Councillor Williams raised concern regarding the rollover of contract without reviewing them and noted that although this contract would now be rolled over for a further year work on reviewing the contract should be started now.

Moved: Councillor Redmond

Seconded: Councillor Williams

THAT the Utilities and Roothing Committee

(a) **Receives** the information in Item 9.1.

CARRIED

10 QUESTIONS UNDER STANDING ORDERS

Nil.

11 URGENT GENERAL BUSINESS

Nil.

12 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

Moved: Councillor Ward

Seconded: Councillor Williams

1. That the public be excluded from the following parts of the proceedings of this meeting:

Item 12.1 Report from Management Team meeting of 14 August 2023

Item 12.2 Report from Management Team meeting of 28 August 2023

Item 12.3 Report from Management Team meeting of 28 August 2023

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public-
12.1 Report from Management Team meeting of 14 August 2023	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).

12.2 Report from Management Team meeting of 28 August 2023	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
12.3 Report from Management Team meeting of 28 August 2023	Good reason to withhold exists under section 7	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).

CARRIED**CLOSED MEETING**

The public excluded portion of the meeting commenced at 10.35am and concluded at 10.38am.

OPEN MEETING

Moved: Councillor Redmond

Seconded: Councillor Brine

THAT open meeting resumes and the business discussed with the public excluded remains public excluded.

CARRIED**NEXT MEETING**

The next meeting of the Utilities and Roading Committee will be held on Tuesday 17 October 2023 at 9am.

There being no further business the meeting concluded at 10.38am.

CONFIRMED

 N Mealings
Chairperson

 Date

MINUTES FOR THE MEETING OF THE KAIAPOI-TUAHIWI COMMUNITY BOARD HELD IN THE KAIKANUI ROOM, RUATANIWHA KAIAPOI CIVIC CENTRE, 176 WILLIAMS STREET, KAIAPOI ON MONDAY, 21 AUGUST 2023 AT 4PM.

PRESENT

J Watson (Chairperson), S Stewart (Deputy Chairperson), A Blackie, T Bartle and R Keetley.

IN ATTENDANCE

B Cairns and P Redmond (Kaiapoi-Woodend Ward Councillors).

C Brown (Community and Recreation Manager), K Straw (Civil Project Team Leader), K Rabe (Governance Advisor), and A Connor (Governance Support Officer).

There were 4 members of the public present.

1 APOLOGIES

Moved: J Watson

Seconded: A Blackie

THAT an apology for absence be received and sustained from N Atkinson and T Blair.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Kaiapoi-Tuahiwi Community Board – 17 July 2023

Moved: J Watson

Seconded: R Keetley

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Confirms** the circulated Minutes of the Kaiapoi-Tuahiwi Community Board meeting, held 17 July 2023, as a true and accurate record.

CARRIED

3.2 Matters Arising (From Minutes)

Nil.

3.3 Notes of the Kaiapoi-Tuahiwi Community Board Workshop – 17 July 2023

Moved: J Watson

Seconded: S Stewart

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the notes of the Kaiapoi-Tuahiwi Community Board Workshop, held on 17 July 2023.

CARRIED

4 **DEPUTATIONS AND PRESENTATIONS**

4.1 **Waimakariri Biodiversity Trust – J Roper-Lindsey and L Barltrop**

J Roper-Lindsey informed the Board that the Waimakariri Biodiversity Trust was formed in 2022 following discussions at the Waimakariri Water Zone Committee regarding the lack of help for members of the community to protect and enhance indigenous biodiversity. The Trust achieved charitable status in mid 2022 and they currently had eight Trustees. Establishment funding of \$20,000 was received from the Land and Water Committee and \$5,000 was received from the Environment Canterbury Zone Committee. The Trust's vision was to see vibrant, healthy, indigenous ecosystems valued across the Waimakariri District. Their purpose was to provide the necessary information, education and resources to enable the community to protect, restore, create and sustainably manage indigenous biodiversity in the district by coordinating and helping communities

L Barltrop stated the Trust had launched its website and started an Instagram account as well as posting on its Facebook more frequently. The Daiken Wetland Restoration Project was underway. The Trust had received a \$15,600 grant from the Waimakariri Water Zone Committee which would fund the first two stages of the project. She had been in touch with Enviroschools and was going to have Ashley School involved with the planting. Winter Series 2 had begun with two events, one being about managing biodiversity in rural areas and the other about biodiversity in the foothills of Lees Valley. The final event was going to take place in Waikuku and would be about biodiversity of the estuary and wetlands. The Trust was also working with Dr Bex Dollery from the Council and residents on edge the of the Kaiapoi red zone.

J Roper-Lindsey noted the Trust was very appreciative of the Council's support so far and the was happy to offer support for Waimakariri District Council projects also.

J Watson sought clarity on if the Trust was more about giving advice rather than organising projects. J Roper-Lindsey noted that at this stage they were more about advice however they would like to move to organising projects in the future.

B Cairns questioned if there was any cost to the resident seeking advice from the Trust. J Roper-Lindsey replied there was no cost to residents who sought its help. The Trust could provide general advice however for specific projects where an ecologist or hydrologist was needed the Trust would have to apply for funding. It was not the nature of the Trust to charge people.

B Cairns then asked how the Trust accessed plants. J Roper-Lindsey stated the Trust had not needed to source any plants yet. They did have some links with Waiora Nursery in Christchurch however they would like to build local relationships also.

5 **ADJOURNED BUSINESS**

Nil.

6 **REPORTS**

6.1 **Kaiapoi High School – Proposed Safety Improvements – K Straw (Civil Project Team Leader) and J McBride (Roading and Transport Manager)**

K Straw highlighted the aim of the report was to reduce speed across the overbridge with minor road marking changes and a pedestrian crossing. The pedestrian crossing would remain after the proposed roundabout was installed in the future.

T Bartle questioned why the pedestrian crossing was to the side of the gate instead of being closer to school. K Straw replied there was a refuge crossing in place in front of the school. The proposed pedestrian crossing would be a zebra crossing to give priority to pedestrians while also using it as a means to slow traffic.

P Redmond wondered if there were any safety concerns with putting a pedestrian crossing so close to a side street. K Straw noted there potentially could be. The limit line for pedestrian crossings was five metres away of an intersection.

J Watson stated students would cross the road at their closest convenience and requested if moving the pedestrian crossing closer to school gate could be investigated. K Straw would speak with Council staff and see if there was any scope to move it a few metres to the east.

T Bartle sought clarity on if there had been incidents in this area and if enough had already been achieved in the interim. K Straw noted the cost of this project was very minimal. It was predominately line marking covered by the maintenance contract so no money would be saved in long term by waiting.

Moved: R Keetley

Seconded: S Stewart

THAT the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** Report No. 230411049603.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Utilities & Roading Committee:

(b) **Approves** the Design as per Trim No. 230406049186.

(c) **Approves** the installation of a pedestrian crossing on Ohoka Road, outside the Kaiapoi High School.

(d) **Notes** that there would be no additional no-stopping lines installed as a result of the proposed pedestrian crossing.

(e) **Notes** that there was budget allocated through the annual plan process for this project.

CARRIED

R Keetley was very supportive of the proposed changes and felt it was a long-time coming. S Stewart concurred and suggested the works be completed during the school holidays so as to create as little disruption for the school. K Straw replied it would be dependent on contractors availability however they could try to coordinate with the school holidays.

6.2 **Applications to the Kaiapoi-Tuahiwi Community Board's Discretionary Grant Fund 2022/23 – K Rabe (Governance Adviser)**

K Rabe spoke to the report highlighting that the Waimakariri Access Group was applying on behalf of the North Canterbury Inclusive Sport Festival. B Cairns noted this was a first for the district and was being run by a teenager from Rangiora High School.

Moved: T Bartle

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

(a) **Receives** Report No. 230807119533.

(b) **Approves** a grant of \$750 to the Waimakariri Access Group towards seed funding to hold an inclusive sports day to occur.

CARRIED

K Rabe highlighted Community Wellbeing North Canterbury were applying to rent an 0800 number for the safety of staff and smoother running of the food bank.

A Blackie noted they had a large amount of money already in the bank and Council already made a large contribution annually. B Cairns concurred however he clarified that Community Wellbeing North Canterbury did not receive any funding towards the food bank.

Moved: R Keetley

Seconded: T Bartle

- (c) **Approves** a grant of \$600 to Community Wellbeing North Canterbury Trust towards the installation and monthly rental of an 0800 number for the food bank and driver bookings.

CARRIED

7 **CORRESPONDENCE**

A memo regarding Kaiapoi Town Entrance and General Landscaping Budget was tabled (Trim: 230821128278).

8 **CHAIRPERSON'S REPORT**

8.1 **Chairperson's Report for July and August 2023**

- Every year groups of student doctors met with different groups in the community and the report would be out in the coming months.
- Creative Communities funding closed at the end of August 2023. Festival funding was also available this year as a one off post Covid grant.

Moved: J Watson

Seconded: A Blackie

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** the report (Trim: 230815124852) from the Kaiapoi-Tuahiwi Community Board Chairperson.

CARRIED

9 **MATTERS REFERRED FOR INFORMATION**

- 9.1 Rangiora-Ashley Community Board Meeting Minutes 14 June 2023.
- 9.2 Oxford-Ohoka Community Board Meeting Minutes 5 July 2023.
- 9.3 Woodend-Sefton Community Board Meeting Minutes 10 July 2023.
- 9.4 Rangiora-Ashley Community Board Meeting Minutes 12 July 2023.
- 9.5 Huria Reserve Heritage and Mahinga Kai Area Statement of Intent for 2023-24 – Report to Council Meeting 4 July 2023 – Circulates to the Kaiapoi-Tuahiwi Community Board.
- 9.6 Draft Community Outcomes for Public Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.7 Health, Safety and Wellbeing Report June 2023 – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.8 Submission Waka Kotahi Bilingual Signage Consultation – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.9 Submission to the Water Services Entities Amendment Bill – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

- 9.10 Elected Member Remuneration and Expenses Policy – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.11 Stimulus Programme Close Out Report – Report to Utilities and Roading Committee Meeting 18 July 2023 – Circulates to all Boards.
- 9.12 Zone Implementation Programme Addendum Capital Works Programme 2023-24 – Report to Utilities and Roading Committee Meeting 18 July 2023 – Circulates to all Boards.

Public Excluded

- 9.13 Proposed Sale of 198 Swannanoa Road, Fernside – Report to Council Meeting 4 July 2023 – Circulates to all Boards.
- 9.14 Proposed Sale of 7 Adian Way, Loburn – Report to Council Meeting 4 July 2023 – Circulates to all Boards.

Moved: J Watson

Seconded: R Keetley

THAT the Kaiapoi-Tuahiwi Community Board

- (a) Receives the information in Items.9.1 to 9.12.
- (b) Receives the separately circulated public excluded information in items 9.13 and 9.14.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

A Blackie

- Attended Croquet Club fundraising quiz. Around 100 people were in attendance.
- Attended Local Government New Zealand (LGNZ) conference. Helped guide a bus tour through the Kaiapoi Regeneration area.
- Lincoln College Students inspected the Mahinga Kai Reserve and were doing a class project on the landscaping of the Huria Reserve.
- Attended Ranger breakfast for rangers in the Canterbury region. This was the only time all rangers got together. Was finished with a tour of Silverstream reserve.
- Student Volunteer Army volunteers did a mornings work in the Silverstream Reserve and in the Te Kohaka o Tuhaitara Trust area also.

T Bartle

- Attended Waimakariri Health Advisory Group meeting. They were working through major issues. They were all applying for their own jobs internally causing wellbeing breakdowns.
- Attended Governance training which was fascinating. A Gray the Councils Communications Manager spoke.
- Attended North Canterbury Neighborhood support meeting. There was a lot of positive work happening.

R Keetley

- Attended Historical Society working day at the museum which was very informative.
- Attended Northern Bulldogs Rugby Strategic Planning meeting which had support from Canterbury Rugby.

S Stewart

- Attended Greypower meeting. They were having difficulty as a group when sign language was used in public presentations and Te Reo Māori on signage. They were not supportive of bilingual signs or sign language. They were surprised that majority of the Councillors were over 65. They were also experiencing issues with scooters on footpaths. Ongoing issues with eftpos and concerns on what would happen in an emergency and there was no power.
- Flooding workshop update. In Woodend it was over a one in 50 year event compared to July 2022. Each individual event was greater and there was twice the normal July rainfall. Kaiapoi

had 900mm of rain so far this year compared to a yearly average of 650mm. Levels in the Mandeville bore undercurrent broke through and it was expected that water would continue to flow on the surface for many months. There had been seven large flooding events over the last ten years. 335 service requests were received from the most recent event. Tuahiwi, Cam River and Waikuku Beach were key focus areas. Staff were expecting \$1.5-\$2m of roading repair work would be required. The new Kaiapoi storm water pumps worked well. Council was looking at establishing a specialist flood team with external consultants and there were discussions if a permanent inhouse team was needed. The design of Cam River was being reviewed, it was agreed maintenance was not up to standard.

- Kaiapoi Promotions Association interested in what was happening to public space for carnivals and public events.

B Cairns

- Roadside auditing of recycle bins would start in September.
- Met with resident looking to start a music festival on the river potentially in February next year.
- Local Government Conference – highlights were listening to Sophie Howe, first Welsh Future Generations Commissioner. Example of points she made:
 - For example, if we know that around 35% of jobs in the Waimakariri may disappear as a result of robots, artificial intelligence, or computers, what's that going to mean to you, your children and your grandchildren?
 - We know that we'll be living longer, but are we going to be living healthy, active lives or are we going to be living lives with long-term illness and health conditions?
- Public bodies really need to be focusing on how their decisions are going to impact in the long-term, and working together to prevent problems occurring, recognising that no single public body can respond to some of the big challenges that need to be addressed.
- Attended Food Secure North Canterbury strategy meeting.
- Have attended a number of meetings about community funded CCTV cameras. Council was developing a policy as they will take ownership of the cameras once installed.
- Harry Harper funeral – Harry had bequeathed the Council some of his estate.
- InCommon Waimakariri Inclusivity Poster Campaign Event Launch – featured the number of immigrants in our community.
- Kaiapoi Promotions Annual General Meeting – new Chair was elected, Janine Duke.
- First youth event in Pegasus – movie night – planning now for next event and more students to help with planning.
- All Boards meeting.
- All Together Kaiapoi review meeting – reduction in funding, an issue that other organisations may face.
- Kaiapoi Food Forest meeting – new coordinator had been employed.
- Housing Policy Hearings – to create a district housing policy.
- Transport Connections discussion – connecting the likes of Oxford to other parts of the district.
- Waimakariri Heritage website launch – loads of images, with the opportunity to load or send in images, videos, and audio to tell stories.
- Pegasus Residents Group Annual General Meeting – very well attended meeting, loads of support.
- Kaiapoi kids' indoor market – busy and growing in popularity.
- All Together Kaiapoi – Matariki event – huge crowd, first time using the area for a large community event.
- Oxford light up event – judged the residential lighting displays – awesome for the township, supported by K Howat from the Council's Greenspace team which was appreciated in having trees etc lite up.
- Waiora Links – spoke about food forests in the district.
- Waimakariri Access Group Annual General Meeting.
- Almost finished conducting the Promotion association stakeholder interviews – this will provide an indication of what issues the various groups have and looking for common elements.

P Redmond

- LGNZ conference bus trip to Rolleston astounded by how big it was, population 28000 by 2024 38000 3054 55000 pace of growth phenomenal.
- Ronels Cuppa at Pegasus – B Cairns spoke about the Food Forest.
- Gravel road inspections with roading staff – further trip to Oxford/Lees Valley to be arranged.
- Utilities and Roothing Committee.
- Pegasus Residents Group Annual General meeting.
- On site meeting at Clemence Drilling – regarding damage to grass verges adjacent to cycleway.
- Heritage Website launch – Rangiora Library.
- Abbeyfield annual General Meeting.
- Draft Housing Policy Hearing and Deliberations – Chaired along with Councillors Cairns, Goldsworthy and Ward.
- Building Act Submissions.
- All Boards – Future for Local Government.
- Local Government New Zealand (LGNZ) Rolleston visit - astounded by how big Rolleston had gotten, population 28000, by 2024 38000 3054 55000 pace of growth phenomenal.
- LGNZ Annual General Meeting – Sam Broughton elected President.
- LGNZ Conference at Te Pae Christchurch – Amazon Web Services sophisticated digital services, Selwyn District Council a subscriber. Luxton prepare to submit a deal to government post election for strategic projects. First in basis. Limited funds.
- All Boards workshop – Speed Management Plans. Council may seek time extension until after election.
- Housing Policy adopted.
- Waimakariri Health Advisory Group – Taxi arrangement discussed and clarified. Rangiora only, historical after-hours discharges.
- Kaiapoi Promotion Association Annual General Meeting – new committee – Chair Janine Duke, Vice Chair Martin Pinkham, Treasurer Greg Coleman, Secretary Tracy Inwood. Committee Michael Bendall, Rob Duke, Natalie Leary, Cheryl Meadows, John Rule and Ani Tapa.
- Property Portfolio Working Group meeting.
- North Canterbury Sport and Recreation Trust meeting – Sports awards to alternate with ENC business awards.
- Compass FM Music quiz fundraiser for its Charitable Trust – Sold out.
- Funeral service for Harry Harper – WCD beneficiary.
- Met with resident and staff to discuss hosting a car show at Norman Kirk Park.

11 CONSULTATION PROJECTS**11.1 Environment Canterbury Regional Policy Statement**

<https://haveyoursay.ecan.govt.nz/about-our-future-canterbury>

Consultation closes Sunday 27 August 2023.

11.2 Kaiapoi Ravenswood Cycleway

<https://letstalk.waimakariri.govt.nz/kaiapoi-ravenswood-cycleway>

Consultation closes Friday 1 September 2023.

11.3 Road Reserve Management Policy

<https://letstalk.waimakariri.govt.nz/road-reserve-management>

Consultation closes Sunday Thursday 7 September 2023.

11.4 **Community Outcomes**

<https://letstalk.waimakariri.govt.nz/community-outcomes>

Consultation closes Thursday 7 September 2023.

11.5 **Mandeville Resurgence Channel Upgrades**

<https://letstalk.waimakariri.govt.nz/mandeville-resurgence-channel-upgrades>

Consultation closes Friday 29 September 2023.

12 BOARD FUNDING UPDATE

12.1 **Board Discretionary Grant**

Balance as at 31 July 2023: \$6,772.

12.2 **General Landscaping Budget**

Balance as at 31 July 2023: \$27,370 with a carry forward still to be determined.

13 MEDIA ITEMS

14 QUESTIONS UNDER STANDING ORDERS

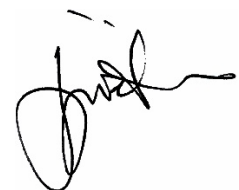
15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

NEXT MEETING

The next meeting of the Kaiapoi-Tuahiwi Community Board will be held at the Ruataniwha Kaiapoi Civic Centre on Monday 18 September 2023 at 4pm.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 5PM

CONFIRMED



J Watson
Chairperson

18 September 2023

Date

Workshop – 5pm-5.07pm

- *Members Forum*
 - Need to start thinking about the River Carnival and potentially looking at setting up a committee to run the event as it had become too much for only a few people to organise.
 - Long Term Plan submission – Power at Norman Kirk Park for future events.

MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD HELD AT THE OHOKA COMMUNITY HALL, MILL ROAD, OHOKA ON WEDNESDAY 6 SEPTEMBER 2023 AT 7PM.

PRESENT

T Robson (Chairperson), M Brown, T Fulton, R Harpur, N Mealings, P Merrifield and M Wilson.

IN ATTENDANCE

G Cleary (General Manager Utilities and Roading), S Binder (Senior Transportation Engineer), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

1. APOLOGIES

Moved: M Brown Seconded: N Mealings

THAT an apology for absence be received and sustained from S Barkle.

CARRIED

2. PUBLIC FORUM

There were no members of the public present for the public forum.

3. CONFLICTS OF INTEREST

There were no conflicts recorded.

4. CONFIRMATION OF MINUTES

4.1. Minutes of the Oxford-Ohoka Community Board – 2 August 2023

Moved: N Mealings Seconded: R Harpur

THAT the Oxford-Ohoka Community Board:

- (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 2 August 2023, as a true and accurate record.

CARRIED

4.2. Matters Arising

There were no matters arising.

5. DEPUTATIONS AND PRESENTATIONS

Nil.

6. ADJOURNED BUSINESS

Nil.

7. REPORTS

7.1. Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Oxford-Ohoka Community Board Ward Area – G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transportation Manager), S Binder (Senior Transportation Engineer) and A Mace-Cochrane (Transportation Engineer)

S Binder took the report as read.

G Cleary noted that this matter had been covered during several workshops and staff had been asked to provide an option which would cover speed limits in school surrounds with the main speed management review to be considered in the new year, however he reiterated that it was the Board's decision on which option they opted for.

T Fulton asked if the Board approved the school option, would that mean that the Council would consult on the wider speed management plan in the new year. G Cleary explained that if the Board moved recommendations (b), (c), (d) and (e) the Council would go out and consult on round surrounding schools now. Council was required to progress the speed management plan and there was funding available to do the school work in the current 2023/24 financial year and Council needed time to go out and consult, get feedback from the community and then implement all the work that needed to be done for the school speed limits which included in some areas the variable speed signs before July 2024.

N Mealings noted item 1.6 in the report where it noted that *not having a speed management plan which aligned with planned infrastructure could result in funding for safety related projects not being approved in the next NLTP*. She asked if the revised work meant that Council would miss out on funding and the fact that item 1.9 of the report *Following discussion with elected members, a further option to phase the Speed Management Plan has been included within this report for consideration. This would see only schools addressed initially, with the remainder of the recommended changes to be considered for consultation in early 2024*. She asked if that qualified to safeguard the Council until it had more certainty post-election to put together a speed management plan. S Binder was unsure.

N Mealings asked about the variable speed limit signs and if the limits were legal. S Binder noted that technically it was an LED sign with the red ring around it and was perfectly legal.

P Merrifield did not understand why the Ashley Gorge Road / German Road intersection requiring variable speed signage with the amount of traffic there. S Binder believed there had been two serious crashes there in the last ten years.

T Fulton asked if the variable speed signs at the intersections would be calibrated at different times of the day or would it slow traffic down at any time of the day. S Binder explained that these signs would detect cars on the secondary road at any time day or night and would flash a temporary speed limit for the primary road for around thirty seconds.

R Harpur noted that he was generally not in favour of reducing speed limits however in the last few weeks he had looked at the matter more seriously, especially round schools and he had changed his views. He noted that he had watched Parliament TV and seen that point to point cameras had been passed which he did not support. G Cleary explained that the areas the report was addressing, would not be suitable for point to point cameras however there

were plenty of roads in the district with speed limits which were not been enforced due to a lack of resources therefore the Government was choosing to monitor speeds electronically.

Moved: M Brown Seconded: M Wilson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 230821128211.

AND

THAT the Oxford-Ohoka Community Board recommends:

THAT the Council:

- (b) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for schools (refer to TRIM No. 230731116010 and 230731116038), **as listed in table 1 below**. These roads are within the Boards area.

CARRIED

Moved: N Mealings Seconded: T Fulton

THAT the Oxford-Ohoka Community Board recommends:

That the Council:

- (c) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **intersection speed zones** (refer to TRIM No. 230731116010 and 230731116038), **as listed in table 12 below**. These roads are within the Boards area.
- (d) **Notes** that, staff will then undertake a workshop with Council in early 2024, and then present a report to Council seeking approval to consult on the remaining proposed speed limit changes included in recommendation (b) not endorsed by the Community Board, noting that this is following the Central Government election and Council will have final approval on the consultation.
- (e) **Notes** that recommendation (b) is considered to be the minimum which should be progressed, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to use reasonable efforts to set safe speed limits outside all schools by December 2027, with 40% of these needing to be undertaken by June 2024.

Table 1. Extents of school speed limits within the Board's ward area

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Oxford Area School	1	30 km/h	Bay Road (20 m north of Main Street to 600 m north of Main Street)	Permanent
			Showgate Drive (Bay Road to end of formed public road)	
			Dohrmans Road (Bay Road to end of formed public road)	
Ohoka School	1	30 km/h	Jacksons Road (Mill Road to 550 m south of Mill Road)	
Swannanoa School	2	60 km/h	Tram Road (355 m east of Two Chain Road to 195 m west of Tupelo Place)	
View Hill School	2	60 km/h	Island Road (500 m west of Rampaddock Road to 600 m east of Harmans Gorge Road)	
West Eyreton School	2	40 km/h	School Road (210 m north of North Eyre Road to 260 m south North Eyre Road)	
			North Eyre Road (140 m west of School Road to 340 m east of School Road)	

Table 2. Proposed variable speed limits for Intersection Speed Zones

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Ashley Gorge Road (German Road intersection) – 150 m east of the German Road intersection to 150 m west of the German Road intersection	100	60 (VSL)
Oxford Road (Tram Road intersection) – 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection	100	60 (VSL)
Tram Road (Two Chain Road intersection) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection	100	60 (VSL)
Tram Road (Earlys Road intersection) – 150 m east of the Earlys Road intersection to 150 m west of the Earlys Road intersection	100	60 (VSL)

AND

- (g) **Notes** that the permanent 60km/h speed zone (outside of Swannanoa School) proposed on Tram Road, is subject to the surrounding Tram Road area being reduced to 80km/h. if this was not to proceed, then the existing 60km/h variable speed would stay in place.
- (h) **Notes** the included in recommendation (c) is the Intersection Speed Zones (ISZ) which are safety initiatives supporting Road to Zero and are co-funded by Waka Kotahi. The electronic signs operate on the major road through an intersection and only turn on when a vehicle approaches on the side road. Tram Road / Earlys Road had funding in 2023/24 and not progressing will result in co-funding being lost.
- (i) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any proposals from the above tables will require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (j) **Notes** that the proposed speed limits are framed around a regional approach, which has been agreed by staff across Canterbury RCAs and as listed below, which had alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed Limits 2022* guidelines.
- 80km/h on rural sealed roads.
 - 60km/h on rural unsealed roads.
 - 40km/h in urban and settlement areas.
 - 30km/h around schools, where not deemed a Category Two school.
- (k) **Notes** that while the draft Speed Management Plan is in line with national strategy, it has also been adapted to the local context, and is intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (l) **Notes** that following consultation on the Speed Management Plan, it is recommended that the full Council hold hearings for any submitters who wish to be heard.
- (m) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) – TRIM No. 230731116010) has been developed at a regional level and will be consulted upon as part of the Regional Speed Management Plan.

CARRIED

M Brown commented that he had been the School Board Chairperson and Board Member at the West Eyreton School and could understand why the speed reductions needed to be reduced in roads that surrounded schools. He noted at the Earlys Road / Tram Road intersection he had nearly lost his life in 2011 and believed that anything that could improve safety, especially at intersections had his support.

M Wilson commented that having worked in education and knowing what happened with students sometimes walking out the gates during the day, that it was really important that we kept our students safe. She noted that these schools were community hubs they were not just a building that everyone disappeared into and emerged at 3pm, there were people in and out all day.

T Fulton believed that it was important that the Council allowed themselves sufficient time to make the right decisions to consult with the community which included schools as well as non-school areas, especially intersections as the Board did not know what areas the community would highlight as dangerous. There may be some other areas which had not yet been considered. It was important that the full consultation was delayed at this point.

N Mealings commented that the reason she favoured this approach was because there was considerable uncertainty currently on the requirements of the speed management review. This motion allowed schools to be kept safe and gave the Council time to consider all options irrespective of who was in Government after October 2023. She noted that there were a number of roads where the recommendations made sense and there were other roads where changes had been requested by the community.

7.2. **Application to the Board's Discretionary Grant Fund 2023/24 – K Rabe (Governance Advisor)**

Waimakariri Dog Training Club

P Merrifield noted that he had a measuring wheel that cost him \$86 and queried why Waimakariri Dog Training Club wanted to purchase such an expensive model when both were made in China. He thought that a grant of \$250, would allow the Club to get two nice measuring wheels.

M Brown commented that having experience with measuring wheels at equestrian events where you needed to be deadly accurate when measuring a course and believed the same would be required for dog events.

T Fulton asked what the Board's record was of funding sports club gear. K Rabe noted that the Board had granted funding to various sports clubs for equipment and / or uniforms.

Moved: M Brown Seconded: R Harpur

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230728114450.
- (b) **Approves** a grant of \$500 to the Waimakariri Dog Training Club towards the purchase of two measuring wheels.

CARRIED

P Merrifield against

Oxford Dark Sky Group

M Brown queried if the Group needed the light metre to measuring light as part of its application to the Dark Sky for accreditation. K Rabe noted that was correct.

R Harpur asked why they would be looking at purchasing something like this prior to the dark sky approval. T Robson explained that they needed, as part of their application, to establish the dark sky reserve for the Oxford Forest Park. They needed a baseline light reading over a period of time which currently they were unable to do that due to the lack of the a metre.

M Brown understood that they had to go to the exact spot a number of times over three months and take the reading and for their application.

T Fulton was surprised that this application was not supported by economic development people such as Enterprise North Canterbury. N Mealings noted that they had already been granted \$22,000 by Enterprise North Canterbury. T Robson noted that they had also received funding from the Oxford Promotions Action Committee as well for the installation of their new telescope.

Moved: M Wilson Seconded: M Brown

THAT the Oxford-Ohoka Community Board:

- (c) **Approves** a grant of \$500 to the Oxford Dark Sky Group towards the purchase of a lighting passport metre.

CARRIED

M Wilson noted that it was evident that there was strong community support for this project and there were benefits to the community from the work that they had done so far. The economic project had shown there would be economic benefit as well but also community wellbeing.

M Brown echoed M Wilsons sentiments.

Friends of West Eyreton School

K Rabe noted that this application had been sent in June 2023 and at the time the Board had spent the years allocation. K Rabe informed the Board that she had contacted the Group to make them aware of the delay and she would submit the application once the current financial year allocation had been made. The Group required \$15,000 for the proposed shade sail, and even with the delay it was unlikely that the full cost had been raised. The Group were hoping to provide the school with shade for the 2023 summer season.

M Brown noted that in the past he had been supportive of funding for the school such as for resources for the community library and community pool, however this project would become an asset on the schoolbooks and owned by the ministry. He queried if the Board should fund this project which would essentially be owned by the Ministry of Education.

M Wilson noted that she had done some research when the Board was considering funding the playground bark and understood that if originally the Ministry had funded the playground area it became the Ministry's responsibility however if the Ministry had not funded the playground than the shade sail could be fund raised in other ways.

T Fulton noted the school had just had two new classrooms built which had probably been its quota for funding from the Ministry of Education. He imagined that the Board of Trustees had looked the Friends of the School as an avenue to pay for other school facilities, so they did not have to go back to the Ministry. The Friends of the School were a tremendous parent group, they did a lot of fundraising and were very active in the community.

N Mealings noted the application had specified that the project would cost \$15,000, they had requested \$1,000 from the Board. Normally the Board gave grants of \$500 and she believed that even \$1,000 was not going to get the Friends much closer to achieving their target. She asked if there was a timeline for spending the grant from the Board. K Rabe noted that they had a year to spend the funding.

N Mealings wondered what the Friends capacity was to raise the funding for the entire project. She asked if they had indicated if other funding had been sourced. K Rabe noted that they had applied to the Harcourts Foundation and had an application to Lotteries Grant. They had not stated whether they were successful or how much the applications were for.

N Mealings suggested that the application lie on the table so that Council staff could go back to them and ask how they were tracking with other options. Due to the delay with presenting the application they may have been able to secure additional funding.

P Merrifield noted that the Board had granted West Eyreton School funding and was still awaiting accountability. The criteria state that accountability had to be received prior to more funding being granted. He acknowledged that the Friends were a separate Group but West Eyreton School would be the beneficiary.

M Wilson raised concern regarding setting a precedent as there were a lot of schools in the area that needed shade sails and playground equipment. This could mean other schools in the area would apply for similar funding and the Board did not have sufficient funds to cover that kind of expense.

T Fulton noted that it was useful to see how much the Friends had raised in 2022. He thought that \$500 would be well received and it was proportionate to the size of the school and the amount of money that the Board had to spend on these sort of projects.

M Brown noted that because the Board did not know how close the Friends were to achieving its target, he had concern that if the Board decided to grant them \$500 which they no longer needed would they return the grant or use it for some other purpose.

Moved: P Merrifield Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (d) **Lays** the application on the table there is clarity around the funding and the timing of the project.

CARRIED

Waimakariri Access Group

K Rabe noted that this application had gone to all the Community Boards, as the project was a district wide event focused on disabled sports with the hope of establishing different disabled sports teams within the district. This was a 'give it a go' type opportunity for the disabled. The event was being spear headed by a Rangiora High School student and the Waimakariri Access Group were assisting in any way they could.

P Merrifield noted that he had difficulty with consistence in the Board's decision making. He reminded the Board it had declined an application from an afterschool homeschooling group due to insufficient numbers and therefore seen as not having sufficient merit. However the Board was now favourably considering this application which was similar in the lack of community involvement for the area. He believed the application had merit however he believed there was a lack of consistency.

R Harpur noted that there were approximately 15% of residents in the Boards area who would benefit from this event. He noted that he would be attending the event and helping out and fully supported the application.

Moved: R Harpur Seconded: N Mealings

THAT the Oxford-Ohoka Community Board:

- (e) **Approves** a grant of \$500 to the Waimakariri Access Group towards seeding costs to hold an inclusive sports day to occur.

CARRIED

P Merrifield abstained

R Harpur encouraged Board Members to support the event. He thought it would be a great event for North Canterbury.

N Mealings noted that Zack was the Co-Chair of the Waimakariri Youth Council and a member of the Waimakariri Access Group. He himself was a disabled athlete, who was an outstanding track and field athlete. He got a good deal of enjoyment from his sport and had done very well in it and wanted other people to experience that as well. She believed it was an exciting opportunity for the community.

Standardbred Stable to Stirrup

K Rabe noted that the Board had received a similar application in 2022 where the Group had t-shirts printed. This year they were going for the cheaper option of badges that could be distributed to riders and sewen onto the saddle cloths.

Moved: M Brown Seconded: R Harpur

THAT the Oxford-Ohoka Community Board:

- (f) **Approves** a grant of \$470 to the Standardbred Stable to Stirrup Charitable Trust towards the purchase of monogrammed patches for clothing and horse gear.

CARRIED

7.3. **Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – K Rabe (Governance Advisor)**

K Rabe spoke to the report noting that all the Community Board received an annual report on funding accountability during August or September. Reminder letters had been sent out to Groups in March and August 2023.

P Merrifield asked if the Kennel Association had supplied its accountability. K Rabe noted that they had not. She noted that the Waimakariri Kennel Association had requested funding to paint their clubrooms and shortly after that application was received the Waimakariri Dog Training Club sent in an almost identical application however had withdrawn it later. Both clubs used the same clubrooms and she had recently received an email from the Waimakariri Dog Training Club complaining that the clubroom had not yet been painted. She would follow up with the Waimakariri Kennel Association.

Moved: M Wilson Seconded: P Merrifield

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 230810121863.
- (b) **Notes** that of the \$6,539 allocated to the Board for the 2022/23 financial year, \$6,500 was distributed for events and projects within the community.

- (c) **Notes** that the remaining \$39 was carried forward to the 2023/24 financial and added to the 2023/24 allocation of \$6,120, bringing the current financial year's total to \$6,159.
- (d) **Circulates** a copy of this report to all other Community Boards for information.

CARRIED

7.4. **Ratification of the Oxford-Ohoka Community Board's Submission to Environment Canterbury's What's Our Future, Canterbury – K Rabe (Governance Advisor)**

Moved: M Brown Seconded: P Merrifield

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report No. 230823129674.
- (b) **Retrospectively ratifies** its submission to Environmental Canterbury's What's our Future Canterbury (Trim Ref: 230727114138).

CARRIED

8. **CORRESPONDENCE**

Nil.

9. **CHAIRPERSON'S REPORT**

9.1. **Chairperson's Report for August 2023**

Moved: M Wilson Seconded: R Harpur

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** report (Trim. 230828132035) from the Oxford-Ohoka Community Board Chairperson.

CARRIED

T Robson thanked Council staff for organising the community meeting regarding Washington Place.

10. **MATTERS FOR INFORMATION**

- 10.1. Kaiapoi-Tuahiwi Community Board Meeting Minutes 17 July 2023.
- 10.2. Rangiora-Ashley Community Board Meeting Minutes 8 August 2023.
- 10.3. Woodend-Sefton Community Board Meeting Minutes 14 August 2023.
- 10.4. Adoption of WDC Housing Policy 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 10.5. Submission: Building Consent System Review: Options Paper – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 10.6. Health, Safety and Wellbeing Report July 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 10.7. Annual Report for Te Kohaka o Tuhaitara Trust for the Year Ended 30 June 2023 – Report to Audit and Risk Committee Meeting 8 August 2023 – Circulates to all Boards.

- 10.8. Avian Botulism Management 2022/23 – Report to Utilities and Roding Committee Meeting 15 August 2023 – Circulates to all Boards.
- 10.9. Private Well Study – Results from 2022 Study – Report to Utilities and Roding Committee Meeting 15 August 2023 – Circulates to all Boards.
- 10.10. Aquatics August Update – Report to Community and Recreation Committee Meeting 22 August 2023 – Circulates to all Boards.

Public Excluded

- 10.11. Approval for Single-Source Provider for Disposal of Kerbside Organics from 1 July 2023 to 30 June 2024 – Report to Management Team Meeting 24 July 2023 – Circulates to all Boards.

Moved: P Merrifield

Seconded: M Wilson

THAT the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 to 10.10.
- (b) **Receives** the separately circulated public excluded information in item 10.11.

CARRIED

11. MEMBERS' INFORMATION EXCHANGE

N Meetings

- Property Portfolio Working Group Meeting.
- Plan Change 31 Hearing 3 and 4 August 2023 – Applicants presented evidence.
- Plan Change 31 Hearing 8 to 10 August 2023 – Submitters and reporting officer's evidence. Hearing will reconvene 11 September 2023.
- Greater Christchurch Partnership Briefing.
- Healthy Streets Presentation – Attended Waka Kotahi Healthy Streets presentation by L Saunders.
- Oxford Observatory Event – Attended a great event hosted by the Oxford Observatory to celebrate dark skies. Awesome facility and a great asset to the district.
- Utilities and Roding Committee Chair catchup.
- Utilities and Roding Committee Meeting – ongoing study of private wells.
- District Planning and Regulation Committee Workshop – Workshop with Environment Canterbury regarding CRPS engagement.
- Council Briefing and Extraordinary Meeting.
- Council Workshop – regarding 23 July 2023 flooding event.
- Mandeville Sports Club Board Meeting.
- Natural Environment Strategy Project Control Group Meeting.
- District Plan Hearings (five days) – Hearing Stream 5, which included evidence on energy and infrastructure, earthworks, trees, light, noise, transport, signs and historic heritage chapters.
- Community Wellbeing North Canterbury Board Meeting.
- Woodstock Resource Consent Hearing.
- Waimakariri Youth Council Meeting – Joined by a number of other Councillors and Community Board Members who had been invited for a meet and greet with Youth Councillors, and then held their monthly meeting. Great to see a good turnout.
- Portfolio update with Council staff.

- Woodstock Resource Consent Hearing – Attended in support of Oxford-Ohoka Community Board evidence / submission presented.
- Washington Place Public Meeting.
- Proposed District plan (preliminary) deliberations for HS4.
- Council Workshop.
- Council Meeting – Christchurch Ready Mix request for Browns Road sealing from South Eyre Road to one Browns Road, Flood Response works and Waimakariri Integrated Transport Strategy to go to consultation (mid-September to early October).

P Merrifield

- Oxford-Ohoka Community Board Zoom Meeting.
- All Boards Meeting.
- Oxford-Ohoka Community Board August Meeting.
- Plan Change 31 Hearing – Supporting N Mealings and Oxford-Ohoka Community Board submissions.
- Plan Change 31 Hearing – Supporting David Ayers.
- Oxford Museum Monthly Meeting.
- Oxford Museum Working Bee.
- There was a strip of road between Lily Road by Fernside School which was closed for six weeks to be rebuilt which now had four patches on it. He wondered why in such a short time had this piece of road started to deteriorate. G Cleary noted that almost immediately after the opening of that road there was a significant pothole formed and Corde went and repaired it immediately. He explained that Council was getting a review on the quality of the construction.

M Brown

- Oxford Promotions Action Committee Garage Sale Trail.
- Supported Oxford-Ohoka Community Board Submission at Hearing for Plan Change 31.
- Stargazing at Oxford Observatory for Council and Community Board.
- Oxford Promotions Action Committee Monthly Meeting.
 - Farmers Market were having a variety show 10/09/2023 at 10am to 12pm at their market.
 - Oxford Garage Sale Trail 06/08/2023, 46 garage sales at 39 locations – a wonderful day for residents and the town.
 - Oxford Promotions Action Committee jingle now up and running and businesses were advising it was bringing people out to Oxford.
 - Matariki Winter Lights was an enormous success. There were over 20 houses that took part this year which was substantially up from 2022.
 - Water tank Tower trail – Oxford Area School to paint first tank.
 - Oxford Promotions Action Committee working on a webcam for the town.
 - Oxford Promotions Action Committee would like to see the large tree that was lit up for Matariki as a permanent fixture – possible Oxford-Ohoka Community Board funding via landscape budget.
- Washington Place Flooding – Distributed flyers to impacted residents for meeting coming up.
- Attended the meeting at Washington Place – a localized targeted meeting was a good way to go. It was a good turnout of active parties.
- Thanked Council staff and T Robson and S Barkle for carrying the mantle for Plan Change 31 and the Woodstock Quarries.
- Having recently travelled over the Oxford Gorge Bridge – it was in poor condition. It keeps getting mentioned on Facebook. The Board had talked

about information going out to the public about what was happening with the bridge and when. G Cleary noted that Council should put some more communications out. They had the structural assessment come back on the main structure. It needed a deck replacement; Council staff were working with Selwyn District Council staff on that to get it done as quick as possible.

- With the Oxford Rural water turbidity issue, Council had put up more posts over the last week. He knew what turbidity was and how it was caused but for the bulk of the people who read it they had no idea what was causing it, it just seemed like a continual thing. Council should be telling them what was causing it and what the solution was so that people understood what was happening. G Cleary explained that the well development had finished, they were expecting a new stainless steel riser for the pump. Council had reissued the boil water notice and said it would be around four weeks. They were trying to accelerate the new well.
- Most farmers were good at getting the stock on the roads or grass verge away from the walking and cycling path. A dairy farmer had moved his cattle and moved them down the track and had left a mess. There were school kids walking and biking up and down there. He understood with the bylaws if you made a mess on the road or crossing a river you were supposed to stop and clean it up. G Cleary noted that this had become more of an issue for Council in recent times, they were aware of some repeat offender. It was hard to police. There were certain roads that people were not allowed to move stock down. Council was currently consulting on the Road Reserve Management Plan.

T Fulton

- Incorporated Societies Workshop – Advice to community groups on introduction of a new Internal Affairs Register by 2026.
- Oxford-Ohoka Community Board meeting – August, see minutes.
- North Canterbury Neighborhood Support Meeting.
- Property Portfolio Working Group Meeting.
- Plan Change 31 Hearings – Residents made some well-prepared, passionate submissions, including two from teenage children standing in for their parents.
- Significant Natural Areas briefing with S Allen and Dr B Dollery for Waimakariri Water Zone Committee Workshop.
- Compass FM fundraising quiz with Philip Redmond, Jason Goldsworthy, and others – A good turnout at the Rangiora RSA in support of the station. Compass FM was a charitable trust which supported community activities.
- Waimakariri Zone Committee Workshop.
- Audit and Risk Committee Meeting.
- Council Workshop and Briefing Session.
- Community Networking Meeting.
- Waka Kotahi, Making Streets Healthy for Everyone with Lucy Saunders – an interesting talk from a United Kingdom based traffic management consultant on creating healthier, more vibrant communities.
- Utilities and Roading Committee Meeting.
- District Planning and Regulation Committee Workshop.
- Flooding Workshop.
- Oxford Promotions Action Committee Meeting.
- Council Meeting.
- Pearson Park Advisory Group Meeting.
- North Canterbury Neighborhood Support Strategic Planning Workshop.
- Understanding Housing Need Webinar.

- Waimakariri Water Zone Committee Monthly catchup with S Allen, K Simpson, and Dr B Dollery; discussion of agenda items for Waimakariri Water Zone Committee Meeting.
- Woodstock Quarries Ltd Hearing.
- Youth Council Meet and Greet and Meeting – A great way to meet Youth Council members and see what they were working on.
- West Eyreton Washington Place Flooding Meeting.
- Fernside Wetland visit and workshop – Waimakariri Water Zone Committee.
- Long term Plan Workshop.
- Council Meeting – lot of reports on the agenda. Major consequences for the look and shape of the district.
- Attended an entertaining talk at Rangiora Museum by Rangiora-Ashley Community Board member, Bruce McLaren, telling stories about growing up in and around Rangiora and his work and travels overseas.
- Thanked S Barkle and T Robson for their work on the Plan Change 31 and Woodstock Quarries Hearings.
- Noticed in the latest Oxford-Ohoka Community Board Member Queries – 2022 EV stations in Oxford. The National Party recently announced a big roll out of EV charging stations.
- There was an article in the Press 23 August 2023 on the Instagram famous Hokitika Gorge Suspension Bridge. It was a high tourist attraction, very scenic and had iconic value in the community. It noted in the article that Council had received a \$150,000 Tourism Infrastructure Grant Fund and the Council had earmarked \$50,000 to complete the high priority repairs. It noted that visitors would still be able to cross the gorge using the second newer suspension bridge that cost \$700,000. He queried what the fund was and if Council had used it. N Mealings noted that Council received a grant that paid for the toilets in West Oxford.

R Harpur

- Attended the Waimakariri Access Group Annual General Meeting – they discussed the sports tournament on 29 September 2023 that he would be attending.
- Mandeville Sports Centre Delegates Meeting – Annual General Meeting coming up. Two Board members were retiring. They were having trouble finding two candidates of equal stature to take their place.
- Mandeville Resurgence Channel Drop-in Session 11 September 2023 at the Mandeville Sports Centre.

M Wilson

- Inclusivity Poster Event – Poster launch to facilitate community connections across ages, genders, and cultures. Great evening connecting through a series of questions. Heard about GLOW a monthly social catchup for migrants and people new to New Zealand from other countries.
- Supported Oxford-Ohoka Community Board Submission at hearing for Plan Change 31.
- Attended Hearing for Plan Change 31.
- Stargazing at Oxford Observatory for Council and Community Board – wonderful evening stargazing and hearing the enthusiasm of the amazing volunteers at the Observatory for protecting our night sky.
- Attended Puketeraki Kahui Ako Showcase at Rangiora High School – Showcasing work from 18 schools involved in this cluster. Great Kapahaka performance by Rangiora High School Students. Good opportunity for connection between schools and community.

- Attended Women's Institute Meeting.
- Attended Youth Council Meeting – what stood out was breaking off into groups and talking to the youth and hearing their passions and depth of understanding of local issues and also about climate change and how she felt that she had a lot to learn listening to them. They had a good grasp of some of our social and environmental issues and in terms of what they were putting forward for the community outcomes submission they needed to tap into that as much as they could.
- Was a presenter for Mana Ake Canterbury wide forum with Cushla Waghorn who was with Community Wellbeing who was the Mana Ake lead and Brian Price who the Kāhui Ako lead. She found it was wonderful hearing from all the leads across Canterbury and understanding our place in North Canterbury and what we had on offer which was a lot and also the level of support that was out there. What Te Whatu Ora were developing was a new platform with Huia publishers that was based off a current platform which would provide pathways to support children and their families.

12. **CONSULTATION PROJECTS**

12.1. **Community Outcomes**

<https://letstalk.waimakariri.govt.nz/community-outcomes>

Consultation closes Thursday 7 September 2023.

12.2. **Road Reserve Management**

<https://letstalk.waimakariri.govt.nz/road-reserve-management>

Consultation closes Thursday 7 September 2023.

12.3. **Rangiora Town Cycleway Stage One**

<https://letstalk.waimakariri.govt.nz/rangiora-town-cycleway-stage-one>

Consultation closes Monday 11 September 2023.

12.4. **Woodend / Woodend Beach Entrance Signs**

<https://letstalk.waimakariri.govt.nz/woodend-woodend-beach-entrance-signs>

Consultation closes Thursday 14 September 2023.

12.5. **Waimakariri Economic Development Strategy**

<https://letstalk.waimakariri.govt.nz/waimakariri-economic-development-strategy>

Consultation closes Sunday 17 September 2023.

12.6. **Playspaces in Kaiapoi East**

<https://letstalk.waimakariri.govt.nz/playspaces-in-kaiapoi-east>

Consultation closes Friday 22 September 2023.

12.7. **Mandeville Resurgence Channel Upgrades**

<https://letstalk.waimakariri.govt.nz/mandeville-resurgence-channel-upgrades>

Consultation closes Friday 29 September 2023.

The Board noted the consultation projects.

13. BOARD FUNDING UPDATE

13.1. Board Discretionary Grant

Balance as at 31 August 2023: \$4,715.

13.2. General Landscaping Fund

Balance as at 31 August 2023: \$13,680.

The Board noted the funding update.

14. MEDIA ITEMS

Nil.

15. QUESTIONS UNDER STANDING ORDERS

Nil.

16. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Oxford-Ohoka Community Board is scheduled for 7pm, Wednesday 4 October 2023 at the Oxford Town Hall.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 9:23pm.

CONFIRMED

Chairperson

Date

Workshop (9:11pm to 9:23pm)

- *Members Forum*
- *Community Services Award nomination.*
- *End of year function.*

MINUTES FOR THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD HELD AT THE WOODEND COMMUNITY CENTRE, SCHOOL ROAD, WOODEND ON MONDAY 11 SEPTEMBER 2023 AT 5.30PM.

PRESENT

S Powell (Chairperson), M Paterson (Deputy Chairperson), I Fong, R Mather, and P Redmond.

IN ATTENDANCE

K LaValley (General Manager Planning, Regulation and Environment), J McBride (Roading and Transport Manager), G MacLeod (Greenspace Manager), S Binder (Senior Transportation Engineer), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

There were 20 members of the public present.

1 APOLOGIES

Moved: R Mather Seconded: P Redmond

Apologies were received and sustained from B Cairns and A Thompson.

CARRIED

2 CONFLICTS OF INTEREST

There were no declared conflicts of interest.

3 CONFIRMATION MINUTES

3.1 Minutes of the Woodend-Sefton Community Board – 14 August 2023

Moved: M Paterson Seconded: R Mather

THAT the Woodend-Sefton Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Woodend-Sefton Community Board meeting, held on 14 August 2023.

CARRIED

3.2 Matters Arising

There were no matters arising.

3.3 Notes of the Woodend-Sefton Community Board Workshop – 14 August 2023

Moved: R Mather Seconded: I Fong

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the notes of the Woodend-Sefton Community Board Workshop held on 14 August 2023.

CARRIED

4 **DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY**

4.1 **Pegasus School – Sustainable Development Goals (SDG) Student Ambassadors**

Sally Paterson (Lead Teacher, SDG learning area, Te Kura o Manga Kawari) introduced the SDG Student Ambassadors.

The Student Ambassadors provided a presentation on the SDGs noting that the 17 goals had been developed by the United Nations in 2015 to end all poverty, protect the planet and improve the lives of everyone, everywhere. The students explained that the SDG Ambassadors were a group of children from Te Kura o Manga Kawari who were eager for a challenge. By working together, they were taking the initiative to make the planet more sustainable.

The first initiative was bike riding, and in Term 1 they had written a letter to the Council who suggested that they speak to the Community Board. The students provided a video presentation on the initiative. The Ambassadors had carried out a survey and out of 396 students 77% had said they would bike to the beach if there was a bike rack available and 70% said they would rather bike to the beach than go by car. The Ambassadors had also collected data from the wider community which showed it was not just kura who would use the bike racks.

The ambassadors believed bike racks would encourage Goal 11 'sustainable cities and communities' as it would promote bikes instead of cars and it would also benefit Goal 7 'affordable and clean energy' as it would not be using petrol or diesel. By putting bike racks at the beach, it would encourage more people to ride bikes and the exercise would help with the Goal 3 'health and wellbeing'. It would also help with Goal 13 'climate action' by reducing car use.

The ambassadors showed a picture of bike racks that would like to see at the beach and could be built by a local business, Refined Engineering. The cost of these were \$1,600 per unit, and they believed three units would be necessary which would hold 18 bikes. A concrete base for the bike racks to be mounted on would also be necessary. They would like to see the racks positioned on the beach side of the toilet blocks.

The students thanked the Board for listening to their presentation and asked if there were any questions.

S Powell asked if the students would be happy if the racks could be secured to the ground so they could chain their bikes to them, and if they believed space for 18 bikes would be sufficient, the students believed 18 bikes was a good starting point.

S Powell asked if there was anywhere else in Pegasus that the students thought there would be a need for a bike rack. It was suggested that there needed to be more near the playground as there was currently only space for four bikes.

P Redmond thanked the ambassadors for a persuasive presentation and asked if they had bikes. Many of the ambassadors did, and they sometimes biked to school. P Redmond asked how many people they thought would bike to the beach if there were bike racks available. The ambassadors noted that several people biked now and believed if racks were available more people would. It would also free up carparking space.

S Powell thanked the students for their presentation and bringing the need for bike racks to the attention of the Board. It was suggested that the Board request a report regarding the feasibility of bike racks at beaches to the Board, as this initiative could also apply to Woodend, Waikuku and Pines Beaches.

5 ADJOURNED BUSINESS

Nil.

6 REPORTS

6.1 Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Woodend-Sefton Board Area – G Cleary (General Manager Utilities and Roding), J McBride (Roding and Transport Manager), S Binder (Senior Transportation Engineer) and Allie Mace-Cochrane (Transportation Engineer)

S Binder introduced the report which was the culmination of a long process and requested Board approval to consult on one of two options for the Speed Management Plan. S Binder would take the report as read and highlighted that recommendations (b) through (e) would be looking at schools only, as well as Pegasus Boulevard. Recommendation (f) was the staff recommendation which had been workshopped with the Board in the past. Recommendations (g) through (n) were notes highlighting important considerations.

J McBride advised that Pegasus Boulevard had been included alongside the schools as the Waka Kotahi Draft Speed Management Plan decision was expected imminently and it was expected the State Highway speed limit would change to 60km/hr near the roundabout and this recommendation would provide consistency.

R Mather asked for clarification about the wording in the Pegasus Boulevard recommendation and it was noted it was a typo error and the change should be to the west not the east of Infinity Drive.

S Powell asked if there would be specific consultation with the schools and J McBride advised that staff would be speaking to each school individually regarding the proposals and requesting feedback.

P Redmond asked what the Waka Kotahi space and appropriate speed was on the Pegasus Boulevard. S Binder believed it was currently 80km/hr, the change was proposed for consistency.

A typo in recommendation (l) as per the agenda was confirmed and updated, it should reference recommendation (f) rather than (b).

Moved: I Fong Seconded: R Mather

THAT the Woodend-Sefton Community Board:

(a) **Receives** Report No. 230530079076.

AND

THAT the Woodend-Sefton Community Board recommends:

THAT the Council:

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads are within the Board's area.
- (c) **Approves** consultation being undertaken on the Draft Waimakariri Speed Management Plan 2023-2027 for **Pegasus Boulevard, between State Highway One and Infinity Drive** (refer to TRIM No. 230731116010 and 230731116038), and **as was shown in bold text in 3 below**. This road was within the Board's area.
- (d) **Notes** that staff would then undertake a workshop with the Council in early 2024, and then present a report to the Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (f) not endorsed by the Community Board, noting that this was following the Central Government election and the Council would have final approval on the consultation.
- (e) **Notes** that Recommendation (b) was considered the 'bare' minimum that Council could approve, as the *Land Transport Rule: Setting of Speed Limits 2022* required the Road Controlling Authority to set safe speed limits outside of all schools by June 2027, with 40% of these needing to be undertaken by June 2024.

Table 1. Extents of school speed limits within the Board's ward area.

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Pegasus Bay School	1	30 km/h	Whakatipu Street (Pegasus Boulevard to Solander Road)	Permanent
			Solander Road (Pegasus Boulevard to Whakatipu Street)	
Woodend School	1	30 km/h	School Road (Main North Road – SH1 to Rangiora Woodend Road)	Permanent
Sefton School	1	30 km/h	Upper Sefton Road (20 m west of Buller Street to 611 Upper Sefton Road)	Variable
			Cross Street (20 m east of Buller Street to 20 m west of Upper Sefton Road)	Permanent

Table 2. Proposed speed limits for the Pegasus urban area.

Road Name and Extents	Existing speed limit (km/h)	Proposed speed limit (km/h)
Pegasus Boulevard – State Highway One to 50m west of Infinity Drive	70	60

AND:

- (a) **Notes** that the proposed school zone extents are subject to change after consultation progresses with each school.
- (b) **Notes** that included in Recommendation (c) was a proposal to reduce the speed limit on Pegasus Boulevard, between State Highway One and the Infinity Drive intersection. This had been included due to Waka Kotahi proposing a 60km/h speed limit along the immediately adjacent State Highway One section.
- (c) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables would require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (d) **Notes** that the proposed speed limits were framed around a regional approach, which had been agreed by staff across the Canterbury RCAs and listed below, which had alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (e) **Notes** that while the draft Speed Management Plan was in line with national strategy, it had also been adapted to the local context, and was intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (f) **Notes** that following Consultation on the Speed Management Plan, it was recommended that the full Council hold hearings for any submitters who wished to be heard.
- (g) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) had been developed at a regional level and would be consulted upon as part of the Regional Speed Management Plan.

CARRIED

I Fong believed this was a prudent approach given the electoral cycle.

R Mather agreed with I Fong.

P Redmond supported the motion and he noted that he and J McBride had attended a conference in Auckland the previous week on road safety. A spokesperson for the National Party had provided commentary that it was looking at speed reductions in a different way to the current government proposal which included variable speeds around schools. There was a wide range of views on speed. The Council was keen to proceed with the minimum requirements until after the general election. This was an appropriate first step. He thanked the staff for their professional work and listening to elected members.

S Powell also thanked staff and appreciated their efforts. She commented that it would be interesting to hear the feedback from Sefton School regarding Cross Street. She was happy to support the motion.

6.2 **Application to the Woodend-Sefton Community Board's 2023/24 Discretionary Grant Fund – K Rabe (Governance Advisor)**

K Rabe introduced the report commenting that the Woodend Volunteer Fire Brigade were looking to purchase Fairy lights to decorate the brigade rooms during annual celebrations such as Christmas to encourage people to be more community focused and get the community more involved in the brigade and volunteer work. The brigade was making improvements to their electrical facilities to cater for the lighting design.

K Rabe noted that Woodend Playcentre were required to upgrade their fencing. She had been in contact with the centre to advise that the maximum they were likely to receive from the Board was \$500 and noted the Playcentre would be grateful for any assistance. The other funding providers they could approach such as Rata were noted.

P Redmond asked what funding the Playcentre received from the Government as an early childcare provider. There was some discussion over the financials that were provided, and it was noted that they struggled to cover expenses.

Moved: R Mather Seconded: I Fong

THAT the Woodend-Sefton Community Board:

- (a) **Receives** report No. 230822129363.
- (b) **Approves** a grant of \$500 to the Woodend Volunteer Fire Brigade towards the purchase of Fairy lights.
- (c) **Approves** a grant of \$500 to the Woodend Playcentre to replace its fencing.

CARRIED

R Mather believed they were both very good causes. She hoped that the Playcentre would be able to approach other organisations for funding.

I Fong concurred with R Mather.

6.3 **Summary of Discretionary Grant Accountability 1 July 2022 to July 2023 – Kay Rabe (Governance Advisor)**

K Rabe noted this was an annual report that came through after the financial year was complete. She had been concerned regarding the slow rate of returning accountability forms however staff regularly followed up and groups could not receive further funding until previous accountability was received.

Members advised that they were also happy to follow-up with any groups they were involved with.

Moved: S Powell

Seconded: P Redmond

THAT the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 230810122154.
- (b) **Notes** that of the \$6,625 allocated to the Board for the 2022/23 financial year, \$3,915 was distributed for events and projects within the community.
- (c) **Notes** that the remaining \$3,210, was carried forward and added to the 2023/24 allocation of \$4,400 bringing the current financial year's total to \$7,610.
- (d) **Circulates** a copy of this report to all other Community Boards for information.

CARRIED

S Powell thanked staff for following up, she knew the organisations appreciated the funding.

P Redmond hoped that the discretionary funding could be fully utilised during the current financial year.

7 CORRESPONDENCE

7.1 **Correspondence email Waimakariri Economic Development Strategy**

Trim Ref: 230905137639.

7.2 **Correspondence Deputation Regarding Bike Racks**

Trim Ref: 230904136271.

7.3 **Correspondence Draft Annual Plan Response**

Trim Ref: 230220022903

7.4 **Memorandum Kings Avenue Pump Station Drainage Improvements – Kieran Straw (Civil Project Team Leader)**

Trim Ref: 230808120684

Moved: R Mather

Seconded: I Fong

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the email on Waimakariri Economic Development Strategy (Trim 230905137639).
- (b) **Receives** the correspondence regarding bike racks (Trim 230904136271).

- (c) **Receives** the Annual Plan Response Letter (Trim 230220022903).
- (d) **Receives** the Memorandum on Kings Avenue Pump Station Drainage Improvements (Trim 230808120684).

CARRIED

8 CHAIRPERSON'S REPORT

8.1 Chairperson's Report for August 2023

Moved: S Powell Seconded: R Mather

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the report from the Woodend-Sefton Community Board Chairperson (TRIM: 230904136588).

CARRIED

9 MATTERS FOR INFORMATION

- 9.1. Kaiapoi-Tuahiwi Community Board Meeting Minutes 17 July 2023.
- 9.2. Oxford-Ohoka Community Board Meeting Minutes 2 August 2023.
- 9.3. Rangiora-Ashley Community Board Meeting Minutes 8 August 2023.
- 9.4. Adoption of WDC Housing Policy 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 9.5. Submission: Building Consent System Review: Options Paper – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 9.6. Health, Safety and Wellbeing Report July 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 9.7. Annual Report for Te Kohaka o Tuhaitara Trust for the Year Ended 30 June 2023 – Report to Audit and Risk Committee Meeting 8 August 2023 – Circulates to all Boards.
- 9.8. Avian Botulism Management 2022/23 – Report to Utilities and Roading Committee Meeting 15 August 2023 – Circulates to all Boards.
- 9.9. Private Well Study – Results from 2022 Study – Report to Utilities and Roading Committee Meeting 15 August 2023 – Circulates to all Boards.
- 9.10. Aquatics August Update – Report to Community and Recreation Committee Meeting 22 August 2023 – Circulates to all Boards.

Public Excluded

- 9.11. Approval for Single-Source Provider for Disposal of Kerbside Organics from 1 July 2023 to 30 June 2024 – Report to Management Team Meeting 24 July 2023 – Circulates to all Boards.

Moved: R Mather Seconded: P Redmond

THAT the Woodend-Sefton Community Board:

- (a) **Receives** the information in Items 9.1 to 9.10.

CARRIED

Moved: S Powell

Seconded: R Mather

THAT the Woodend-Sefton Community Board:

- (b) **Receives** the separately circulated public excluded information in item 9.11.

CARRIED

10 MEMBERS' INFORMATION EXCHANGE

I Fong

- Sefton Public Hall Committee – at the last meeting all of the final specifications and uses were confirmed and had gone back to the architect. They should have plans for their next meeting so they could go out for tender and then they would know how much money needed to be raised.

P Redmond

- Attended a number of cycleway drop in sessions in Woodend and Kaiapoi.
- The Council was discussing the Long Term Plan priorities. Various workshops were being held.
- Attended the Traffic Institute of New Zealand Conference.
 - The President of the group was the Deputy Mayor of Nelson, Rohan O'Neill-Stevens.
 - He attended as the Roothing Portfolio holder for the Council. It was fair to say that he had changed his opinion in some areas around safety, speed, and wire road barriers. They had overseas speakers presenting.
 - The politicians spoke during one session and David Parker had said road maintenance needed 9% per annum replacement or maintained but over recent years that had dropped to 6% and he said that increased funding was needed, and they were offering that at the election. He accepted that the need to upgrade the roading network could impact on land use for housing and affordability.
 - Paul Goldsmith from the National Party talked about reducing congestion and travel times and having an efficient network. He was not in agreement with permanent speed reductions around schools but supported variable speeds.
 - Julie Anne Genter wanted to reduce the number of car journeys and interestingly supported light rail coming to Christchurch.
 - Simon Court from the Act Party was talking about 30 year infrastructure plans, possibly having tolls, and having decisions made locally in the regions.
 - The overall consensus was that there was a need to balance movement, efficiency, safety, productivity and connected communities when it came to transport matters.
 - Vision Zero which was the precursor to the road to zero proposal with Waka Kotahi. This had started in Sweden in 1997 where you were trading off safety against mobility. Safe drivers, safe vehicles, safe roads. They all reduced crashes and the impact and speed was one of the factors put into the equation. 70% of deaths were on rural state highways in Australia but suspect it was similar in New Zealand.
 - The Ministry of Transport was promoting the road to zero campaign. The director of Road to Zero, Bryan Sherritt, presented and he noted that a road death cost \$13.4 million and a serious injury was \$1.3 million.
 - New Zealand had a fairly high death rate from accidents compared with overseas apart from the United States of America. In 2021 we had 6.4 deaths per 100,000 people and in 2022 there were 7.3 deaths per 100,000 people. There were concerns that New Zealand was trending upwards and had worse numbers than Australia and all of Europe.
 - Median barriers, had a target of 1,000 kilometer by 2030. He could see some benefit in having them in some road corridors.

- They had an action plan from the Ministry of Transport and a monitoring report which was available but was yet to be released by Cabinet.
- There was a session on EVs and emissions. They were exploring roaming billing so different charging station providers could have a centralized billing system. EVs were now able to tow so that effected how they were charged if you were towing a caravan, how you would pull into a charging station.
- They talked about micro mobility, e-scooters and the difference between the hire scooters and ones that were privately owned. The privately owned ones had a higher use of helmets and generally seemed to be more responsible with the use of them.
- The Police spoke and used the Blenheim to Nelson Highway experience where the speed limit had been reduced from 100km/h to 80km/h which had an 80% reduction in crashes and fatalities. It had added four minutes to the journey. It had less impact on St Johns and FENZ and hospital staff.
- Over a long weekend they had a pilot where a few radio stations played music with a slower beat and according to the study it resulted in a 6% slower average speed over that long weekend.

M Paterson

- Attended the Youth Council meet and greet with Board members. They had a clean up of the Ashley River that they had organised.
- Attended the Woodend Community Association Meeting – they had their Annual General Meeting scheduled for 4 October 2023.
- Attended the flooding meeting. Interested in the challenge the district had with flooding and where to spend the money most effectively.
- Met with Ed Sard (Greenspace Community Asset Officer) at Gladstone Park, had a walk round to see how the grounds had stood up after the rugby season.

11 CONSULTATION PROJECTS

9.1. Rangiora Town Cycleway Stage One

<https://letstalk.waimakariri.govt.nz/rangiora-town-cycleway-stage-one>

Consultation closes Monday 11 September 2023.

9.2. Woodend / Woodend Beach Entrance Signs

<https://letstalk.waimakariri.govt.nz/woodend-woodend-beach-entrance-signs>

Consultation closes Thursday 14 September 2023.

9.3. Waimakariri Economic Development Strategy

<https://letstalk.waimakariri.govt.nz/waimakariri-economic-development-strategy>

Consultation closes Sunday 17 September 2023.

9.4. Playspaces in Kaiapoi East

<https://letstalk.waimakariri.govt.nz/playspaces-in-kaiapoi-east>

Consultation closes Friday 22 September 2023.

9.5. Mandeville Resurgence Channel Upgrades

<https://letstalk.waimakariri.govt.nz/mandeville-resurgence-channel-upgrades>

Consultation closes Friday 29 September 2023.

The Board noted the consultation projects.

12 BOARD FUNDING UPDATE**12.1 Board Discretionary Grant**

Balance as at 31 August 2023: \$4,660.

12.2 General Landscaping Fund

Balance as at 31 August 2023: \$13,680.

The Board noted the funding update.

13 MEDIA ITEMS

Nil.

14 QUESTIONS UNDER STANDING ORDERS

Nil.

15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Woodend-Sefton Community Board is scheduled for 5.30pm, Monday 9 October 2023 at the Woodend Community Centre, School Road, Woodend.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 7:40pm.

CONFIRMED

Chairperson

Date

Workshop (6:30pm to 7:40pm)

- *Greenspace Updates – Grant MacLeod (Greenspace Manager)*
 - *Woodend Beach Domain*
 - *Viewing Platform in Coastal Area*
 - *Long Term Plan Projects*
- *Members Forum*
 - *End of Year Function*

MINUTES FOR THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON WEDNESDAY 13 SEPTEMBER 2023 AT 7PM.

PRESENT

J Gerard (Chairperson), R Brine (arrived 7:09pm), I Campbell, M Clarke, M Fleming, J Goldsworthy, L McClure, J Ward, S Wilkinson, and P Williams.

IN ATTENDANCE

G Cleary (General Manager Utilities and Roading), J McBride (Roading and Transport Manager), G MacLeod (Greenspace Manager), S Binder (Senior Transportation Engineer), K Lindsay-Lees (Senior Communications and Engagement Advisor), C Taylor-Claude (Parks Officer), T Kunkel (Governance Team Leader) and C Fowler-Jenkins (Governance Support Officer).

Three members of the public attended the meeting.

1. APOLOGIES

Moved: J Gerard

Seconded: P Williams

THAT apologies for absence be received and sustained by K Barnett and B McLaren.

CARRIED

2. CONFLICTS OF INTEREST

There were no conflicts of interest declared.

3. CONFIRMATION OF MINUTES

3.1. Minutes of the Rangiora-Ashley Community Board – 9 August 2023

Moved: M Fleming

Seconded: I Campbell

THAT the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting, held on 9 August 2023.

CARRIED

3.2. Matters Arising (From Minutes)

J Gerard the Council's Management Team were asked to clarify Board delegations regarding property purchases and sales. A response had not yet been received to this query.

4. DEPUTATIONS AND PRESENTATIONS

4.1. John Knox Community Centre Rebuild – Jason King

J King spoke to the Board providing them with an update on the proposed John Knox Presbyterian Church rebuild. The congregation had been working over the last 11 years to get to the point of breaking ground.

After the 2010 and 2011 earthquakes the Church made the decision to demolish the old church and rebuild a more community-based centre. However, the Church now had resource consent and were in the process of tendering for the building of a new auditorium which was already funded. They were hoping to begin building in February 2024 and opening the new facility in May 2025. It was anticipated that the auditorium, where church services would be held, would have a capacity of 240.

J King explained that currently a dozen groups were using the community-based centre at any one time. They were still working toward securing funding for the proposed new community space. They would therefore be repurposing their current church to serve as a community space and develop an outdoor area community space as well. He noted that on High Street there would be a sign that said, 'John Knox Rangiora Presbyterian Church' and on the King Street side it would say 'John Knox Community Centre'.

M Fleming asked if they would need to relocate the current community groups that regularly uses the church. J King noted that they had liaised with the groups to ensure they were aware that they needed to relocate over the next 12 to 15 months. Their church services would be held at the Totara Club which was a part of Presbyterian Support.

J Gerard thanked J King for his presentation.

5. ADJOURNED BUSINESS

Nil.

6. REPORTS

6.1. Approval to Consult on the 2023-2027 Waimakariri District Speed Management Plan for the Rangiora-Ashley Board Ward Area – S Binder (Senior Transport Engineer), A Mace-Cochrane (Transport Engineer), J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

S Binder introduced the report which was the culmination of a long process and requested Board approval to consult on one of two options for the Speed Management Plan.

G Cleary explained that the report requested the Board to recommend to the Council to proceed with public consult of the proposed Speed Management Plan. Option one would be to only consult on the roads in proximity of schools in the Ward, and option two would result in consultation on all roads in the Ward.

J Gerard advised that the Community Board Chairs had met with the Mayor to discuss the proposed Speed Management Plan. It was suggested that current focus should only be on the roads near schools.

M Fleming questioned if the reason that staff had provided the recommendation to only consult on roads near schools versus all the roads, was due to an expected modification of the Land Transport Rule: Setting of Speed Limits 2022, if there was a change in Government after the national elections in October 2023. She further queried what the benefit was of only consulting on roads near schools. J McBride explained that the Land Transport Rule: Setting of Speed Limits 2022 required that Councils addressed 40% of the speed limits near schools by June 2024 and 100% by 2027. It was staff preference to proceed with public consult of all the roads in the Ward, which was based on various assessments.

In response to a question from J Goldsworthy, J McBride confirmed the Council currently had funding available to do the roll out of which needed to be completed by 30 June 2024. If the Council did not complete the work while this funding was available, it would need to

reapply to the next National Land Transport Programme (NLTP) and there were no guarantees that the Council would receive more funding through that process.

Moved: P Williams

Seconded: I Campbell

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230524075906.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads were within the Board's area.
- (c) **Notes** that Recommendation (b) was considered the 'bare' minimum that the Council could approve, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to set safe speed limits outside of all schools by June 2027, with 40% of these needing to be undertaken by June 2024.

Table 1. Extents of school speed limits within the Board's ward area.

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
Rangiora New Life School	1	30 km/h	High Street (20 m east of King Street to 20 m west of Church Street)	Permanent
			Denchs Road (Southbrook Road to end of road)	
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	Variable
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent

AND:

- (d) **Notes** that the proposed school zone extents were subject to change after consultation progresses with each school.
- (e) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables would require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.

- (f) **Notes** that the proposed speed limits were framed around a regional approach, which had been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.
- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (g) **Notes** that while the draft Speed Management Plan was in line with National Strategy, it had also been adapted to the local context, and was intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (h) **Notes** that following Consultation on the Speed Management Plan, it was recommended that the full Council hold hearings for any submitters who wished to be heard.
- (i) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) had been developed at a regional level and would be consulted upon as part of the Regional Speed Management Plan.

LOST

P Williams believed it was important for the Council to liaise with the community about traffic near schools. He requested a Safety Report on the incidents that occurred on roads near schools, as it was important for the Board to have all the facts when considering the matter in future. He noted that the Board had received several briefings on the proposed Speed Management Plan and there was no appetite from the Board for reducing speeds on other roads, hence no more workshops were needed.

R Brine believed that the Council should be looking at a district wide review of speed limits. It was his experience that speed was a contributing factor to most accidents. He noted that speed limits were too high in the district with all the country roads.

J Goldsworthy questioned if staff would still be undertaking a workshop with the Council, even if the Board recommended not further workshops in the future. G Cleary explained that it was the Council's prerogative to call for further workshops when it considered the feedback from each Community Board.

S Wilkinson asked if the public consulting would include the option of the status quo remaining. J McBride explained that the consultation would be based on what was proposed, requesting feedback on those proposed speed reductions around schools. It would have the specific detail around each school that would be included in the consultation information and was based on our national guidance and legislation.

Amendment

Moved: J Ward

Seconded: L McClure

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230524075906.

AND

THAT the Rangiora-Ashley Community Board recommends:

THAT the Council:

- (b) **Approves** consultation being undertaken on the draft Waimakariri Speed Management Plan 2023-2027 including **schools only** (refer to TRIM No. 230731116010 and 230731116038), as **listed in Table 1** below. These roads were within the Board's area.
- (c) **Notes** that staff would then undertake a workshop with the Council in early 2024, and then present a report to the Council seeking approval to consult on the remaining proposed speed limit changes included in Recommendation (e) not endorsed by the Community Board, noting that this is following the Central Government election and Council will have final approval on the consultation.
- (d) **Notes** that Recommendation (b) was considered the 'bare' minimum that the Council could approve, as the *Land Transport Rule: Setting of Speed Limits 2022* requires the Road Controlling Authority to set safe speed limits outside of all schools by June 2027, with 40% of these needing to be undertaken by June 2024.

Table 2. Extents of school speed limits within the Board's ward area.

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
Ashgrove School	1	30 km/h	Seddon Street (West Belt to White Street)	Permanent
			Kinley Street (Seddon Street to end of formed road)	
			McKenzie Place (Seddon Street to end of formed road)	
Cust School	1	30 km/h	Cust Road (1640B Cust Road to 1699 Cust Road)	Variable
			Earlys Road (Cust Road to 452 Earlys Road)	
Rangiora Borough School	1	30 km/h	Church Street (High Street to 39 Church Street)	Permanent
			King Street (High Street to 153 King Street)	
			Queen Street (Church Street to 20 m east of King Street)	
			High Street (20 m east of King Street to 20 m west of Church Street)	
Rangiora New Life School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	
Rangiora High School	1	30 km/h	East Belt (144 East Belt to 113 East Belt)	Permanent
			Wales Street (East Belt to 20 m east of Edward Street)	
Southbrook School	1	30 km/h	Denchs Road (Southbrook Road to end of road)	Permanent
			Marshall Street (Denchs Road to end of road)	
			Torlesse Street (Southbrook Road to 20 m west of Railway Road)	
			Railway Road (Gefkins Road to the South Brook)	
			Gefkins Road (Railway Road to end of formed road)	
			Dunlops Road (Railway Road to end of formed road)	
			Coronation Street (Southbrook Road to end of formed road)	
			Buckleys Road (South Belt to end of formed road)	
			Highfield Lane (Buckleys Road to end of formed road)	
			Pearson Lane (Buckleys Road to end of formed road)	
			Brookvale Place (Buckleys Road to end of formed road)	Variable
			Southbrook Road (32 Southbrook Road to 66A Southbrook Road)	

School name	Cat.	Proposed Speed Limit	Road Extents	Speed Limit Type
St Joseph's School (Rangiora)	1	30 km/h	George Street (20 m west of Percival Street to Victoria Street)	Permanent
			Percival Street (120 Percival Street to 99 Percival Street)	
			Buckham Street (Victoria Street to Ivory Street)	
			Victoria Street (47 Victoria Street to 2 Victoria Street)	
Te Matauru Primary	1	30 km/h	Johns Road (20 m east of Pentecost Road to Acacia Avenue)	Variable
			Townsend Road (20 m north of Johns Road to 163 Townsend Road)	
			Pentecost Road (Johns Road to 20 m north of Charles Street)	Permanent
Ashley Rakahuri School	2	60 km/h	Fawcetts Road (70 m east of High Street to 160 west of Boundary Road)	Permanent
			Boundary Road (Fawcetts Road to 290 m north of Fawcetts Road)	
			High Street (Fawcetts Road to 30 m south of Fawcetts Road)	
			Marshmans Road (Fawcetts Road to 630 m north of Fawcetts Road)	
Fernside School	2	60 km/h	O'Roarkes Road (Swannanoa Road to Johns Road)	Permanent
Loburn School	2	60 km/h	Hodgsons Road (390 m west of Loburn Whiterock Road to 910 m west of Loburn Whiterock Road)	Permanent
North Loburn School	2	60 km/h	Loburn Whiterock Road (50 m south of Mount Grey Road to 370 m south of Bradys Road)	Permanent
OneSchool Global Rangiora	2	60 km/h	Lehmans Road (20 m south of Johns Road to 300 m south of Johns Road)	Permanent

AND:

- (e) **Notes** that the proposed school zone extents were subject to change after consultation progresses with each school.
- (f) **Notes** that in order to meet requirements regarding minimum length of a road for a speed limit, the removal of any of the proposals from the above tables would require staff to investigate the impact on proposals in the surrounding area and bring an updated report to the Council.
- (g) **Notes** that the proposed speed limits were framed around a regional approach, which had been agreed by staff across the Canterbury RCAs and listed below, which has alignment with the Road to Zero Strategy and the *Land Transport Rule: Setting of Speed limits 2022* guidelines.

- 80 km/h on rural sealed roads.
 - 60 km/h on rural unsealed roads.
 - 40 km/h in urban and settlement areas.
 - 30 km/h around schools, where not deemed a Category Two school.
- (h) **Notes** that while the draft Speed Management Plan was in line with National Strategy, it had also been adapted to the local context, and was intended to provide consistency of speed limits, both within the district and on neighbouring Canterbury Council roads.
- (i) **Notes** that following Consultation on the Speed Management Plan, it was recommended that the full Council hold hearings for any submitters who wished to be heard.
- (j) **Notes** that the regional speed management principles as outlined in the Draft Speed Management Plan (refer to attachment (i) - TRIM No. 230731116010) had been developed at a regional level and would be consulted upon as part of the Regional Speed Management Plan.

CARRIED

A division was called:

For: (6) J Gerard, R Brine, M Fleming, J Goldsworthy, L McClure, and J Ward.

Against: (4) I Campbell, M Clarke, S Wilkinson, and P Williams.

Debate on the Amendment

J Ward commented that the Council had a long discussion on the Speed Management Plan, and they believe that with the upcoming national election things may change, and it would therefore be best for the Council if they reviewed the Speed Management Plan early in 2024. However, she supported the need to review speeds near schools and consulting the public on this was important. She also believed that it was important that the Council held further workshops once public opinion becomes known.

J Goldsworthy agreed that speed was a contributing factor to accidents of the district's roads. He understood that Speed Management Plans was never intended to reduce accidents, the main target was to reduce the impact of accidents. He noted that it was important that the Board made the statement to the community that they were actively promoting safety within the district. He was supportive of the motion, although he would have preferred the Council to consult on all the roads in the district.

R Brine concurred with J Goldsworthy and also would have preferred that the Council to consult on all the roads in the district, however he was comfortable with reviewed the Speed Management Plan in 2024.

M Fleming commented that she also preferred that the Council to consult on all the roads in the district

P Williams noted reason for not supporting further workshops was because the Board had already had a workshop and the indication from the Board was that they would not be in favour of the speed reductions on other roads. He acknowledged what R Brine was saying, and he therefore asked staff for the accident rates near schools.

The amendment became the substantive motion which was then put to the vote.

6.2. **Mural on Dudley Park Public Toilet by Artist Mel Eaton, funded by Keep New Zealand Beautiful – G MacLeod (Greenspace Manager) and C Taylor-Claude (Parks Officer – Greenspace)**

G MacLeod took the report as read and explained that a local artist, Mel Eaton, had originally requested the Council for permission to paint a mural on the pump station. Due to the possibility of this infrastructure being transferred to another entity if the Three Waters Reforms were enacted, staff suggested to M Eaton that the mural be painted on the public toilet instead. G MacLeod noted that the Waimakariri Youth Council was still investigating the possibility of a mural on the Squash Club building, and they felt a mural on the public toilet would complement their own mural. The mural had also received endorsement from the Waimakariri Public Arts Trust.

P Williams noted this was a brilliant proposal at no cost to the Council. He asked if the artist would be using anti-graffiti paint which would mitigate damage to the mural if it got vandalised and who would be responsible for any repairs needed. G MacLeod advised that staff expected that the mural would be covered under the Council's normal graffiti contract. M Eaton would be responsible for any touch-ups that the mural may require.

P Williams enquired who would be paying for the touch-ups to the mural if they were needed. G MacLeod did not expect that the Council would be paying, given that the mural was externally funded.

Moved: P Williams

Seconded: M Fleming

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230720109808.
- (b) **Approves** the proposal by Mel Eaton to paint a mural on the public toilet at Dudley Park.
- (c) **Notes** that the project was funded by Keep New Zealand Beautiful as part of its Resene "Nature Mural" fund. As such a plaque would be placed on the toilet block as could be seen in attachment i of the report which acknowledged Keep New Zealand Beautiful.
- (d) **Notes** that the mural had been endorsed by the Waimakariri Public Arts Trust.
- (e) **Notes** that the Youth Council had endorsed the design and mural as they saw it would partner well with the mural, they were pursuing for the Squash building at Dudley Park.
- (f) **Notes** the design depicted a Blue Duck/Whio, swimming with chicks. The Blue Duck/Who was an endemic waterfowl to New Zealand with prehuman populations existing within North Canterbury. The Blue Duck/Whio was listed as endangered.
- (g) **Acknowledges** Mel Eaton for being proactive in obtaining this grant from Keep New Zealand Beautiful for the purpose of beautifying an asset on Dudley Park and within our district.

CARRIED

P Williams commented that this was a brilliant idea for Waimakariri, although he was a bit concerned about vandalism, however noted that most often murals were not targeted for graffiti.

M Fleming noted that this was originally going to go on the pump house and was very pleased that it would be going on the toilets instead.

6.3. **Installation of Bollard and Wire Fencing at Jack Graham Reserve – K Howat (Parks and Facilities Team Leader)**

G MacLeod spoke to the report noting that this had come because of feedback received from the Cust Advisory Group regarding people consistently parking in suboptimal conditions which was causing damage to the grounds. The option suggested was to install bollards funded via the Board's General Landscaping Budget. The Council used bollards to try and prevent people from accessing areas that was off limits. People expected to be able to park in this area which was why staff were also proposing the installation of a drop gate. The damage was normally caused by people visiting the Cust domain. However, there were instances where people had used their cars for recreational purposes. Staff had generally repaired the area either through spending significant funding at the end of the spring season or they had to mow it out.

P Williams noted the cost of the wire ropes and bollards seemed quite expensive. He asked how many quote staff had requested for the job. G MacLeod advised the project had not been explored enough to ascertain how much the bollards would cost to install it was more focused on how much the materials would cost from different suppliers.

M Fleming noted that staff had suggested that they could post on Facebook that the area was closed off during the wetter months. She wondered if installing signs on the ropes with summer access would be sufficient to explain to people the reasons for the bollards. G MacLeod noted that so far staff had not explored signage to prevent people from parking there.

S Wilkinson questioned if staff had any understanding of the remedial costs that had been spent during the last 12 months versus the fixed cost bearing in mind that the fixed cost was potentially not going to solve the problem if people expected to be able to drive on the reserve. G MacLeod explained that there was a chain, which would be dropped during the summer period. However, it was identifying that they had legitimate users that choose to use the area at the wrong time. The remedial costs were approximately \$200 to \$300.

R Brine noted that there were other areas such as Coldstream that also had this issue. He asked if staff were considering other areas where people, were parking. G MacLeod noted that Coldstream had come up during the Annual Plan process and staff had received follow up correspondence as well. At this point staff had not set aside funding specifically for that area and bollarding was one way to fix these sorts of problems. He believed it would be useful for staff to sit down with the Board to identify other areas prior to the Long Term Plan.

Moved: J Gerard

Seconded: S Wilkinson

THAT the Rangiora-Ashley Community Board:

- (a) The report lies on the table to enable staff to investigate the proposal further and to provide additional information.

CARRIED

6.4. **Road Naming – Southbrook Holdings Limited – S Morrow (Rates Officer – Property Specialist)**

S Morrow spoke to the report noting that a Board decision was sought to approve new road names as part of a commercial subdivision on Todd's Road in Rangiora. He noted that the roads were continuations and were not creating new road names.

Moved: L McClure

Seconded: R Brine

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230831135025.
- (b) **Approves** the following proposed road names for the new roads marked as Roads 1 and 2 on the attached plan:
 - 1. Kingsford Smith Drive (Continuation).
 - 2. Southern Cross Road (Continuation).

CARRIED

6.5. **Summary of Discretionary Grant Accountability 1 July 2022 to 30 June 2023 – T Kunkel (Governance Team Leader)**

T Kunkel spoke to the report noting it was an annual report which reported back on the discretionary grants that the Board granted to community organisations and groups. She noted that the Board had considered 14 applications in the 2022/23 financial year and approved 12. Also, of the \$18,569 available funding the Board distributed \$10,503.

Moved: P Williams

Seconded: S Wilkinson

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230815124675.
- (b) **Notes** that of the \$18,569 allocated to the Board for the 2022/23 financial year, \$10,503 was distributed for events and projects within the community.
- (c) **Notes** that the remaining \$8,066 was carried forward and added to the 2023/24 allocation of \$10,660, bringing the current financial year's total to \$18,726.00.
- (d) **Circulates** a copy of this report to all other Community Boards for information.

CARRIED

6.6. **Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund – T Kunkel (Governance Team Leader)**

T Kunkel spoke to the report noting that the first application came under the umbrella of the Waimakariri Access Group. One of its members was requesting funding to host an inclusive sports day at MainPower Stadium in September 2023. The primary aim for the day was for the disabled youth to participate in various sports. She noted that they had approach all four Community Boards for funding and had been granted \$500 by both the Oxford-Ohoka and Woodend-Sefton Community Boards.

Moved: P Williams

Seconded: R Brine

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 230807119799.

- (b) Approves a grant of \$500 to the Waimakariri Access Group towards seeding costs to host an inclusive sports day.

CARRIED

T Kunkel noted that the Southbrook Cricket Club was well known in Rangiora. They were requesting funds to purchase three tablets for keeping scores at their matches due to new regulation introduced by New Zealand Cricket to keep digital scores and upload onto the internet.

Moved: J Gerard

Seconded: J Goldsworthy

THAT the Rangiora-Ashley Community Board:

- (c) **Approves** a grant of \$500 to the Southbrook Cricket Club towards the purchase of three tablets.

CARRIED

T Kunkel noted that the application was received from Rachel's House Trust which was a non-governmental service that offered a full wraparound service in response to needs within local communities to support and accommodate pregnant teenagers. They were requesting funding to host a community music event for children under six and their families. They were hoping the event would create awareness of the work they were doing in the community as well as raise funds for the other activities.

Moved: M Fleming

Seconded: P Williams

THAT the Rangiora-Ashley Community Board:

- (d) **Approves** a grant of \$430 to the Rachel's House Trust towards hosting a community music event.

CARRIED

T Kunkel noted that Waimak Touch Incorporated was a club that promoted sports as social interaction for children ages five to thirteen and they were requesting funding for essential sports gear.

Moved: S Wilkinson

Seconded: L McClure

THAT the Rangiora-Ashley Community Board:

- (e) **Approves** a grant of \$1,000 to Waimak Touch Incorporated towards the purchase of gear bags, balls and cones for the teams and coaches.

CARRIED

T Kunkel noted that the Classics Leisure Marchers' members were aged between 60 and 85 who have limited funds available to support their marching. The group wished to attend the National Leisure Marching event in Invercargill in March 2024 and were requesting for funding for the entry fee.

Moved: P Williams

Seconded: R Brine

THAT the Rangiora-Ashley Community Board:

- (f) **Approves** a grant of \$400 to the North Canterbury Classics Leisure Marchers Incorporated towards registration fees for the National Leisure Marching.

CARRIED

7. CORRESPONDENCE

7.1. Letter regarding the Boards Draft Annual Plan Submission

Moved: J Gerard Seconded: J Goldsworthy

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230220022903.

CARRIED

8. CHAIRPERSON'S REPORT

8.1. Chair's Diary for August 2023

Moved: J Gerard Seconded: M Fleming

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 230906138377.

CARRIED

9. MATTERS FOR INFORMATION

- 9.1. Kaiapoi-Tuahiwi Community Board Meeting Minutes 17 July 2023.
- 9.2. Oxford-Ohoka Community Board Meeting Minutes 2 August 2023.
- 9.3. Woodend-Sefton Community Board Meeting Minutes 14 August 2023.
- 9.4. Adoption of WDC Housing Policy 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 9.5. Submission: Building Consent System Review: Options Paper – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 9.6. Health, Safety and Wellbeing Report July 2023 – Report to Council Meeting 1 August 2023 – Circulates to all Boards.
- 9.7. Annual Report for Te Kohaka o Tuhaitara Trust for the Year Ended 30 June 2023 – Report to Audit and Risk Committee Meeting 8 August 2023 – Circulates to all Boards.
- 9.8. Establish the Rangiora Civic Precinct and Library Extensions Project Steering Group – Report to Council Meeting 15 August 2023 – Circulates to the Rangiora-Ashley Community Board.
- 9.9. Avian Botulism Management 2022/23 – Report to Utilities and Roding Committee Meeting 15 August 2023 – Circulates to all Boards.
- 9.10. Private Well Study – Results from 2022 Study – Report to Utilities and Roding Committee Meeting 15 August 2023 – Circulates to all Boards.
- 9.11. Aquatics August Update – Report to Community and Recreation Committee Meeting 22 August 2023 – Circulates to all Boards.

Public Excluded

- 9.12. Approval for Single-Source Provider for Disposal of Kerbside Organics from 1 July 2023 to 30 June 2024 – Report to Management Team Meeting 24 July 2023 – Circulates to all Boards.

Moved: J Goldsworthy

Seconded: L McClure

THAT the Rangiora-Ashley Community Board:

- (a) **Receives** the information in Items.9.1 to 9.11.
- (b) **Receives** the separately circulated public excluded information in item 9.12.

CARRIED

10. MEMBERS' INFORMATION EXCHANGE

S Wilkinson

- Attended the cycleway consultation – general consensus was that there was a lack of enthusiasm towards the cycleway.
- Attended the Law and Order Night with Matt Doocy at the Rangiora RSA – good attendance. Mark Mitchell presented himself well in terms of what they were trying to achieve.
- Attended the Fire Brigade Quiz Night.

J Goldsworthy

- Council Workshop on flooding update on what damage had been done across the district.
- Attended a Rata Foundation evening for people who had applied for funding through them. The funding pie was not getting any bigger but there were a few more slices available. He understood a few organisations would be struggling.
- Civil Defense – The Council would be working on a submission on the Emergency Management Bill Act which was currently going through Parliament. Some of the major changes in the Bill was a suggested increase in Māori involvement in terms of the management of Civil Defences.
- He accompanied an Environmental Officer for a day, and he had not realized they did what they do. He got to see how well our district was performing in terms of parking. Complaints were tracking up. The Government was currently investigating the idea of introducing more competition in the consenting market.

L McClure

- Attended the Whanau Expo at Rangiora High School. All the local primary schools went along and celebrated what their learners had been doing throughout the year. It was good to see some production information and generally what had been going on in the education sector.
- Approached to be the Rangiora area coordinator for the Pink Ribbon Appeal.
- Early morning down East Belt Corde was usually out picking up rubbish along the High School, it looked amazing, but she would like to see the high school students picking up their own rubbish.

J Ward

- The Council had been starting with the Long Term Plan Workshops, they were gaining momentum during their discussions.
- Attended the Utilities and Roading Committee Meeting.
- Attended tender openings. It was encouraging to see a range of tender prices and competition.
- North Canterbury Sport and Recreation Board Meeting.
- Rangiora Airfield Advisory Group Meeting. They had a new manager at the Airfield.
- Chief Executive Review Committee Meeting.
- Audit and Risk Committee Meeting. Caught up with Chief Executive.
- Communications – picked up a hybrid car battery which was 35kg out of a curbside bin.
- Council had found asbestos at on old dump off Downs Road by the Waimakariri River which Environment Canterbury and staff were working on.
- Council Workshop on risks within the Council. They had a good discussion about various risks that they would need to think about and prioritize.
- Silverstream Retirement Village Site Visit. Stage two had been finished. The residents were loving being there and were very active.

R Brine

- Southbrook Park – 2022 elected as Chair for the fundraising committee because the pavilion needed to go but they had not gone on with a lot of stuff.
- Mayor had asked him to represent the Council on the Greater Christchurch Partnership Hearings. They had over 1,000 pages of submissions. It was chaired independently by someone that lived in Napier.
- Long Term Plan Workshops.

I Campbell

- Southbrook Cycleway consultation – seemed to be some strong views on the plan.

P Williams

- Drainage – pleased that the Council unanimously passed just over four million dollars towards drainage from the damage done to roading and drainage in the June/July 2023 flood event. It put into perspective how much of a problem we had with drainage.
- Mandeville Resurgence Drop in Session – the Council had a proposal of several different options; they were all in favor of doing it properly rather than a patchwork job. The problem with that was the staff estimate of 20 million dollars to mitigate issues with the Mandeville Drainage. At the drop in session staff found out that some people had water through their houses, but they did not know because when people were putting in a service request as a property drainage and staff had interpreted that they had flooding through their property.
- Long Term Plan Workshop – There were wants and there were needs. He believed some of the infrastructure roads, drainage was a need because Council could not afford to have water running through people's houses. Concentrating on keeping our rates as low as possible.

M Clarke

- Attended the meet the candidate meeting at GreyPower.
- Attended the Southbrook Cycleway Drop in – number of people at the session. Someone had asked who was in favor of the cycleway to put their hand up and no one did. The main concern seemed to be behind Pak'n'Save.
- Visited Cust Domain and looked at the grass area and could see the problem. He could not see the point in not having it fenced off.

- Attended the Fair at the end of Church Street. Raised \$2,600 and 50% was going to a charitable group.
- Pleased to see the reaction from the roading manager about the site entrance to the new development with the rest home where they had installed signs warning people to slow down and had repaired the road.
- At a previous Board meeting there was a workshop on the road being too wide by the War Memorial. He saw someone crossing the street and the lights had gone red before they had completed the crossing.

M Fleming

- Attended Waimakariri Access Group Annual General Meeting. The inclusive sports event was on 29 September 2023.
- Waimakariri Youth Council meet and greet. Impressed with how professional they were. They held a workshop where they looked at the future vision of High Street. The vision was more pedestrians and social interactions and no cars potentially.
- Attended tree planting Keep Rangiora Beautiful replacing trees that had died. Clean up Ashley River Sunday 24 September.
- All Boards Meeting.
- Wearable Arts North Canterbury.

11. CONSULTATION PROJECTS

11.1. Waimakariri Economic Development Strategy

<https://letstalk.waimakariri.govt.nz/waimakariri-economic-development-strategy>

Consultation closes Sunday 17 September 2023.

11.2. Playspaces in Kaiapoi East

<https://letstalk.waimakariri.govt.nz/playspaces-in-kaiapoi-east>

Consultation closes Friday 22 September 2023.

11.3. Mandeville Resurgence Channel Upgrades

<https://letstalk.waimakariri.govt.nz/mandeville-resurgence-channel-upgrades>

Consultation closes Friday 29 September 2023.

The Board noted the consultation projects.

12. BOARD FUNDING UPDATE

12.1. Board Discretionary Grant

Balance as at 31 July 2023: \$13,860.

12.2. General Landscaping Fund

Balance as at 31 July 2023: \$27,370.

The Board noted the Board funding update.

13. MEDIA ITEMS

Nil.

14. QUESTIONS UNDER STANDING ORDERS

Nil.

UNCONFIRMED

15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS

Nil.

NEXT MEETING

The next meeting of the Rangiora-Ashley Community Board is scheduled for 7pm, Wednesday 11 October 2023.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 8:41pm.

CONFIRMED

Chairperson

Date

UNCONFIRMED

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR INFORMATION**

FILE NO: GOV-18 / 230926151269

REPORT TO: Council

DATE OF MEETING: 3 October 2023

FROM: Dan Gordon, Mayor

SUBJECT: Mayor's Diary
Friday 1 September – Saturday 30 September 2023

1. SUMMARY

Attend regular meetings with the Chief Executive, Management Team and staff.

Friday 1 September	Meeting: Local Government NZ (LGNZ) National Council
Saturday 2 September	Speech: Opening of Ravenswood Central Attended: National Provincial Championship Rugby Game at Rangiora A&P Showgrounds
Monday 4 September	Meetings: Resident re neighbourhood issue; representative of church building committee; CE Review Committee Presented: Kane Shield
Tuesday 5 September	Meetings: Workshop on Council's Long Term Plan; monthly meeting of Council
Wednesday 6 September	Meetings: Resident re rates issue; with staff re community consultation on flood recovery; Waitaha Primary Health Board
Thursday 7 September	Interview: David Hill, North Canterbury News Meetings: Rūnanga/WDC Liaison; representatives of Kaiapoi Borough School re consenting concerns; Community Board Chairs and Deputy Chairs; All Boards Briefing
Friday 8 September	Meeting: Resource Management Reform Local Government Steering Group (Wellington)
Saturday 9 September	Speech: Opening Day of Woodend Bowling Club Attended: Farewell function for Father/Bishop Elect John Adams; North Canterbury Wearable Arts
Sunday 10 September	Opened: Opening Day of Waimakariri Sailing Club
Monday 11 September	Meetings: Chief Executive of Canterbury Employers' Chamber of Commerce, with Council's Chief Executive

	<p>Attended: Opening of refurbished Rangiora offices of Ministry of Social Development; Drop-in session re Mandeville Channel Upgrade Project</p>
Tuesday 12 September	<p>Interview: Compass FM Meetings: Audit and Risk Committee; Council Workshop and Briefing</p>
Wednesday 13 September	<p>Meetings: With residents re 1) extension of sewer; 2) assault laws; Passchendaele Advisory Group Visited: The Sterling and met with residents, along with Councillors Goldsworthy, Redmond and Ward</p>
Thursday 14 September	<p>Meetings: With RSA re proposed trip to Passchendaele in 2024; Citation preparation for Community Service Awards Attended: Drop-in session re Mandeville Channel Upgrade Project</p>
Friday 15 September	<p>Meetings: LGNZ National Council (Wellington)</p>
Saturday 16 September	<p>Speeches: Waikuku Volunteer Fire Brigade Annual Honours and Rangiora Volunteer Fire Brigade Annual Honours</p>
Monday 18 September	<p>Meeting: LGNZ Forum, along with Deputy Mayor and Council's Chief Executive</p>
Tuesday 19 September	<p>Interview: Compass FM Meetings: Mayors of Chatham Islands and Clutha Councils re LGNZ Zones meeting (via Zoom) Attended: NZ Police Canterbury Rural Awards; Visit by Hon Dr Minister Megan Woods to view Infrastructure Acceleration Funded project at Bellgrove subdivision; Christchurch Foundation Kate Sheppard High Tea and FIFA Legacy Project announcement, with Rt Hon Dame Jenny Shipley</p>
Wednesday 20 September	<p>Hosted: Chief Executive and Board Members of Taumata Arowai on site visits to Water Treatment Plants Meetings: Taumata Arowai and Council; Citation preparation for Community Service Awards; Compass FM Board Attended: Funeral Service of Seamus Robertson</p>
Thursday 21 September	<p>Meetings: Review of Canterbury Civil Defence Emergency Management; Progress on the District Plan Review Attended: Briefing by staff to Contractors</p>
Friday 22 September	<p>Meetings: Citation preparation for Community Service Awards; proposed trip to Passchendaele 2024</p>
Monday 25 September	<p>Meetings: Waka Kotahi; Citation preparation for Community Service Awards; Taumata Arowai, with Community Boards (via Zoom) Hosted: Citizenship Ceremony, welcoming 18 new citizens to our District</p>
Tuesday 26 September	<p>Meeting: Project Steering Group on Rangiora Civic Precinct and Library Upgrade; Environment Canterbury Councillor Grant Edge Attended: Funeral of Joanne Gumbrell</p>

	Attended: Reception for 74 th Anniversary of Founding of the People's Republic of China, with Deputy Mayor
Wednesday 27 September	Meetings: Citation preparation for Community Service Awards; Enterprise North Canterbury Board
Thursday 28 September	Meetings: Citation preparation for Community Service Awards; Manager of local business Attended: Rangiora Promotions Connections Event
Friday 29 September	Speech: Inaugural North Canterbury Inclusive Sports Festival Attended: Farewell for long-serving Council staff member; MC for auction at Waimakariri Sailing Club Quiz Night
Saturday 30 September	Opened: Woodend Spring Flower Show Attended: Loburn 68 Road Relay

THAT the Council:

a) **Receives** report N°. 230926151269

Dan Gordon
MAYOR